Statement of Advice

Providence West ROL2, 817 Ripley Road

Further Information Request Response

CLIENT: Stockland Development Pty Ltd	**DATE:** 13 March 2026
SLR PROJECT No: 620.30351.0190	**REVISION:** v3.0
AUTHOR: Naristi Neale	**REVIEWER:** Brett McClurg

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by Stockland to prepare a Traffic Impact Assessment (TIA) to accompany a development application (DA) in relation to the residential development, known as ROL 2, within the overall Providence West.

It is relevant to note that SLR Consulting Australia (SLR) has also been commissioned by Stockland Development Pty Ltd (Stockland) to provide a traffic assessment of the future South West (SW) Trunk Road and South East (SE) Trunk Road network proposed through the Ripley Valley master planned development, located to the south of the Centenary Highway. This traffic assessment is on behalf of the developer cohort in the surrounding area.

It is recognised that the Trunk Road network is proposed to be delivered using State Government catalyst funding on behalf of the cohort of property developers within the Priority Development Area (south of Centenary Highway). The latter is part of the broader network of roads that will support the Ripley Valley Priority Development Area (PDA).

The section of the Trunk Road network most relevant to Providence West ROL 2 is Package I/K described as follows:

- Package I: Ripley Road between Providence Parade and the Bundamba Creek Bridge.
- Package K: South West Trunk Road between Ripley Road and the Providence West ROL2 intersection.

Therefore, the Providence West ROL2 application and Information Request response deals mainly with internal matters, and the majority of external road network matters are addressed via the Package I/K application and Information Request response. Notwithstanding the latter, the TIA for Providence West ROL2 replicates the TIA for Package I/K.

1.1 Traffic Impact Assessment

For reference, SLR has undertaken a Traffic Impact Assessment (TIA) of the subject road section as documented in the report:

- "*Providence West ROL2, 817 Ripley Road Traffic Impact Assessment*" dated 3 November 2025.

The latter report was prepared following the initial Information Request from Ipswich City Council on 3 July 2025. That report supersedes a previous TIA report by SLR (Revision v2.0) dated 20 May 2025.

In response to ICC verbal comments on traffic volumes and SIDRA analysis of intersection SW20, SLR has revised the SIDRA analysis and prepared an updated Traffic Impact Assessment (TIA) report as follows:

- "*Providence West ROL2, 817 Ripley Road Traffic Impact Assessment*" dated 13 March 2026.

The updated analysis in the latter report do not cause any significant changes to the conclusions for Providence West ROL2. All responses herein reflect the updated analysis / report.

The updated SLR TIA (13 March 2026) is provided as a separate document accompanying this Statement of Advice.

1.2 Information Request

This Statement of Advice has been prepared to document SLR's traffic engineering response to the following Further Information Request (FIR) issued by Ipswich City Council (ICC) relating to the ROL2 DA:

- Application No. 3406/2025/PDA MEDQ Delegate Further Information Request dated 8 December 2025 (ICC FIR), which has been reproduced at **Appendix A**.

It is recognised that ICC has issued a previous IR related to the subject development on 3 July 2025. These items are addressed in the SLR TIA (3 November 2025) and the updated SLR TIA (13 March 2026).

To assist in addressing ICC's concerns, a meeting with ICC officers in respect of the IR was held on 5 February 2026

2.0 IR Response

SLR has prepared responses to the traffic and transport matters identified in the FIR. All remaining items will be addressed by the relevant members of the project team. For clarity, each relevant FIR item is reproduced in italics below, followed by SLR's response.

It is noted that a number of IR items relate to lot access, street design, bus bays and on-street parking and these are predominantly addressed by revised design plans prepared by Therefor, RPS and KN Group, with input from SLR.

2.1 Item 7, Outstanding Matters Item (f)

2.1.1 Replicated Item 7, Outstanding Matters Item (f)

Based on the background traffic data and projected growth rates, the assumption within the TIA interim year assessment to 2036—that the Wensley Road connection to or across the Centenary Highway will not be in place—is supported. However, the TIA assumption that the South West Trunk Road (west of ROL 2) will be extended over the Centenary Highway (with or without an interchange) to Wensley Road by 2037 remains highly uncertain. Recent TMR planning for the Centenary Highway corridor does not confirm whether Wensley Road will be connected over or under the Centenary Highway as part of future development works, and an overpass or underpass is not identified within the DCOP.

Given these uncertainties regarding the future provision of Wensley Road, the forecast traffic volumes and growth rates on the Ripley Road corridor and the South West Trunk Road—and the resulting network performance—are likely underestimated within the TIA. Accordingly, the applicant is requested to review and update the TIA to include a scenario where an overpass across the Centenary Highway connecting to Wensley Road does not occur.

2.1.2 SLR Response

To date, there is no evidence of a decision made by DTMR, EDQ or ICC that the road network for the Ripley Valley PDA will not include an interchange or overpass at Wensley Road / Centenary Highway.

Irrespective of the latter, SLR has undertaken a targeted review of relevant strategic and transport planning documentation prepared by ICC, DTMR, and Economic Development Queensland (EDQ) to confirm the basis of long-standing assumptions regarding the future Wensley Road / Centenary Highway connection. The assessment can be seen in the Statement of Advice prepared by SLR (21 January 2026) at **Appendix B**.

This review has confirmed that there is no evidence of any formal planning for the Ripley Valley PDA that excludes a full interchange (or an overpass at the very least) at Wensley Road / Centenary Highway. All planning documented to date by the relevant road and planning authorities (ICC, DTMR, EDQ) is based on a full interchange at Wensley Road / Centenary Highway.

Therefore, the subject application will not include a scenario where an overpass across the Centenary Highway connecting to Wensley Road does not occur.

2.2 Item 7, Outstanding Matters Item (g)

2.2.1 Replicated Item 7, Outstanding Matters Item (g)

Consistent with the rationale provided for the previous item regarding the low likelihood of an interchange at Wensley Road, the applicant is requested to revise the TIA for the 2046 Ultimate Scenario to reflect that the overpass and interchange to Centenary Highway at Wensley Road will not be constructed.

2.2.2 SLR Response

As identified in **Section 2.1.2**, there is no evidence of any formal planning for the Ripley Valley PDA that excludes a full interchange (or an overpass at the very least) at Wensley Road / Centenary Highway. Accordingly, undertaking a traffic assessment that excludes a

Wensley Road interchange would not be consistent with the DCOP framework. Therefore, the subject application will not undertake an assessment of the network without the Wensley Road interchange.

2.3 Item 7, Outstanding Matters Item (h)

2.3.1 Replicated Item 7, Outstanding Matters Item (h)

Item 7(p) from previous IR:

Whilst the DOS for the Providence Parade/Ripley Road signals is within acceptable standards, there is excessive delay being demonstrated under the 2039 Background + Development scenario. The applicant is requested to review and amend the signal design to address this issue.

The intersection of Ripley Road and Providence Parade has not been addressed within the TIA, which currently outlines the interim and ultimate intersection layouts identified as part of the Scott PDI development. It is noted that these layouts, as assessed in previous development applications (including the Scott PDI site), were based on the assumption of a full interchange on the Centenary Highway at Wensley Road. Additionally, earlier assessments of this intersection considered only limited development within the Ripley Road catchment south of Providence Parade.

The applicant is requested to review the intersection of Ripley Road and Providence Parade be incorporated into the SIDRA intersection assessments within the TIA, considering scenarios both with and without an overpass/interchange at Wensley Road. Under the scenario without an overpass or interchange, it is anticipated that modifications may be required to the previously identified ultimate layout for this intersection. Furthermore, upgrades to the interim intersection (currently under construction) may also be necessary to accommodate the forecast traffic volumes outlined in Section 4.5.1 of the TIA.

2.3.2 SLR Response

The interim and ultimate forms of the Ripley Road / Providence Parade intersection have previously been assessed and approved under earlier development applications (eg. the Scott PDI development immediately west of the intersection). The traffic assessments undertaken for the Scott PDI development gave consideration to the traffic volumes generated by the entire Ripley Valley PDA (including the subject site). The existing interim 4-way signalised intersection (recently constructed) and the ultimate 4-way signalised intersection were approved as a consequence of the earlier traffic reports and development applications.

Therefore, the Ripley Road / Providence Parade intersection is not the responsibility of the subject application, and analysis will not be done.

Notwithstanding the above, as identified in **Section 2.1.2**, there is no evidence of any formal planning for the Ripley Valley PDA that excludes a full interchange (or an overpass at the very least) at Wensley Road / Centenary Highway. Accordingly, undertaking a traffic assessment that excludes a Wensley Road interchange would not be consistent with the DCOP framework.

2.4 Item 7, Advice Note

2.4.1 Replicated Item 7, Advice Note

The proposed development currently relies solely on access via Lacebark until the DCOP roads, including the Ripley Road upgrade and associated supporting infrastructure, are delivered. This arrangement is not considered viable from a transport network planning perspective. Accordingly, any approval will be conditioned requiring the South West Trunk Road to be constructed and opened to traffic prior to plan sealing of the 101st lot to ensure connectivity from ROL2 Access Road 01 to Ripley Road.

2.4.2 SLR Response

The condition suggested in this advice note requests construction and opening of the South West Trunk Road (between the ROL2 intersection and the Ripley Road intersection) prior to the 101st lot.

Section 6.0 of SLR's TIA report (dated 13 March 2026), includes extensive documentation of the projected traffic volumes on the Providence West road network prior to the South West Trunk Road (between the ROL2 intersection and the Ripley Road intersection) being open to traffic. That analysis includes consideration of the maximum traffic volume limits on residential Collector and Major Collector streets using the street design guidelines of EDQ and ICC.

The findings of the latter show that these maximum traffic volume limits would not be exceeded until **after** the development of 371 residential dwellings (including 50 Retirement Living dwellings) in ROL2 and 287 residential dwellings in ROL1 (Lacebark).

Consistent with the findings of Section 6.0 of SLR's TIA report (dated 13 March 2026), the condition suggested in the advice note is excessive. Consequently, the following trigger conditions are proposed for when the South West Trunk Road (between the ROL2 intersection and the Ripley Road intersection) needs to be constructed / open to traffic:

- Emergency Access Route (between ROL2 and Ripley Road) needs to be provided prior to plan sealing of the 101st lot in ROL2.
- South West Trunk Road (between the ROL2 intersection and the Ripley Road intersection) needs to be constructed / open to traffic prior to plan sealing of the 371st lot in ROL2.

In respect of the Emergency Access Route, this is shown on the Road Hierarchy Layout Plan (drawing number 24-154-11 rev B) prepared by KN Group and included in Appendix A of SLR's TIA report (dated 13 March 2026).

2.5 Item 18 State Road Network

2.5.1 Replicated Item 18 State Road Network

Original Information Request Item (3 July 2025)

Prepare a revised RPEQ certified TIA in accordance with DTMR's Guide to Traffic Impact Assessment. The TIA should address, but not be limited to, the following key aspects:

a) *Traffic Distribution & Volumes: Clearly justify anticipated traffic distribution patterns and the likely traffic volumes travelling to and from the surrounding state-controlled road network.*

b) *Impact Assessment Area: Define the proposed development's impact assessment area in accordance with Section 6.4 of the Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (GTIA). This includes all intersections where development traffic exceeds 5% of the base traffic for any movement.*

c) *Traffic Data & Growth Rates: Ensure the assessment is based on recent traffic count data. All proposed growth rates applied to state-controlled road corridors must be clearly justified.*

d) *Operational Performance & Delays: Where required, assess the operational performance of impacted intersections on the state-controlled road network, and calculate peak hour network delay impacts across the full extent of the identified Impact Assessment Area.*

e) *The TIA should consider the expected year of opening.*

f) *Mitigation Measures: If applicable, outline any proposed mitigation measures required to address traffic impacts and achieve no net worsening on the state-controlled road network. All measures must be consistent with DTMR's Road Planning and Design Manual (2nd Edition).*

g) *Risk and Safety Assessment: Complete a risk assessment as outlined in Section 8 of the GTIA.*

Outstanding Matters

a) *A response to this item has not been received. Advice from EDQ and DTMR confirms that the above is outstanding and must be addressed.*

2.5.2 SLR Response

The impacts on the State Controlled Road (SCR) network (Ripley Road / Centenary Highway) have been addressed previously in SLR's Statement of Advice, dated 15 July 2025 (attached for reference in **Appendix C**). The latter assessment includes traffic generated by Providence West ROL2 (in addition to the Providence West ROL1 development, the Scott PDI development, and the Sekisui development (north and south of the Centenary Highway)).

That SCR assessment (SLR's Statement of Advice, dated 15 July 2025) has been accepted by SARA / DTMR as part of the overall Providence West development.

3.0 Conclusion

This Statement of Advice provides SLR's responses to the traffic and transport matters raised in the ICC Further Information Request relevant to Application No. 3406/2025/PDA. The responses are intended to clarify the basis of the adopted traffic assessment approach, confirm consistency with the applicable planning framework, and demonstrate that the proposed development can proceed within the established network assumptions and requirements.

3.1 Certification

This statement of advice has been prepared under the direction of a Registered Professional Engineer of Queensland (RPEQ) and Senior Road Safety Auditor (as accredited by DTMR) who is experienced in traffic engineering and road safety. This memorandum is endorsed by that RPEQ accordingly.



Brett McClurg (RPEQ No: 7628), Technical Director - Transport Advisory

Basis of Statement of Advice
This report has been prepared with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the Client. Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid. This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR. SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

Appendix A Ipswich City Council Further Information Request

Your reference
Our reference 3406/2025/PDA:NM
Contact Officer Nikki Morrison
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Ipswich City Council

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erichards@thereforgroup.com.au
CC: pdadevelopmentassessment@edq.qld.gov.au
CC: medqdelegations@edq.qld.gov.au

8 December 2025

Dear Sir/Madam

Re: MEDQ Delegate Further Information Request
Application No: 3406/2025/PDA
Proposal:
- Context Plan (to supersede Context Plan subject of 10397/2023/MAPDA)
- Reconfiguring a Lot – One (1) Lot into Three Hundred and Ten (310) Lots {consisting of 301 Residential lots, One (1) Future Multiple Residential Lot, One (1) Balance Lot, Four (4) Drainage Reserve/Stormwater Management Lots, One (1) Neighbourhood Recreation Park lot, One (1) District Recreation Park Lot, One (1) Open Space (Conservation Area) lot}; and
- Associated Plan of Development (POD) for a House {over Three Hundred and One (301) Residential Lots}; and Display Village, Temporary Sales Office and related Advertising Devices

Property Location: 817-843 Ripley Road, SOUTH RIPLEY QLD 4306

I refer to the above referenced development application and your response dated 11 November 2025 to the MEDQ Delegate's information request dated 3 July 2025.

Upon preliminary review of the submitted information in respect to the application, a number of items were not appropriately addressed. As such, further information as detail below is required to satisfactorily assess this application.

Please note that issues which can be resolved through conditions have not been included in the below.

A. CONTEXT PLAN COMPONENT

1.	Proposed Context Plan
No further information required subject to Item 3 being addressed.	

2.	Stormwater Quality
No further information required subject to Items 8 and 14 being addressed.	

B. RECONFIGURE A LOT COMPONENT

Planning

3.	Density
Original Information Request Item (3 July 2025)	
(a)	*It is noted that the proposal achieves an overall density of 22.56dw/ha, however the applicant is requested to clarify what density is being achieved for each of the following areas:* · *Low-medium density residential* · *Low-medium density residential – slope affected* *Proposed densities must comply with the proposed context plan.*
(b)	*Proposed Lot 8002 is identified as being for multiple residential. As identified on the POD, this site can have a density of up to 65dw/ha. Accordingly, the applicant is requested to demonstrate that the proposed site is appropriate for multiple residential up to this density taking into consideration the following:* · *The site is generally identified as slope affected on the context plan;* · *Significant battering is shown throughout the site, as per the submitted earthworks plans;* · *Appropriate access must be achieved for the proposed density.*
Outstanding Matters	
(a)	<u>Proposed Lot 8002</u> While the submitted example is acknowledged, it does not address the site specific concerns raised under Item 3(b) above. Accordingly, the applicant is requested to address these concerns.

4.	Proposed Layout
Original Information Request Item (3 July 2025)	
	The applicant is requested to provide an amended layout which addresses the following:
(a)	*<u>Access</u>* *(i) It is noted that the Response to Not Properly Made Notice dates 23 May 2025 indicates that the initial access to development will be from the north via the Lacebark development. However, the submitted plans include this road connection within Stage 4. Accordingly, the applicant is requested to submit amended plans which accurately reflect the proposed staging.* *(ii) The applicant is requested to identify the emergency secondary access track on the proposed plans.*

	Address items raised under Item 6 – Open Space and Item 7 - Traffic Impact Assessment.
(b)	*Bushfire offset area* *(i) The proposed bushfire offset area as identified on the submitted Open Space Plan is not accurately reflected within the proposed subdivision drawings which is shown in a similar manor to road reserve. Accordingly, the applicant is requested to amend the plans to accurately reflect the intended use of this area.* *The applicant is requested to amend the plans to address the interface concerns raised under Item 5(f) – Plan of Development and Item 16 – Conservation Interface below.*
(c)	*Conservation/Environmental Protection Zone* *(i) The applicant is requested to provide pedestrian connectivity along the Environmental Protection Zone, in lieu of an esplanade road.* *(ii) The applicant is requested to nominate a delivery stage for this lot.* *(iii) The applicant is requested to clarify why the Bushfire offset area is not included with the conservation lot.*
(d)	*There are several blocks which exceed 130m length, which is inconsistent with PDA Guideline No. 1 – Residential 30 and PDA Guideline 5: Neighbourhood Planning and Design. Accordingly, the applicant is requested to ensure that no blocks exceed 130m without providing a 10m wide pedestrian link to assist with walkability.*
(e)	*In accordance with PDA Guideline 1: Residential 30, no more than eight (8) narrow lot frontages (being lot frontages under 15m) are to be provided in a row. The applicant is requested to amend the proposal plans accordingly.*
(f)	*The applicant is advised that parking within laneways is not supported and fails to meet the PDA Guideline 6. Accordingly, the applicant is requested to amend the plans to ensure all laneways are in accordance with the PDA Guideline requirements.*
(g)	*Nominate the radius of the cul de sac as to achieve minimum 9m radius at the invert.*
(h)	*Retaining wall heights* *(i) The proposal includes significant retaining walls along a number of road reserves and open space. The applicant is requested to review the earthworks to limit the extent of external facing retaining walls.* *(ii) The legend includes walls +3m. The applicant is requested to clarify the extent of retaining propose for these walls.* *Please refer to Item 10 - Concept Civil Engineering Plans for further information.*
(i)	*Reflect any changes resulting from the response to all other matters raised in this information request.*
Outstanding Matters	
	The applicant is requested to address the following:
(a)	Staging plan (i) The information request response makes reference to a staging plan, however does not appear to be included in the submitted plans. Accordingly, the applicant is requested to provide a staging plan. (ii) It is noted that the response seeks flexibility in the order of stages beyond Stage 1A, however open space is included within individual stages. The applicant is requested to clearly identify the intended timing of open space delivery and ensure there are

	residential lots attached to the delivery of these open space stages.
(b)	Block lengths It is unclear how the 'Design Framework' plan demonstrates key pedestrian routes as justification for the excessive block lengths. Noting that the District Recreation Park will be a key attracter, the applicant is requested to clearly outline how the proposed layout facilitates pedestrian connectivity to the east/west in order to justify the proposed increased block lengths.
(c)	On Street Parking The response makes reference to the developments ability to accommodate on street parking, however an on-street parking analysis for the revised layout has not been provided. The applicant is requested to provide an on-street parking analysis prepared in accordance with PDA Practice Note 11 – Parking Analysis.

5.	Plan of Development
Original Information Request Item (3 July 2025)	
	The applicant is requested to submit an amended Plan of Development (POD) that addresses the following in accordance with PDA Guideline 1: Residential 30 and PDA Practice Note 10: Plans of Development:
(a)	*Indicate the lot dimensions and areas.*
(b)	*Indicate land slope, stairs, retaining wall locations and infrastructure items (eg. sewerage, water, stormwater, electricity/telecoms, street lighting, PMT's etc.) and associated easement/s and amend POD notes as required (i.e. General Controls – Note 5).*
(c)	*Lot types* *(i) There are a number of 'Terrace Allotments (front loaded)' located throughout the development that do not appear to function as a terrace allotment (i.e. wider than 7.5m, not attached). Examples of these proposed lots include 2132,2131 2166, 2167, 2201, 2242. The applicant is requested to amend the POD to ensure categorisation of lot types accurately reflect what is being proposed.* *(ii) 'Laneway Terrace Allotments' identified under Additional Specific Controls is inconsistent with the lot terminology used within the POD table. The applicant is requested to amend the POD to ensure there is consistency across the document.* *(iii) The applicant proposes an 'Urban Loft' lot type, however this is not described in the PDA Guideline1 – Residential 30. The applicant is requested to provide further information on the intent of this lot type and update the POD requirements as needed to facilitate an appropriate outcome (i.e. should a minimum of two storeys be mandatory noting the lot size?) while taking into consideration the matters raised throughout this Information Request.*
(d)	*Split level lots* *Based on the submitted earthworks plans, there are a number of split level lots proposed. It is noted that some of these (i.e. proposed Lots 228-2233) are identified on the POD as 'potential split level', however others are not identified (i.e. proposed Lots 2062-206). It is unclear how these lots are proposed to be developed in the event that they are not developed as split level (noting the use of 'potential'). Further, the POD does not include any specific provisions to guide development of these lots. Accordingly, the applicant is requested to address the following:*

	(i) Identify all lots required for split level construction; *(ii) Unless an appropriate alternative to construction is proposed, mandate the requirement for split level construction; and* *(iii) Amend the POD to include specific design requirement for these lots.*
(e)	*The applicant is requested to clearly identify the primary frontage for all lots with secondary frontages, taking into consideration the items raised in items (f) and (g) below.*
(f)	*The applicant is requested to provide an amended POD which includes design requirement provisions for lots adjoining open space and pedestrian walkways (if proposed). In particular, the design outcomes sought should ensure that passive surveillance/overlooking of the open space is achieved. The maximum fence height should be 1.2m, consistent with PDA Guideline No. 1 – Residential 30.*
(g)	*The applicant is requested to amend the POD to ensure that 'Front Loaded Terrace Lots' address the adjoining pathway adjacent to Road 1/Neighbourhood Park as the primary frontage. It would be beneficial to identify the park edge as the primary frontage to assist.* *This must include at a minimum the inclusion of front doors, building articulation, letter box, pedestrian access and front fencing requirements.*
(h)	*For terrace lots, the applicant is requested to provide a break in the built form (through removal of the built to boundary wall) to facilitate groupings of between four and six lots as per PDA Guideline 1 – Residential 30.*
(i)	*PDA Guideline No. 1 – Residential 30 provides for double garages on lots greater than 12.5m. Accordingly, the applicant is requested to either amend the POD to restrict double garages on lots under 12.5m (excluding rear loaded terrace lots) or alternatively provide additional design criteria which will assist in ensuring double garages will not dominate the streetscape.*
(j)	*The applicant is requested to amend on site parking requirements to be consistent with PDA Guideline 7: Low Rise Buildings.*
(k)	*The applicant is requested to provide detailed concept house plans for lots less than 250m² in area; typical house plans for lots between 250m² and 450m²; and typical house plans for Lots 6382-6390 in accordance with PDA Practice Note 10 – Plan of Development and PDA Guideline 7 – Low Rise Building.*
(l)	*The applicant is requested to amend site cover requirements to be consistent with PDA Guideline 1 – Residential 30.*
(m)	*The applicant is requested to amend the built to boundary wall length and locations to be consistent with PDA Guideline 7: Low Rise Buildings.*
(n)	*<u>General POD Requirements</u>* *The applicant is requested to address the following:* *(i) General Controls – Note 7: amend to clearly identity where 3 storey development is supported.* *(ii) Clarify what a roof top terrace is and where this is applicable.* *(iii) General Controls – Note 19: clarify why this is not applicable to Urban Lofts. This raises concerns with the potential built form outcome of these lots.* *(iv) General Controls – Note 22: clearly identify what lots are affected by this requirement.* *(v) Notes relating to fencing: amend fencing to be consistent with PDA Guideline 1 – Residential 30, particularly in relation to fencing for corner lots and fencing interfacing with park/open space.*

	(vi) Replace references to 'submitted for approval' to 'submitted for compliance assessment'. *(vii) Apply footnote 1 of the POD Table to non BTB side setbacks* *(viii) Review the POD and remove any non-applicable items to avoid any unnecessary confusion to the end user. For example, Urban Lofts - Note 5 refers to access from secondary frontages and laneways, however the POD includes all driveway locations from the primary frontage and Urban Lofts – Note 10 relates to terrace lots.*
(o)	*<u>Display Village</u>* *The applicant is requested to make the following amendments to the 'Display Village (Indicative)' POD:* *(i) Clarify why the Neighbourhood Park is included within the display village boundary.* *(ii) In regards to the potential road closure of part of Road 01 for up to 10 years, the applicant is requested to address how future orderly development can be facilitated for lots to the west and Lot 8001.* *(iii) Include design provisions for the sales office, including maximum GFA.* *(iv) The POD makes reference to a Billboard Sign which is to be limited to the nominated areas along the main entry, however the POD does not nominate this. Accordingly, the applicant is requested to remove references to the Billboard Sign, noting the MEDQ Delegate would be unlikely to support a Billboard Sign as part of a POD (a separate application for advertising devices would be required).* *(v) Note 4 states entry statements are to be limited to nominated areas along the main entry road. The applicant is requested to clarify what is meant by entry statements and clearly identify the nominated areas on the POD.*
(p)	*Amend the submitted Plan of Development drawings to reflect any changes resulting from the response to all other matters raised in this information request.*
Outstanding Matters	
	The applicant is requested to address the below:
(a)	Amend the POD to provide the requested details as per item 5(b). This ensures consistency across documents and makes it clear to future lot owners, builders, designers etc where key infrastructure is located, requirements for stairs etc. It is noted that an electrical engineer has been engaged and a response to the electrical POD items will be provided in due course. The applicant is requested to provide this information, noting that complete responses to information requests are required.
(b)	<u>Urban Lofts</u> The applicant is requested to provide built examples of these lot typologies, particularly where adjoining terrace product as proposed. Consideration should be given to proposed retaining and interface with adjoining lots. It is expected that the POD will be amended to provide further design requirements for these lot typologies, particularly as it relates to wall treatments facing adjoining terrace lots.
(c)	<u>Garden Home Allotments</u> It is noted that only two storey examples of Garden Home Allotments are provided, however the POD does not mandate two storey development. The applicant is requested to either demonstrate how this lot type can be developed as a single storey or alternatively mandate 2

	storey construction. Should parking me limited to a single space as shown on the examples, development should be limited to two bedrooms. It is noted that the 'Product Mix and Typologies' document provides low quality resolution floor plans, however it appears as though the examples note only two bedroom developments.
(d)	Display Village The amended POD has removed POD references to the display village. The applicant is requested to include POD provisions for the display village, taking into consideration the concerns raised in the original Information Request.
(e)	The applicant is requested to review the POD to remove irreverent references and ensure there are no inconsistencies between general notes and lot specific notes (such as private open space).

Advice Note:

There are a number of POD amendments which have not been made, primarily in relation to on-site parking, clusters of terraces, site cover, setbacks, fencing etc. These items will be addressed through plan mark-ups. Please note that utilising previous examples is not sufficient justification. Consideration must be given to the outcomes achieved, site specific requirements and the 'reset' undertaken with the introduction of the Improvement Plan which seeks consistency with the guidelines.

6.	Open Space
Original Information Request Item (3 July 2025)	
	Whilst it is acknowledged that the submitted design is conceptual, it lacks adequate detail to demonstrate if embellishments can be delivered as intended within the open space network. Accordingly, the applicant is requested to demonstrate that the open space areas can be embellished to the required Desired Standard of Service for park types under Ipswich Planning Scheme LGIP 2016 and EDQ Guideline No. 12 including land area, grades and sections. For clarity, the following cross referencing of park types is provided:

EDQ Guideline No. 12 Park Types		*Ipswich Planning Scheme LGIP 2016 Park Types*
Linear park	=	*Local Linear Park*
Major Linear park	=	*Citywide Linear Park*
Local Recreation Park		*No equivalent (Scaled down Local Recreation Park)*
Neighbourhood Recreation Park	=	*Local Recreation Park*
District Recreation Park	=	*District Recreation Park*
Major Recreation Park	=	*Citywide Recreation Park*
District Sports Park	=	*Local Sports Park*

		Major Sports Park	=	*Citywide Sports Park*	
(a)	*The applicant is requested to provide additional information that demonstrates compliance with the required Desired Standards of Service for the relevant park types from both the Ipswich Planning Scheme LGIP 2016 and EDQ Guideline No. 12. The MEDQ Delegate's particular concerns that need addressing/further information provided are outlined below:* (i) *Terminology and documentation to reflect EDQ park types and DCOP numbers for clarity of requirements.* (ii) *Dimensions grades, and flood levels required on Park concept and sections to confirm compliance to EDQ Guideline 12 and ICC Desired Standards of Service.* (iii) *Waterway riparian corridor to comply with Ipswich Waterway Health Strategy riparian offsets and defined linear park from top of bank to both sides of waterway (excluding District and Neighbourhood Recreation Park areas adjacent to one side of waterway).* (iv) *Address the matters raised under (b)-(d).*				
(b)	*<u>Neighbourhood Recreation Park</u>* *The applicant is requested to address the following with regards to the proposed Neighbourhood Recreation Park:* (i) *Demonstrate the wide vegetation adjacent to residential area to the west will not compromise CPTED and casual surveillance of both pathway and park.* (ii) *Demonstrate half courts (and rebound walls if applicable) are minimum of 50m from residents.* (iii) *Vehicle deterrents (bollards) to all street frontages, and fencing is required to ensure safety of balls and children in and around playgrounds, kick-about, rebound wall and half courts, (to reduce risk from children and balls from entering streets, drains/watercourses, and especially on the down slope of these areas).* (iv) *Demonstrate Kickabout area meets EDQ requirements of 50m x 30m.* (v) *BBQs are not approved for Neighbourhood Recreation Parks and are to be removed.* (vi) *A maximum grade for turf areas of 1:6 is required, and maximum 1:33 for kickabout area.* (vii) *Q100 immunity of all elements and park, (Comments in DSS table for Local recreation park state all park sits below Q100).* (viii) *Confirm <20% land area is 1:10 or more*				
(c)	*<u>District Recreation Park (DCOP POS006)</u>* *The applicant is requested to address the following with regards to the proposed District Recreation Park:* *(i) The proposed park encompasses Stream Order 3, and waterway should be excluded from the park area (notated as 25% of park area), as well as the whole detention and biobasin land. Land required for the principle purposes of drainage are to be dedicated as separate lot/s for drainage. The area to south of the waterway is linear park and not district park, as it cannot function as a district park with the large waterway dissecting the area. After excluding these areas, functional land area of district park should be approximate 3ha to ensure District Park facilities and function can be accommodated within the lot (current proposal of less than 2ha of functional land does not meet requirements for a district park from the required 5ha requirement).*				





(ii) Clarify the park area meets required site grades (example <20% area is 1:10 or more, min 30% area is 1:20 or less).

(iii) Car parking is to be internal to ensure facilities can be accessed by the wider community and reduce antisocial and conflicts with adjoining residents. Car parking to accommodate service vehicles (eg refuse trucks and food caravans to concessionary stand area) and accessibility parking to connect to all major facilities.

(iv) Provide location of coach bus parking for the park (on-street can be an acceptable solution to remove large turnaround movements within the reduced park area).

(v) Demonstrate multiple large areas within the park are provided to facilitate various community events and sizes.

(vi) Demonstrate half courts (and rebound walls if applicable) are minimum of 50m from

residents.

(vii) Dedicated legible shared pathway connection from the 4m emergency access pathway (connection to Ripley Road) to Road 1 and Catalyst Road is required for connecting both internal and wider community.

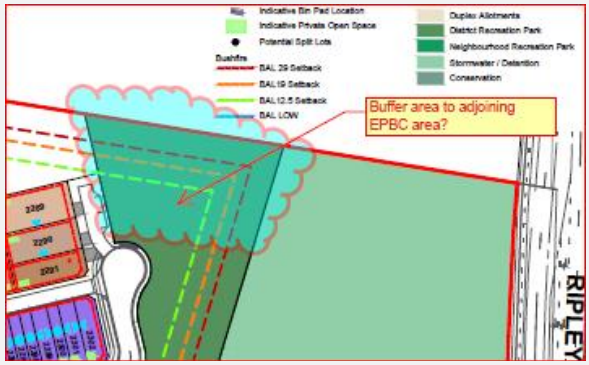
(viii) Provide details of all the stair locations that inhibit direct accessible access to facilities. (all facilities require accessible access from both road footpath and car park areas)



(ix) Park embellishments to be outside the BAL 19 setback to ensure long term safety of assets.

(x) The applicant is requested to clarify how the BAL setback is calculated through the proposed district park and confirm it does not include riparian creek area that is required to be revegetated. Once confirmed, the applicant is requested to clarify what bushfire management requirements are required long term in the District Park area.

(xi) Confirm if the area to the north is required to be buffer from EPBC area of adjoining lot, noting items raised under Item 16 – Conservation Interface.



A maximum grade for turf areas of 1:6 is required, with active area max 1:33.

(d) <u>*EDQ Linear Park (DCOP POS352) – Including Drainage Reserve*</u>

The applicant is requested to address the following with regards to the proposed Linear Parks:

(i) Emergency Access pathway from Ripley Road to Road 9 (and any proposed pedestrian pathway crossing) to be Q10 immune.

(ii) Any waterway crossing to be Q10 immune.

(iii) All embellishment infrastructure to be offset from riparian corridor and minimum 10m from top of bank (excluding emergency access crossing).

(iv) Linear park to be provided to both sides of the waterway.

(v) Ensure 2.2m wide pathways connections are provided along the full extent of waterways and connected to the pathway network of the development. Linear pathway and road footpath can be combined where beneficial for both functions (width to represent the wider pathway width of the 2 areas).

(vi) Confirm that the catalyst road off-road bikeway and footpath accommodate the linear park pathway requirements.



(vii) Provide details of Catalyst Road to ensure riparian corridor (Stream order 3) and linear park can be accommodated.

(viii)Bins and bike racks are not approved for Linear Parks and are to be removed.

(ix) Majority of linear park to be revegetated. Large areas of Turf generally not supported within linear park.

(x) Confirm if linear park edge near Stage 1, and the area adjoining the northern EPBC area are required to be bushfire offset areas (see extract mark-up below).



Outstanding Matters

(a) <u>District Recreation Park (DCOP POS006)</u>

The applicant is requested to address the following:

(i) Provide bus parking to the District Recreation Park. It is noted that the proposed location on catalyst road is not an appropriate solution to service the park.

(ii) As a result of addressing (i), ensure that the roads are capable of accommodating Coach bus manoeuvring and parking on-street.
Note: 2 potential routes are outlined below, however may be affected by topography. Compliant DDA access required from bus park to park facilities must be demonstrated.



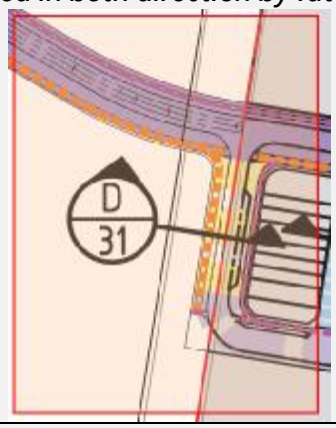
Note: this will likely remove some proposed on-street car parks.

(iii) Provide Q10 immunity of waterway crossing (Ripley Road to Road 11)

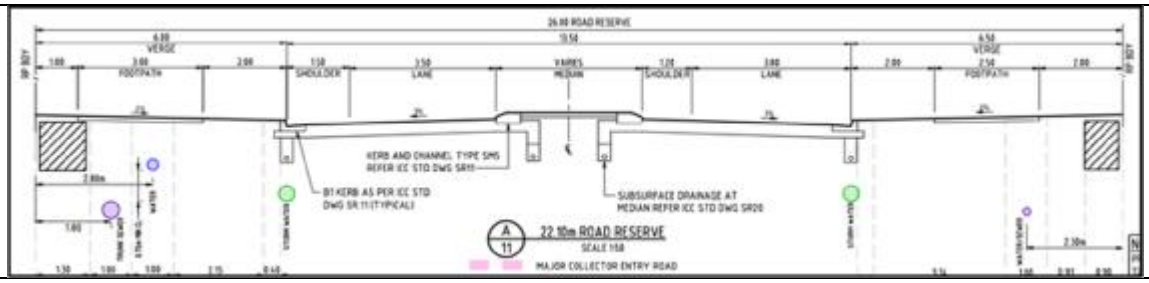
(iv) On-street car parking to be part of road reserve

Engineering

7.	Traffic Impact Assessment
Original Information Request Item (3 July 2025)	
	The applicant submitted a report titled Providence West ROL 2, 817 Ripley Road Traffic Impact Assessment by SLR Consulting, (620.30351.02004 Rev 2.0) dated 20 May 2025 in support of the proposed development. The assessment undertaken in the report does not satisfactorily address the traffic and transport aspects of the proposed development. The applicant is requested to submit a revised version of this report addressing:
<u>General</u>	
(a)	*The main access to the development is from the future east west Arterial Road (DCOP) which aligns along the southern boundary of the development. The timing of delivery of this road is currently unknown. Accordingly, the only access to the development is through Road 07 from Providence Lacebark (ref. 2342/2024/MAPDA/B - under construction). Road 07 being a neighbourhood access street is not designed to cater for the traffic from 302 dwellings and the later on addition of another 262 dwellings. The same applied for Road 01 in Lacebark to which the traffic from the proposed development will contribute to.* *Accordingly, the applicant is requested to review the TIA to include the above factors as well to assist in determining the impact of the proposed development on the existing road network.*
(b)	*Catalyst Road design is referenced in the Road Hierarchy Layout Plan of the set of Civil Functional Drawings. Provide the latest version of this drawing.*
(c)	*Bus stops have been indicated on Road 01, however it is anticipated that new roads within the development may also be required to accommodate a future bus service. The developer is requested to seek written advice from Translink on future bus routes in the precinct and modify the internal road network if required.*
(d)	*It is acknowledged that there is a previous approval over this site, however due to the significant changes proposed the applicant is requested to update the road hierarchy terminology and cross sections to match those contained within PDA Guideline 6 - Street and Movement Network.*

(e)	*The active transport, PDA Guideline 6 - Street and Movement Network specifies that neighbourhood connectors should have a 3.0m shared path in one verge and a 1.5m wide path in the other. This should be provided throughout the development.*
(f)	*Road 02 West (cross section D) is encroaching existing north south road reserve (see extract below). Amend the lot layout to contain the proposed road within the development boundary (the north south road to be continued in both direction by future developments).* 
(g)	*The applicant is requested to provide a shared path along the length of the waterway, consistent with the existing context plan.*
(h)	*Throughout the report there are a number of assumptions made about the delivery of major external road projects, for example the Southwest Trunk Road and associated intersections. Given there is currently no certainty for Council that this infrastructure will be delivered in accordance with the proposed timeframes, the applicant is requested to provide further information demonstrating how the proposed development can progress until such time the DCOP infrastructure is delivered.*
(i)	*Regarding background traffic, the 5% growth rate applied to the observed traffic is considered to be too low. There is significant development occurring in the surrounding network which needs to be catered for within the growth along Ripley Road. The applicant is requested to update assessments using a growth rate derived from the traffic modelling outputs.*
(j)	*The TIA should take into account other surrounding approved developments, including but not limited to: 741 Ripley Road, additional stages of the Scott DPI site and uses associated with the Secondary Urban Core East (although this will likely be catered for in a higher background growth rate).*
(k)	*Regarding the 4.0m path which will serve as the emergency access track, further details are required on the form of this connection relating to immunity, accessibility and how access will be restricted outside of emergencies. The Flood Assessment Report nominates immunity for the path for events up to and including 39%AEP, however, it must be upgraded to achieve immunity in 10%AEP events.*
(l)	*The proposed on street 90 degree parking bays for the local park are expected to have operational issues, the preferable outcome would be a parking facility accessed via the proposed internal roundabout.*
(m)	*In section 4.3 of the TIA it appears there is a typo. Within the 2039 Background section it states, "The background traffic was determined by using the 2031 Year ICC Model Volumes", it is assumed that this should instead be 2041. The applicant is requested to clarify and amend as required.*
(n)	*For the Ultimate Year Horizon 2046, there appears to be some confusion surrounding the data previously provided from the traffic model. There has not been a modelled scenario for 2046 without the Wensley Road interchange in place, and as such all 2046 volumes assume that the*

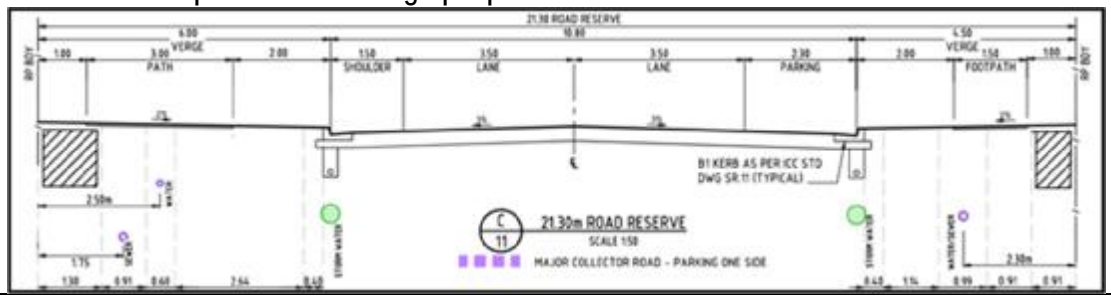
	interchange has been provided. The applicant is requested to clarify and amend as required.
(o)	*In figure 5 the interim layout does not match the approved layout. The applicant is requested to update accordingly.*
(p)	*Whilst the DOS for the Providence Parade/Ripley Road signals is within acceptable standards, there is excessive delay being demonstrated under the 2039 Background + Development scenario. The applicant is requested to review and amend the signal design to address this issue.*
(q)	*In identifying the timeline for delivering the formal secondary access to the development, review the considerations to address the following:* · *The current justification is based on the theoretical capacity of connector roads and the proposed trip generations associated with the development alongside Lacebark which must be revised to base on network amenity, resiliency ad redundancy.* · *Should the design be purely based on a capacity perspective of a non-fully developed catchment, the high volume of construction traffic must be considered.* *Lacebark development will be fully developed prior to the first lots in this development being sealed. Accordingly, there is minimal development available prior to the catchment exceeding 300 lots.*
DCOP	
(r)	*In relation to the DCOP roads and intersections along the subject site frontage, the applicant is requested to address the following:* *(i) Include written confirmation from relevant Certifier/s (RPEQ) that the configuration and alignment of all DCOP roads and intersections indicated on the proposal plans are consistent with the current planning and design of this infrastructure.* *(ii) There are bridges/culverts across the DCOP roads as nominated in the DCOP Infrastructure maps which are not nominated in any of the plans. Include a functional layout for the interim and ultimate configuration for DCOP Bridges/Culverts[RC030A&B, RC029A&B, RC031A&B and RC033A&B] in accordance with the DCOP.* *Provide details of the extent of construction of the trunk roads and intersections with respect to the proposed development staging.*
	The applicant submitted a report titled Providence West ROL 2, 817 Ripley Road Traffic Impact Assessment by SLR Consulting, (620.30351.02004 Rev 2.0) dated 20 May 2025 in support of the proposed development. The assessment undertaken in the report does not satisfactorily address the traffic and transport aspects of the proposed development. The applicant is requested to submit a revised version of this report addressing:
Outstanding Matters	
	The applicant is requested to address the following:
(a)	Catalyst Road design is referenced in the Road Hierarchy Layout Plan of the set of Civil Functional Drawings. Provide the latest version of this drawing. This item is still outstanding.
Road Cross Sections	
(b)	Road 01 (Neighbourhood Connection connecting to South West Trunk Road) includes a 5.0m centre median and 5.0m carriageway either side of the median, which is supported, however it is unclear why Road Section A in the KN Group Civil Functional Plans has a 1.5m shoulder adjacent to the outer kerb in one direction, and a 1.2m wide shoulder adjacent to the median kerb in the other direction (refer image below). The applicant is requested to amend the cross section nominating 1.5m shoulder adjacent to the outer kerb for both directions of travel.



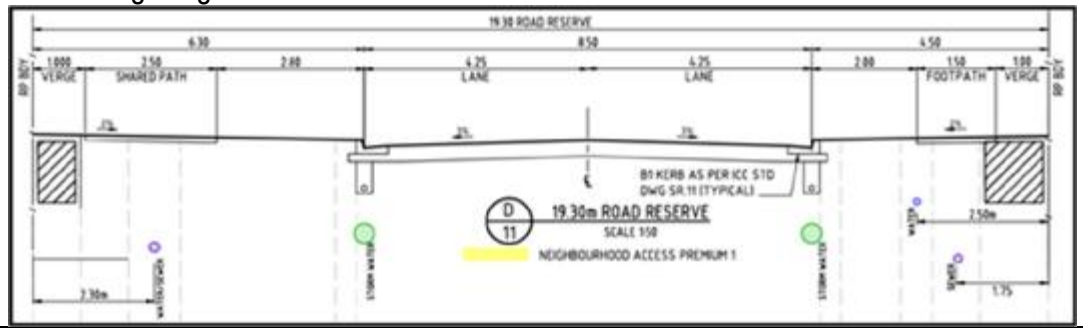
(c) Road 02 (East West Neighbourhood Connector) proposes parking on both sides to the west of Road 07 (Section B in the KN Group Functional Plans), which is supported, however it is unclear as to why the parking lane on the southern side falls towards the main carriageway with a v drain. The ROL and civil drawings nominate barrier kerbs only at the interface of carriageway and verge. Therefore, the applicant is requested to amend the cross section as both parking lanes shall have standard cross fall and drain towards the verge, unless there is technical justification to adopt a nonstandard outcome.



(d) Road 02 (East West Neighbourhood Connector) proposes parking on one side only, between Road 01 and Road 07 (Section C in the KN Group Civil Functional Plans), but includes a 1.5m wide shoulder on the side without parking. The applicant is requested to review if the 1.5m shoulder is required for drainage purposes or if it could be reduced or removed.



(e) The applicant is requested to amend the shared path width in Road 07 to 3m to match with the connecting Neighbourhood Access Street in Lacebark Estate on the north.



(f) Based on the background traffic data and projected growth rates, the assumption within the TIA interim year assessment to 2036—that the Wensley Road connection to or across the Centenary Highway will not be in place—is supported. However, the TIA assumption that the South West Trunk Road (west of ROL 2) will be extended over the Centenary Highway (with or without an interchange) to Wensley Road by 2037 remains highly uncertain. Recent TMR planning for the Centenary Highway corridor does not confirm whether Wensley Road will be

	connected over or under the Centenary Highway as part of future development works, and an overpass or underpass is not identified within the DCOP. Given these uncertainties regarding the future provision of Wensley Road, the forecast traffic volumes and growth rates on the Ripley Road corridor and the South West Trunk Road—and the resulting network performance—are likely underestimated within the TIA. Accordingly, the applicant is requested to review and update the TIA to include a scenario where an overpass across the Centenary Highway connecting to Wensley Road does not occur.
(g)	Consistent with the rationale provided for the previous item regarding the low likelihood of an interchange at Wensley Road, the applicant is requested to revise the TIA for the 2046 Ultimate Scenario to reflect that the overpass and interchange to Centenary Highway at Wensley Road will not be constructed.
(h)	Item 7(p) from previous IR: *Whilst the DOS for the Providence Parade/Ripley Road signals is within acceptable standards, there is excessive delay being demonstrated under the 2039 Background + Development scenario. The applicant is requested to review and amend the signal design to address this issue.* The intersection of Ripley Road and Providence Parade has not been addressed within the TIA, which currently outlines the interim and ultimate intersection layouts identified as part of the Scott PDI development. It is noted that these layouts, as assessed in previous development applications (including the Scott PDI site), were based on the assumption of a full interchange on the Centenary Highway at Wensley Road. Additionally, earlier assessments of this intersection considered only limited development within the Ripley Road catchment south of Providence Parade. The applicant is requested to review the intersection of Ripley Road and Providence Parade be incorporated into the SIDRA intersection assessments within the TIA, considering scenarios both with and without an overpass/interchange at Wensley Road. Under the scenario without an overpass or interchange, it is anticipated that modifications may be required to the previously identified ultimate layout for this intersection. Furthermore, upgrades to the interim intersection (currently under construction) may also be necessary to accommodate the forecast traffic volumes outlined in Section 4.5.1 of the TIA.
Advice Note: *The proposed development currently relies solely on access via Lacebark until the DCOP roads, including the Ripley Road upgrade and associated supporting infrastructure, are delivered. This arrangement is not considered viable from a transport network planning perspective. Accordingly, any approval will be conditioned requiring the South West Trunk Road to be constructed and opened to traffic prior to plan sealing of the 101st lot to ensure connectivity from ROL2 Access Road 01 to Ripley Road.*	

8.	Stormwater Management Plan
Original Information Request Item (3 July 2025)	
	The report titled Providence West ROL 2 Stormwater Quality Management Plan by DesignFlow 4540 Ver 01) dated 20 May 2025 is acknowledged. Whilst the SMP presents a site-based solution for stormwater management (quality and quantity), it has not demonstrated that the proposed

	development will not result in detrimental impacts to upstream, downstream or surrounding properties or to road immunity within the catchment. The applicant is requested to submit a revised version of this report addressing:
Stormwater Quantity & Quality	
(a)	*Nominate the lawful point of discharge for the development.*
(b)	*Providence West ROL 2 Waterway Strategy Report by DesignFlow (4540 Ver 01) dated 21 May 2025, does not include any details on the site specific proposal such as flows, depths/levels, velocities. The applicant is requested to update the report to include the specifics to demonstrate the proposed treatment achieves the intended outcomes including flood immunity for adjacent development and roads.*
(c)	*Stormwater Quality Management Plan prepared by DesignFlow (4540 Ver 01) dated 20 May 2025 proposes two bioretention facilities for the development. However, the report does not include details of flow volumes from the developed catchment or how the treatment facilities are sized to demonstrate the proposal is sufficient for the development. Accordingly, the applicant is requested to address the following:* *(i) Provide details of inlet and outlet volumes demonstrating the outflows are limited to predeveloped flows.* *(ii) Include further details on the typical cross sections, proposed footprint of the facilities, and how they integrate within the lot in terms of maintenance access, safety and landscaping outcomes.* *(iii) Detention basin depths are to be limited to 1.2m in the 5% AEP design storm for public safety (QUDM section 5.12). Safety fencing around proposed detention basins would not be supported.* *(iv) Indicate proposed finished surface levels, batter slope, Q20 & Q100 water depth, minimum freeboard, emergency spillway, inlet/outlet pits and/or pipes, etc.* *Note: Batter slopes for detention basins are to be 1:6 in accordance with QUDM for safety. Isolated sections of batter slopes to absolute maximum 1:4 may be considered, subject to the batter being landscaped.*
(d)	*Bioretention Basins B1 & B2: the cross section labels on the layout and detailed sections differ in the section name (A/SK3 on plan and A/SK2 on the section). Please address.*
(e)	*Extend the 4m wide maintenance track to the bio retention basin for maintenance access. The design is to be supported with maintenance vehicle swept path diagrams.*
(g)	*Provide details, including stage-storage-discharge curves for all storm events up to and including the 1% AEP for all proposed basins and demonstrate that any expected basin overtopping will cause no worsening to flooding or safety hazard to surrounding properties or roads (particularly Ripley Road) in accordance with QUDM.*
(h)	*Basins B1 & B2 are proposed to have emergency spillways. Provide the following information in relation to the proposed spillways:* *(i) The design storm event during which each of the proposed spillways will be activated;* *The applicant is requested to submit sensitivity analysis, including calculations, for pipe/inlet blockage in accordance with Implementation Guideline 24 (IG24) and QUDM to identity any flood impacts and safety hazards to surrounding properties and Ripley Road. The submission must also include afflux impact maps detailing the impact in the event that the spillways are activated on surrounding, upstream and downstream properties and road.*
(i)	*In relation to the proposed development staging, provide details on how stormwater drainage (including stormwater mitigation devices) is to be delivered in a timely manner to treat the associated stormwater sub-catchments. Where stormwater infrastructure is to traverse land*

	under private ownership until the development of future stages, the infrastructure must be fully contained within a minimum 4m wide stormwater drainage easement.
(j)	*In relation to the proposed stormwater drainage, the applicant is requested to provide the following:* *(i) Concept stormwater longitudinal sections with hydraulic grade line; and* *Preliminary design (including typical cross sections and minor/major water surface levels/velocity/hazard) of all proposed overland flow paths to demonstrate that the proposed corridor is of sufficient width to locate the required overland flow path as well as any proposed driveways and/or pedestrian pathways.*
Outstanding Matters	
(a)	Owing to significant cleared area to the north and east of Bio basin B2, it is requested that Basin B2 to be moved north to facilitate retention of Tree T045 - 1800 dsh *Eucalyptus tereticornis*.

9.	Flood Assessment
No further information required.	

10.	Concept Civil Engineering Plans
Original Information Request Item (3 July 2025)	
	The concept civil engineering plans by KN Group (24-154-01 to 139, Rev A) dated 19 May 2025 submitted in support of the proposed development are acknowledged, however additional information and/or clarification is required with respect to the proposed civil works. The applicant is requested to review and amend these plans as necessary to address the following:
<u>General</u>	
(a)	*Amend the road hierarchy table to reflect the elements and typology to comply with PDA Guideline 6 - Street and Movement Network.*
(b)	*Amend the typical cross sections to reflect the above change.*
(c)	*Revise lot numbering on all plans to be consistent with the lot numbering detailed on the proposed Plan of Subdivision.*
(d)	*As far as practicable, retaining walls must not be located along common boundaries of roads and proposed future public open space/conservation area.*
(e)	*Indicate easements where infrastructure is to be located within private property:* *(i) Easements for roof and allotment drainage must be minimum 2m wide;* *(ii) Easements for stormwater must be of sufficient width to capture and contain the runoff associated with a 1% AEP design event (with a minimum width of 3m);* *Easements for combined sewer and roof and allotment drainage must be minimum 3m wide.*
(f)	*Indicate the service infrastructure connection point to each lot.*
(g)	*Indicate location of street lighting.*
(h)	*The swept paths in laneway 03 & 04 are going past the pavement and encroaching the nature strip. Review the swept paths to maintain wheels of the vehicle turning remain within the pavement.*
(i)	*Provide pram ramps in accordance with Council's standard drawing SR.18 Standard Kerb Ramp at all road intersections and where paths intersect.*
<u>Earthworks</u>	
(h)	*The cross section labels on the layout sheet and respective cross sections do not match (for eg: A/31 on the layout and A/11 on the cross sections). There is also a mismatch between the earthworks layout plan and sections as well. The applicant is requested to update all plans to ensure accuracy.*
(i)	*As far as practicable, revise earthworks to:*

	(i) Minimise external facing retaining walls; *(ii) Provide conceptual earthworks within proposed district park necessary to facilitate the future development and embellishment of this lot (including but not limited to sports fields, vehicle access and manoeuvring areas, etc.) to achieve the desired standard of service (refer to Item 6 – Open Space for further information);* *(iii) Provide cross-sections in both axes at proposed drainage reserve and proposed district park;* *Indicate existing and proposed surface levels, location/height of retaining walls and proposed batter slopes on all earthworks cross sections.*
Outstanding Matters	
(a)	The cross-section labels on the layout sheet and respective cross-sections do not match (for eg: A/31 on the layout and A/11 on the cross sections). The applicant is requested to update all plans to ensure accuracy and consistency.

11.	Geotechnical Report
No further information required.	

12.	Dispersive Soils Management Plan
No further information required.	

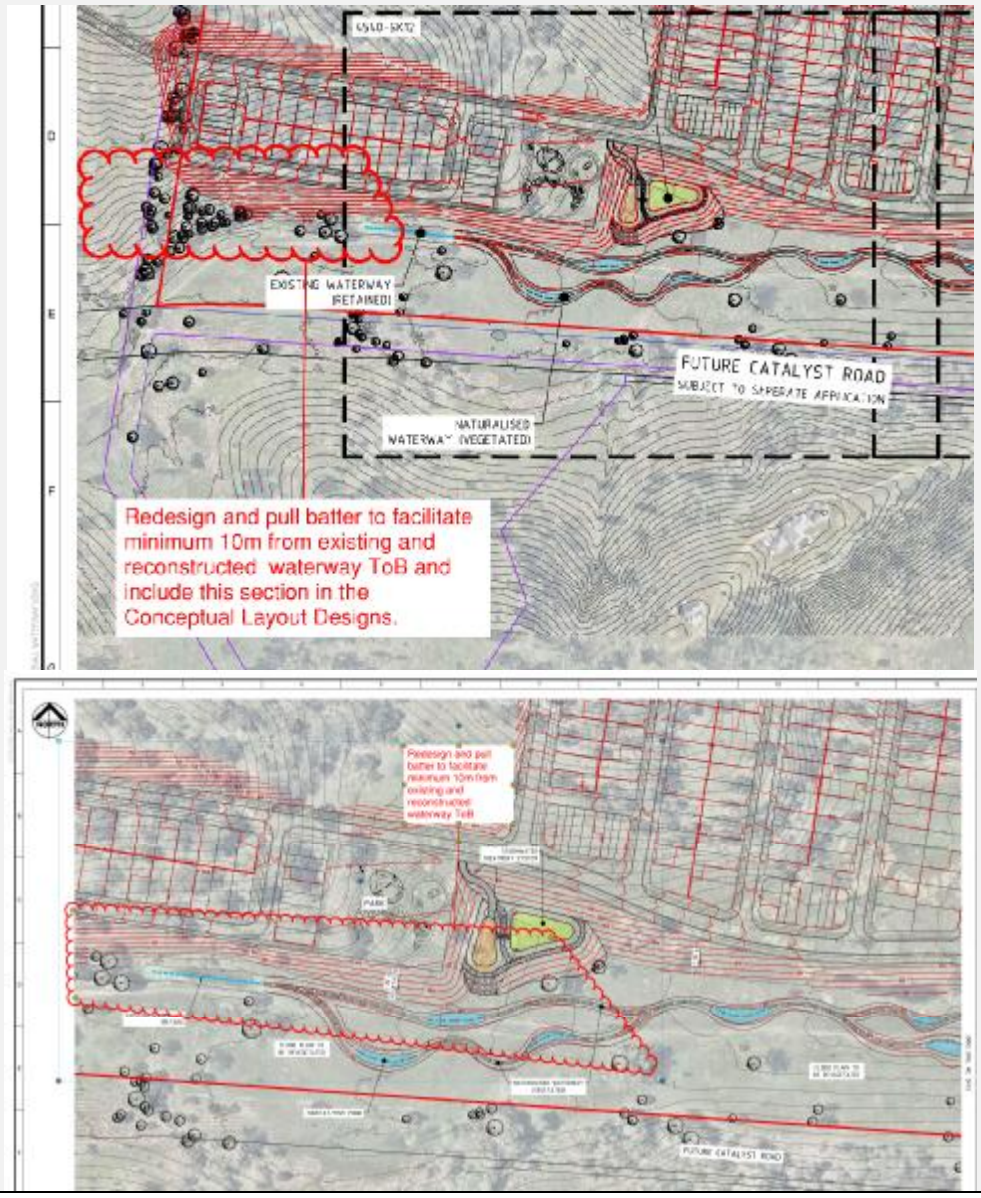
13.	Water and Sewerage
Original Information Request Item (3 July 2025)	
	The applicant is requested to provide a Service Advice Notice (SAN) from Urban Utilities to demonstrate that the proposed development can be connected to the reticulated water and sewerage network.
Outstanding Matters	
(a)	This item is still outstanding - The applicant is requested to provide a Service Advice Notice (SAN) from Urban Utilities to demonstrate that the proposed development can be connected to the reticulated water and sewerage network.

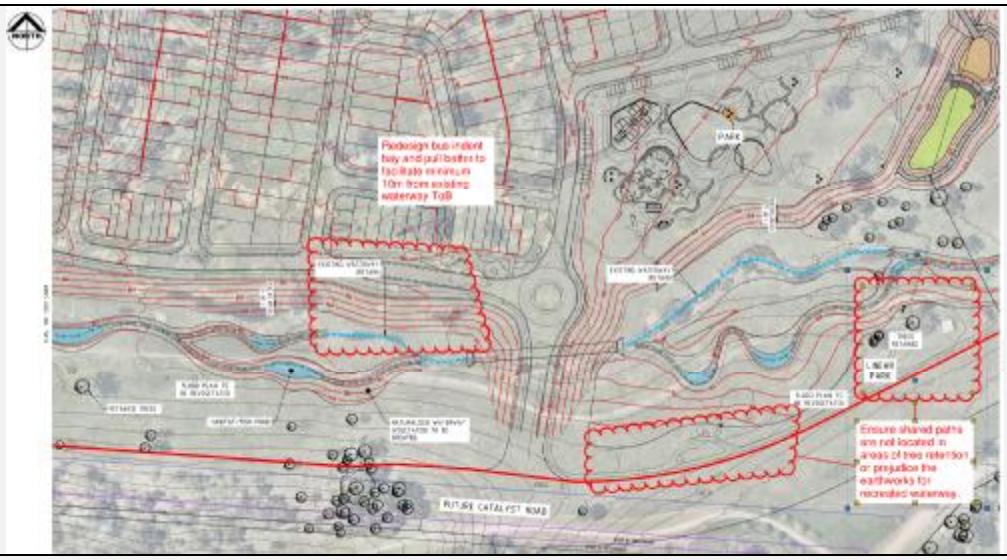
Environment

14.	Vegetation Retention
Original Information Request Item (3 July 2025)	
	The Tree Retention and Removal Plan (TRRP) (Issue A no. 23-0573E/BF) prepared by Therefor Group dated 16 May 2025 is acknowledged. However, the plan does not provide details of the assessor such as the qualifications or experience, is inconsistent with the Concept Earthworks prepared by KN Group and will need to be amended to address the following:
(a)	*In review of the TRRP impacts to trees and the Concept Earthworks prepared by KN Group, it appears trees are proposed for removal that are not impacted by concept earthworks and significant trees are identified for removal in the interface to Conservation Zone and within the waterway corridor.* *The applicant is requested to review the concept earthworks and minimise tree impacts interfacing the Conservation Zone and within the future waterway corridor. To demonstrate this, the applicant is requested to engage a suitably qualified Arborist (AQF 5 or higher) to review the Tree Details and concept earthworks, provide mitigation strategies to reduce impacts to trees at the interfaces noted. Trees in these areas should be retained demonstrating*

	compliance with EDQ guidelines and the Ripley Valley Development Scheme (RVDS) Natural Values. Trees outlined below, at a minimum should be investigated for retention: *TR006, 045,058, 083,084, 135, 136, 137, 138, 139a, 139B, 140, 141, 185, 190, 202, 204, 359, 379, 380, 383, 385, 414, 415 and 530*
(b)	*Identify tree impacts from the proposed development external to the site. Clearing of vegetation for the development should be limited to the Lots subject to assessment.*
(c)	*The TRRP includes trees noted as inaccessible but also identified for removal. The applicant is requested to review the proposals impacts and provide, at minimum, basic assessment of all the trees impacted.*
Outstanding Matters	
(a)	The applicant is requested to amend the location B2 basin design to retain tree T045 in accordance with further request item 8(a).

15.	Waterway
Original Information Request Item (3 July 2025)	
	The material submitted in support of the proposed development footprint identifies constraint of the floodplain and encroachment of the 25m buffer to the ToB of the waterway, realignment of sections of the waterway and online detention. The applicant has stated the impacts to the area are approved under 9820/2019/MAPDA/A. The applicant is advised that the proposed layout for areas external to Stage 1-5 were not approved owing to unresolved impacts from Stormwater Management (see approved plans for 9820/2019/MAPDA/A). *While it is acknowledged the proposed area allocated is more responsive to the local environment than previously indicated, the applicant is reshaping, confining and recreating the riparian corridor, creating a low flow and habitat pools.* *Owing to the extent of the proposed constraint floodplain, earthworks batters within 25m from recreated and existing top of bank and changes to the waterway to facilitate the development footprint the applicant is requested to address the following items:* *Note: The MEDQ delegate notes that while the catalyst east west road is not part of this application the road will form a southern bund further confining the waterway floodplain. Owing to this the applicant is requested to demonstrate the appropriateness of the proposed design in the post fully developed case in addressing the below items.*
(a)	*Figure 12 of the Waterway Report prepared by Design Flow is acknowledged. The applicant is requested to amend the design to demonstrate the proposed riparian corridor widths and stream order 3 buffer is maintained to linear park and WSUD asset infrastructure that is a minimum 25m from recreated top of Q5 bank or 25m from the current top of high bank of the waterway.*
(b)	*The applicant is requested to submit an amended Concept Functional Waterway Design and reporting inclusive of green infrastructure, complex fauna habitat features and facilitate a largely fully vegetation outcome consistent with the mapped regional ecosystems for the site and vegetated riparian corridor intent. To demonstrate this, the applicant is requested to address item (e) below, the other items of this information request relating to the waterway design and provide an assessment and appropriately scaled plans showing post development expected velocities, bed shear and shear stress, identify the areas/ extent of rock protection, location of complex habitat (terrestrial and aquatic) features. The design should be responsive*

	to the local environment soil conditions and existing vegetation.
(c)	*It is advised to maintain the current low flow via the Ripley Road dam. The MEDQ delegate acknowledges that the dam will need reshaping to address the Ripley Road widening. This will minimise earthworks to the one area.*
(d)	*Given the site topography and sensitive receiving environment, the applicant is advised that the piped stormwater solution to outlets within the riparian corridor must demonstrate velocities of no more than 2m/s at the end of the concrete apron in all key storm events.*
(e)	*The applicant is requested to redesign the waterway functional layout to address retention of vegetation proximate to the earthworks interface as per Item 14 – Vegetation Retention, remove indicative proposed pathways and earthworks that impact on vegetation or constrain the waterway (locate them on the periphery adjacent to roads), locate the emergency access to avoid impacts to the ephemeral sedge and reduce extent of culvert length in accordance with Item 7 – Traffic Impact Assessment. The images below identify key areas of council concern for the waterway impingement.* 

	
(f)	*The applicant is requested to submit a Fauna Movement Infrastructure Plan that demonstrates how the development will maintain fauna (terrestrial and aquatic) movement in the post developed scenario.*
Outstanding Matters	
(a)	It appears a road access from Ripley Road into the waterway is shown on the Stormwater Conceptual Overall Layout Plan prepared by DesignFlow dated 27 October 2025, however, this conflicts with the RAL plans and the civil functionals. The applicant is requested to amend the drawings to match with the latest version of civil functional layout plans.

16.	Conservation Interface
No further information required.	

17.	Bushfire
No further information required.	

State Interests

18.	State Road Network
Original Information Request Item (3 July 2025)	
	Prepare a revised RPEQ certified TIA in accordance with DTMR's Guide to Traffic Impact Assessment. The TIA should address, but not be limited to, the following key aspects:
(a)	*Traffic Distribution & Volumes: Clearly justify anticipated traffic distribution patterns and the likely traffic volumes travelling to and from the surrounding state-controlled road network.*
(b)	*Impact Assessment Area: Define the proposed development's impact assessment area in accordance with Section 6.4 of the Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (GTIA). This includes all intersections where development traffic exceeds 5% of the base traffic for any movement.*
(c)	*Traffic Data & Growth Rates: Ensure the assessment is based on recent traffic count data. All proposed growth rates applied to state-controlled road corridors must be clearly justified.*
(d)	*Operational Performance & Delays: Where required, assess the operational performance of impacted intersections on the state-controlled road network, and calculate peak hour network delay impacts across the full extent of the identified Impact Assessment Area.*
(e)	*The TIA should consider the expected year of opening.*
(f)	*Mitigation Measures: If applicable, outline any proposed mitigation measures required to*

	address traffic impacts and achieve no net worsening on the state-controlled road network. All measures must be consistent with DTMR's Road Planning and Design Manual (2nd Edition).
(g)	*Risk and Safety Assessment: Complete a risk assessment as outlined in Section 8 of the GTIA.*
Outstanding Matters	
(a)	A response to this item has not been received. Advice from EDQ and DTMR confirms that the above is outstanding and must be addressed.

Pursuant to section 85 of the *Economic Development Act 2012*, in response to this Information Request, the applicant may give the requesting authority (in this case the MEDQ Delegate):

1. All of the information requested; or

2. Demonstration that the request has been complied with.

The information response should include a statement indicating which of the above options describes the response you are providing. To assist in the matter, Appendix 1 provides a checklist that you should complete and return with your response.

Response to this Information Request should be forwarded to:-

Chief Executive Officer
C/- MEDQ Delegate
Development Planning Branch
Ipswich City Council
PO Box 191
IPSWICH QLD 4305

The applicant is requested to ensure a complete response is provided to reduce the need for a subsequent further information request and facilitate a timely assessment of the application.

Pursuant to section 83 of the *Economic Development Act 2012*, the application will lapse in accordance with section 83A if the applicant fails to give the MEDQ Delegate any of the stated information within 6 months from the date the information request was made, or a further period agreed between the applicant and the requesting authority that made the information request.

Pursuant to section 83(4) of the *Economic Development Act 2012*, if the applicant does not comply with the information request within the above period, the MEDQ Delegate may refuse the application after giving the applicant at least 10 business days notice of its intention to do so.

Note: The applicant cannot commence notification of the application in accordance with section 84, until the MEDQ Delegate gives a notice pursuant to section 83B permitting notification to commence.

If you have any queries regarding this Information Request letter, please contact Nikki Morrison on 3810 6635 for planning related matters, Jemna Cheripuram on 3810 7469 for engineering related matters and Simone Orscheg on 3810 6112 for environment related matters.

Yours faithfully

Sandeep Nanjappa
ACTING DEVELOPMENT ASSESSMENT WEST MANAGER

3406/2025/PDA RESPONSE TO MEDQ DELEGATE INFORMATION REQUEST

Chief Executive Officer
C/- MEDQ Delegate
Development Planning Branch
Ipswich City Council
PO Box 191
IPSWICH QLD 4305

Date: _____

3406/2025/PDA

817-843 Ripley Road, SOUTH RIPLEY QLD 4306

Please find enclosed the applicant's response to the MEDQ Delegate Information Request, which contains:

☐ all information requested.

☐ demonstration that the request has been complied with.

Appendix B Wensley Road / Centenary Highway Interchange Investigation

Statement of Advice

Ripley Valley PDA - Centenary Highway / Wensley Road Interchange

History of Available Related Material

CLIENT: Stockland	**DATE:** 21 January 2026
SLR PROJECT No: 620.30351.00007	**REVISION:** v0.4
AUTHOR: Naristi Neale	**REVIEWER:** Brett McClurg

1.0 Introduction

SLR Consulting Australia Pty Ltd has prepared a number of Transport Impact Assessment (TIA) reports for projects within the Ripley Valley Priority Development Area (PDA) on behalf of Stockland, as follows:

- "*Providence West ROL 2, 817 Ripley Road Traffic Impact Assessment*", revision 2.0, dated 20 May 2025.
- "*Ripley, South East Trunk Road – Coleman Road (Package D/E) Traffic Assessment – Interim Design*", revision 0.1, dated 23 June 2025.
- "*Providence West ROL 2, 817 Ripley Road Traffic Impact Assessment*", revision 5.0, dated 3 November 2025.
- "*Ripley, South West Trunk Road – Ripley Road and Watsons Road (Package I/K) Traffic Assessment – Interim Design*", revision 0.6, dated 17 November 2025.
- "*Ripley, South East Trunk Road – Coleman Road (Package D/E) Traffic Assessment – Interim Design*", revision 0.3, dated 16 December 2025.

As part of Ipswich City Council's (ICC) Further Information Requests (FIR) associated with the above projects, ICC has requested that revised assessment / analysis / design be undertaken on an assumption that no interchange or grade-separated treatment will be provided at Wensley Road / Centenary Highway. It is uncertain whether the ICC intent is to include an 'overpass only' scenario, however it assumed that the intent is to exclude any form of grade separation (ie. interchange, overpass, underpass).

It is understood that the ICC request for 'no interchange at Wensley Road / Centenary Highway' is based on advice from the Department of Transport and Main Roads (DTMR).

In response to the above request, SLR has undertaken a targeted review of relevant transport planning and strategic documentation to understand the basis of the long-standing assumptions, including those reflected in current planning documents, regarding the future form of a Wensley Road / Centenary Highway connection.

2.0 Review of Transport Planning and Strategic Documentation

SLR have reviewed a range of transport planning and strategic planning documents prepared by, or on behalf of, Ipswich City Council (ICC), Economic Development Queensland (EDQ), and the Department of Transport and Main Roads (DTMR). The review has focussed on what these documents have shown in regard to future provision of any connection at Wensley Road / Centenary Highway.

This review indicates a consistent long-standing assumption that the future form of the Centenary Highway connections at Wensley Road will include a grade separated interchange (with full movement functionality) or an overpass (at least).

These documents span approximately two decades (including published documentation as recent as 2025) and include structure plans, strategic transport modelling reports, investigation studies, and the current Ripley Valley PDA Development Scheme. All documents show that a future Wensley Road connection is identified as an interchange or overpass at the Centenary Highway.

For clarity, SLR have prepared a table indicating the relevant reviewed documents with dates, authors, and the stated or illustrated future form of the Centenary Highway junctions (see **Appendix A**). The reviewed documents with the relevant forms for the Wensley Road connection are summarised in **Table 1**.

Three of the documents by EDQ does not explicitly indicate that there will be an interchange or an overpass at Wensley Road. However, given the information provided, the following cam be interpreted:

- The 2020 document identifies Wensley Road as a six-lane corridor extending across the Centenary Highway, indicating that (at the very least) a future connection across the highway (eg. overpass) is intended, but more likely that a full interchange is intended.
- The 2022 and 2025 DCOP Maps show Wensley Road as a six-lane corridor extending to the Centenary Highway road reserve on both sides, which implies the provision of a future connection (eg. overpass) across the highway(at the very least) but most likely a full interchange.

Table 1: Summary of the Ultimate Wensley Road Form

Year	Prepared by	Document Name	Ultimate Wensley Rd Form
2005	SKM	South West Transport Corridor, Springfield to Cunningham Highway	Overpass
2011	Aurecon	South West Arterial Road, Investigation of Accessibility	Interchange
2012	DKS	South West Arterial Road, Investigation of Accessibility	Interchange
2012	DTMR	Transport Modelling Summary, South West Arterial Road (SWAR) [Centenary Highway] - Ripley Road and Wensley Road Junctions, Interaction between SWAR and the Ripley Town Centre	Interchange
2015	ICC	Ipswich Planning Scheme, Part 15 - Ripley Valley Master Planned Area Structure Plan	Interchange
2018	Jacobs	Ripley Valley Priority Development Area Ipswich Strategic Transport Model Update (Phase 1 - Ultimate Development Scenario Summary Technical Note	Interchange (in all scenarios)
2020	EDQ	Ripley Valley PDA - ICOP Maps	6 lanes crossing the Centenary Highway, implying an interchange/ overpass [1]
2020	Jacobs	Ripley Valley Priority Development Area, Strategic Transport Model Update and Mesoscopic Model Development Report	Interchange
2022	EDQ	Ripley Valley PDA - DCOP Maps	6 lanes to the Centenary Highway road reserve, implying an interchange/ overpass [2]
2025	EDQ	Ripley Valley Priority Development Area, Development Scheme	Interchange
2025	EDQ	Ripley Valley PDA - DCOP Maps	6 lanes to the Centenary Highway road reserve, implying an interchange/ overpass [2]

Note:

1. No explicit nomination of an interchange/overpass, however it is shown that the Wensley Road (6 lanes) extends across the Centenary Highway, implying a future connection.
2. No explicit nomination of an interchange/overpass, however it is shown that the Wensley Road (6 lanes) extends to the Centenary Highway road reserve on both sides, implying a future connection.

3.0 Conclusion

In regard to the request from ICC (for assessment without a Wensley Road / Centenary Highway connection) throughout the various FIRs, it is concluded that:

- All of the identified transport / strategic planning documents show a future Wensley Road / Centenary Highway connection in the form of a full interchange, or an overpass at least.
- No formal documentation has been identified that shows a future road network for the Ripley Valley PDA without a Wensley Road / Centenary Highway connection.
- Any assessment / analysis / planning / design without a Wensley Road / Centenary Highway connection would be inconsistent with the Ripley Valley PDA planning to date, including the DCOP.

From a development and transport network planning and assessment perspective, the assumed ultimate form of the Wensley Road / Centenary Highway connection is material to traffic impact assessments, cumulative network modelling, and infrastructure planning within the Ripley Valley PDA. Removal of the interchange or overpass would fundamentally change the transport network, with flow-on impacts to the planning, design, and performance of roadways and intersections that are currently being designed, planned for future, or have already been constructed (including some at their ultimate form). These impacts would be expected to propagate across the PDA, including to Grampian Drive, Ripley Road, Town Centre roads, and areas north and south of the Centenary Highway.

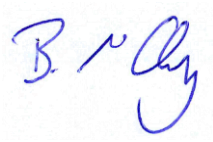
The implications of such a significant network change are not currently understood, costed or tested through comprehensive transport modelling, nor have they been subject to broader stakeholder consultation within the PDA. The cost, delivery, and network performance implications alone may outweigh any potential benefit associated with the removal of the Wensley Road / Centenary Highway interchange.

Clear alignment between the adopted strategic documents and the traffic assessment assumptions is essential to assist consultants, applicants, and decision-makers in applying consistent and robust transport assumptions.

If a decision is made to exclude a Wensley Road / Centenary Highway connection from the future transport network serving the Ripley Valley PDA, then it would be the responsibility of the planning agencies (EDQ, DTMR and/or ICC) to undertake a full re-assessment (including updated transport modelling) of the transport network.

3.1 Certification

This statement of advice has been prepared under the direction of a Registered Professional Engineer of Queensland (RPEQ) and Senior Road Safety Auditor (as accredited by DTMR) who is experienced in traffic engineering and road safety. This memorandum is endorsed by that RPEQ accordingly.



Brett McClurg (RPEQ No: 7628), Technical Director - Transport Advisory

Appendix A Summary of Centenary Highway Interchanges within Transport and Strategic Planning Documents

"South West Transport Corridor, Springfield to Cunningham Highway" **SKM, June 2005**			"South West Arterial Road, Investigation of Accessibility" **Aurecon, 27 Jan 2011** Job No. 50-005688.D.1.3 Contract No. MTR206-050/10 Drawing No. GA-015 rev A	"South West Arterial Road, Investigation of Accessibility" **DKS, 3 Sept 2012** Contract No. METD-2424 Drawing No. GA-01 rev B to GA-I-04 rev B	"Transport Modelling Summary, South West Arterial Road (SWAR) [Centenary Highway] - Ripley Road and Wensley Road Junctions, Interaction between SWAR and the Ripley Town Centre" **DTMR, 27 Sept 2012 (Initial Draft)**			
		interchange spacing				Recommendation		
						Short Term	Medium Term	Ultimate
Ipswich-Boonah Road / Cunningham Hwy	interchange							
	3,200 m	3,200 m						
South Deebing Creek Road (Grampian Drive)	interchange							
	2,900 m	4,600 m						
Wensley Road	overpass		Wensley Road	interchange	Wensley Road	interchange	Wensley Road	new roundabout / traffic signals / interchange
	1,700 m							
Ripley Road	interchange				Ripley Road	overpass	Ripley Road	signalised roundabout / traffic signals / overpass
	2,100 m	2,100 m						
Abrahams Road (SEA Road)	overpass + west facing ramps						Abrahams Road (SEA Road)	interchange
	2,100 m	2,100 m						
Swanbank (Cumner Road)	interchange						Swanbank (Cumner Road)	interchange
	1,200 m	5,700 m						
Upper Six Mile Creek (School Road)	underpass							
	3,600 m							
East of Woogaroo Creek	overpass							
	900 m							
Springfield (Augusta Parkway)	interchange							
	17,700 m	**17,700 m**						

"Ipswich Planning Scheme, Part 15 - Ripley Valley Master Planned Area Structure Plan" ICC, Dec 2015 Figure 15-10 Thoroughfare Hierarchy Plan			"Ripley Valley Priority Development Area Ipswich Strategic Transport Model Update (Phase 1 - Ultimate Development Scenario Summary Technical Note" Jacobs, 13 April 2018					"Ripley Valley PDA - ICOP Maps EDQ, 15 April 2020 Transport Network		
		interchange spacing		Scenario 3 Draft Preferred Network	interchange spacing	Scenario 1 Full	Scenario 2 Minimum			interchange spacing
Ipswich-Boonah Road / Cunningham Hwy	interchange		Ipswich-Boonah Road (NEW)	interchange		interchange	interchange	Ipswich-Boonah Road / Cunningham Hwy	interchange	
3,200 m		3,200 m	2,100 m		2,100 m			3,200 m		3,200 m
South Deebing Creek Road (Grampian Drive)	interchange		South Deebing Creek Road (Grampian Drive)	interchange		interchange	interchange	South Deebing Creek Road (Grampian Drive)	interchange	
2,900 m		2,900 m	2,900 m		2,900 m			2,900 m		2,900 m
Wensley Road	interchange		Wensley Road	interchange		interchange	interchange	Wensley Road	interchange or overpass	
1,700 m		3,800 m	1,700 m		1,700 m			1,700 m		3,800 m
Ripley Road	overpass		Ripley Road	overpass + east facing ramps		overpass + east facing ramps	overpass	Ripley Road	interchange or overpass	
2,100 m			2,100 m		4,200 m			2,100 m		
South East Arterial (SEA Road)	interchange		South East Arterial (SEA Road)	overpass		overpass	overpass	South East Arterial (SEA Road)	? overpass ?	
2,100 m		2,100 m	2,100 m					2,100 m		2,100 m
Swanbank (Cumner Road)	interchange		Swanbank (Cumner Road)	interchange		interchange	interchange	Swanbank (Cumner Road)	interchange	
			1,200 m		2,800 m					
			Upper Six Mile Creek (School Road)	underpass		underpass	underpass			
			1,600 m							
			Keidges Road (Redbank Plains)	overpass + east facing ramps		interchange				
			2,900 m		2,900 m					
			Springfield (Augusta Parkway)	interchange		interchange	interchange			
12,000 m		**12,000 m**	**16,600 m**		**16,600 m**			**12,000 m**		**12,000 m**

"Ripley Valley Priority Development Area, Strategic Transport Model Update and Mesoscopic Model Development Report" Jacobs, 1 July 2020 (Draft Final) Draft Preferred Network			
			interchange spacing
Ipswich-Boonah Road (NEW)		interchange	
	2,100 m		2,100 m
South Deebing Creek Road (Grampian Drive)		interchange	
	2,900 m		2,900 m
Wensley Road		interchange	
	1,700 m		1,700 m
Ripley Road		overpass + east facing ramps	
	2,100 m		4,200 m
South East Arterial (SEA Road)		overpass	
	2,100 m		
Swanbank (Cumner Road)		interchange	
	1,200 m		2,800 m
Upper Six Mile Creek (School Road)		underpass	
	1,600 m		
Keidges Road (Redbank Plains)		overpass + east facing ramps	
	2,900 m		2,900 m
Springfield (Augusta Parkway)		interchange	
	16,600 m		**16,600 m**

Ripley Valley PDA - DCOP Maps EDQ, 25 Sept 2024 Map 2: Transport (roads) - Trunk Infrastructure			
			interchange spacing
Ipswich-Boonah Road / Cunningham Hwy		interchange	
	3,200 m		3,200 m
South Deebing Creek Road (Grampian Drive)		interchange	
	2,900 m		2,900 m
Wensley Road		interchange or overpass	
	1,700 m		3,800 m
Ripley Road		interchange or overpass	
	2,100 m		
South East Arterial (SEA Road)		? overpass ?	
	2,100 m		2,100 m
Swanbank (Cumner Road)		interchange	
	12,000 m		**12,000 m**

"Ripley Valley Priority Development Area, Development Scheme" EDQ, 1 July 2025 Amendment No. 2 Figure 15-10 Thoroughfare Hierarchy Plan			
			interchange spacing
Ipswich-Boonah Road / Cunningham Hwy		interchange	
	3,200 m		3,200 m
South Deebing Creek Road (Grampian Drive)		interchange	
	2,900 m		2,900 m
Wensley Road		interchange	
	1,700 m		3,800 m
Ripley Road		overpass	
	2,100 m		
South East Arterial (SEA Road)		interchange	
	2,100 m		2,100 m
Swanbank (Cumner Road)		interchange	
	12,000 m		**12,000 m**

Appendix C State Interest RFI Response

Statement of Advice

Providence West ROL2, 817 Ripley Road

State Interest RFI Response

CLIENT: Stockland	**DATE:** 15 July 2025
SLR PROJECT No: 620.30351.02004	**REVISION:** v2.0
AUTHOR: Naristi Neale	**REVIEWER:** Brett McClurg

1.0 Introduction

Reference is made to the Economic Development Queensland (**EDQ**) State Interest Request for Information (RFI) dated 26 June 2025 relating to the above PDA development matter (reference 3406/2025/PDA). The RFI has been attached at **Appendix A**.

In response to the RFI, SLR Consulting (SLR) conducted an assessment of the Centenary Highway / Ripley Road roundabout to identify the year when the existing layout will reach operational capacity. The latter assessment approach is similar to recent assessments undertaken by Department of Transport and Main Roads (DTMR) as part of the *Ripley Enabling Works Study*.

There has been a significant amount of assessment related to developments as part of the subject site and for assistance some background history is summarised in Section 1.1.

1.1 Background

1.1.1 Bitzios TIA

Bitzios Consulting prepared a Traffic Impact Assessment (TIA) dated March 2021 in support of a development application, 21/2013/PDA, for various land parcels. Relevant to this assessment are three key components of residential development:

- **Lacebark Development:** Located on the southern side of the Centenary Highway, comprising approximately 266–267 dwellings, and being developed by Stockland. Development plans are included at **Appendix B**. This component has since been amended, with a new approval (2342/2024/PDA) granted on 2 August 2024, replacing the original 21/2013/PDA approval. The August 2024 approval has subsequently been updated with revised conditions for the State-Controlled Road (SCR) network (see Section 1.1.4).
- **Northern Development (N):** Lot 695, located north of the Centenary Highway, comprising approximately 490 dwellings, and being delivered by SIG and the Burgundy Group.

- **Balance Southern Development:** Balance of the residential component of the application 21/2013/PDA. Located on the southern side of the Centenary Highway, this is assumed to consist of approximately 60 multi-unit dwellings to be developed by Scott PDI.

Whilst some of the developments will include non-residential uses, the assessment herein excludes traffic from those non-residential components (a) because much of the non-residential traffic will occur on the internal road networks (not using the Centenary Highway / Ripley Road roundabout) and (b) to avoid double-counting.

The Bitzios TIA evaluated the expected traffic demands and identified potential impacts on the surrounding road network, including the Centenary Highway / Ripley Road roundabout.

1.1.2 Initial Approval Conditions

Based on the outcomes of the Bitzios TIA and as part of the initial approval (21/2013/PDA), Queensland Government Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) issued Approval Conditions (F22/1663, dated 27 June 2023) which are attached at **Appendix C**.

Specifically relevant to this assessment is item number 1 of these conditions, which has conditioned mitigation works on the SCR network (Centenary Highway / Ripley Road roundabout), replicated below (Condition 42):

(a) Road works comprising the following must be completed:

i. Extension of the kerbside westbound departure lane to 120m generally in accordance with Figure 2.7 of the State Interest Letter Response, prepared by Bitzios Consulting, dated 29 May 2023, reference P3188.002L_DA21

ii. Provide a separated 30m left turn slip lane on the northern approach of Centenary Highway/Ripley Road intersection generally in accordance with Figure 2.7 of the State Interest Letter Response, prepared by Bitzios Consulting, dated 29 May 2023, reference P3188.002L_DA21

1.1.3 SLR Assessment

Due to the high cost and potential community disruption associated with road upgrades identified in the Initial Approval Conditions, particularly the significant earthworks required for the left-turn slip lane and departure lane extension, SLR was engaged by a developer cohort (Stockland, SIG and Burgundy Group) to undertake a review of the need for these works.

SLR's assessment (Statement of Advice dated 15 April 2025) identified that the existing Centenary Highway / Ripley Road roundabout will only reach operational capacity in 2038.

Whilst the DTMR *Ripley Enabling Works Study* has not formally been released, verbal advice from DTMR during a meeting on 29 January 2025 is generally consistent with the above findings (ie. that there is significant spare capacity up to 2038 in the existing Centenary Highway / Ripley Road roundabout).

1.1.4 Amended Approval Conditions

In light of SLR's findings (Statement of Advice dated 15 Aril 2025), DSDILGP reviewed the road upgrade requirements and agreed to remove the previously imposed Condition 42. This was formalised through an amended approval (reference 2342/2024/MAPDA/B), dated 4 July 2025 and attached at **Appendix D**.

1.1.5 Proposed Development - ROL2

SLR has now been commissioned to undertake a new traffic assessment to support a new development in the area (Providence West ROL2, with application reference 3406/2025/PDA, development plans attached at **Appendix E**).

This updated assessment considers the impact of the ROL2 development in conjunction with the already approved developments located north and south of the Centenary Highway to determine the year when the existing Centenary Highway / Ripley Road roundabout will reach operational capacity. The assessment uses a methodology identical to that documented in the SLR Statement of Advice dated 15 April 2025.

1.2 Assessment Overview

This report has been prepared to document the approach followed to determine the year when the Centenary Highway / Ripley Road roundabout will reach operational capacity. The assessment consists of the following:

- Existing Traffic Demand and Background Traffic Growth (**Sections 2.1 - 2.2**).
- Approved Developments Traffic Demand (**Section 2.3**).
- Proposed Development (ROL2) Traffic Demand (**Section 2.4**).
- Operational Assessment (**Section 3.0**).

2.0 Assessed Traffic Demands

2.1 Existing Traffic Demands

In order to ascertain the existing traffic demands at the Centenary Highway / Ripley Road roundabout, SLR commissioned Austraffic to undertake intersection count surveys on Tuesday the 13th of August 2024. The surveyed traffic volumes are provided in the desktop model at **Appendix F**. The survey data indicated that the peak hours were as follows:

- AM Peak: 8:00am-9:00am.
- PM Peak: 4:00pm-5:00pm.

2.2 Background Traffic Growth

To ascertain the background traffic growth, available historic traffic surveys were evaluated. Available historic traffic surveys at the Centenary Highway / Ripley Road roundabout were conducted on the following dates:

- Tuesday, 19 October 2021.
- Tuesday, 28 February 2023.

The traffic growth rates over the various time periods are summarised in **Table 1** with the adopted growth rates depicted in **Figure 1**. The growth rates observed over the last three years capture traffic generated by new developments within the subject catchment and are therefore deemed to be a good representation of the anticipated traffic growth over the next few years. The following has been observed in comparing the traffic volumes from the various years:

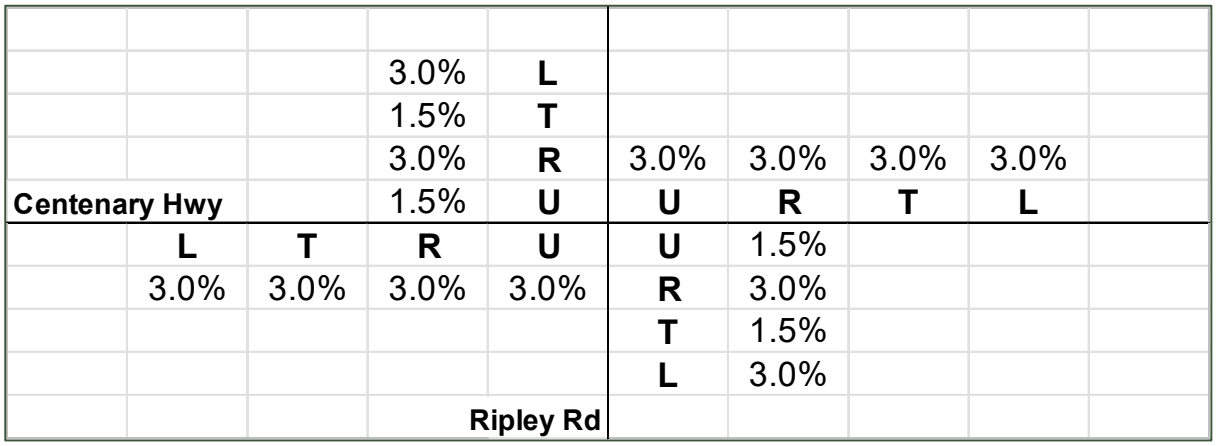
- Centenary Highway (through traffic, two-way total):
  - 2021 – 2023: Increased by 4.1 – 4.6%.
  - 2023 – 2024: Decreased by 4.4– 4.9%.
  - 2021 – 2024: An overall increase of 1.2 – 1.3%.
  - To allow for a conservative approach, a compound growth rate of 1.5% per annum has been adopted.
- Ripley Road north of the Centenary Highway (turns to and from Ripley Road and through traffic, two-way total):
  - 2021 – 2023: Increased by 25 – 70vph (or 2.3 – 7.7%).
  - 2023 – 2024: Increased by 75vph (or 7.4%) in the AM Peak and decreased by 50vph (or 4.3%) in the PM Peak.
  - 2021 – 2024: An overall increase of 70vph (or 8%) in the AM Peak, and no change in the PM Peak.
  - The biggest increase was observed to be in the through movement from north to south, which is largely the influence of Ripley Road south, i.e. traffic entering the southern side of the Centenary Highway, rather than traffic leaving the northern side of Centenary Highway.

  - A compound growth rate of 3.0% per annum has been adopted to allow for a conservative approach. Note that the approved and proposed development traffic (see **Section 2.3** and **2.4**) is additional to this 3.0% per annum compound growth.
- Ripley Road south of the Centenary Highway (turns to and from Ripley Road and through traffic, two-way total):
  - 2021 – 2023: Increased by 15 – 40vph (or 1.7 – 5.2%).
  - 2023 – 2024: Increased by 50vph (or 5.4%) in the AM Peak and decreased by 50vph (or 6%) in the PM Peak.
  - 2021 – 2024: An overall increase of 10 - 30vph (or 1.2 - 3%).
  - A compound growth rate of 3.0% per annum has been adopted for traffic traveling to and from Ripley Road south of the Centenary Highway. Note that the approved and proposed development traffic (see **Section 2.3** and **2.4**) is additional to this 3.0%per annum compound growth.

Table 1 Annual Traffic Growth

Road (Movements, two-way total)	Time period	AM Peak		PM Peak		Total	
		Volume Change	Growth Rate	Volume Change	Growth Rate	Volume Change	Growth Rate
Centenary Highway (through traffic)	2021-2023	23	4.2%	32	4.6%	55	4.4%
	2023-2024	-26	-4.4%	-37	-4.9%	-63	-4.7%
	2021-2024	6	1.2%	9	1.3%	15	1.2%
Ripley Road north of the Centenary Highway (turns and through traffic)	2021-2023	68	7.6%	25	2.3%	93	4.7%
	2023-2024	76	7.4%	-49	-4.3%	27	1.2%
	2021-2024	71	7.9%	0	0.0%	71	3.6%
Ripley Road south of the Centenary Highway (turns and through traffic)	2021-2023	16	1.7%	39	5.2%	55	3.3%
	2023-2024	50	5.4%	-50	-6.0%	0	0.0%
	2021-2024	27	3.0%	9	1.2%	36	2.2%

Figure 1 Adopted Traffic Growth Rates (Compound p.a.) per Movement



2.3 Approved Developments Traffic Demands

2.3.1 Trip Generation

The following approved developments have been identified in the vicinity of the subject site (see also **Section 1.1.1**):

- On the northern side of the Centenary Highway, referred to herein as the **Northern Development**. The development is located on Lot 695, consists of approximately 490 dwellings and is being developed by SIG and Burgundy Group.
- On the Southern side of the Centenary Highway, referred to herein as the **Southern Developments:**
  - Lacebark: Located at 787 Ripley Road, consists of approximately 287 dwellings and is being developed by Stockland.
  - Balance of the residential component of the application 21/2013/PDA. Located on the southern side of the Centenary Highway, is assumed to consist of approximately multi-unit 60 dwellings to be developed by Scott PDI.

The peak traffic demand for the approved developments has been forecast based upon survey data outlined in the *Guide to Traffic Generating Developments* (RTA 2002). The adopted traffic generation rates and demand forecasts for the development are presented below in **Table 2**.

Table 2 Development Peak Hour Traffic Demand – Approved Developments

Development		Land Use	Yield	Peak Hour Trip Rate	Peak Hour Trips (vph)
Southern Developments (S)	Lacebark	Residential Dwellings	245 Dwellings	0.85 per dwelling	208
		Multi-unit Dwellings	42 Dwellings	0.65 per dwelling	27
	Balance	Multi-unit Dwelling	60 Dwellings	0.65 per dwelling	39
	Total S	**Total Peak Hour Trips (Southern Developments)**			**274**
Northern Development (N)		Residential Dwellings	440 Dwellings	0.85 per dwelling	374
		Multi-unit Dwelling	50 Dwellings	0.65 per dwelling	33
		Total Peak Hour Trips (Northern Developments)			**407**

2.3.2 Directional Split

The traffic generation forecast for the approved developments was separated into inbound and outbound trips using directional distributions as follows with the resulting trips provided in **Table 3**:

- AM Peak: In – 20%, Out – 80%
- PM Peak: In – 70%, Out – 30%

Table 3 Directional Split – Approved Developments

Development	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Southern Developments (S)	55	220	275	192	82	275
Northern Development (N)	81	325	407	285	122	407

2.3.3 Trip Assignment

Considering the locations of the approved developments and the surrounding amenities and road network, the following percentages of the development traffic has been assumed to travel through the Centenary Highway / Ripley Road roundabout:

- Developments south of the Centenary Highway: 80%
- Development north of the Centenary Highway: 50%

The directional distribution at the Centenary Highway / Ripley Road roundabout was informed by the split in the existing traffic that was surveyed. **Table 4** summarises the trip distributions which has been adopted for the development traffic demands.

For the developments to the south of the Centenary Highways, the balance 20% of trips are assumed to occur to/from the schools and town centre uses within Providence (and

White Rock) via Providence Parade. For the developments to the north of the Centenary Highways, the balance 50% of trips are assumed to occur to/from Ripley Road North and the Ripley Town Centre.

Table 4 Trip Distribution – Approved Developments

Direction	In and Out
South of the Centenary Highway (Southern Developments)	
West (Centenary Highway)	20% (25% of 80%)
North (Ripley Road)	40% (50% of 80%)
East (Centenary Highway)	20% (25% of 80%)
East (Providence Parade)	20%
Total Southern Developments (S)	**100%**
North of the Centenary Highway (Northern Development)	
West (Centenary Highway)	20% (40% of 50%)
South (Ripley Road)	10% (20% of 50%)
East (Centenary Highway)	20% (40% of 50%)
North (Ripley Road)	50%
Total Northern Development (N)	**100%**

Reflective of all assumptions documented above, the traffic volumes utilised for the operational assessment are included in **Appendix F**.

2.4 Proposed Development (ROL2) Traffic Demands

2.4.1 Trip Generation

The peak traffic demand for the proposed development (Providence West ROL2) has been forecast based upon survey data outlined in the *Guide to Traffic Generating Developments* (RTA 2002). The adopted traffic generation rates and demand forecasts for the development are presented below in Table 5.

Table 5 Development Peak Hour Traffic Demand – ROL2

Land Use	Yield	Peak Hour Trip Rate	Peak Hour Trips (vph)
Residential Dwellings	309 Dwellings	0.85 per dwelling	263
Multi-unit Dwelling	12 Dwellings	0.65 per dwelling	8
Retirement Living	250 Dwellings	0.4 per dwelling	100
Total ROL2			**370**

2.4.2 Directional Split

The traffic generation forecast for the development was separated into inbound and outbound trips using directional distributions as follows with the resulting trips provided in **Table 6**:

- AM Peak: In – 20%, Out – 80%
- PM Peak: In – 70%, Out – 30%

Table 6 Directional Split – ROL2

Development	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
ROL2	74	296	370	259	111	307

2.4.3 Trip Assignment

Considering the location of the proposed ROL2 development in relation to the Centenary Highway / Ripley Road intersection, the same distribution has been adopted as identified for the Southern developments (see **Table 4** in **Section 2.3.3**).

Reflective of all assumptions documented above, the traffic volumes utilised for the operational assessment are included in **Appendix F**.

3.0 Operational Assessment

3.1 Assessment Scenarios

The operational performance of the Centenary Highway / Ripley Road roundabout has been assessed for year of opening (2029) of the ROL2 development until the intersection reaches capacity by considering each of the following assessment scenarios per year:

- **Background + Southern Developments + Northern Development (BG + S + N)**: to establish the operational performance of the road network in the absence of the ROL2 development. These scenarios include the approved Southern and Northern developments.
- **Background + Southern Developments + Northern Development + ROL2 Development (BG + S + N + ROL2)**: To identify the impact of ROL2 development generated traffic demands.

3.2 Assessment Software

The study intersection was analysed for each of the assessment scenarios outlined in **Section 3.1** using SIDRA Intersection 9.1 software (SIDRA). SIDRA is an industry recognised analysis tool used to estimate the capacity and operational performance of intersections based on a variety of input parameters including geometrical data and traffic volumes. SIDRA provides an estimate of an intersection's operation by reporting a number of numerical outputs including Degree of Saturation (DOS), queues and delays.

3.3 Performance Criteria

3.3.1 Intersection Performance Thresholds

DOS thresholds, as defined in *Guidelines for Assessment of Road Impacts of Development* (GARID) 2006, have been used to understand the operational performance of an intersection. Whilst it is noted that these thresholds are no longer adopted by the GTIA, these parameters are still considered to be relevant and appropriate for assessing the capacity and performance of an intersection, particularly when assessing its operational performance under existing conditions. The DOS thresholds, as defined by the GARID, are presented in **Table 7** below.

Table 7 DTMR GARID Intersection Performance Thresholds

Intersection Type	DOS Threshold
Signalised Intersections	Less than or equal to 0.90
Roundabouts	Less than or equal to 0.85
Priority Controlled Intersection	Less than or equal to 0.80

DOS values exceeding the thresholds presented in **Table 7** indicate that the intersection is nearing its practical capacity, and therefore, road users are likely to experience rapidly increasing delays and queuing. Mitigation works may be required to maintain satisfactory operation at such a point.

3.3.2 Critical Delay

Section 7.4.5 of AGTM03-20 provides a summary of Level of Service (LOS) criteria based on the average delay per vehicle at intersections and makes further reference to guidance contained in the *Guide to Traffic Generating Developments* (TfNSW, 2002). This guide recommends that the average delay statistic for the critical movement at an intersection provides a better indication of the overall performance and safety at priority-controlled intersections. A summary of the recommended delay thresholds is provided in **Table 8.**

Table 8 Critical Delay Thresholds

LOS	Description	Critical Delay (sec/vehicle) [1]
A	Good Operation	< 14 sec
B	Acceptable Delays and Spare Capacity	15 – 28 sec
C	Satisfactory	29 – 42 sec
D	Near Capacity	43 – 56 sec
E	At Capacity, Requires other Control Mode	57 – 70 sec

[1] For traffic signals, the average delay of all movements should be reported. For roundabouts and priority-control intersections, the highest average delay of the critical movement should be reported.

3.4 Intersection Assessment

The existing intersection form is shown in **Figure 2**. A summary of the output from the SIDRA assessment is presented in **Table 9**, with detailed output provided in **Appendix G**.

Figure 2 Centenary Hwy/Ripley Rd Roundabout Existing Formation



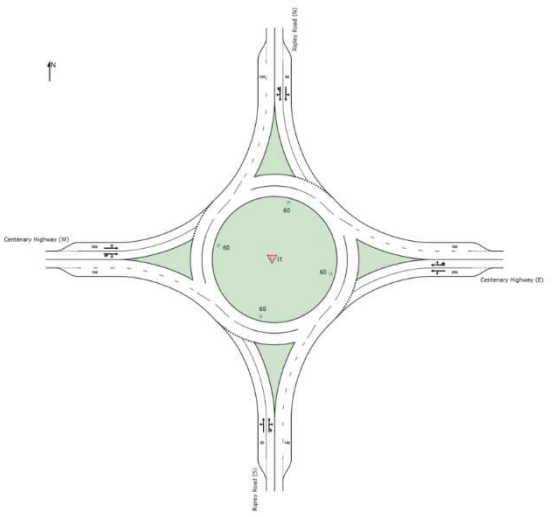


Table 9 SIDRA Output Summary – Existing Layout

Year	Scenario	AM Peak				PM Peak			
		Max DOS	Max Delay (sec/veh)	95th %ile Queue (m)	Max LOS	Max DOS	Max Delay (sec/veh)	95th %ile Queue (m)	Max LOS
2029	BG+S+N	0.59	18.0	35.1	B	0.60	17.6	37.3	B
	BG+S+N+ROL2	0.73	22.3	56.9	B [1]	0.70	19.2	51.8	B
2030	BG+S+N	0.61	18.7	38.2	B	0.62	18.1	40.4	B
	BG+S+N+ROL2	0.76	24.0	62.8	C	0.73	20.0	56.8	B
2031	BG+S+N	0.64	19.5	41.6	B	0.64	18.7	43.9	B
	BG+LB+N+ROL2	0.79	26.1	69.9	C	0.75	20.9	62.7	B [1]
2032	BG+S+N	0.66	20.5	45.6	B [1]	0.67	19.4	47.9	B
	BG+LB+N+ROL2	0.82	29.0	79.0	C	0.79	22.1	70.0	B [1]
2033	BG+S+N	0.69	21.8	50.3	B [1]	0.70	20.3	52.6	B [1]
	BG+LB+N+ROL2	0.86	33.1	91.3	C	0.82	23.5	79.4	C

[1] Maximum is LOS B, with the exception of LOS C for U-turn movement with less than 5vph.
[2] Maximum is LOS C, with the exception of LOS D for U-turn movement with less than 5vph.

The results presented in **Table 9** indicate that the existing layout of the Centenary Highway / Ripley Road roundabout is sufficient to accommodate the Southern developments, the Northern development and the Providence West ROL2 development traffic in the assumed final year of opening (2029) and will operate within acceptable performance levels (maximum DOS = 0.72).

It further indicates that the intersection will exceed the typically adopted performance thresholds in 2033 for the BG+S+N+ROL2 scenario (maximum DOS > 0.85).

4.0 Summary and Conclusions

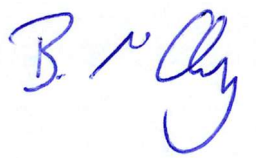
In response to the RFI dated 26 June 2025 relating to the Providence West ROL2 PDA development matter (reference 3406/2025/PDA), SLR conducted an assessment of the Centenary Highway / Ripley Road roundabout to identify the year when the existing layout will reach operational capacity.

Based on the analysis and assessment herein, the following conclusions are made:

- The existing layout of the Centenary Highway / Ripley Road roundabout is sufficient to accommodate the approved Southern developments, Northern developments and the proposed Providence West ROL2 development traffic in the assumed final year of opening (2029) and will operate within acceptable performance levels.
- The existing layout of the Centenary Highway / Ripley Road intersection will exceed the typically adopted performance thresholds (DOS < 0.85 for a roundabout intersection) in 2033.
- Therefore, there is no need to provide capacity upgrading of the existing Centenary Highway / Ripley Road roundabout within the next 9 years.

4.1 Certification

This memorandum has been prepared under the direction of a Registered Professional Engineer of Queensland (RPEQ) and Senior Road Safety Auditor (as accredited by DTMR) who is experienced in traffic engineering and road safety. This memorandum is endorsed by that RPEQ accordingly.



Brett McClurg - RPEQ No: 7628

Technical Director - Transport Advisory

Basis of Statement of Advice
This report has been prepared with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the Client. Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid. This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR. SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

Appendix A EDQ RFI

Our ref: F25/3894
Your ref: 3406/2025/PDA

26 June 2025

Ipswich City Council
Attn: Nikki Morrison
PO Box 191
Ipswich QLD 4305

Email: Nikki.Morrison@ipswich.qld.gov.au

Dear Nikki

RELEVANT STATE INTERESTS FOR A PDA DEVELOPMENT APPLICATION FOR A [PDA DEVELOPMENT PERMIT FOR A MCU/ROL CONTEXT PLAN RECONFIGURING A LOT – ONE (1) LOT INTO THREE HUNDRED AND NINE (309) LOTS {CONSISTING OF 302 RESIDENTIAL LOTS, ONE (1) FUTURE MULTIPLE RESIDENTIAL LOT, ONE (1) BALANCE LOT, TWO (2) DRAINAGE RESERVE LOTS, ONE (1) NEIGHBOURHOOD RECREATION PARK LOT, ONE (1) DISTRICT RECREATION PARK & LOCAL LINEAR PARK LOT, ONE (1) OPEN SPACE (CONSERVATION AREA) LOT}; AND ASSOCIATED PLAN OF DEVELOPMENT (POD) FOR A HOUSE {OVER THREE HUNDRED AND TWO (302) RESIDENTIAL LOTS}; AND DISPLAY VILLAGE, TEMPORARY SALES OFFICE AND RELATED ADVERTISING DEVICES AT 817-843 RIPLEY ROAD, SOUTH RIPLEY DESCRIBED AS LOT 196 SP 157517

Thank you for consulting with Economic Development Queensland (EDQ) about state interests relevant to the above PDA development application (the application).

After undertaking an assessment of the application, EDQ advises that the following further information is required to finalize the state interest review:

Prepare a revised RPEQ certified TIA in accordance with DTMR's *Guide to Traffic Impact Assessment*. The TIA should address, but not be limited to, the following key aspects:

- Traffic Distribution & Volumes: Clearly justify anticipated traffic distribution patterns and the likely traffic volumes travelling to and from the surrounding state-controlled road network.
- Impact Assessment Area: Define the proposed development's impact assessment area in accordance with Section 6.4 of the Department of Transport and Main Roads' (DTMR) Guide to Traffic Impact Assessment (GTIA). This includes all intersections where development traffic exceeds 5% of the base traffic for any movement.
- Traffic Data & Growth Rates: Ensure the assessment is based on recent traffic count data. All proposed growth rates applied to state-controlled road corridors must be clearly justified.
- Operational Performance & Delays: Where required, assess the operational performance of impacted intersections on the state-controlled road network, and calculate peak hour network delay impacts across the full extent of the identified Impact Assessment Area.
- The TIA should consider the expected year of opening
- Mitigation Measures: If applicable, outline any proposed mitigation measures required to address traffic impacts and achieve no net worsening on the state-controlled road network. All measures must be consistent with DTMR's Road Planning and Design Manual (2nd Edition).

- Risk and Safety Assessment: Complete a risk assessment as outlined in Section 8 of the GTIA.

EDQ will advise further about state interests relevant to the application following receipt of the applicant's responses to the above items.

Should you have any queries in relation to this notice, please do not hesitate to contact Nicole Tobias on 3452 6752 or at nicole.tobias@edq.qld.gov.au.

Yours sincerely



Brandon Bouda
A/Director
Development Assessment
Economic Development Queensland

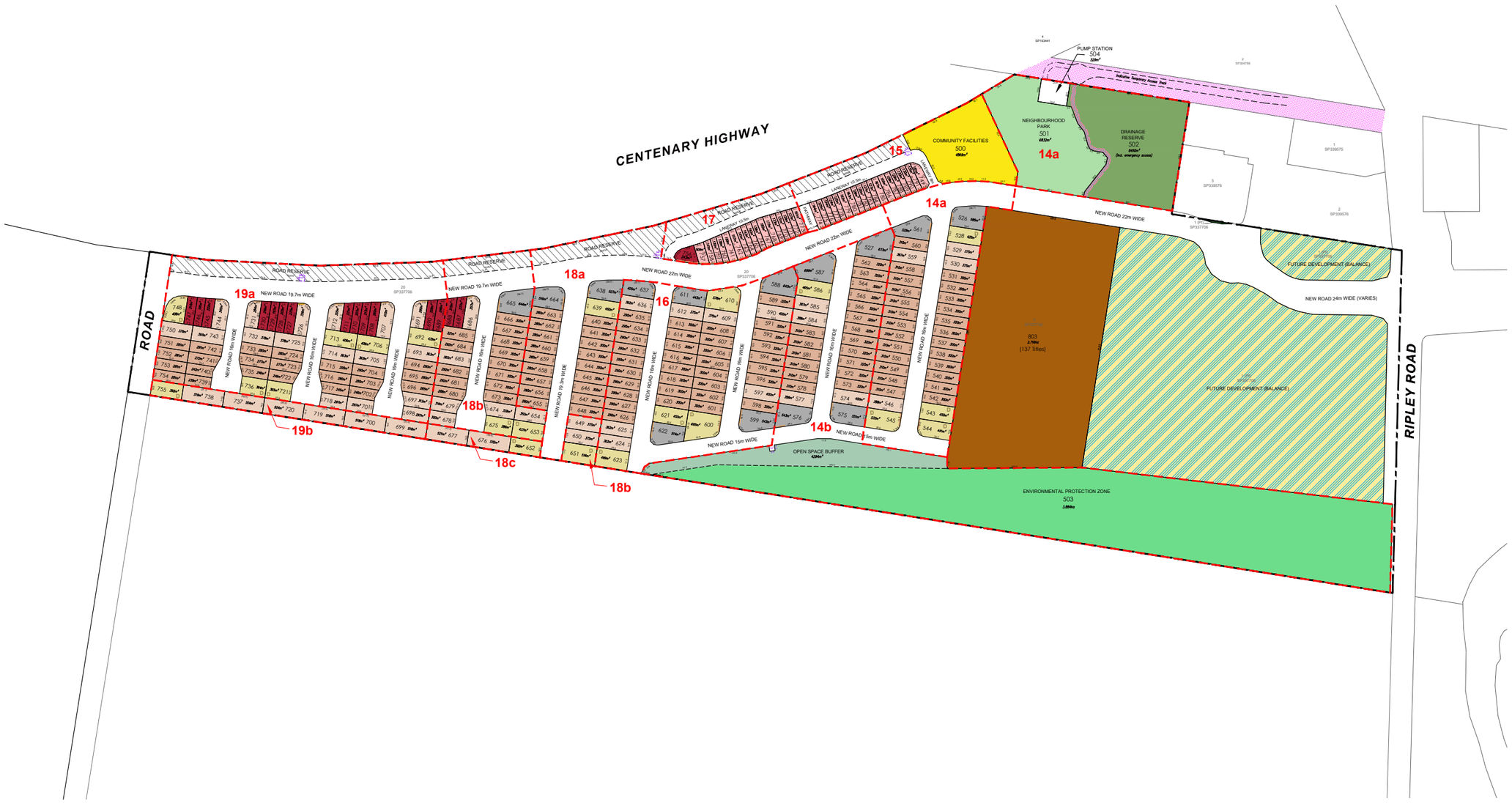
Appendix B Lacebark Development Plans

LEGEND

- Site Boundary
- Stage Boundary
- Primary Frontage (identified on corner and selected Terrace lots only)
- Road Reserve
- PMT — Indicative PMT locations
- Emergency Access (after 100 lots)
- Future Development
- Future Development (Balance)

OPEN SPACE

- Additional Planting in Road Reserve
- Open Space
- Drainage Reserve
- Environmental Protection Zone
- Neighbourhood Park



20 0 40 80 120 Meters

1:2000 @ A1 - 1:4000 @ A3

CLIENT:
STOCKLAND

PROJECT:
PROPOSED RECONFIGURATION
Lot 1 SP 337706 (7010 Ripley Road, Ripley),
Lot 2 SP 337706 (7011 Ripley Road, Ripley), and
Lot 20 SP 337706 (7012 Ripley Road, Ripley).

(formerly lots 1 & 2 on SP326583)

LOCAL AUTHORITY:
ECONOMIC DEVELOPMENT QUEENSLAND

NOTES:

1. This plan was prepared for the purpose and exclusive use of Stockland to accompany an application to Economic Development Queensland for approval to reconfigure the land described in this plan and is not to be used for any other purpose or by any other person or corporation.
2. The dimensions, areas, number of lots, size and location of improvements and flood information (if shown) are approximate only and may vary subject to engineering design changes, field survey and requirements for lodgement of survey plans in the Department of Natural Resources, Mines and Energy.
3. This plan may not be copied unless these notes are included.

WOLTER consulting group

PROJECT NO.	DRAWING NO.	REV.
23-0573SP	**ROL07&08**	**H**

SHEET NO.	DATE
1 of 1	**29/11/2024**

Appendix C State Approval

Our ref: F22/1663
Your ref: 21/2013/PDA-2

Queensland Government

Department of
State Development, Infrastructure, Local Government and Planning

27 June 2023

Nikki Morrison
Ipswich City Council Development Planning
Ipswich City Council
PO Box 191
IPSWICH QLD 4305

Email: Nikki.morrison@ipswich.qld.gov.au; development@ipswich.qld.gov.au

Dear Nikki

AMENDED RELEVANT STATE INTERESTS FOR A PDA DEVELOPMENT APPLICATION FOR A PDA DEVELOPMENT PERMIT FOR A RECONFIGURING A LOT – TWO (2) INTO FIVE (5) MANAGEMENT LOTS AND NEW ROAD, RECONFIGURING A LOT – TWO (2) LOTS INTO SIX HUNDRED AND SEVENTY-FIVE (675) LOTS AND MATERIAL CHANGE OF USE FOR RESIDENTIAL USES IN ACCORDANCE WITH A PLAN OF DEVELOPMENT AT 695 AND 787-815 RIPLEY ROAD, SOUTH RIPLEY DESCRIBED AS LOT 192 ON S151860 AND LOTS 3 AND 195 ON SP193441.

Thank you for consulting with Economic Development Queensland (EDQ) about state interests relevant to the above PDA development application (the application).

After undertaking an assessment of the application, EDQ advises that the enclosed conditions are appropriate to address relevant state interests.

This advice relates to the application as currently proposed. Should the application change via a response to an information request, further issues or a formal change made under s92 of the *Economic Development Act 2012*, another state interest check will be required to assess the changed proposal.

Should you have any queries in relation to this notice, please do not hesitate to contact Nicole Tobias on (07) 3452 6752 or at Nicole.Tobias@dsdilgp.qld.gov.au

Yours sincerely



Amanda Dryden
Director
Development Assessment
Economic Development Queensland

Encl: Appendix A - Conditions and advice to address state interests

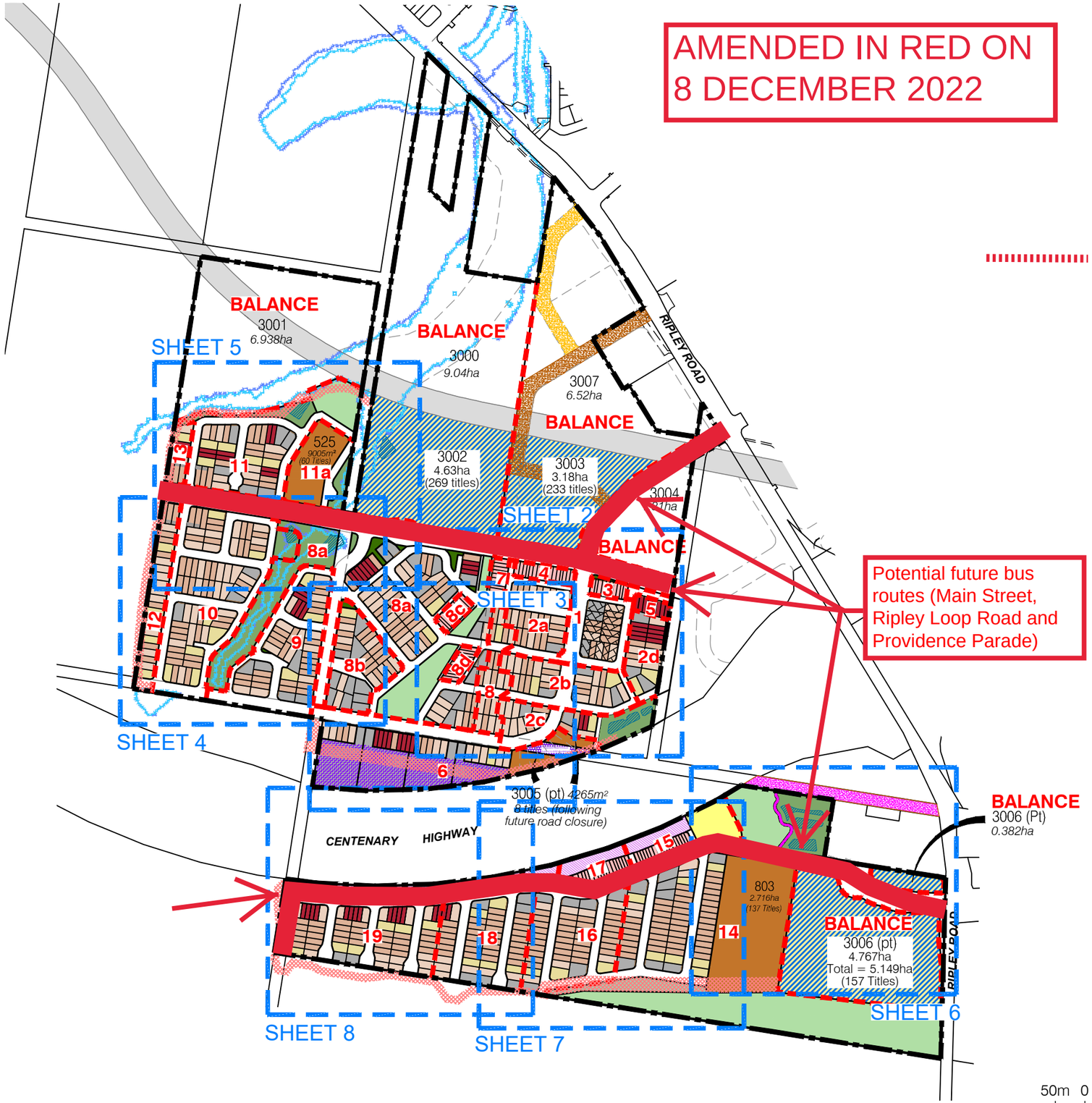
Attachment A Conditions of approval

No.	Development Conditions	Timing
1.	(a) Road works comprising the following must be completed: i. Extension of the kerbside westbound departure lane to 120m generally in accordance with Figure 2.7 of the State Interest Letter Response, prepared by Bitzios Consulting, dated 29 May 2023, reference P3188.002L_DA21 ii. Provide a separated 30m left turn slip lane on the northern approach of Centenary Highway/Ripley Road intersection generally in accordance with Figure 2.7 of the State Interest Letter Response, prepared by Bitzios Consulting, dated 29 May 2023, reference P3188.002L_DA21 (b) The road works must be designed and constructed in accordance with TMR's Road Planning and Design Manual 2nd edition Advice Note: If prior to the above triggers TMR upgrades or obtains the necessary funding via the QTRIP road planning process to undertake either interim or ultimate upgrades to the Centenary Highway / Ripley Road intersection, this would satisfy the requirements of this Condition	a)(i): Prior to whichever of the following is sooner: • sealing of the 100th residential lot on the northern side of the Centenary Motorway or • prior to the sealing of the first residential lot north of the Centenary Highway in or after 2027 or • The sealing of the 171st residential lot south of the Centenary Highway or • The sealing of the 1st residential lot south of the Centenary Highway, in or after 2027 (a)(ii): Prior to whichever of the following is sooner: • Prior to the sealing of the 490th residential lot north of the Centenary Highway or • Prior to the sealing of the first residential lot north of the Centenary Highway in 2029 or after or • The sealing of the 171st residential lot south of the Centenary Highway or • The sealing of the 1st residential lot south of the Centenary Highway, in or after 2027 (b): Prior to submitting the Plan of Survey to the local government for approval

2.	**Stormwater and Flooding Management** (a) Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the state controlled road or future railway corridor. (b) Any works, with the exception of the works indicated on Sketch A Railway Corridor Section and Sketch B Future Railway Corridor Proposed Permanent Works prepared by MPN Consulting number DA.269 Rev F on the land must not: i. create any new discharge points for stormwater runoff onto the state controlled road or future railway corridor; ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road or future railway corridor; iii. surcharge any existing culvert or drain on the state-controlled road or future railway corridor; iv. reduce the quality of stormwater discharge onto the state controlled road or future railway corridor; v. reduce the floodplain storage capacity of the site; vi. impede or interfere with hydraulic conveyance on the site. (c) Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been designed in accordance with parts (a) and (b) of this condition. (d) Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	(a)& (b) At all times (c) Prior to obtaining development approval for operational works for the relevant stage (d) Prior to submitting the Plan of Survey to the local government for approval for the relevant stage
3.	**Potential Future Bus Route** (a) The 'potential future bus route' shown on the Proposed Reconfiguration, Lots 1 & 2 on SP326583 and Lot 2 on RP806983 (Ripley), prepared by Land Partners, dated 10/11/2022, drawing number BRSS3649-RL3-91-27, as amended in red, and external roadworks to Ripley Road must be designed and constructed in accordance with the following to accommodate a single unit rigid bus of 14.5m in length: • Department of Transport and Main Roads *Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design*; • Department of Transport and Main Roads *Supplement to Austroads Guide to Road Design* (Parts 3, 4-4C and 6)*;* • *Austroads Guide to Road Design* (Parts 3, 4-4C and 6); • *Austroads Design Vehicles and Turning Path Templates;* • Queensland Manual of Uniform Traffic Control Devices, Part 13: *Local Area Traffic Management* and AS 1742.13 Manual of Uniform Traffic Control Devices – *Local Area Traffic Management*; • Chapter 2 - Planning and Design, Section 2.3.2 Bus Route Infrastructure (page 6) of the Department of Transport and Main Roads *Public Transport Infrastructure Manual 2015.*	Prior to submitting the Plan of Survey to the local government for approval for the relevant stage

	(b) Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been designed in accordance with part (a) of this condition. (c) Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been constructed in accordance with part (a) of this condition.	

General Advice	
1.	**Ipswich to Springfield Future Railway Corridor** The site includes the future Ipswich to Springfield railway corridor which is shown on the SARA on-line mapping system: https://dams.dsdip.esriaustraliaonline.com.au/damappingsystem/ Further information concerning the Ipswich to Springfield future railway corridor is available at: https://www.tmr.qld.gov.au/projects/ipswich-to-springfield-public-transport-corridor-study.
2.	**s33 Road Works Approval** Under section 33 of the Transport Infrastructure Act 1994, written approval is required from the Department of Transport and Main Roads to carry out works on a state-controlled road. Please contact the Department of Transport and Main Roads' at Metropolitan.idas@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads' as soon as possible to ensure that gaining approval does not delay construction.



LOCALITY PLAN
Not to Scale



LOT TYPES	LOTS	TITLES	RATIO
Row Lots	92	92	5%
Terrace Lots	68	68	4%
Villa Lots	326	326	18%
Courtyard (1)	176	176	10%
Courtyard (2)	77	77	5%
Duplex	51	102	6%
Future Development	3	205	12%
Future Development (Balance)	3	659	39%
Balance	4	4	<1%
Community Facilities	1	1	<1%
TOTAL	801	1710	100%

LEGEND:

- Site Boundary
- Stage Boundary
- Primary Frontage (identified on corner & selected Terrace lots only)
- Access Easement
- Road Reserve
- Display Home Lots
- Housing Development Exclusion Area
- Primary Access
- Emergency Access (after 100 lots)
- Secondary Formal Access (after 300 lots)
- Proposed Detention Basin

OPEN SPACE:

- Additional Planting in Road Reserve
- Open Space
- Drainage Reserve
- Environmental Protection Zone
- Neighbourhood Park

FLOOD INFORMATION (obtained from MPN Consulting)

- Q100
- Q20

CLIENT
SEKISUI HOUSE

PROJECT
PROPOSED RECONFIGURATION
LOTS 1 & 2 ON SP326583
AND LOT 2 ON RP806983 (RIPLEY)

LOCAL AUTHORITY
ECONOMIC DEVELOPMENT QUEENSLAND

NOTES
(i) This plan was prepared for the purpose and exclusive use of SEKISUI HOUSE to accompany an application to ECONOMIC DEVELOPMENT QUEENSLAND for approval to reconfigure the land described in this plan and is not to be used for any other purpose or by any other person or corporation.
LandPartners Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this plan in contravention of the terms of this clause or clauses (ii) or (iii) hereof.

(iii) The dimensions, areas, number of lots, size and location of improvements & flood information (if shown) are approximate only and may vary subject to engineering design changes, field survey and requirements for lodgement of survey plans in the Department of Natural Resources, Mines and Energy.

(iv) This plan may not be copied unless these notes are included.

STAGE	No. OF LOTS	No. OF TITLES	NEW ROAD	OPENSPACE PARK & TPZ	DRNG	TOTAL AREA
1	16	16	1050m	-	-	3.253ha
2a	26	26	340m	-	-	1.356ha
2b	28	30	290m	-	-	1.635ha
2c	18	19	189m	-	0.443ha	1.439ha
2d	22	24	37m	-	-	0.828ha
3	10	10	-	-	-	0.191ha
4	16	16	-	-	-	0.268ha
5	8	8	87	-	-	0.275ha
6	30	38	320m	-	-	4.182ha
7	10	10	30m	-	-	0.246ha
8	20	21	80m	-	-	0.812ha
8a	72	74	1675m	0.991ha	1.52ha	8.961ha
8b	32	33	-	-	-	1.454ha
8c	10	10	-	-	-	0.193ha
8d	11	11	-	-	-	0.195ha
9	49	52	660m	-	-	2.776ha
10	72	79	1250m	-	0.195ha	4.957ha
11	41	46	620m	0.50ha	0.325ha	3.25ha
11a	1	60	125m	-	0.170ha	1.262ha
12	25	29	60m	-	-	1.123ha
13	9	10	-	-	-	0.325ha
14	63	206	1235m	4.639ha	0.780ha	12.940ha
15	19	19	140m	-	-	1.053ha
16	50	53	585m	-	-	2.889ha
17	18	18	130m	-	-	0.577ha
18	51	56	460m	-	-	2.760ha
19	67	73	700m	-	-	3.734ha
Balance	7	663	155m	-	-	37.267ha
TOTAL	801	1710	10218m	6.135ha	3.433ha	Total Area 100.204ha

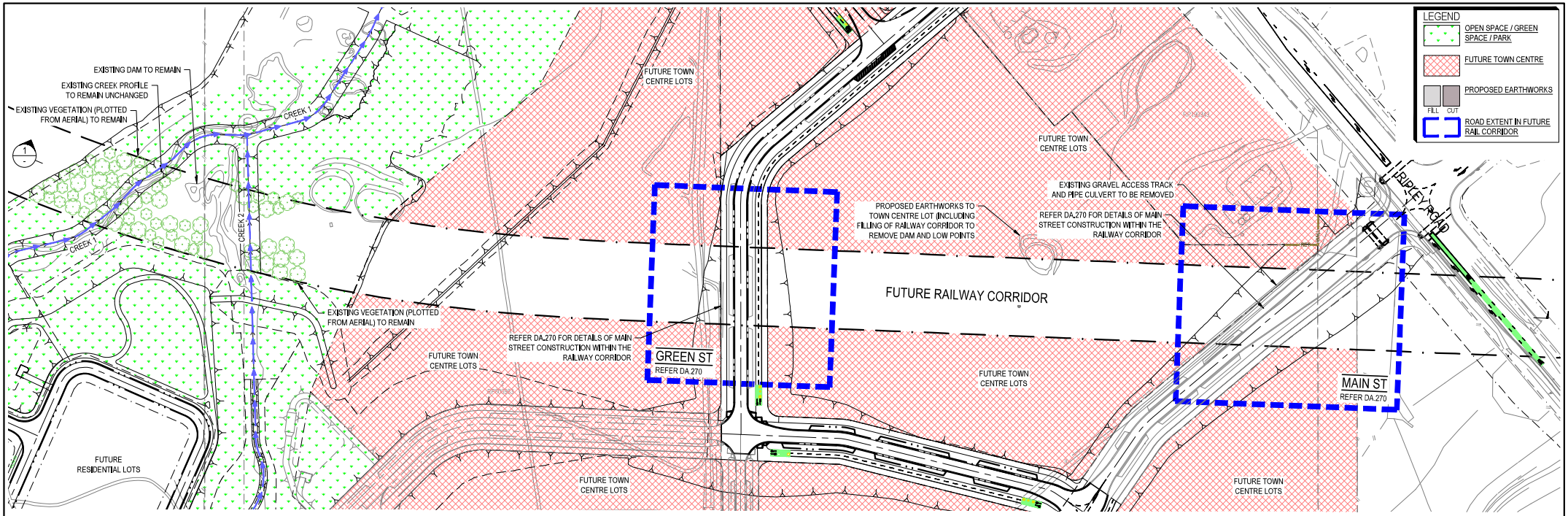
LANDPARTNERS
built environment consultants
Brisbane Office
Level 1
18 Little Cribb Street
Milton QLD 4064
PO Box 1399
Milton QLD 4064
t (07) 3842 1000
f (07) 3842 1001
e info@landpartners.com.au
w www.landpartners.com.au
ISO 9001:2008
FS 535063

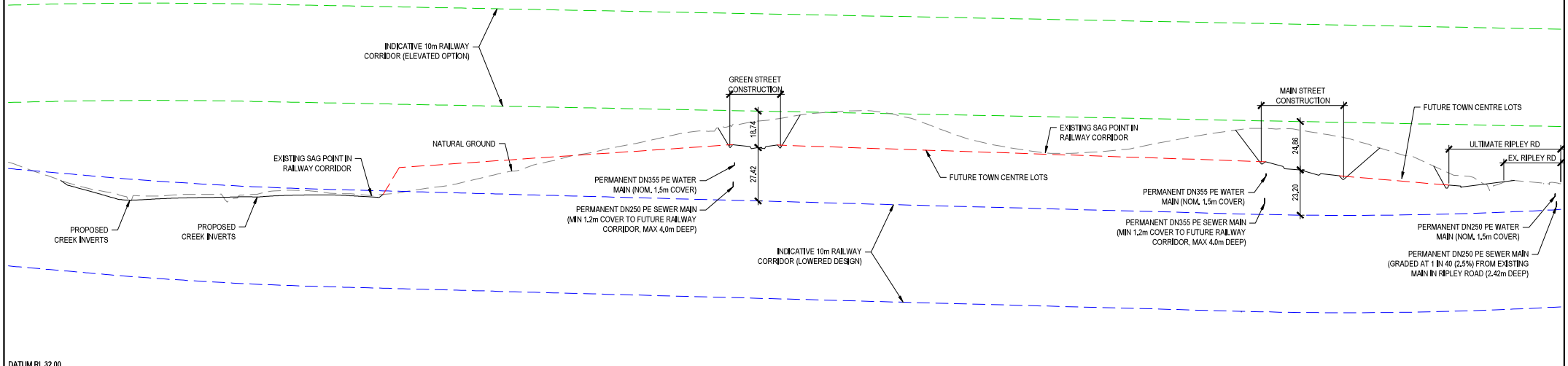
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LEVEL ORIGIN	-		
CONTOUR INTERVAL	-		
COMPUTER FILE	BRSS3649-RL3-90-27		
DRAWN	TKW	DATE	10/11/2022
CHECKED	TKW	DATE	10/11/2022
APPROVED	SRS	DATE	10/11/2022
UDN	BRSS3649-RL3-91-27	SHEET 1 OF 8	

RD great places

NOTE: ALL DIMENSIONS AND AREAS ON THIS PLAN ARE SUBJECT TO SURVEY AND REQUIREMENTS FOR LODGEMENT OF SURVEY PLANS IN THE DEPARTMENT OF RESOURCES.

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DATUM RL 32.00

ROAD VERGE CROSSING RAILWAY CORRIDOR
- ALLOWANCE FOR UNDERGROUND ELECTRICAL, NBN AND GAS MAINS (SUBJECT TO DETAILED DESIGN) TO BE INCLUDED IN APPROVAL FOR CROSSING FUTURE RAILWAY CORRIDOR
- FULL CONSTRUCTION OF MAIN STREET AND GREEN STREET (INCLUDING PARKING) WITHIN FUTURE RAILWAY CORRIDOR TO BE COMPLETED AS PART OF STAGE 1 WORKS
- NO TEMPORARY WORKS ARE PROPOSED WITHIN THE FUTURE RAILWAY CORRIDOR

WATER MAINS CROSSING RAILWAY CORRIDOR
- WATER MAINS TO BE INSTALLED IN ACCORDANCE WITH WSA03-SEQ SECTION 5.9.4 CROSSINGS
- WATER MAINS TO BE INCREASED TO PN17 PIPE RATING EXTENDING 3m EACH SIDE OF THE RAILWAY CORRIDOR
- THE WATER MAIN IS TO BE PE100 BUTT WELDED WITH MINIMAL JOINTS AND NO FITTINGS LOCATED WITHIN THE RAILWAY CORRIDOR TO REDUCE THE LIKELIHOOD OF LEAKAGES
- WATER MAINS TO BE INSTALLED USING TYPE I CONCRETE ENCASEMENT EMBEDMENT SUPPORT

SEWER MAINS CROSSING RAILWAY CORRIDOR
- MAINTENANCE STRUCTURES TO BE LOCATED 3m EACH SIDE OF THE FUTURE RAILWAY CORRIDOR
- MAINTENANCE STRUCTURES SHALL NOT BE LOCATED IN THE FUTURE RAILWAY CORRIDOR
- SEWER TO BE CONSTRUCTED AS PER SEQ-SEW-1401-1 TYPICAL BURIED CROSSINGS - RAILWAYS

1 - RAILWAY CORRIDOR SECTION
SCALE 1:1000
VERT. 1:200

NOTE:
ALL WORKS SHOWN ON THIS PLAN ARE PERMANENT. NO TEMPORARY WORKS ARE PROPOSED WITHIN THE RAILWAY CORRIDOR

0 2 4 6 8 10
SCALE 1:200 (A1) 1:400 (A3)
0 10 20 30 40 50
SCALE 1:1000 (A1) 1:2000 (A3)

ISSUE	DATE	AMENDMENT	BY	APP
F	31.03.23	COUNCIL RFI RESPONSE	JB	SS
E	24.10.22	COUNCIL RFI RESPONSE	JB	SS
D	15.02.22	ISSUED FOR APPROVAL	JB	SS
C	26.03.21	ISSUED FOR APPROVAL	JJW	SS
B	24.03.21	ISSUED FOR APPROVAL	JJW	SS
A	01.02.21	PRELIMINARY ISSUE	BCM	SS

NOT FOR CONSTRUCTION
FOR APPROVAL

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APPLICATION / PARENT APPLICATION INFORMATION
LOCAL AUTHORITY: IPSWICH CITY COUNCIL REF NO. 21/2013/PDA
DESIGN: JJW/JB DRAWN: ST APPROVED: QA CHECK: DATE:

NORTH

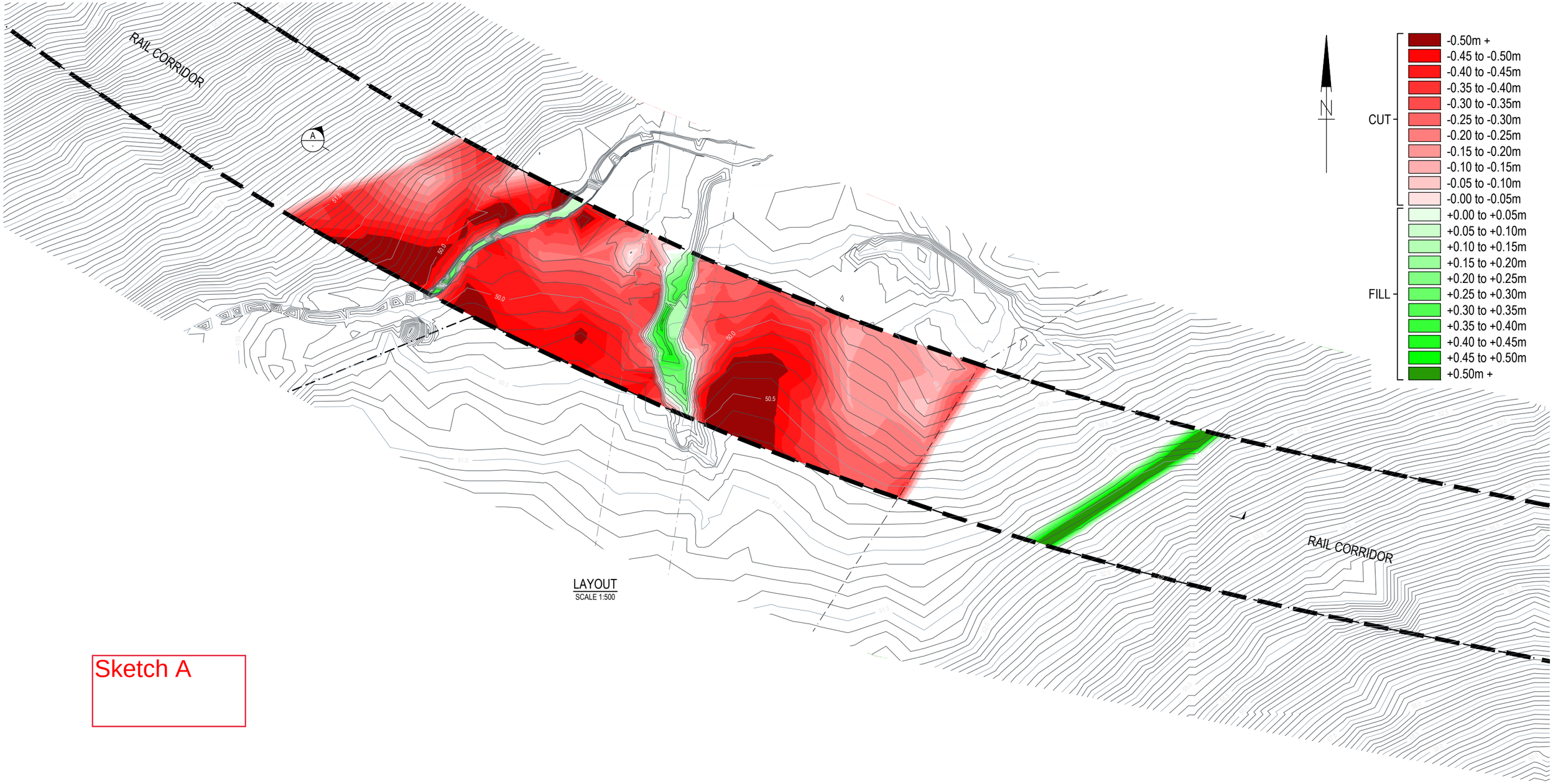
SEKISUI HOUSE
ECCO RIPLEY

ECCO RIPLEY - AREA 3

FUTURE RAILWAY CORRIDOR
PROPOSED PERMANENT WORKS

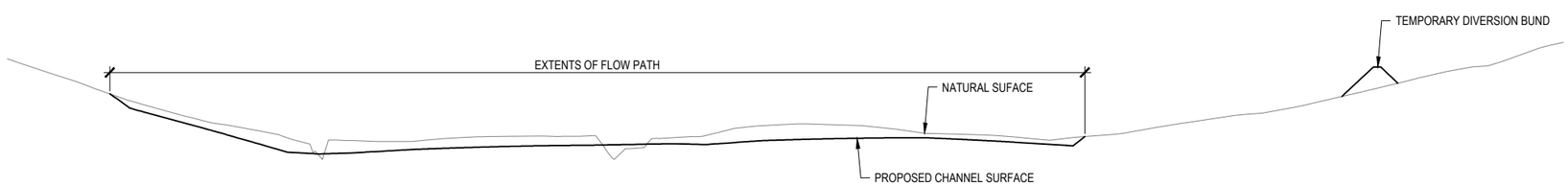
mpn consulting
ABN: 39 092 191 799 P: +61 7 3335 4555
38 Sherwood Road, Toowong, Qld, 4066 E: solutions@mpnc.net.au

MPN JOB No.	DRAWING No.	REV
6264-3	DA.269	F



LAYOUT
SCALE 1:500

Sketch A



A - RAILWAY CORRIDOR SECTION
SCALE 1:500
VERT. 1:100

0 1 2 3 4 5
SCALE 1:100 (A1) 1:200 (A3)

0 5 10 20 25
SCALE 1:500 (A1) 1:1000 (A3)

Appendix D Updated Approval

Your reference
Our reference 2342/2024/MAPDA/B:
Contact Officer Sandeep Nanjappa
Telephone (07) 3810 7267

Ipswich City Council

1 Nicholas Street
PO Box 191
IPSWICH QLD 4305

Phone (07) 3810 6666
Fax (07) 3810 6731
Email council@ipswich.qld.gov.au

Ipswich.qld.gov.au

AW Bidco 6 Pty Limited
and
SIG Ripley Holdings Pty Ltd

Attn: Emily Richards and Ryan Trussler
erichards@thereforgroup.com.au
Ryan.Trussler@landpartners.com.au

4 July 2025

Dear Emily and Ryan

Re: Decision Notice for Priority Development Area (PDA) Amendment Application

Application No:	2342/2024/MAPDA/B
Proposal:	Amendment Application: § Reconfiguring a Lot – One (1) into Three (3) Management Lots and New Road; § Reconfiguration of Lot – Two (2) Lots into a maximum of Six Hundred and Eighty-One (681) Lots and Access Easement; and § Material Change of Use for Residential Uses in accordance with a Plan of Development
Property Location:	671 Ripley Road, RIPLEY QLD 4306, 7006 Ripley Road, RIPLEY QLD 4306, 7007 Ripley Road, RIPLEY QLD 4306, 7010 Ripley Road, SOUTH RIPLEY QLD 4306, 7011 Ripley Road, SOUTH RIPLEY QLD 4306, 7012 Ripley Road, SOUTH RIPLEY QLD 4306

I refer to the Amendment Application request made under section 99 of the *Economic Development Act 2012*, received by Council (as an MEDQ Delegate) on 20 May 2025 for an amendment to Development Approval 2342/2024/MAPDA/A, that was approved by Ipswich City Council (MEDQ Delegate) on 6 March 2025, for land situated at 671 Ripley Road, Ripley, 7006 Ripley Road, Ripley, 7007 Ripley Road, Ripley, 7010 Ripley Road, South Ripley, 7011 Ripley Road, South Ripley, 7012 Ripley Road, South Ripley, and described as Lot 1 SP 324709, Balance Lot 1 SP 337684, Balance Lot 2 SP 337684, Balance Lot 1 SP 337706, Lot 2 SP 337706, Lot 20 SP 337706.

I wish to advise that the amendment application has been decided as follows:

Attachment B: State Interest Conditions	
Condition 42 'Road Works'	To be deleted
Condition 43 'Stormwater and Flooding Management'	To be renumbered as Condition 42
Condition 44 'Potential Future Bus Route'	To be renumbered as Condition 43

Enclosed with this letter is the Amended Development Approval, including:

- Attachment A – MEDQ Delegate's Reconfigure a Lot Conditions
- Attachment B – MEDQ Delegate's Reconfigure a Lot Conditions
- Attachment C – MEDQ Delegate's Material Change of Use Conditions
- Attachment D – Appeal Rights
- Attachment E – State Interest response
- Attachment F – Approved Plans *(no changes – copy of approval plans issued as part of Development Approval 2342/2024/MAPDA/A)*

To avoid any doubt, please note that this approval commences from the date the original development approval started to have effect.

If you have any queries regarding this application, please contact Sandeep Nanjappa on the telephone number listed above.

Yours faithfully



Michael Simmons
DEVELOPMENT ASSESSMENT WEST MANAGER

CC.
pdadevelopmentassessment@edq.qld.gov.au
medqdelegations@edq.qld.gov.au

Urban Utilities
development@urbanutilities.com.au

1. Decision Details:

Development	Approval Type	Decision	Currency Period
Reconfiguring a Lot – One (1) into Three (3) Management Lots and New Road	PDA Development Permit	Approved in full subject to the conditions set out in Attachment A	6 years
Reconfiguration of Lot – Two (2) Lots into a maximum of Six Hundred and Eighty-One (681) Lots and Access Easement	PDA Development Permit	Approved in full subject to the conditions set out in Attachment B	10 years
Material Change of Use- Residential Uses in accordance with a Plan of Development (POD)	PDA Development Permit	Approved in full subject to the conditions set out in Attachment C	10 years

2. Conditions of MEDQ Delegate (Ipswich City Council)

Refer to Attachments A, B and C for MEDQ Delegate's conditions.

3. Approved Plans Specifications and Drawings

The approved plans, specifications and drawings for this development approval are:

(a) The plans and documents referred to in the table below (including the amendments that are required to be made to those plans and documents); and

(b) Where the amended version of the plans and documents referred to in the table below have been approved by the MEDQ Delegate, the amended version of those plans and documents.

The plans referenced below are included as Attachment D of this decision notice.

APPROVED PLANS				
Reference No.	Description & Revision No.	Prepared By	Date	Amendments Required
Aspect of development: Reconfigure a Lot - One (1) into Three (3) Management Lots and New Road				
BRSS3649-RL3-121-4	Proposed Reconfiguration Lot 2 on SP326583 (Ripley Area 3) 1 into 3 Lots	LandPartners	7 November 2022	Nil
Aspect of development: Reconfiguration of Lot – Two (2) Lots into a maximum of Six Hundred and Eighty-One (681) Lots and Access Easement				
BRSS3649-RL3-85-21	Proposed Reconfiguration Lots 1 & 2 on SP326583, Sheet 1 of 8	LandPartners	13 November 2023	As amended in red
ROL07&08	Proposed Reconfiguration Revision H, Sheet 1 of 1	Wolter Consulting Group	29 November 2024 and amended in red by Ipswich	Nominate proposed easement/s and as amended in red.

			City Council on 21 February 2025	
BRSS3649-RL3-85-21	Proposed Reconfiguration Lots 1 & 2 on SP326583, Sheet 2 of 8	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-85-21	Proposed Reconfiguration Lots 1 & 2 on SP326583, Sheet 3 of 8	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-85-21	Proposed Reconfiguration Lots 1 & 2 on SP326583, Sheet 4 of 8	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-85-21	Proposed Reconfiguration Lots 1 & 2 on SP326583, Sheet 5 of 8	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-85-21	Proposed Reconfiguration Lots 1 & 2 on SP326583, Sheet 6 of 8	LandPartners	13 November 2023	As amended in red
ROL07	Proposed Reconfiguration Revision H, Sheet 7 of 8	Wolter Consulting Group	29 November 2024	As amended in red and nominate proposed easement/s.
ROL08	Proposed Reconfiguration Revision G, Sheet 8 of 8	Wolter Consulting Group	27 November 2024	Not applicable
Aspect of development: Material Change of Use				
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 1 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 2 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 3 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 4 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on	LandPartners	13 November 2023	As amended in red

	SP326583 (Ripley), Sheet 5 of 19			
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 6 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 7 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 9 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 10 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 11 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 and Lot 2 on RP806983 (Ripley), Sheet 13 of 19	LandPartners	13 November 2023	As amended in red
BRSS3649-RL3-83-22	Plan of Development Lots 1 & 2 on SP326583 (Ripley), Sheet 14 of 19	LandPartners	13 November 2023	As amended in red
POD S14-S19	Plan of Development Revision H, Sheet 1 of 1	Wolter Consulting Group	29 November 2024	Nominate proposed easement/s.
POD S14	Plan of Development Revision G, Sheet 12 of 19	Wolter Consulting Group	21 February 2025	Not applicable
POD S15	Plan of Development Revision G, Sheet 15 of 19	Wolter Consulting Group	21 February 2025	Not applicable
POD S16	Plan of Development Revision F, Sheet 16 of 19	Wolter Consulting Group	21 February 2025	Not applicable
POD S17	Plan of Development Revision G, Sheet 17 of 19	Wolter Consulting Group	21 February 2025	Not applicable
POD S18	Plan of Development Revision G, Sheet 18 of 19	Wolter Consulting Group	21 February 2025	Not applicable

POD S19	Plan of Development Revision G, Sheet 19 of 19	Wolter Consulting Group	21 February 2025	Not applicable
SPECIFICATIONS/DRAWINGS				
Reference No.	Description & Revision No.	Prepared By	Date	Amendments Required
Aspect of development: all				
BRSS3649-RL3-82-12	Density Calculations Lot 2 on RP806983 and Lot 123 on SP311786 (Ripley)	LandPartners	2 June 2023	Amendments to the context plan may be required in order to facilitate required density in areas 4, 5 and 10.
012.03.21	Bushfire Management Plan Lot 123 on SP311786 633,695 and 787-815 Ripley Road, Ripley, Revision 3	Bushfire Risk Reducers	18 October 2022	As required by Attachment B, Condition 37 – Bushfire Management
23-0573EBF	Bushfire Hazard Assessment – Technical Memorandum Revision 2.0	Wolter Consulting Group	28 August 2024	N/A
2020419 R01P	Acoustic Report Proposed Residential Subdivision 633,695 & 787-815 Ripley Road, Ripley Revision R01P	Acoustic Works	30 September 2024	N/A
Unnumbered	Basin 6 – Water Quality Analysis	Spiire Australia Pty Ltd	11 November 2023	N/A
	Site Based Stormwater Quantity Management Plan V 2.0	Storm Water Consulting	04/02/22	N/A
	Flood Assessment Report (Technical Note)	Storm Water Consulting	21/10/22	N/A
File: 10128	RE: Providence West – Lot 787 App Ref: 2342/2024/PDA Generally in Accordance Technical Note – Stormwater Detention and Treatment	MPN Consulting	3 October 2024	N/A

	Site Soil Investigation (Incorporating (DSMP)) Dispersive Soil Management Plan Assessment	Environmental Soil Solutions Australia Pty Ltd	18/07/17	N/A
	Preliminary Geotechnical Assessment Revision A	Butler Partners	31/03/21	N/A
	Information Request Response: Proposed Ripley Valley Development Area 3 – 695 And 787-815 Ripley Road, Ripley – 21/2013/PDA	Bitzios Consulting	14/11/22	N/A
	Additional Ripley Road Intersection Analysis Summary	Bitzios	27/02/23	N/A
	SIDRA analysis	Bitzios		N/A
Project No. 620.30351	Lacebark, Ripley Providence West Traffic Engineering Advice (Rev. v3.0)	SLR	03 October 2024	N/A
	Civil plans	MPN	31/03/23	As required by Attachment B, Condition 5 – Subdivision Plan, Condition 20 – Roadworks and Condition 23 - Recreated Waterway Corridor Rehabilitation and Stabilisation.
	Amended Civil plans subset	MPN	08/05/23	As required by Attachment B, Condition 5 – Subdivision Plan, Condition 20 – Roadworks and Condition 23 - Recreated Waterway Corridor Rehabilitation and Stabilisation.
Drawing set – Reference 22-203	Providence West Lacebark Civil Functionals	KN Group	24 September 2024 and 2 October 2024	As amended in red.

4. State Interest

The referral agencies for this application are:

State Interest OR Nominated Assessing Authority	Address
Economic Development Queensland (EDQ), Department of State Development and Infrastructure	Email: pdadevelopmentassessment@edq.qld.gov.au Ph: 07 3452 7437

Refer to Attachment E for State Interest conditions.

5. Preliminary Approval

Not applicable to this decision.

6. Further Development Permits

Further development permits, as required by the *Economic Development Act 2012,* must be obtained before the development can be carried out in respect of any operational works, building works and plumbing works in relation to this approval prior to the *commencement of works/use and/or signing of the plan of subdivision* pursuant to the *Economic Development Act 2012*.

7. Environmental Authority

Not applicable to this decision.

8. Properly Made Submissions

Not applicable to this decision.

9. Currency period for the approval (section 100 of the *Economic Development Act 2012*)

The currency period for this approval is as outlined in part 1 – 'decision details' of this decision notice, starting the day the approval takes effect. Unless the currency period is extended by the MEDQ Delegate pursuant to section 101 of the *Economic Development Act 2012*, this development approval lapses in accordance with section 100 of the *Economic Development Act 2012.*

10. When approval lapses if development started but not completed— preliminary approval

Not applicable to this decision.

11. Infrastructure

The following trunk infrastructure is applicable to this development and is listed in the table below:-

Trunk Infrastructure	Conditions
Transport	
'Ripley Loop Road' including relevant intersections as per the DCOP	Attachment B, Condition 5(a) – Subdivision Plan and Conditions 20(a) –20(aa) Roadworks (Stages 1 - 13 and 14A - 19A).
Ripley Road	Attachment B, Condition 5(b) – Subdivision Plan and Conditions 20(a) –20(aa) – Roadworks (Stages 1 - 13 and 14A - 19A.
Green Street Intersection with Ripley Road (DCOP reference RIO31)	Attachment B, Conditions 20(a) –20(aa) – Roadworks (Stages 1 - 13 and 14A - 19A.
Fitzgibbon Street Intersection with Ripley Road (DCOP reference RIO40)	Attachment B, Conditions 20(a) –20(aa) – Roadworks (Stages 1 - 13 and 14A - 19A.
Community Facility	
Local Community Facility	Land dedication and stabilisation works: Attachment B, Condition 5(h) – Subdivision Plan and Condition 19 – Community Facility.
Park	
Neighbourhood Recreation Park x 2	Attachment B, Condition 5(h) – Subdivision Plan and Attachment B, Condition 18 - Neighbourhood Recreation Park.

Note:

1. Any works not specifically listed in the table above are not considered Trunk Infrastructure unless varied by the Ripley Valley PDA Development Charges and Offset Plan (DCOP) or other applicable offset framework in effect at the time of lodging the provisional offset claim.

Attachment A
MEDQ Delegate's Conditions

File No: ~~2342/2024/MAPDA/A~~ 2342/2024/MAPDA/B

Location: 671, 7006, 7007, 7010, 7011 and 7012 Ripley Road, Ripley
(formerly, 7003 and 7004 Ripley Road, Ripley)

Proposal: Reconfiguring a Lot- One (1) into Three (3) Management Lots and New Road

MEDQ Delegate's (Ipswich City Council) Conditions *Conditions applicable to this approval under the Economic Development Act 2012*		
No.	Condition	The time by which the condition must be met, implemented or complied with
1.	Basis of Approval	
	This approval incorporates as a condition, the applicant's common material for the application and adherence to all relevant Council Local Laws and/or the *Ripley Valley Priority Development Area Development Scheme* unless otherwise varied by this approval or varied by a condition of this approval. Note: Any variation in the development from that approved herein may constitute assessable development pursuant to the *Economic Development Act 2012.*	From the commencement of the construction of the development and at all times thereafter.
2.	Minor Alterations	
	Notwithstanding the requirements detailed in this approval, any other minor alterations accepted in writing by the MEDQ Delegate will suffice.	At all times after the approval is granted.
3.	Subdivision Plan	
(a)	The applicant must submit to the MEDQ Delegate a subdivision plan generally in accordance with the approved plans outlined in part 3 of the development permit.	In conjunction with the lodgement of the application to sign the subdivision plan.
(b)	The applicant must dedicate the land identified as "New Road" on the approved plan.	In conjunction with the lodgement of the application to sign the subdivision plan.
4.	Rates in Arrears	
	The applicant must pay any outstanding rates and other expenses as a charge against the land in accordance with the provisions of the *Economic Development Act 2012.*	Prior to the MEDQ Delegate signing the plan of subdivision for the relevant stage.

MEDQ Delegate's (Ipswich City Council) Advice

The following advice is offered for your information only and should not be viewed as mandatory conditions of this approval.

1.	Management Lots
	The proposed Management Lots are not required to be connected to reticulated water, wastewater or constructed stormwater infrastructure. Further construction works, levies and/or contributions may be applicable to the development of Management Lots for any purposes, or for the further subdivision of Management Lots in accordance with the Ripley Valley Development Scheme or any other legislation relevant at the time a development application is made to the MEDQ Delegate.

2.	Fire Ants
(a)	In accordance with the *Biosecurity Act 2014* and the *Biosecurity Regulation 2016*, the State of Queensland has implemented movement controls in areas (Fire Ant Biosecurity Zones) of Queensland where the Red Imported Fire Ant (ant species *Solenopsis invicta*) has been detected.
(b)	It is a legal obligation to report any sighting or suspicion of Fire Ants within 24 hours to Biosecurity Queensland on 13 25 23 (24hrs). It should be noted that works involving movements of all materials associated with earthworks (import and export) within a fire ant biosecurity zone is subject to movement controls and failure to comply with the regulatory provisions is an offence under the Biosecurity Act 2014. The Fire Ant Biosecurity Zones, as well as general information can be viewed on the Department of Agriculture and Fisheries website www.daf.qld.gov.au/fireants.
(c)	The land over which you have made a development application is within a Fire Ant Biosecurity Zone. 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 Biosecurity Queensland to investigate the site and for you to implement any necessary matters required prior to the commencement of any works.

3.	Change of Street Address
	Owing to the decision contained herein, a change to the street address of the existing allotment(s) may be necessary. For further details in this regard please contact Council's Development Compliance Team on telephone number (07) 3810 6888.

4.	Infrastructure Offsets/Credits
	No offsets/credits will apply to this approval. Notwithstanding, the applicant may seek offsets/credits as part of subsequent approvals issued over the subject site where infrastructure charges are payable. Offsets/credits will be applied in accordance with the Ripley Valley PDA Development Charges and Offset Plan (DCOP) (or framework applicable at the time of requesting the offset).

5.	Local Government Regulation 2012
	This property may be subject to the provision of Section 116 of the *Local Government Regulation 2012*. This section of the regulation limits any increase in rates to a predetermined percentage. In accordance with Council's budget and rating resolutions, if the property is sold or reconfigured in any way (eg subdivision, dedication or partial dedication, amalgamation) this benefit will no longer apply. For further information please contact the Ipswich City Council Customer Contact Centre on (07) 3810 6666.

6.	Indigenous Cultural Heritage
	The Applicant is advised to ensure that any development obligations pursuant to the provisions of the Aboriginal Cultural Heritage Act 2003, and the *Economic Development Act 2012* are complied with in respect to the proposed development. Applicants, developers and landowners have a duty of care under the legislation where items of cultural heritage significance are located, even if those items have not been previously recorded in a database. For more information, the applicant may seek information from the relevant Registered Aboriginal Cultural Heritage Body for the Ipswich Region the cultural heritage database, or seek the advice of the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs.

Attachment B
MEDQ Delegate's Conditions

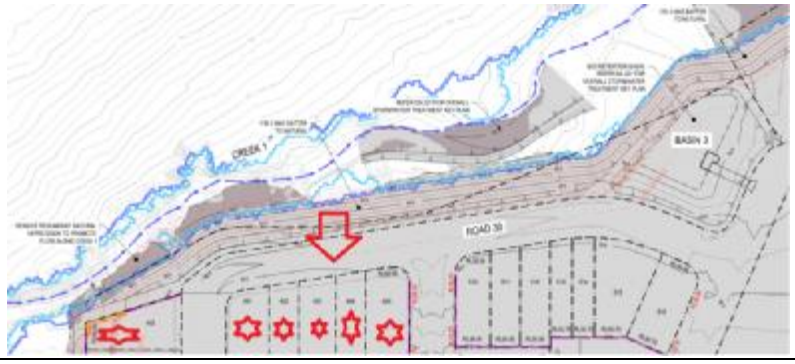
File No: ~~2342/2024/MAPDA/A~~ 2342/2024/MAPDA/B

Location: 671, 7006, 7007, 7010, 7011 and 7012 Ripley Road, Ripley
(formerly, 7003 and 7004 Ripley Road, Ripley)

Proposal: Reconfiguration of Lot – Two (2) Lots into a maximum of Six Hundred and Eighty-One (681) Lots and Access Easement

MEDQ Delegate's (Ipswich City Council) Conditions *Conditions applicable to this approval under the Economic Development Act 2012*		
No.	Condition	The time by which the condition must be met, implemented or complied with
1.	Basis of Approval	
	This approval incorporates as a condition, the applicant's common material for the application and adherence to all relevant Council Local Laws and/or the *Ripley Valley Priority Development Area Development Scheme* unless otherwise varied by this approval or varied by a condition of this approval. *Note: Any variation in the development from that approved herein may constitute assessable development pursuant to the Economic Development Act 2012.*	At all times after the approval is granted.
2.	Minor Alterations	
	Notwithstanding the requirements detailed in this approval, any other minor alterations accepted in writing by the MEDQ Delegate will suffice.	At all times after the approval is granted.
3.	Rates in Arrears	
	The applicant must pay any outstanding rates and other expenses as a charge against the land in accordance with the provisions of the *Economic Development Act 2012.*	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
4.	Conditions to be met prior to commencement of development	
(a)	All necessary roadworks (including Ripley Loop Road and Road 5 extension) and infrastructure associated with 17/2013/PDA must be completed.	Prior to the MEDQ Delegate signing the relevant subdivision plan for Stages 8a-13.
(b)	The Ripley Road/Road 01/Providence Parade intersection endorsed under 4890/2022/PDAEE must be constructed and operational.	Prior to the MEDQ Delegate signing the subdivision plan for the earliest of Stages 14A to 19B.

5.	Subdivision Plan	
(a)	The applicant must dedicate the ultimate road reserve width for the Ripley Loop Road in accordance with the ultimate design required by Condition 20(a) & (c) – Roadworks.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(b)	The applicant must dedicate the ultimate road reserve width for Ripley Road in accordance with the ultimate designs required by Condition 20 – Roadworks and drawing numbers DA.321 revision K, dated 29/03/23 and DA.322, revision H, dated 03/02/23 prepared by MPN Consulting subject to the following: i. The applicant must provide land dedication along the entire Ripley Road frontage through Precinct 7 i.e. further land must be provided through the conservation area as per the alignment shown to the north.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(c)	The applicant must grant, free of cost to or compensation payable by Council, minimum 4.0m wide easements located centrally over proposed or existing stormwater drains (375mm diameter or greater) and overland flow paths, where located within private property. Easements over the alignment of stormwater paths must be of sufficient width to encompass the overland flow from a storm event with an AEP of 1%.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(d)	The applicant must grant, free of cost or compensation payable by Council, an easement over all land (excluding that contained within approved open space) that is below the design overland flow level from a storm event with an AEP of 1%.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(e)	The land required for all detention basins, bio-retention basins, drainage corridors or equivalent must be dedicated as drainage reserve in favour of Council and not included within any other lot under separate ownership.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(f)	The applicant must provide a temporary easement over land associated with the interim detention solution in accordance with the 'Site-Based Stormwater Quantity Management Plan', Version 2.0 prepared by Storm Water Consulting, dated 04/02/22 and with the approved design required by Attachment B, Condition 22(a) – Stormwater Quantity Management.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage and until such time the interim detention system is removed.
(g)	In the event the applicant is unable to comply with the requirements of Attachment B, Condition 23 - Recreated Waterway Corridor Rehabilitation and Stabilisation within the proposed layout, the applicant must submit for approval an amended subdivision plan deleting lots 483, 491-495 and relocation of road 30 south away from Recreated creek 1 as	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

	shown below. 	
(h)	The applicant must submit to the MEDQ Delegate a subdivision plan generally in accordance with the approved plans outlined in part 3 of the development permit that include the following requirements: (i) The applicant must dedicate the two (2) identified 'Neighbourhood Park" lots to Council for a neighbourhood recreation park *{Note: Neighbourhood Park Lot (Lot 501) must be dedicated prior to or in conjunction with MEDQ Delegate signing the subdivision plan for Stage 14A};* (ii) The applicant must dedicate the identified "Community Facilities" lot to Council for a future community facility *{Note: Community Facilities Lot (Lot 500) is to be dedicated prior to the MEDQ Delegate approving the Plan of Subdivision either Stage 15 or Stage 19;* and (iii) The applicant must dedicate the identified 'Environmental Protection Zone' lot to Council for a reserve.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

6.	Stages for Reconfiguration	
(a)	Unless otherwise approved in writing by the MEDQ Delegate, the applicant must construct the stages of the development in accordance with the approved plans outlined in part 3 of the development permit. *Note: Stages can be constructed and completed simultaneously if required. Further, Stages 14A – 19A (inclusive of all substages) of the development may be constructed out of numerical sequence subject to compliance with Condition 6(b) below.* *Note: Stages 14-19 may commence prior to Stage 1 -13. Lots within Stages 14-19 are not restricted by any conditions relating to completion of conditions relating to 17/2013/PDA or lot limitations relating to Ripley Road, north of the Centenary Highway.*	From the commencement of the construction of the development and at all times thereafter.

	Note: Community Facilities lot (Lot 500) can be delivered as part of Stage 19 in lieu of Stage 15.	
(b)	Unless otherwise approved in writing by the MEDQ Delegate each stage must be independently serviced by roads, water, sewer, stormwater, stormwater management systems and any other relevant utilities.	From the commencement of the construction of the development and at all times thereafter.
(c)	Stages 14 - 19 may commence prior to Stage 1 - 13. Commencement of work and/or submission of construction certification/plans for approval may be undertaken by two different parties for Stages 1-13 and 14-19 or as agreed in writing with the MEDQ Delegate. *Note: Stages 14A – 19A (inclusive of all substages) of the development may be constructed out of numerical sequence subject to compliance with Condition 6(b) above.* The assessment of compliance applications/operational works applications in relation to relevant staging and ownership to be determined appropriately as part of future operational works/compliance assessment.	From the commencement of the construction of the development and at all times thereafter.

7.	Disclosure of Documents	
	The applicant must provide a copy of the decision to all prospective purchasers of lots affected by acoustic and/or bushfire restrictions/requirements (as identified in amended reports) along with a copy of the approved Bushfire Management Plan and Acoustic Report	Prior to the signing of any contract of sale associated with the relevant lot.

8.	Footpath Plan	
(a)	The applicant must submit a footpath plan for approval by the MEDQ Delegate. The footpath plan must demonstrate provision of footpath for all proposed street/roads generally in accordance with EDQ Guideline 6 (February 2019). The shared pathways along Neighbourhood Connector Streets 2 and 3 must be widened to 3.0m.	Prior to the commencement of any works associated with footpaths within the development.
(b)	The applicant must construct footpaths in accordance with the approved footpath plan.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

9.	Hours of Construction	
	Unless otherwise approved in writing by the MEDQ Delegate, construction works must only occur within the hours as defined in *Planning Scheme Policy 3 – General Works Part 5, Section 5.1.3.*	At all times during construction of the development.

10.	Entry Walls or Features	
(a)	The applicant must not construct entry walls or features on dedicated roads, parks or drainage land.	From the commencement of the construction of the development and at all times thereafter.
(b)	The applicant must ensure that entry walls or features are: (i) fully contained on private property. (ii) designed in accordance with Council's Implementation Guideline No. 18 – Estate and Directional Signage of the *Ipswich Planning Scheme*.	From the commencement of the construction of the development and at all times thereafter.

11.	Fencing and Pedestrian Connectivity	
(a)	The applicant must construct a 1.5m high fence, with maximum 1.2m solid component and the balance at least 50% permeable along the common boundary of any parkland/drainage reserve/pedestrian path and proposed residential lot, unless otherwise approved indicated on the approved Plan of Development or in writing by the MEDQ Delegate.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(b)	The applicant must construct a 1.5m high fence, with maximum 1.2m solid component and the balance at least 50% permeable along the boundary with fencing overlooking the Ripley Loop Road of Lots 1-10, 28-35, 75-90, 427-429, 455-457, 467-469, 475-477 and 484-486 and the secondary frontage of Lots 91, 463, 470, 502, 503 and 524, unless otherwise approved indicated on the approved Plan of Development or in writing by the MEDQ Delegate.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(c)	The applicant must provide individual pedestrian connections between proposed residential Lots 1-10, 75-90, Lots 427-29 (one lot as per amendments), Lots 455-457 (one lot as per amendments), Lots 475-477 (one lot as per amendments) and 484-486 (one lot as per amendments) and Ripley Loop Road; and Lots 91-100 and the road reserve adjacent to the local park approved under 17/2013/PDA. Where stairs are required, all pedestrian connections must include footpath connection from toe of the first step riser to back of footpath within the road reserve.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

12.	Road Naming	
	The applicant must submit to Council a list of three (3) proposed road names and the corresponding name meanings for any new roads to be opened. If a theme is considered appropriate, an explanation of the theme is to be submitted at the same time. Council reserves the right to accept any or none of the proposed names.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

13.	Park Naming	
	The applicant must submit to Council a list of two (2) proposed park names and the corresponding name meanings for the proposed park. If a theme is considered appropriate, an explanation of the theme is to be submitted at the same time. Council reserves the right to accept any or none of the proposed names.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

14.	Reserve Naming	
	The applicant must submit to the MEDQ Delegate a list of three (3) proposed reserve names and the corresponding name meanings for any new reserve. The MEDQ Delegate reserves the right to accept any or none of the proposed names.	In conjunction with the lodgement of the compliance assessment that creates the related reserve.

15.	Disposal of Cleared Vegetation	
	The applicant must dispose of cleared vegetation in accordance with *Ipswich Planning Scheme Policy 3.*	From the commencement of works and at all times thereafter.

16.	Infrastructure Charges	
(a)	Unless a relevant infrastructure agreement provides to the contrary, the applicant must pay the MEDQ Delegate all relevant Infrastructure Charges as set out in the Development Charges and Offset Plan (DCOP) or the equivalent legislative infrastructure charging framework, as applicable (and indexed if relevant) at the time of payment. A Development Charges Advice Notice has been provided for your information, outlining the charges payable at the time of issuing this approval.	As required by the DCOP

Compliance Assessment

17.	Compliance Assessment	
(a)	Where a condition of this approval requires compliance assessment, compliance assessment is required in accordance with the timing set out in the conditions.	As required by relevant conditions of this approval.
(b)	Compliance assessment will not commence until payment for any applicable fees are paid.	
(c)	The process and timeframes that apply to compliance assessment are: (i) The applicant submits plans and supporting information as required for compliance assessment; (ii) Within 20 business days – the MEDQ Delegate assesses the plans and supporting information and if not satisfied with the information as submitted – notifies the applicant accordingly.	

(d)	If the applicant is notified under Condition 17(c)(ii) above: (i) The information and plans addressing the concerns are to be re-submitted; (ii) Within a further 15 business days – the MEDQ Delegate assesses the re-submitted plans and supporting information and if not satisfied with the information as submitted – notifies the applicant accordingly. If the applicant is notified under Condition 14(d)(ii) above, within 10 business days, the MEDQ Delegate and applicant will repeat steps at Condition 14(d)(i). If either party is not satisfied by the outcome of this process, that party can elect to enter into a mediation process with an independent mediator agreed to by both parties or if there is no agreement, nominated by the President for the time being of the Queensland Law Society Inc.	As required by relevant conditions of this approval.

18.	Neighbourhood Recreation Parks	
(a)	The applicant must submit to the MEDQ Delegate for compliance assessment a detailed park plans for the identified Neighbourhood Recreation Parks, which unless otherwise agreed to by the MEDQ Delegate, demonstrates compliance with the requirements of EDQ Guideline 12 – Park Planning and Design, and Ipswich City Council's Desired Standards of Service (Planning Scheme Policy 3). The detailed park plan must include all elements of the proposed park and the proposed interface between open space and the adjoining road reserve.	Prior to the commencement of any works associated with open space provisioning and embellishment. Note: Separate compliance assessment can be submitted for the Neighbourhood Recreation Parks required in Stage 11 and Stage 14.
(b)	Unless otherwise agreed to by the MEDQ Delegate, the applicant must embellish the Neighbourhood Recreation Parks in accordance with the approved detailed park plan required by Condition 18(a) above, EDQ Guideline 12 – Park Planning and Design, Ipswich City Council's Desired Standards of Service (Planning Scheme Policy 3), and to Council's construction standards.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(c)	The applicant must submit to the MEDQ Delegate certification from an AILA qualified landscape architect that the works associated with the Neighbourhood Recreation Park have been constructed in accordance with Conditions 18(a) and 18(b) above.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

19.	Community Facility	
(a)	The applicant must submit to the MEDQ Delegate for compliance assessment a detailed earthworks plan for the identified Community Facility land, which unless otherwise agreed to by the MEDQ Delegate, demonstrates compliance with the requirements of EDQ Guideline 11 – Community Facilities, and Ipswich City Council's	Prior to the commencement of any works associated with the Community Facility lot.

	Desired Standards of Service (Planning Scheme Policy 3). The detailed earthworks plan must include the proposed interface between the Community Facility Land, the adjoining road reserve and the Neighbourhood Park.	
(b)	Unless otherwise agreed to by the MEDQ Delegate, the applicant must undertake the works in accordance with the approved detailed earthworks plan required by Attachment B, Condition 25 - Earthworks below, EDQ Guideline 11 – Community Facilities, Ipswich City Council's Desired Standards of Service (Planning Scheme Policy 3), and to Council's construction standards.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

20.	Roadworks (Stages 1 - 13 and 14A - 19B)	
Roadworks (For Stages 1 - 13 only)		
	Ripley Road (including Green Street and Fitzgibbon Road intersections)	
(a)	Partial Ultimate The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings, or adequate detail design to determine the interim design which aligns with final ultimate solution. The detail design must consider the interface earthworks design, stormwater drainage works and associated civil works. The detailed engineering design and construction drawings must be certified by a RPEQ experienced in road and intersection design for the ultimate Ripley Road design along the frontage of the site including the intersections of Ripley Road/Green Street and Ripley Road/Fitzgibbon Road generally in accordance with drawing number DA.286, revision D, and drawing number DA.261, revision J, both prepared by MPN Consulting, dated 31/03/23 and subject to the following: i. Include any changes required to the northern leg of Fitzgibbon Road to transition the existing on road cycle lanes to an in verge cycle path; and ii. Separate cycle and pedestrian kerb ramps must be provided across the northern leg of Fitzgibbon Road. Final Ultimate Unless provided as part of the 'Partial Ultimate' design above, the applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings, certified by a RPEQ experienced in road and intersection design for the ultimate Ripley Road design along the frontage of the site including the intersections of Ripley Road/Green Street and Ripley Road/Fitzgibbon Road generally in accordance with drawing number DA.286, revision D, and drawing number DA.261, revision J, both prepared by MPN Consulting, dated 31/03/23 and subject to the following:	Partial Ultimate Prior to issue of the preconstruction certification for first stage. Final Ultimate Prior to issue of the preconstruction certification for Stage of development containing 300th Lot (including lots developed under 2342/2024/PDA and 17/2013/PDA).

	i. Include any changes required to the northern leg of Fitzgibbon Road to transition the existing on road cycle lanes to an in verge cycle path; and ii. Separate cycle and pedestrian kerb ramps must be provided across the northern leg of Fitzgibbon Road Interim (< 300 lots) The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the interim Ripley Road design generally in accordance with drawing number DA.274, revision C, prepared by MPN Consulting, dated 31/03/23. The interim design must include: i. Interim design for the Ripley Road/Green Street intersection; and ii. Any necessary modifications to the existing Ripley Road/Fitzgibbon Road intersection. Interim (> 300 lots) The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the interim Ripley Road deign generally in accordance with drawing number DA.275, revision C, prepared by MPN Consulting, dated 31/03/23. The interim design must include: i. Interim design for Ripley Road/Green Street intersection; ii. Unless already completed by others, the Interim design for the Ripley Road/Fitzgibbon Road intersection; iii. Any changes required to the northern leg of Fitzgibbon Road to transition the existing on road cycle lanes to an in verge cycle Path; and iv. Separate cycle and pedestrian kerb ramps must be provided across the northern leg of Fitzgibbon Road.	Interim (< 300 lots) Prior to issue of the preconstruction certification for Stage of development containing the 1st lot. Interim (> 300 lots) Prior to issue of the preconstruction certification for Stage of development containing the 300th lot (including lots developed under 2342/2024/PDA and 17/2013/PDA).
(b1)	The applicant must construct Ripley Road, including the Ripley Road/Green Street intersections, in accordance with the approved interim design (<300 lots) required by Condition 20(a).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage.
(b2)	The applicant must construct Ripley Road, including Ripley Road/Fitzgibbon Street intersections, in accordance with the approved interim design (<300 lots) required by Condition 20(a).	Prior to the MEDQ Delegate signing the subdivision plan for the

		300th lot (including lots developed under 2342/2024/PDA and 17/2013/PDA).
(c)	The applicant must construct Ripley Road, including the Ripley Road/Green Street and Ripley Road/Fitzgibbon Street intersections, in accordance with the approved interim design (>300 lots) required by Condition 20(a). Note: these works must only be undertaken if written consent is obtained from the relevant property owner(s) and the land required has been dedicated as road reserve.	Prior to the MEDQ Delegate signing the subdivision plan for the stage containing the 300th lot (including lots developed under 2342/2024/PDA and 17/2013/PDA), unless otherwise agreed with MEDQ delegate.
	Green Street (For Stages 1 - 13 only)	
(d)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for Green Street between Ripley Road and Road 5 generally in accordance with drawing numbers DA241 revision L, dated 31/3/23 and DA 242 Revision L dated 8/5/23 both prepared by MPN Consulting.	Prior to the issue of pre-construction certification for the first stage of development.
(e)	The applicant must construct Green Street between Ripley Road and Road 5 in accordance with the approved design required by Condition 20(d).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage.
	Ripley Loop Road (For Stages 1 - 13 only)	
(f)	Partial Ultimate The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings, or adequate detail design to determine the interim design which aligns with final ultimate solution. The detail design must consider the interface earthworks design, stormwater drainage works and associated civil works. The detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the ultimate Ripley Loop Road through the development generally in accordance with drawing number DA.246 (rev. J), DA.251(Rev. I), and DA.243 (Rev. I) prepared by MPN Consulting, dated 31/03/23. Final Ultimate Unless provided as part of the Partial Ultimate, the applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the ultimate Ripley Loop Road through the development generally in accordance with drawing number DA.246 (rev. J), DA.251(Rev. I), and DA.243 (Rev. I) prepared by MPN Consulting, dated 31/03/23.	Prior to the MEDQ Delegate signing the subdivision plan for the first stage. Prior to the issue of pre-construction certification for the relevant stage of development.

	Interim The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the interim Ripley Loop Road through the development generally in accordance with drawing numbers DA281-284, prepared by MPN Consulting, dated 31/03/23, subject to the following modifications: i. Design the ultimate median kerb to be constructed as part of the interim works where it aligns with the proposed interim edge restraint.	Prior to the issue of pre-construction certification for the relevant stage of development.
(g)	The applicant must construct the interim Ripley Loop Road in accordance with the approved interim design required by Condition 20(f).	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
	Ripley Loop Road/Main Street/Road 02 Intersection (For Stages 1 - 13 only)	
(h)	Ultimate The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Ripley Loop Road (ultimate cross section), Main Street, and Road 02 generally in accordance with drawing number DA.255, revision H, prepared by MPN Consulting, dated 31/03/23. Interim The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Ripley Loop Road (interim cross section), Main Street and Road 02 generally in accordance with drawing number DA.281, revision C, prepared by MPN Consulting, dated 31/03/23 subject to the following: i. The applicant must provide swept paths demonstrating the intersection can accommodate 14.5m bus movements to and from the northern, eastern and western legs.	Prior to the issue of pre-construction certification for the relevant stage of development.
(i)	The applicant must construct the Ripley Loop Road/Main Street/Road 02 intersection in accordance with the approved interim design required by Condition 20(h).	Prior to the MEDQ Delegate signing the subdivision plan for stage 3.
	Ripley Loop Road/Road 29 Intersection (For Stages 1 - 13 only)	
(j)	Ultimate The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection	Prior to the issue of pre-construction certification for the relevant stage of

	design for the intersection of Ripley Loop Road (ultimate cross section) and Road 29 generally in accordance with drawing number DA258, Revision – 'G' prepared by MPN Consulting dated 31/3/2023. Interim The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Ripley Loop Road (interim cross section) and Road 29 generally in accordance with drawing number DA.283, revision B, prepared by MPN Consulting, dated 31/03/23 and subject to the following modifications: i. The applicant must provide a double barrier line on Ripley Loop Road to prevent right turn movements to / from Road 29.	development.
(k)	The applicant must construct the Ripley Loop Road/Road 29 intersection in accordance with the approved interim design required by Condition 20(j).	Prior to the MEDQ Delegate signing the relevant subdivision plan.
	Ripley Loop Road/Road 30/Road 24 Intersection (For Stages 1 - 13 only)	
(l)	Ultimate The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Ripley Loop Road (ultimate cross section), Road 30 and Road 24 generally in accordance with drawing number DA.259, revision H, prepared by MPN Consulting, dated 31/03/23. Interim The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Ripley Loop Road (interim cross section), Road 30 and Road 24 generally in accordance with drawing number DA.284, revision B, prepared by MPN Consulting, dated 31/03/23.	Prior to the issue of pre-construction certification for the relevant stage of development.
(m)	The applicant must construct the Ripley Loop Road/Road 30/Road 24 intersection in accordance with the approved interim design required by Condition 20(l).	Prior to the MEDQ Delegate signing the relevant subdivision plan.
	Road 5/Green Street Intersection (For Stages 1 - 13 only)	
(n)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Green Street and Road 5 generally in	Prior to the issue of pre-construction certification for the first stage of

	accordance with drawing number DA.242, revision L, prepared by MPN Consulting, dated 08/05/23, subject to the following: i. A safe cycle track crossing from Green Street to the southern verge of Road 5 must be provided. ii. The southern leg of the ultimate 4-way intersection will be required to be designed and constructed as part of subsequent applications.	development.
(o)	The applicant must construct the Road 5/Green Street intersection in accordance with the approved design required by Condition 20(n).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage.
	Road 5 between Green Street and Main Street (For Stages 1 - 13 only)	
(p)	the applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for Road 5 between Main Street and Green Street generally in accordance with drawing number DA.242, revision L, prepared by MPN Consulting, dated 08/05/23.	Prior to the issue of pre-construction certification for the first stage of development.
(q)	The applicant must construct Road 5 between Main Street and Green Street in accordance with the approved design required by Condition 20(p).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage.
	Road 5/Main Street intersection (For Stages 1 - 13 only)	
(r)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Main Street and Road 5 generally in accordance with drawing number DA.242, revision L, prepared by MPN Consulting, dated 08/05/23 subject to the following: i. The applicant must maintain the 1.6m minimum separation between the kerb and cycle track on the eastern side of Main Street; ii. Widening of the proposed interim 1.5m pedestrian pathways as part of future town centre development is not supported. The applicant must maintain the full 3.0m wide pedestrian pathway width; and iii. A safe cycle track crossing from Road 5 to the Main Street eastern verge must be provided.	Prior to the issue of pre-construction certification for the first stage of development.
(s)	The applicant must construct the intersection of Main Street and Road 5 in accordance with the approved design required by Condition 20(r).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage.

	Main Street (between Road 5 and Ripley Loop Road) (For Stages 1 - 13 only)	
(t)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for Main Street between Road 5 and Ripley Loop Road generally in accordance with drawing number DA.242, revision L, prepared by MPN Consulting, dated 08/05/23, subject to the following: i. The applicant must continue the centre median island on Main Street between the Ripley Loop Road and Road 5	Prior to the issue of pre-construction certification for the first stage of development.
(u)	The applicant must construct Road 5 between Main Street and Green Street in accordance with the approved design required by Condition 20(t).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage.
	Fitzgibbon Road/Green Street Intersection (For Stages 1 - 13 only)	
(v)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for the intersection of Fitzgibbon Road and Green Street generally in accordance with drawing number DA.241, revision I, prepared by MPN Consulting, dated 31/03/23, subject to the following: i. Drawing number DA.241, revision I, prepared by MPN Consulting, dated 31/03/23 must be revised to include the widening shown in drawing number DA.292, revision A, prepared by MPN consulting, dated 8/05/23. ii. The intersection must be designed to accommodate the swept paths of a 14.5m bus generally in accordance with drawing number DA.292, revision A, prepared by MPN consulting, dated 8/05/23. This may require the removal or restriction of parking on the southern side of Green Street. iii. A safe cycle track crossing from Fitzgibbon Road to the Green Street eastern verge must be provided.	Prior to the issue of pre-construction certification for the stage containing the 300th lot (including lots developed under 2342/2024/PDA and 17/2013/PDA).
(w)	The applicant must construct the Fitzgibbon Road/Green Street intersection in accordance with the approved design required by Condition 20(v).	Prior to the MEDQ Delegate signing the subdivision plan for the stage containing the 300th lot (including lots developed under 2342/2024/PDA and 17/2013/PDA).

	Fitzgibbon Road (For Stages 1-13 only)	
(x)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for Fitzgibbon Road between Ripley Road and Green Street generally in accordance with drawing number DA.241, revision I, prepared by MPN Consulting, dated 31/03/23.	Prior to the issue of pre-construction certification for the stage containing the 300th lot (including lots developed under 2342/2024/PDA and 17/2013/PDA).
(y)	The applicant must construct Fitzgibbon Road between Ripley Road and Green Street in accordance with the approved design required by Condition 20(x).	Prior to the MEDQ Delegate signing the subdivision plan for the stage containing the 300th lot (including lots developed under 17/2013/PDA).
	Emergency Secondary Access via Main Street (For Stages 1 - 13 only)	
(z)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed design for the secondary emergency access. The design must address the following: i. Minimum 3m wide, 2 coat bitumen seal road connecting the development to Ripley Road via the 'Main Street' road alignment generally in accordance with drawing number DA.242, revision L, dated 08/05/23 and drawing number DA.253, revision I, dated 31/03/23 both prepared by MPN Consulting; and ii. Provide details for how the access will operate in emergency situation and how it will be controlled such that access is restricted at both ends whilst the emergency access road is not in use.	Prior to the issue of pre-construction certification for the stage containing the 100th lot (including lots developed under 17/2013/PDA).
(aa)	The applicant must construct an emergency secondary access in accordance with the approved design required by Condition 20(z).	Prior to the MEDQ Delegate signing the subdivision plan for the stage containing the 100th lot (including lots developed under 17/2013/PDA).
Roadworks (For Stages 14A – 19B only)		
	Road 01 (Precinct 7 – Stages 14A – 19B)	
(bb)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in road and intersection design for Road 01 including the western leg of the Road 01/Ripley Road/Providence Parade intersection and the Road 01 roundabout located in Precinct 7, generally in accordance with drawing number	Prior to the issue of pre-construction certification for the first stage of Precinct 7 (Stages 14-19).

	DA.321, revision K, prepared by MPN Consulting, dated 29/03/23. The roundabout must be constructed entirely within land the applicant controls or road reserve.	
(cc)	The applicant must construct Road 01 in accordance with the approved design required by Condition 20(bb).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage of Precinct 7 (Stages 14-19).
	Temporary Turn-arounds	
(dd)	The applicant must submit to the MEDQ Delegate, RPEQ certified design drawings detailing temporary cul-de-sacs at the end of Roads 01 and 07 in Stages 14A – 19B. The temporary cul-de-sacs must have minimum 9.0m radius, be fully contained within the road reserve and be free draining. Note: Concrete paths along these roads may be terminated early, and be extended as part of the future road extension. Note: if any works are required within adjoining land, written consent from the relevant property owner(s) must be obtained.	Prior to the issue of pre-construction certification for the relevant stage of development in Precinct 7 (Stages 14A-19B).
(ee)	The applicant must construct temporary turnarounds for Roads 01 and 07 in Stages 14A – 19B in accordance with the RPEQ certified design drawings required by Condition 20(dd) above. The applicant must certify that the temporary turnarounds for Roads 01 and 07 have been constructed in accordance with the RPEQ certified drawings.	Prior to the MEDQ Delegate signing the relevant subdivision plan of Precinct 7 (Stages 14A -19B) and until such time as the roads are continued south.

21.	Stormwater Quality Management	
(a)	The applicant must achieve the water quality objectives outlined in Table 2.3.1 of Planning Scheme Policy 3 General Works of the Ipswich Planning Scheme prior to stormwater runoff discharging from the site.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(b)	The applicant must construct the specified bio-retention basins in conjunction with the stage that discharges to the specified bio-retention basin as per table 1.0 in accordance with the Stormwater Management Plan (SMP) and Spiire Australia Pty Ltd memo dated 11 November 2023 listed at part 3 of the development permit. Biobasin / Stages and Roads 1 / 1, 2a, 2b, 2c, 2d, 3, 4, 5, 6, 7, part 8a, 8d and part Ripley Loop Road 2 / 10, part 12 and part Ripley Loop Road 3 / 11, 11a, part 12, 13 and part Ripley Loop Road 4 / 9 and part Ripley Loop Road 5 / Road 5 and part Ripley Loop Road	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage or as agreed in writing by the MEDQ delegate.

	8	14, 15, 16, 17, 18, 19 inclusive of all sub-stages	
(c)	The applicant must submit to the MEDQ Delegate for Compliance Assessment approval design drawings inclusive of cross sections of stormwater infrastructure to council standards in accordance with section 2.3.5 of Planning Scheme Policy 3 – General Works and the Stormwater Management Plan (SMP) outlined in part 3 of this development permit.		Prior to pre-construction certification for the relevant stage.
(d)	To ensure Bio-Retention Basin 6 continues to comply with Condition 21(a) above, the applicant must undertake any works that may be required to Bio-Retention Basin 6 as a result of connection of stormwater discharge from Green Street and Main Street, inclusive of maintenance periods.		Prior to dedication of Green Street and Main Street.

22.	Stormwater Quantity Management	
(a)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in hydrologic and hydraulic engineering for the interim detention infrastructure proposed for stormwater quantity management generally in accordance with the 'Site-Based Stormwater Quantity Management Plan', Version 2.0 prepared by Storm Water Consulting, dated 04/02/22. Where applicable, all stormwater infrastructure and drainage corridors must join neatly into adjoining development ensuring all proposed batters must be in accordance with PSP3. Note: unless otherwise approved in writing by the MEDQ Delegate, no retaining walls are permitted within drainage reserves or road reserves.	Prior to the issue of pre-construction certification for the first stage within the contributing catchment for the interim solution.
(b)	The applicant must construct the proposed interim stormwater quantity management infrastructure in accordance with the approved design required by Condition 22(a). The interim bund must remain in place until the whole downstream drainage corridor has been dedicated as drainage reserve. *Note: The applicant must maintain the interim infrastructure until the final stage of development (including lots developed under 17/2013/PDA).*	Prior to the MEDQ Delegate signing the subdivision plan for the first stage within the contributing catchment for the interim solution.
(c)	The applicant must submit to the MEDQ Delegate for compliance assessment, the detailed engineering design and construction drawings certified by a RPEQ experienced in hydrologic and hydraulic engineering for the detention infrastructure proposed for stormwater quantity management (Basins 1 and 8) generally in accordance with the 'Stormwater Management Plan', Issue C prepared by MPN Consulting, dated	Prior to the issue of pre-construction certification for the first stage within the contributing catchment for each basin.

	10/11/22. *Note: unless otherwise approved in writing by the MEDQ Delegate, no retaining walls are permitted within drainage reserves or road reserves.*	
(d)	The applicant must construct the stormwater quantity management infrastructure in accordance with the approved design required by Condition 22(a).	Prior to the MEDQ Delegate signing the subdivision plan for the first stage within the contributing catchment for each basin.
(e)	The applicant must discharge stormwater runoff from all impervious areas in accordance with the approved Stormwater Management Plan and as per the approved stormwater design required by Condition 22(a) and 22(b) above.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

23.	Recreated Waterway Corridor Rehabilitation and Stabilisation	
(a)	The applicant must submit to the MEDQ Delegate for Compliance Assessment approval a Recreated Waterway Corridor Rehabilitation and Stabilisation Plan for the entire reconstructed waterway (Creek 1) certified by a RPEQ that can demonstrate experience in reconstructing natural waterways. The design must address/document the following: (i) Vegetation to be retained or removed, and how retained vegetation will be managed; (ii) Batters are no steeper than 1 in 3, no retaining walls or hard infrastructure associated with stormwater discharge within the recreated waterway; (iii) The proposed design is to include a meandering low flow channel with the minimum recreated waterway riparian corridor width to be 30 meters from the surveyed centreline or greater as needed to ensure natural movement in the recreated waterway can be facilitated over time. (iv) Recreation of the waterway (Creek 1) must be generally in accordance with Ipswich City Council's "Riparian Corridor Revegetation Guideline" and "Waterway and Channel Rehabilitation Guideline", as well as locally relevant design guidance such as the Brisbane City Council "Natural Channel Design Guidelines"; (v) The proposed hydraulic width of the reconstructed waterway achieves levels of shear stress aligned with a natural waterway at key events avoiding bed scour and ongoing higher maintenance requirements;	Prior to pre-construction certification for any stage of works proposed within the catchment discharging to the recreated waterway.

	(vi) Existing contours or site levels, services and features. (vii) Details, design and locations of any proposed structures, including weirs, bridges and artificial bank stabilisation (e.g. strategically placed rocks) ensuring linear paths are external to the riparian corridor. (viii) The planting schedule must include full structural diversity of species, size and location generally in accordance with the local regional ecosystems and Council's adopted planting schedules/guidelines (ix) Include measurable targets and milestones and how they will be monitored, (inclusive of photo points) and achieved in conjunction with the stages of development; (x) Outline proposed staging and delivery of the waterway in line with the adjoining staging of civil approvals. (xi) Detail a Post Construction monitoring regime inclusive of photo point monitoring, measurable targets and clear hold points for council's input/ review.	
(b)	The applicant must implement works in accordance with the Recreated Waterway Corridor Rehabilitation and Stabilisation Plan required by (a).	From the commencement of works impacting the recreated waterway until dedication to council

24.	Street-lighting	
(a)	The applicant must submit to the MEDQ Delegate detailed design for Rate 3 street lighting for all roads, cycleways and pathways for the proposed development generally in accordance with *Planning Scheme Policy 3 – General Works, Part 1 of the Ipswich Planning Scheme and AS/NZS 1158 series.*	In conjunction with the pre-construction certification for relevant stages of the development.
(b)	The applicant must provide the street lighting for all roads, cycleways and pathways for the proposed development generally in accordance with the approved design as required by Condition (a) above.	Prior to the MEDQ Delegate signing the relevant subdivision plan.

25.	Earthworks	
(a)	The applicant must design all earthworks (including earth retaining structures) in accordance with Planning Scheme Policy 3 – General Works, Part 4 of the *Ipswich Planning Scheme*. *Note: unless otherwise agreed to in writing by the MEDQ Delegate, no retaining walls are permitted within drainage reserves, road reserves or any other areas to be maintained by Council.*	Prior to the issue of pre-construction certification for relevant stage.

(b)	The applicant must design all embankments and retaining walls against any potential change in ground conditions associated with the following but not limited to: i) Natural changes in groundwater conditions; ii) Design flood inundation levels; and iii) Malfunction of the stormwater drainage or subsoil drainage systems.	In conjunction with the lodgement of pre-construction certification for the relevant stage.
(c)	The applicant must provide a RPEQ certified retaining wall subsoil drainage plan which indicates the locations to which the subsoil drainage outlets are to be connected and the maximum allowable spacing between drain outlets.	In conjunction with the lodgement of pre-construction certification for the relevant stage.
(d)	The applicant must implement all dispersive soil management devices generally in accordance with recommendations of the 'Site Soil Investigation (Incorporating (DSMP)) Dispersive Soil Management Plan Assessment' prepared by Environmental soil Solutions Australia, dated 30/03/2021.	From the commencement of work until completion.
(e)	The applicant must construct all earthworks (including earth retaining structures) in accordance with approved design in accordance with Conditions (a) to (d) above and Planning Scheme Policy 3 – General Works, Part 4 of the *Ipswich Planning Scheme*.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

26.	Landscaping and Fencing	
(a)	The applicant must submit to the MEDQ Delegate for compliance assessment, detailed Landscape plan/s certified by a registered Landscape Architect detailing that the proposed landscape works incorporate the following: (i) Retaining walls adjoining and facing into road reserve/other public spaces must incorporate material/finish/painting treatment to add contrast, minimise repetition and to improve the overall visual appearance of the retaining wall. (ii) Where retaining walls are stepped and face road reserve the applicant must provide low maintenance landscaping within the step. (iii) Plant/tree species must be native and require minimum maintenance. (iv) Low maintenance landscaping along the Centenary Highway Road Reserve (v) Fencing to be provided in accordance with Attachment B, Condition 11 – Fencing and Pedestrian Connectivity.	Prior to the commencement of streetscape, drainage reserve or open space works on site for the relevant stage.

(b)	The applicant must carry out landscaping and fencing works in accordance with the approved landscape plan/s required at Condition 26(a) above.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(c)	The applicant must submit to the MEDQ Delegate certification from an AILA qualified landscape architect that the works have been constructed in accordance with Conditions 26(a) and 26(b) above.	Prior to the MEDQ Delegate signing the relevant subdivision plan.

27.	Streetscape Works	
(a)	The applicant must submit to the MEDQ Delegate for compliance assessment, Streetscape Works plans certified by a registered Landscape Architect detailing proposed works in accordance with Ipswich Streetscape Design Guideline and the following requirements: (i) Show appropriate pavement treatments including finished surface levels, cross-falls and longitudinal grades. (ii) Streetscaping must be provided at a density of one (1) tree per allotment or one per twenty (20) metres of road frontage whichever is the lesser. (iii) Provide street tree locations and species, including common and botanical names, height and spread at maturity, ground preparation works and monthly maintenance plan. (iv) Identify road uses adjacent to the kerbing (e.g. public transport stops, parking bays, No Standing zones etc). (v) Show the location of services within the road reserve. *Note: Plant/tree species must be in accordance with the Ipswich City Council Street Tree Strategy or equivalent. Root intrusive trees must not be planted in the road reserve.*	Prior to the commencement of any related streetscape works for each stage of development.
(b)	The applicant must construct streetscape works in accordance with the approved 'Streetscape Works plans' required by Condition 27(a) above, and to Council's construction standards.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.
(c)	The applicant must submit to the MEDQ Delegate certification from an AILA qualified landscape architect that the works have been constructed in accordance with Conditions 27(a) and 27(b) above.	Prior to the MEDQ Delegate signing the subdivision plan for the relevant stage.

Design Standards and Certifications

28.	Design Standards	
(a)	The applicant must design all the municipal works in accordance with EDQ Guidelines, Planning Scheme Policy 3 – General Works and Implementation Guidelines 24 and 28 of the Ipswich Planning Scheme.	Prior to the issue of pre-construction certification for relevant stages.
(b)	The applicant must submit to the MEDQ Delegate a safety audit for the drainage infrastructure (inlet and outlet structures, basin etc.) and earth retaining structures which is certified by a RPEQ and prepared in accordance with AS/NZS ISO 31000:2009 'Risk Management – Principles and Guidelines' and QUDM.	
(c)	The applicant must design all municipal works in accordance with the 'Site Soil Investigation (Incorporating (DSMP)) Dispersive Soil Management Plan Assessment' prepared by Environmental soil Solutions Australia, dated 30/03/2021.	

29.	Design Certifications	
(a)	The applicant must submit to the MEDQ Delegate a RPEQ design certification(s) stating that all civil and associated works have been designed in accordance with Council's specifications, infrastructure design standards and this approval.	Prior to the commencement of any works on the subject site for the relevant stage.
(b)	The applicant must submit to the MEDQ Delegate a RPEQ certification stating that all proposed works have been designed in accordance with the recommendations of the approved Stormwater Management Plan in accordance with Attachment B, Condition 21 – Stormwater Quality, Condition 22 – Stormwater Quantity and the design required by Condition 36 – Stormwater Quantity Management of this approval.	Prior to the commencement of any works on the subject site for the relevant stage.
(c)	The applicant must submit to the MEDQ Delegate RPEQ certification stating that all cut/fill batters and retaining structures associated with proposed earthworks, access roads and building pads have been designed in accordance with the recommendations of the Preliminary Geotechnical Assessment, revision A, prepared by Butler Partners, dated 31/03/21.	Prior to the commencement of any works on the subject site for the relevant stage.

30.	Certification Agreement	
	The applicant must comply with all requirements and fulfil all responsibilities outlined in the DSDIP Certification Procedures Manual. Note: No work is to commence until the certification documents and associated drawings and reports submitted by	Prior to the commencement of any works on the site.

	the project coordinator is acknowledged in writing by Council and accepted as complete.	

31.	Pre-Construction Certification	
	The applicant must submit to the MEDQ Delegate, RPEQ design certification(s) stating that all civil and associated works have been designed in accordance with Council's specifications, infrastructure design standards, EDQ Guidelines and this approval. No work shall commence until the certification documents submitted by the project coordinator is acknowledged in writing by Council.	In conjunction with pre-construction certification lodgement.

32.	Construction Management Plan	
(a)	The applicant must prepare a site-based construction management plan that includes but is not limited to: (i) Provision for the management of traffic around and through the site during and outside of construction work hours; (ii) Provision for parking and delivery of materials during and outside of construction hours of work; (iii) Management of dust generated from the site during and outside construction hours; (iv) Management of sedimentation and erosion; (v) Management of contaminated soils (if required), including removal, treatment and replacement in accordance with site remediation plans prepared and approved specifically for the site; and (vi) The construction management plan must cover all aspects of construction and environmental management relating to the development. The construction management plan must be approved by the principal consultant overseeing and certifying the construction works.	Prior to the commencement of any works on the site.
(b)	All works must be undertaken in accordance with the construction management plan which must be current and available on site at all times during the construction period.	At all times during construction of the development.

33.	Completion Requirements	
	Post-Construction Certification The applicant must submit to the MEDQ Delegate Post Construction (Practical Completion) Certification, approved forms and 'as constructed' plans including an asset register, certified by a RPEQ, that the plans are a true record of the works 'as constructed' are in accordance with the approved plans.	Prior to the MEDQ Delegate signing the relevant subdivision plan.

34.	Utility Services	
(a)	The applicant must connect the development to reticulated water supply, sewer infrastructure, and underground electricity supply and telecommunication utilities.	Prior to MEDQ Delegate signing the relevant subdivision plan.
(b)	The applicant must provide written evidence (e.g. connection certificates) from each service provider stating either that the development has been connected to applicable utility service or has a current supply agreement.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(c)	The applicant must provide underground water services for the hatchet shaped allotments, together with stormwater pipes and conduits for electricity and telecommunications, installed for the full length of each respective access easement/handle.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(d)	The telecommunication infrastructure must provide two separate lead-in conduits for each dual occupancy allotment.	Prior to the MEDQ Delegate signing the relevant subdivision plan.

35.	Roadworks	
(a)	Unless otherwise modified as part of Conditions 8 and/or 20, the applicant must design all the internal roads and footpaths to service all proposed allotments in accordance with the following: § drawing number DA.238, titled 'Road hierarchy Plan', revision N dated 8/5/23 prepared by MPN Consulting; § 22-203-FL101 titled Functionals Road Hierarchy, revision B, dated 02/10/24, prepared by KN Group; § relevant cross-sections included in drawing numbers DA.262-267 and DA.330, prepared by MPN Consulting; and § drawing numbers 22-203-FL101A, 22-203-FL102, 22-203-FL103 and 22-203-FL04 prepared by KN Group. Note: where applicable, roadworks must join neatly into existing/approved adjoining road networks.	Prior to the issue of pre-construction certification for relevant stages.
(b)	The applicant must construct all internal roads and footpaths in accordance with the design required by Condition 35(a).	Prior to the MEDQ Delegate signing the relevant subdivision plan.

(c)	The applicant must provide all roads and lot layouts in order to achieve compliance with Ipswich City Council waste collection requirements.	Prior to the MEDQ Delegate signing the relevant subdivision plan.

36.	Stormwater Quantity Management	
(a)	The applicant must provide all necessary internal and external stormwater drainage to service the development. Such drainage works (except for building gutters and downpipes) must be designed such that the overall drainage system caters for a storm event with an AEP of 1% and is designed in accordance with QUDM, Councils Planning Scheme Policy 3 and Implementation Guideline 24, unless otherwise agreed by Council.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(b)	The applicant must provide an allotment drainage system which is designed in accordance with QUDM and not less than Level III.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(c)	The applicant must design an appropriate inter-allotment drainage system where required in accordance with PSP3.	In conjunction with pre-construction certification lodgement.
(d)	The applicant must provide inter-allotment drainage in accordance with the design required by Condition 36(c).	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(e)	The applicant must provide any external protection or rectification works where any external stormwater impacts occur as a result of the development, unless otherwise agreed by Council in consultation with external land owners.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(f)	The applicant must discharge stormwater runoff from the proposed development in accordance with the approved Stormwater Management Plan and in accordance with the approved design required by Condition 36(a).	Prior to the MEDQ Delegate signing the relevant subdivision plan and at all times thereafter.

37.	Bushfire Management	
(a)	The applicant must submit to the MEDQ Delegate for approval an amended Bushfire Management Plan which: (i) Allows planting associated with the recreated waterway must achieve full floristic structure and bio-retention basins must be planted in accordance with the relevant stormwater quality guidelines; (ii) Includes bushfire buffers requirements involving adjoining land as discussed in Section 7.2, page 27 of the report; (iii) Includes covenant requirements for proposed Lots 212, 213, 228 and 229 as discussed in Section 7.2, page 27 of the report.	In conjunction with the MEDQ Delegate signing the relevant subdivision plan.

(b)	Owing to the staged development within the Ripley Valley PDA area, the applicant must stage the delivery of lots in response to the current surrounding site conditions. Any alternative measures to mitigate the Bushfire Attack Levels (BAL) ratings nominated in the approved Bushfire Management Plan (BMP) must not require the removal of, or impacts to, vegetation that is: (i) not identified for removal as part of this PDA Development Approval; or (ii) Located on properties not subject to this PDA development approval.	In conjunction with the signing the subdivision plan for the relevant stage.
(c)	The applicant must provide all prospective purchasers of the lots identified at (a) with a copy of the approved Bushfire Management Plan outlined in part 3 of the development permit.	In conjunction with the signing of a contract of sale.

38.	Acoustic Design Management	
(a)	(i) The applicant must submit to the MEDQ Delegate for approval amended plans denoting those lots identified in Table 7 of the Acoustic Report (prepared by Acoustic Works, revision R01P and dated 30 September 2024) outlined in part 3 of the development permit requiring category 1 and 2 acoustic treatment; (ii) Any changes to lot numbers as a result of plan amendments must be taken into consideration; and (iii) The plan required at (i) must include a note stating, '*Where applicable the buildings on the denoted lots must be constructed to achieve the required sound transmission losses in accordance with Table 8 of the Acoustic Report* (prepared by Acoustic Works, revision R01P and dated 30 September 2024).	In conjunction with the MEDQ Delegate signing the relevant subdivision plan.
(b)	The applicant must provide all prospective purchasers of the lots identified at (a) with a copy of the Acoustic Report (prepared by Acoustic Works, revision R01P and dated 30 September 2024) outlined in part 3 of this development permit.	In conjunction with the signing of a contract of sale.

39.	Erosion Control	
(a)	The applicant must provide sufficient grass (or equivalent) cover to prevent both rill and sheet erosion for all unpaved and disturbed areas.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(b)	The applicant must submit a construction phase Erosion and Sediment Control Plan prepared by a RPEQ or CPESC in accordance with the International Erosion and Sediment Control (IECA) Best Practice Erosion and Sediment Control	Prior to the commencement of any works on the site for the relevant stage.

	(BPESC) document. This must include the required IECA soil sampling rates/depths, associated laboratory testing and the design basis of sediment basins and other control measures. The ESCP must be prepared in accordance with the recommendations of the 'Site Soil Investigation (Incorporating (DSMP)) Dispersive Soil Management Plan Assessment' prepared by Environmental soil Solutions Australia, dated 30/03/2021.	

40.	Further Works	
(a)	The applicant must take due regard of all existing services when undertaking works associated with this development.	During the construction of the development and prior to the MEDQ Delegate signing the relevant subdivision plan.
(b)	The applicant must alter any services when the relevant authority or MEDQ Delegate determines that works associated with this development has an impact upon any existing services.	During the construction of the development and prior to the MEDQ Delegate signing the relevant subdivision plan.
(c)	The applicant must reinstate all disturbed verge and open space areas with turf (including provision of topsoil to minimum depth of 50mm).	Prior to the MEDQ Delegate signing the relevant subdivision plan.

41.	Water Supply & Sewerage Infrastructure	
(a)	The applicant must design all water supply and sewerage infrastructure in accordance with the SEQ Water Supply and Sewerage, Design & Construction Code (SEQ WS&S D&C Codes).	Prior to the commencement of any works on the site.
(b)	The applicant must submit to the MEDQ Delegate a water supply and sewerage network analysis certified by a Registered Professional Engineer Queensland (RPEQ) and endorsed by UU.	
(c)	The applicant must submit to the MEDQ Delegate detailed engineering drawings approved by Urban Utilities for water supply and sewerage reticulation system, certified by a Registered Professional Engineer of Queensland (RPEQ) generally in accordance with the endorsed UU network analysis required by Condition 41(b) above, and the SEQ Water Supply and Sewerage Design and Construction Guidelines.	
(d)	The applicant must construct all water and sewerage infrastructure to service the development in accordance with the SEQ Water Supply and Sewerage, Design & Construction Code (SEQ WS&S D&C Codes), and in accordance with the certified plans required at Condition 41(c) above.	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(e)	The applicant must submit to the MEDQ Delegate "As Constructed" plans including an asset register and all test results required by UU verified by a Registered Professional Engineer Queensland (RPEQ-Civil), certifying that the works	

	have been completed in accordance with the certified plans required by Condition 41(c) above.	

STATE INTEREST CONDITION

~~42.~~	~~Road Works~~	
~~(a)~~	~~Road works comprising the following must be completed:~~ ~~i. Extension of the kerbside westbound departure lane to 120m generally in accordance with Figure 2.7 of the State Interest Letter Response, prepared by Bitzios Consulting, dated 29 May 2023, reference P3188.002L_DA21.~~	~~(i) Prior to whichever of the following is sooner:~~ ~~• sealing of the 100th residential lot on the northern side of the Centenary Motorway or~~ ~~• prior to the sealing of the first residential lot north of the Centenary Highway in or after 2027 or~~ ~~• The sealing of the 171st residential lot south of the Centenary Highway or~~ ~~• The sealing of the 1st residential lot south of the Centenary Highway, in or after 2027~~
	~~ii. Provide a separated 30m left turn slip lane on the northern approach of Centenary Highway/Ripley Road intersection generally in accordance with Figure 2.7 of the State Interest Letter Response, prepared by Bitzios Consulting, dated 29 May 2023, reference P3188.002L_DA21~~	~~(ii): Prior to whichever of the following is sooner:~~ ~~• Prior to the sealing of the 490th residential lot north of the Centenary Highway or~~ ~~• Prior to the sealing of the first residential lot north of the Centenary Highway in 2029 or after or~~ ~~• The sealing of the 171st residential lot south of the Centenary Highway or~~

		~~• The sealing of the 1st residential lot south of the Centenary Highway, in or after 2027~~
~~(b)~~	~~The road works must be designed and constructed in accordance with TMR's Road Planning and Design Manual 2nd edition~~	~~Prior to the MEDQ Delegate signing the relevant subdivision plan.~~
	~~*Advice Note: If prior to the above triggers TMR upgrades or obtains the necessary funding via the QTRIP road planning process to undertake either interim or ultimate upgrades to the Centenary Highway / Ripley Road intersection, this would satisfy the requirements of this Condition.*~~	

~~43~~ 42.	Stormwater and Flooding Management	
(a)	Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the state controlled road or future railway corridor.	At all times
(b)	Any works, with the exception of the works indicated on Sketch A Railway Corridor Section and Sketch B Future Railway Corridor Proposed Permanent Works prepared by MPN Consulting number DA.269 Rev F on the land must not: i. create any new discharge points for stormwater runoff onto the state controlled road or future railway corridor; ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road or future railway corridor; iii. surcharge any existing culvert or drain on the state-controlled road or future railway corridor; iv. reduce the quality of stormwater discharge onto the state controlled road or future railway corridor; v. reduce the floodplain storage capacity of the site; vi. impede or interfere with hydraulic conveyance on the site.	At all times
(c)	Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been designed in accordance with parts (a) and (b) of this condition.	Prior to obtaining development approval for operational works for the relevant stage
(d)	Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	Prior to the MEDQ Delegate signing the relevant subdivision plan.

~~44~~ 43.	Potential Future Bus Route	
(a)	The 'potential future bus route' shown on the Proposed Reconfiguration, Lots 1 & 2 on SP326583 and Lot 2 on RP806983 (Ripley), prepared by Land Partners, dated 10/11/2022, drawing number BRSS3649-RL3-91-27, as amended in red, and external roadworks to Ripley Road must be designed and constructed in accordance with the following to accommodate a single unit rigid bus of 14.5m in length: § Department of Transport and Main Roads *Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design*; § Department of Transport and Main Roads *Supplement to Austroads Guide to Road Design* (Parts 3, 4-4C and 6)*;* § *Austroads Guide to Road Design* (Parts 3, 4-4C and 6); § *Austroads Design Vehicles and Turning Path Templates;* § Queensland Manual of Uniform Traffic Control Devices, Part 13: *Local Area Traffic Management* and AS 1742.13 Manual of Uniform Traffic Control Devices – *Local Area Traffic Management*; § Chapter 2 - Planning and Design, Section 2.3.2 Bus Route Infrastructure (page 6) of the Department of Transport and Main Roads *Public Transport Infrastructure Manual 2015.*	Prior to the MEDQ Delegate signing the relevant subdivision plan.
(b)	Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been designed in accordance with part (a) of this condition.	Prior to obtaining development approval for operational works for the relevant stage
(c)	Submit RPEQ certification, with supporting documentation, to EDQ DA confirming that the development has been constructed in accordance with part (a) of this condition.	Prior to the MEDQ Delegate signing the relevant subdivision plan.

<u>*MEDQ Delegate's (Ipswich City Council) Advice*</u>

The following advice is offered for your information only and should not be viewed as mandatory conditions of this approval.

1.	'Future Development' and 'Future Development (Balance)' Lot Density Requirements
	Future development of these lots is required to meet the density requirement identified on the approved plans. It is likely that amendments to the endorsed context plan (5840/2019/MAPDA) will be required in order to achieve these densities. Amendments to the context plan should be undertaken prior to any application for further development of these lots being lodged.

2.	Acronyms and Terms
	Acronyms and terms used in this notice have the following meanings:
(a)	RPEQ - A Registered Professional Engineer of Queensland suitably qualified and experienced in the particular area of expertise required.
(b)	QUDM – The latest edition of the *Queensland Urban Drainage Manual*
(c)	MUTCD - *The Manual of Uniform Traffic Control Devices*, published by DTMR
(d)	QUU – Queensland Urban Utilities – trading name of the Central SEQ Distributor-Retailer Authority, providing water and wastewater services to Ipswich City under the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*
(e)	DSMP – Dispersive Soil Management Plan which is prepared in accordance with Council Implementation Guideline # 28 and certified by RPEQ.
(f)	E&SCP – Erosion & Sediment Control Management Plan which is prepared in accordance with Council Planning Scheme Policy 3 and certified by RPEQ.
(g)	PSP 3 – Council Planning Scheme Policy 3
(h)	DTMR - Department of Transport and Main Roads
(i)	DES – Department of Environment and Science
(j)	DNRME – Department of Natural Resources, Mines and Energy
(k)	DSDIP – Department of State Development, Infrastructure and Planning
(l)	AEP – Annual Exceedance Probability - used to define flood frequency and severity
(m)	AHD - Australian Height Datum (m)
(n)	Internal works - works performed within private property and includes but is not limited to, earthworks, driveways and stormwater management systems.
(o)	External municipal works - works external to the development and located in dedicated public areas, for example existing road or drainage reserve, or private property not owned by the applicant.

3.	Portable Long Service Leave
	Where the proposed works (civil and landscaping) are valued at $150,000 or more and match the definition of Building and Construction Industry, the *Building and Construction Industry (Portable Long Service Leave) Act 1991* requires that evidence of payment of the Portable Long Service Leave (QLeave) Levy be received by Council as a condition of issuing a development permit for building works, operational works and plumbing and drainage works applications, as defined under the *Sustainable Planning Act 2009*. If you require clarification in regard to the *Building and Construction Industry (Portable Long Service Leave) Act 1991*, you should contact QLeave on 1800 803 481 (free call) or (07) 3212 6855.

4.	Easement Documentation
	The documentation associated with easements may be prepared by the applicant in a form satisfactory to Council's city solicitor, or the applicant may submit easement plans, only where Council is party to the easements, to Council for the preparation of easement documents at the applicant's expense.

5.	Proximity of Earthworks to Adjoining Property
	Where earthworks, including retaining structures, are proposed within 3.0m of the property boundary or are likely to affect adjoining property owners, the applicant must notify the affected property owners in writing, and obtain written comments from them, as detailed in Part 12, Division 15 - Specific Outcome 19 and Note 12.15.4K of the *Ipswich Planning Scheme*. Written comments from the affected owners (or at least the supporting documentation of notification and consultation with the adjoining property owners to the Council's satisfaction) must be submitted to Council for consideration, in conjunction with any operational works application, compliance assessment application or in conjunction with the lodgement of preconstruction certification.

6.	Road Permit Application
	The applicant is advised to seek a Road Permit approval from Ipswich City Council pursuant to Sections 69 and 75 of the *Local Government Act 2009* prior to undertaking any physical works within or adjacent to the boundary of the Council-controlled road. These approvals are issued under the *Local Government Act 2009* and constitute a separate process to seeking a Development Permit issued under the *Planning Act 2016*. Please contact the Ipswich City Council office for further information via email: council@ipswich.qld.gov.au or telephone (07) 3810 6666.

7.	Telecommunication Conduit Infrastructure
	The installation of telecommunication conduit and infrastructure is to be in accordance with the latest Communications Alliance publication or the Deployment of the NBN Co Conduit and Pit Network – Guidelines for Developers where it is triggered by the Australian Government policy on 'Fibre in new developments'.

8.	Engineering Analysis
	A detailed engineering analysis of the calculations and drawings, submitted as part of the approval process, has not been undertaken by Council. Neither Council nor council engineers have professionally reviewed or accredited the engineering design and are relying on the expertise and certification of the applicant's RPEQ engineer.

9.	Report Assessment
	The applicant is advised that should Council require the submission of an amended report prior to the lodgement and/or in conjunction with any compliance assessment, a fee will apply in accordance with the current Council Fees and Charges.

10.	*Nature Conservation Act 1992*
	The applicant may be required to engage a spotter catcher licensed under the *Nature Conservation Act 1992* by the Department of Environment and Science to assesses the site, supervise any vegetation removal and ensure that any native fauna (i.e. including native bees, Koalas, possums, glossy black cockatoos, bats etc.) has been identified, relocated and discouraged from returning prior to habitat disturbance. Further information can be located on the Department of Environment and Science website in relation to wildlife permits. http://www.qld.gov.au/environment/plants-animals/wildlife-permits/.

11.	*Local Government Regulation 2012*
	This property may be subject to the provision of Section 116 of the *Local Government Regulation 2012*. This section of the regulation limits any increase in rates to a predetermined percentage. In accordance with Council's budget and rating resolutions, if the property is sold or reconfigured in any way (eg subdivision, dedication or partial dedication, amalgamation) this benefit will no longer apply. For further information please contact the Ipswich City Council Customer Contact Centre on (07) 3810 6666.

12.	Indigenous Cultural Heritage
	The applicant must ensure that any development obligations pursuant to the provisions of the *Aboriginal Cultural Heritage Act 2003* and the *Economic Development Act 2012* are complied with in respect to the proposed development. Applicants, developers and landowners have a duty of care under the legislation where items of cultural heritage significance are located, even if those items have not been previously recorded in a database. For more information, the applicant may seek information from the relevant Registered Aboriginal Cultural Heritage Body for the Ipswich Region, the cultural heritage database, or seek the advice of the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs or equivalent.

STATE INTEREST ADVICE

13.	Ipswich to Springfield Future Railway Corridor
	The site includes the future Ipswich to Springfield railway corridor which is shown on the SARA on-line mapping system: https://dams.dsdip.esriaustraliaonline.com.au/damappingsystem/ Further information concerning the Ipswich to Springfield future railway corridor is available at: https://www.tmr.qld.gov.au/projects/ipswich-to-springfield-public-transport-corridor-study.

14.	s33 Road Works Approval
	Under section 33 of the Transport Infrastructure Act 1994, written approval is required from the Department of Transport and Main Roads to carry out works on a state-controlled road. Please contact the Department of Transport and Main Roads' at Metropolitan.idas@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads' as soon as possible to ensure that gaining approval does not delay construction.

Attachment C
MEDQ Delegate's Conditions

File No: ~~2342/2024/MAPDA/A~~ 2342/2024/MAPDA/B

Location: 671, 7006, 7007, 7010, 7011 and 7012 Ripley Road, Ripley
(formerly, 7003 and 7004 Ripley Road, Ripley)

Proposal: Material Change of Use for Residential Uses in accordance with a Plan of Development

MEDQ Delegate's (Ipswich City Council) Conditions *Conditions applicable to this approval under the Economic Development Act 2012*		
No.	Condition	The time by which the condition must be met, implemented or complied with
1.	Basis of Approval	
	This approval incorporates as a condition, the applicant's common material for the application and adherence to all relevant Council Local Laws and/or the *Ripley Valley Priority Development Area Development Scheme* unless otherwise varied by this approval or varied by a condition of this approval. Note: Any variation in the development from that approved herein may constitute assessable development pursuant to the *Economic Development Act 2012.*	At all times after the approval is granted.
2.	Plan of Development (POD)	
	All future development must be undertaken generally in accordance with the approved Plan of Development outlined in part 3 of this development permit including any compliance assessments required.	From the commencement of the construction of the development and at all times thereafter.
3.	Minor Alterations	
	Notwithstanding the requirements detailed in this approval, any other minor alterations accepted in writing by the MEDQ Delegate will suffice.	At all times after the approval is granted.
4.	Acoustic Design Management	
	Dwellings constructed on all lots identified on the amended Plan of Development (POD) required to be prepared and endorsed in accordance with Attachment B, Condition 38 - Acoustic Design Management.	Prior to issuing of a Form 21 – final inspection certificate, or commencement of use, whichever is the earlier.

5.	Bushfire Management	
	All residential uses on all/any affected lots identified in the approved Bushfire Management Plan (BMP) listed in Part 3 – Approved Plans Specification and Drawings of this approval, must be constructed to achieve all mitigation measures/practices recommended in the approved BMP required by this approval. Note: Any alternative measures to mitigate the Bushfire Attack Levels (BAL) ratings nominated in the approved Bushfire Management Plan (BMP) must not require the removal of, or impacts to, vegetation that is: (i) Not identified for removal as part of this PDA Development Approval; OR (ii) Located on properties not subject to this PDA development approval.	Prior to issuing of a Form 21 – final inspection certificate, or commencement of use, whichever is the earlier.

6.	Hours of Construction	
	Unless otherwise approved in writing by the MEDQ Delegate, construction works must only occur within the hours as defined in *Planning Scheme Policy 3 – General Works Part 5, Section 5.1.3.*	At all times during construction of the development.

7.	Further Works	
(a)	The applicant must take due regard of all existing services when undertaking works associated with this development.	During the construction of the development and prior to the commencement of the use.
(b)	The applicant must alter any services when the relevant authority or MEDQ Delegate determines that works associated with this development has an impact upon any existing services.	During the construction of the development and prior to the commencement of the use.
(c)	The applicant must reinstate all disturbed verge areas with turf.	Prior to the commencement of the use.

Compliance Assessment

8.	Compliance Assessment	
(a)	Where a condition of this approval requires compliance assessment, compliance assessment is required in accordance with the timing set out in the conditions.	As required by relevant conditions of this approval.
(b)	Compliance assessment will not commence until payment for any applicable fees are paid.	
(c)	The process and timeframes that apply to compliance assessment are:	

	(i) The applicant submits plans and supporting information as required for compliance assessment; (ii) Within 20 business days – the MEDQ Delegate assesses the plans and supporting information and if not satisfied with the information as submitted – notifies the applicant accordingly.	
(d)	If the applicant is notified under Condition 8(c)(ii) above: (i) The information and plans addressing the concerns are to be re-submitted; (ii) Within a further 15 business days – the MEDQ Delegate assesses the re-submitted plans and supporting information and if not satisfied with the information as submitted – notifies the applicant accordingly. If the applicant is notified under Condition 8(d)(ii) above, within 10 business days, the MEDQ Delegate and applicant will repeat steps at Condition 14(d)(i). If either party is not satisfied by the outcome of this process, that party can elect to enter into a mediation process with an independent mediator agreed to by both parties or if there is no agreement, nominated by the President for the time being of the Queensland Law Society Inc.	As required by relevant conditions of this approval.

9.	House Plans for Terrace Lots, Row Lots, Dual Occupancies/Duplex and Multiple Residential (3 unit) Lots	
	Where Terrace Lots, Row Lots, Dual Occupancy/Duplex and Multiple Residential Lot development is proposed pursuant to the Plan of Development the applicant must submit to the MEDQ Delegate for compliance assessment detailed design documentation. Detailed design documentation must detail the following: (i) Location (ii) Lot size and configuration (iii) Building Height (iv) Plot ratio, gross floor area and site cover (v) Number of dwelling units and bedrooms (vi) Interface with adjoining dwellings (vii) Building design including elevations and materials (viii) On-site parking and servicing arrangements (ix) Open space provision (x) interface with adjoining lots (xi) demonstrate active frontages; (xii) Bin storage location outside of garage. (xiii) Demonstration of compliance with the approved Plan of	Prior to the issuing of building works approval

	Development (POD). In addition to the above, Multiple Residential Lot development must also demonstrate compliance with the following: (xiv) PDA Guideline 7: Low Rise Buildings; and (xv) The checklist included within PDA Guideline 1: Residential 30.	

10.	Row and Terrace Lots	
	Lots identified in the grouping below are to be constructed as a single, integrated development. · Lots 1-3 · Lots 4-6 · Lots 7-10 · Lots 21-24 · Lots 25-27 · Lots 28-31 · Lots 32-35 · Lots 36-40 · Lots 42-45 · Lots 52-53 and 805-806 · Lots 70 and 758 · Lots 75-80 · Lots 81-84 · Lots 85-90 · Lots 91-95 · Lots 96-100 · Lots 105-108 · Lots 109-110 · Lots 219-222 · Lots 224-227 · Lots 336-338 · Lots 340-342 · Lots 488 and 489 · Lots 497 and 498 · Lots 513 and 514 · Lots 520 and 521 · Lots 687-688 · Lots 689-690 · Lots 708-711 · Lots 727-730 · Lots 745-748 · Lots 757-761 · Lots 762-767 · Lots 768-773 · Lots 774-779 · Lots 780-785	Prior to completion of building works.

	· Lots 786-791 and 749 · Lots 808-811	

11.	Infrastructure Charges - Development Comprising 2 or more Dwelling Units on a Lot	
	Unless a relevant infrastructure agreement provides to the contrary, the applicant must pay the MEDQ Delegate all relevant Infrastructure Charges as set out in the Development Charges and Offset Plan (DCOP) or the equivalent legislative infrastructure charging framework, as applicable (and indexed if relevant) at the time of payment. A Development Charges Advice Notice has been provided for your information, outlining the charges payable at the time of issuing this approval. *Note: For the purposes of this Development Charges Advice Notice, charges have been calculated based on the multiple residentials (dual occupancies) being considered 'large dwellings' as per the DCOP. Once plans are confirmed, an invoice can be issued confirming the charges payable.*	As required by the DCOP or the equivalent legislative infrastructure charging framework, as applicable at the time of payment.

MEDQ Delegate's (Ipswich City Council) Advice

The following advice is offered for your information only and should not be viewed as mandatory conditions of this approval.

1.	Fire Ants
(a)	In accordance with the *Biosecurity Act 2014* and the *Biosecurity Regulation 2016*, the State of Queensland has implemented movement controls in areas (Fire Ant Biosecurity Zones) of Queensland where the Red Imported Fire Ant (ant species *Solenopsis invicta*) has been detected.
(b)	It is a legal obligation to report any sighting or suspicion of Fire Ants within 24 hours to Biosecurity Queensland on 13 25 23 (24hrs). It should be noted that works involving movements of all materials associated with earthworks (import and export) within a fire ant biosecurity zone is subject to movement controls and failure to comply with the regulatory provisions is an offence under the Biosecurity Act 2014. The Fire Ant Biosecurity Zones, as well as general information can be viewed on the Department of Agriculture and Fisheries website www.daf.qld.gov.au/fireants.
(c)	The land over which you have made a development application is within a Fire Ant Biosecurity Zone. 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 Biosecurity Queensland to investigate the site and for you to implement any necessary matters required prior to the commencement of any works.

2.	Portable Long Service Leave
	Where the proposed works (civil and landscaping) are valued at $150,000 or more and match the definition of Building and Construction Industry, the *Building and Construction Industry (Portable Long Service Leave) Act 1991* requires that evidence of payment of the Portable Long Service Leave (QLeave) Levy be received by Council as a condition of issuing a development permit for building works, operational works and plumbing and drainage works applications, as defined under the *Economic Development Act 2012*.

	If you require clarification in regard to the *Building and Construction Industry (Portable Long Service Leave) Act 1991*, you should contact QLeave on 1800 803 481 (free call) or (07) 3212 6855.

3.	Local Government Regulation 2012
	This property may be subject to the provision of Section 116 of the *Local Government Regulation 2012*. This section of the regulation limits any increase in rates to a predetermined percentage. In accordance with Council's budget and rating resolutions, if the property is sold or reconfigured in any way (eg subdivision, dedication or partial dedication, amalgamation) this benefit will no longer apply. For further information please contact the Ipswich City Council Customer Contact Centre on (07) 3810 6666.

4.	*Section 96 of the Economic Development Act 2012*
	Pursuant to *section 96 of the Economic Development Act 2012,* a development approval including any conditions of approval is binding on the owner, the owner's successor in title and any occupier of the land.

Attachment D

APPEAL RIGHTS

The following are relevant extracts from the *Economic Development Act 2012*

Chapter 3, Part 4

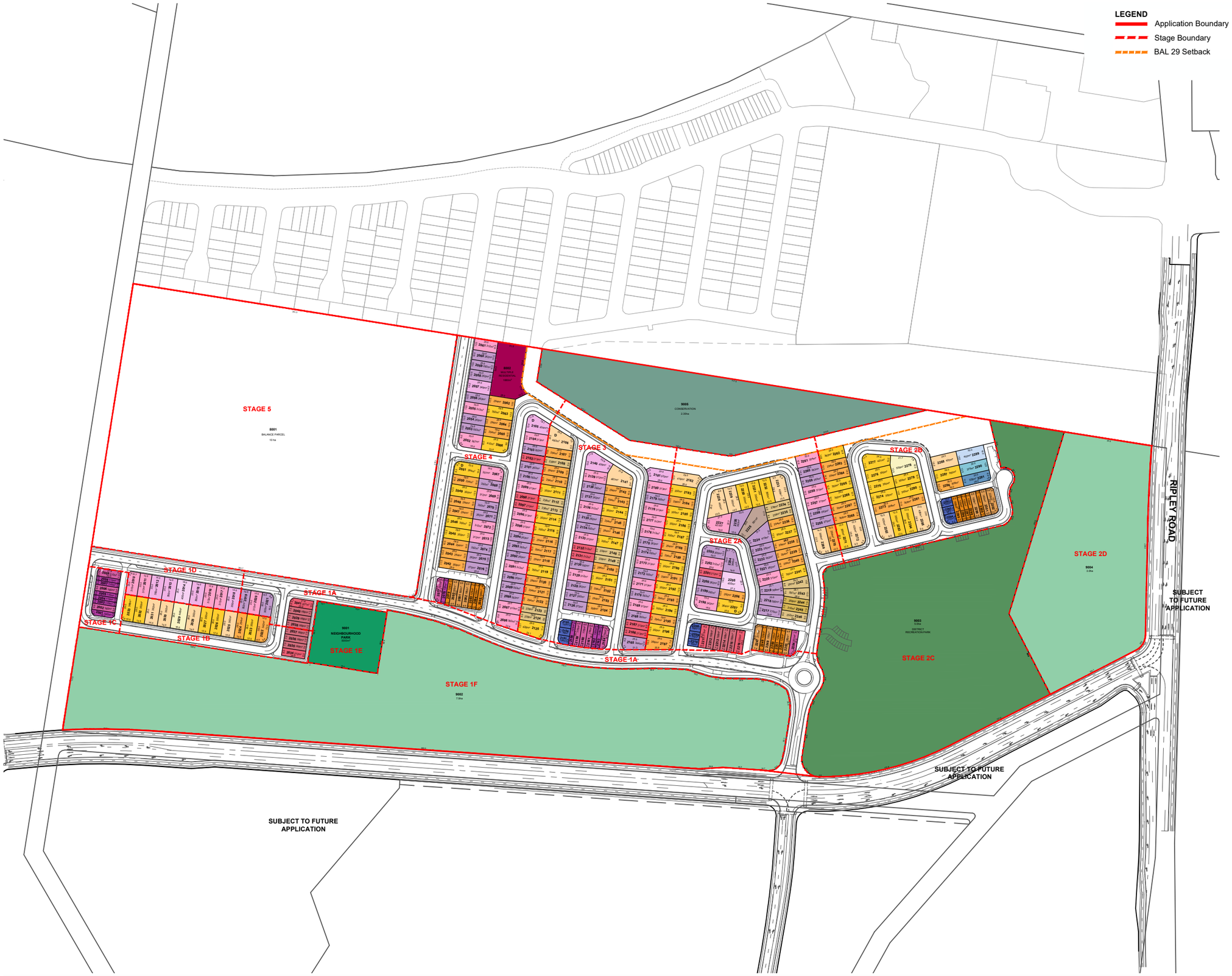
90 Right of Appeal Against Particular Conditions

(1) This section applies if a PDA development condition includes a nominated assessing authority (the *entity*).
(2) The person who made the relevant PDA development application may appeal to the Planning and Environment Court against MEDQ's decision to impose the condition.
(3) An appeal under subsection (2) must be started within 20 business days after the day the applicant is given notice of the decision.
(4) An appellant starts an appeal by lodging, with the registrar of the Planning and Environment Court, a written notice of appeal that –
    (a) is in the approved form; and
    (b) succinctly states the grounds of the appeal.
(5) The *Planning and Environmental Court Act 2016*, part 5 applies, with necessary changes, to the appeal as if—
    (a) the appeal were a Planning Act appeal under that Act; and
    (b) the entity were the only other party to the appeal.
(6) However—
    (a) the appellant must, as soon as practicable after giving the entity the notice of the appeal, give MEDQ a copy of the notice; and
    (b) MEDQ may, by lodging a notice of election with the registrar of the court, elect to become a party to the appeal.
(7) MEDQ must give the other parties a copy of the notice of election as soon as practicable after it is lodged.

99 Application to Change PDA Development Approval

(1) A person may apply (the *amendment application*) to MEDQ to change a PDA development approval.
(2) However, the amendment application may be made only if MEDQ is satisfied the change would not result in the relevant development being substantially different.
(3) Division 3 applies for the amendment application as if—
    (a) a reference in the division to a PDA development application were a reference to the amendment application; and
    (b) a reference in the division to a PDA development approval were a reference to a changed PDA development approval; and
    (c) a reference in the division to the granting of a PDA development approval were a reference to the making of the change.
(4) Despite subsection (3), section 84(2) to (6) applies for the amendment only in a circumstance mention in section 84(1)(c).

Appendix E ROL2 Development Plans



LOT YIELD					
Residential Saleable Area (Standard Lots)					
ALLOTMENT TYPE		**TYPICAL LOT FRONTAGE**	**TYPICAL AREA**	**YIELD**	**%**
Urban Lofts					
	Urban Loft	8.2m-12m	90-96m²	9	1.6%
SUB-TOTAL				**9**	**1.6%**
20-25m deep products					
	Rear Loaded Terraces	4.6m	115m²	10	1.8%
		6.6m	165m²	9	3.0%
	Front Loaded Terraces	7.5m	188m²	10	3.3%
	Detatched End Terrace	8.5m-9m	213m²	12	4.0%
	Villa	10.5m	263m²	54	17.9%
	Premium Villa	12.5m	313m²	37	12.3%
	Courtyard	14.0m	350m²	8	2.6%
	Traditional Allotment	16.0m	452m²	2	0.7%
SUB-TOTAL				**142**	**24.9%**
28m deep products					
	Rear Loaded Terraces	4.6m	129m²	13	2.3%
		6.6m	185m²	9	1.6%
	Front Loaded Terrace	7.5m	210m²	2	0.4%
	Detatched End Terrace	8.5m-9m	238m²	12	2.1%
	Villa	10.5m	294m²	48	8.4%
	Premium Villa	12.5m	350m²	46	8.1%
	Courtyard	14.0m	392m²	15	2.6%
	Traditional Allotment	16.0m	448m²	2	0.4%
SUB-TOTAL				**147**	**25.7%**
30m deep products					
	Villa	10.5m	328m²	1	0.2%
	Premium Villa	12.5m	375m²	1	0.2%
	Courtyard	14.0m	450m²	1	0.2%
	Traditional Allotment	16.0m	480m²	0	0.0%
SUB-TOTAL				**3**	**0.5%**
32m deep products					
	Villa	10.5m	336m²	0	0.0%
	Premium Villa	12.5m	400m²	1	0.2%
	Courtyard	14.0m	448m²	0	0.0%
	Traditional Allotment	16.0m	512m²	0	0.0%
SUB-TOTAL				**1**	**0.2%**
TOTAL STANDARD LOTS				**302 lots**	**52.9%**
Additional Dwellings				**Indicative Yield**	
F	Fonzies	varies		3	0.5%
D	Duplex lots	varies		4	0.7%
SUB-TOTAL				**7 dw**	**1.2%**
Other		**Indicative Density**		**Indicative Yield**	
Balance Lot (lot 8001)		25dw/ha		250	43.8%
Multiple Residential (lot 8002)		65dw/ha		12	2.1%
SUB-TOTAL				**262 dw**	**45.9%**
TOTAL DWELLINGS				**571 dw**	**100.0%**

LAND USE BUDGET (ROL 2)		
	Area	**%**
Area of Application	**45.87 ha**	**100%**
Saleable Area		
Residential Lots (including Duplexes & Fonzies)	8.55 ha	18.6%
Multi-Residential Site (lot 8002)	0.18 ha	0.4%
Total Saleable Area	**8.73 ha**	**19.0%**
Other		
Balance Lot	10.00 ha	21.8%
Total	**10.00 ha**	**21.8%**
Roads		
Local Roads	5.85 ha	12.8%
Collector, Arterial & Sub-Arterial Roads	2.00 ha	4.4%
Total Roads	**7.85 ha**	**17.1%**
Open Space / Conservation		
Conservation	2.36 ha	5.1%
District Rectreation Park	5.53 ha	12.1%
Neighbourhood Recreation Park	0.50 ha	1.1%
Stormwater / Detention	10.90 ha	23.8%
Total Area of Open Space	**19.29 ha**	**42.1%**
Overall	**45.87 ha**	**100.0%**

therefor GROUP

PROVIDENCE WEST - ROL 2

RECONFIGURATION OF A LOT - OVERALL

20 0 40 80 120 Meters

1:2000 @ A1 - 1:4000@ A3

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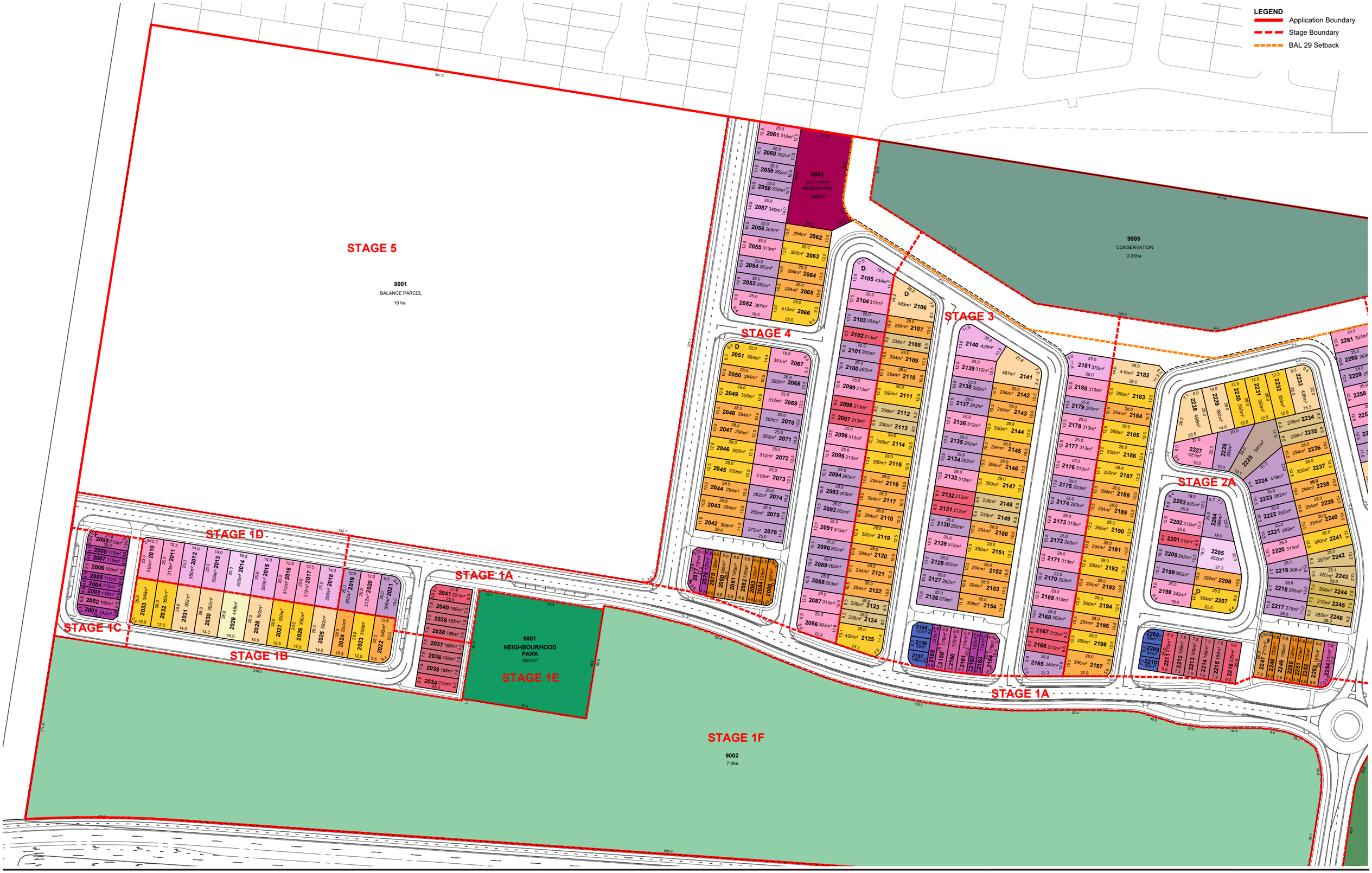
PROJECT NO. 23-0573SP

DATE 16.04.2025

DRAWING NO. POD-01

NORTH

REV B



PROVIDENCE WEST - ROL 2

RECONFIGURATION OF A LOT - 01

10 0 20 40 60 Meters

1:1000 @ A1 - 1:2000 @ A3

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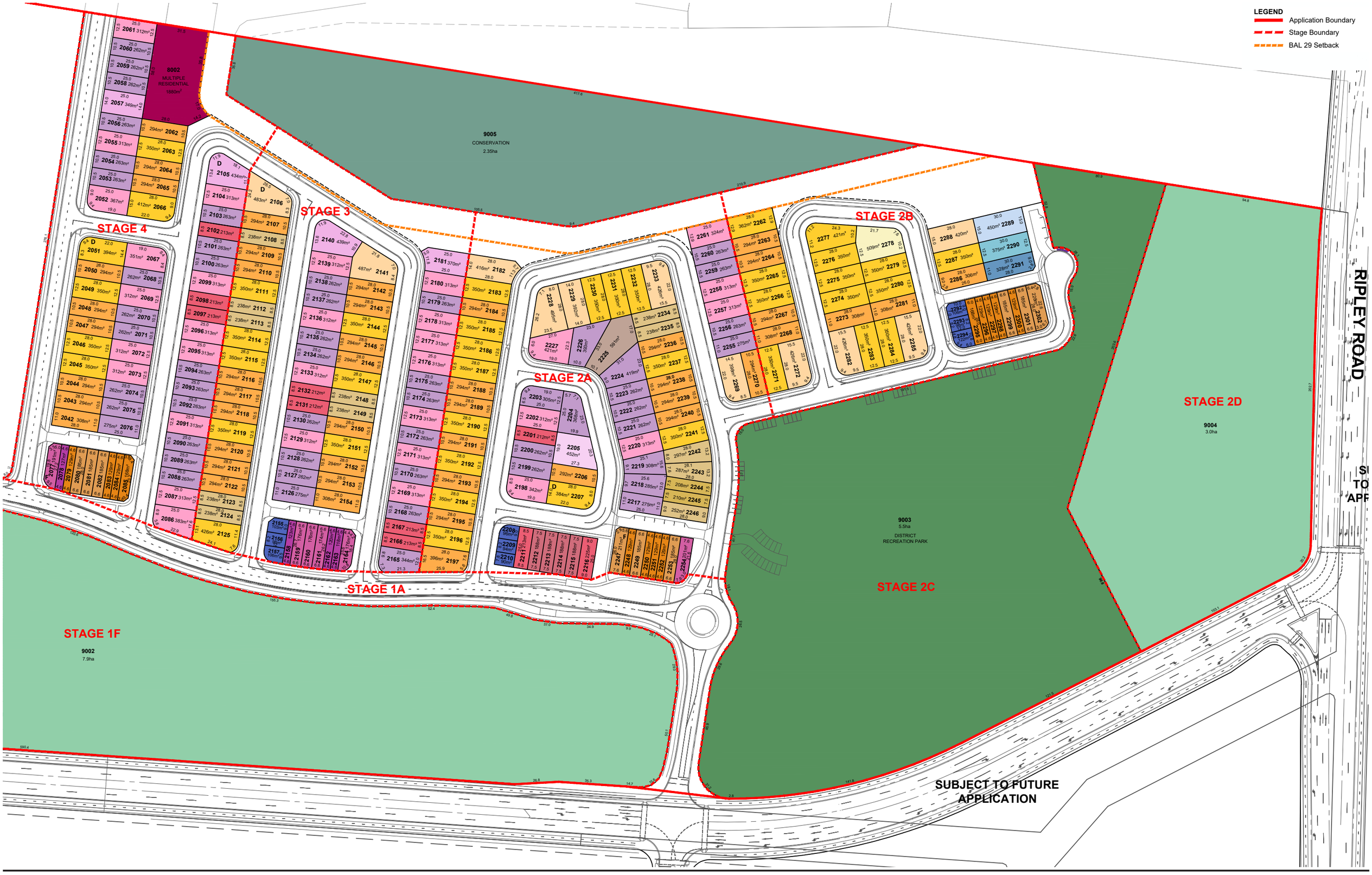
PROJECT NO. 23-0573SP

DATE 16.04.2025

DRAWING NO. ROL-01

NORTH

REV B



PROVIDENCE WEST - ROL 2

RECONFIGURATION OF A LOT - 02

1:1000 @ A1 - 1:2000 @ A3

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PROJECT NO. 23-0573SP

DATE 16.04.2025

DRAWING NO. ROL-02

NORTH

REV B



therefor GROUP

PROVIDENCE WEST - ROL 2

STAGING PLAN

30 0 60 120 180 Meters

1:3000 @ A1 - 1:6000@ A3

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PROJECT NO. 23-0573SP

DATE 16.04.2025

DRAWING NO. STG-01

NORTH

REV B

Appendix F Traffic Flow Diagrams



E1

2024 Survey Traffic Volumes

620.30351

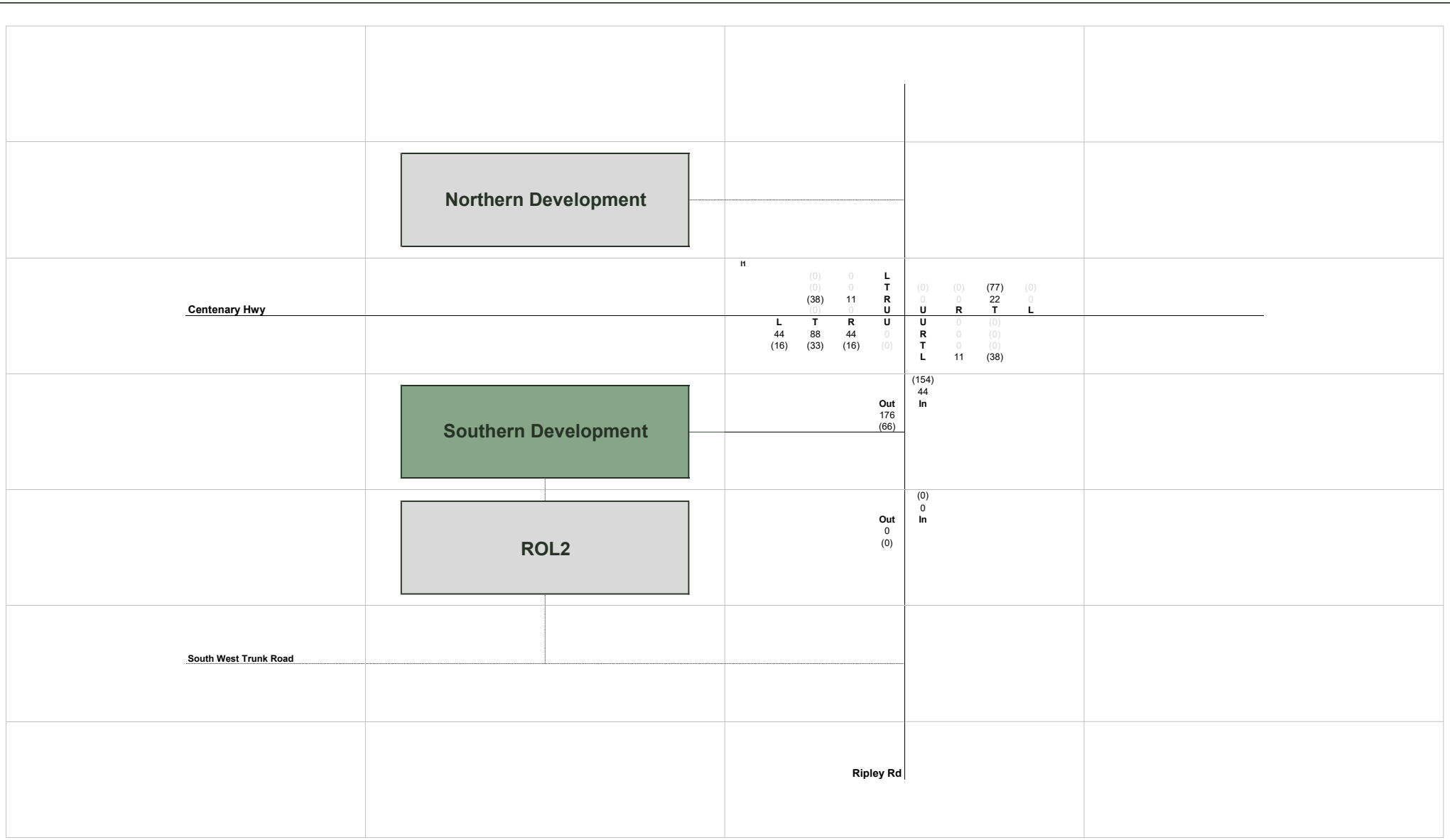
Providence West, Ripley Rd Resident

L Left Turn
T Through
R Right Turn
U U-Turn

Legend

00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site

N



E2

Lacebark Development Traffic

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

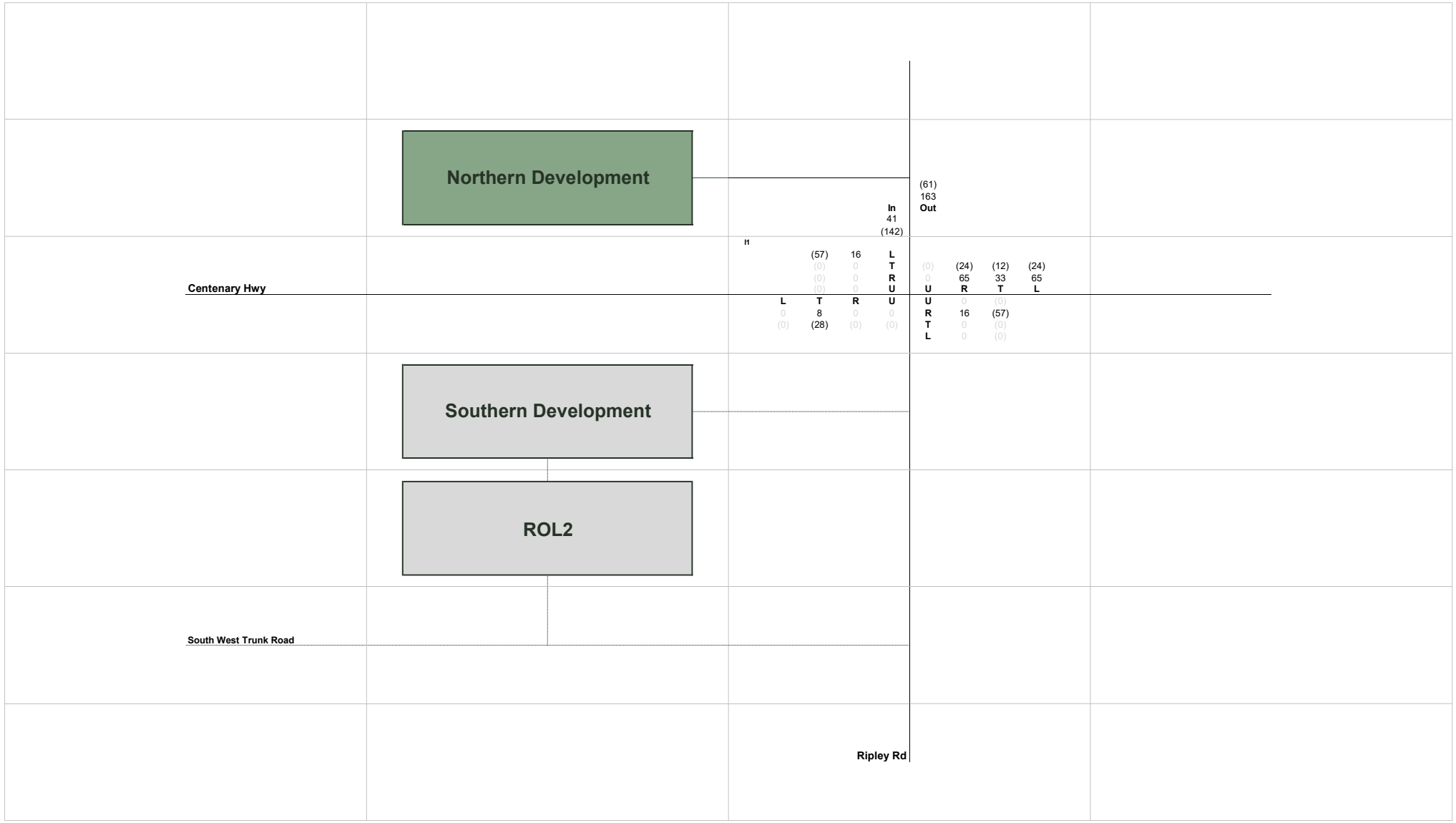
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E3

Northern Development Traffic

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

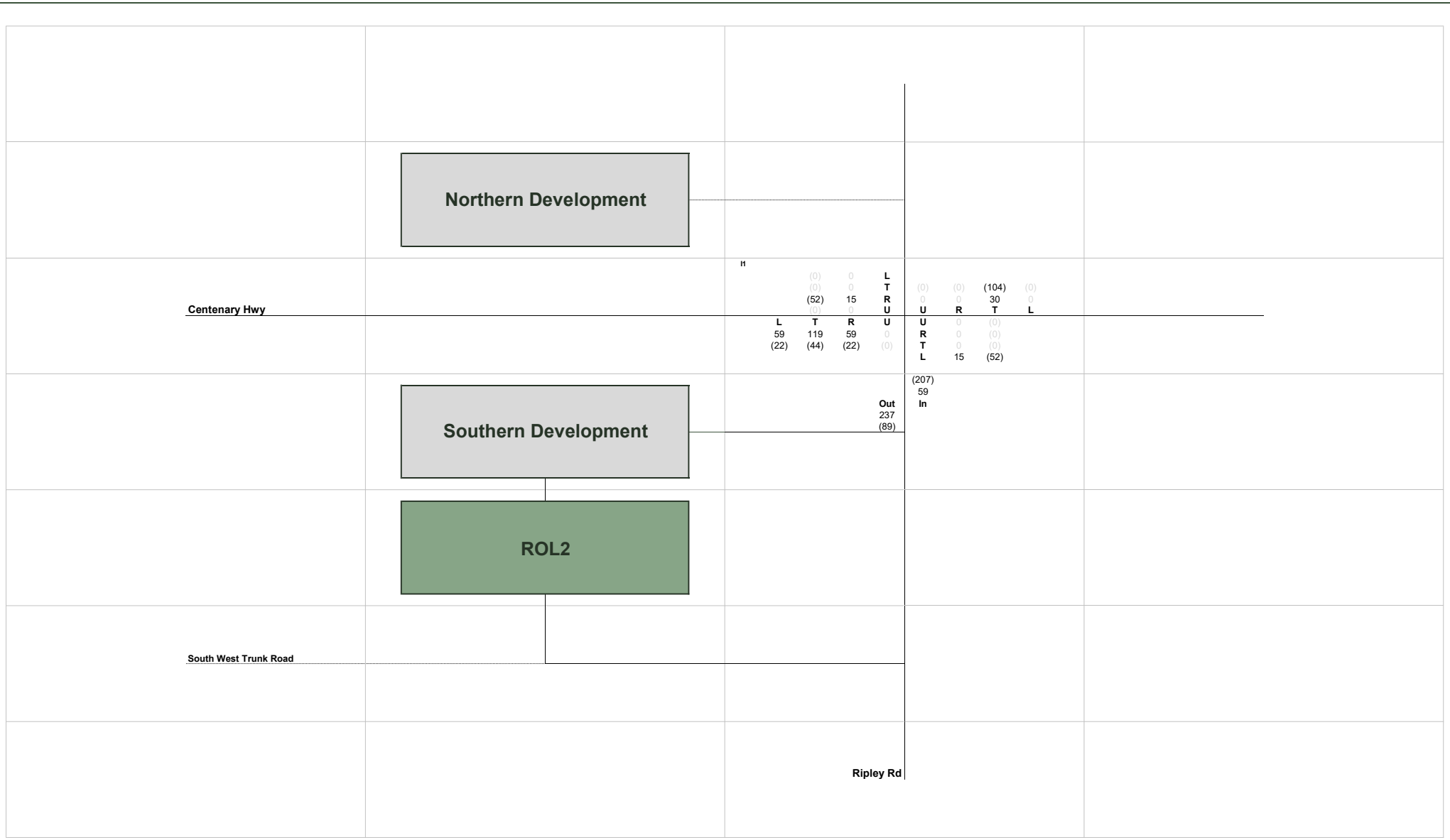
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E4

ROL2 Development Traffic

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

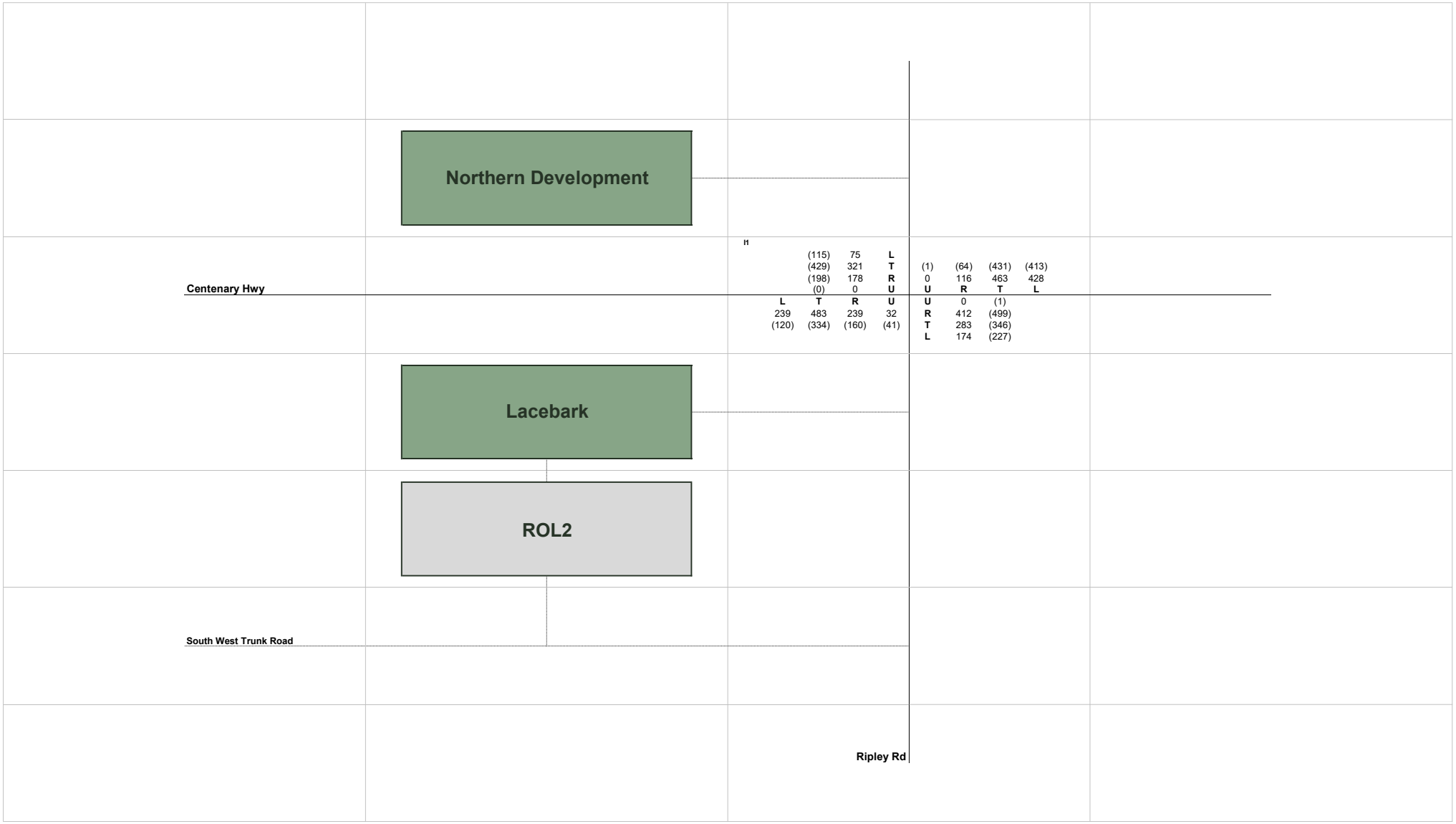
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E5

2029 Background with Northern and Southern Developments

620.30351

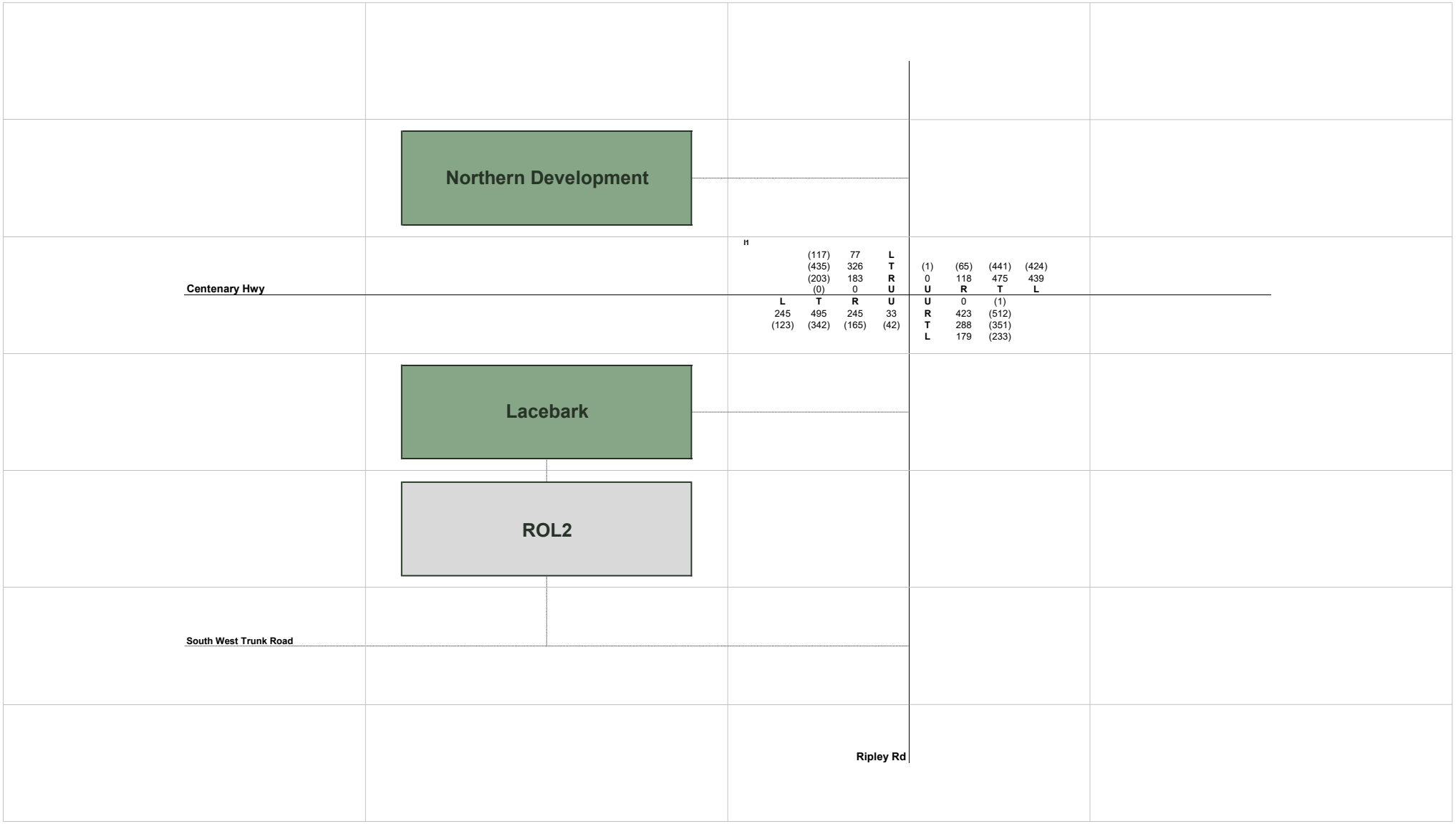
Providence West, Ripley Rd Resident

L Left Turn
T Through
R Right Turn
U U-Turn

Legend

00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site

N



E6

2030 Background with Northern and Southern Developments

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

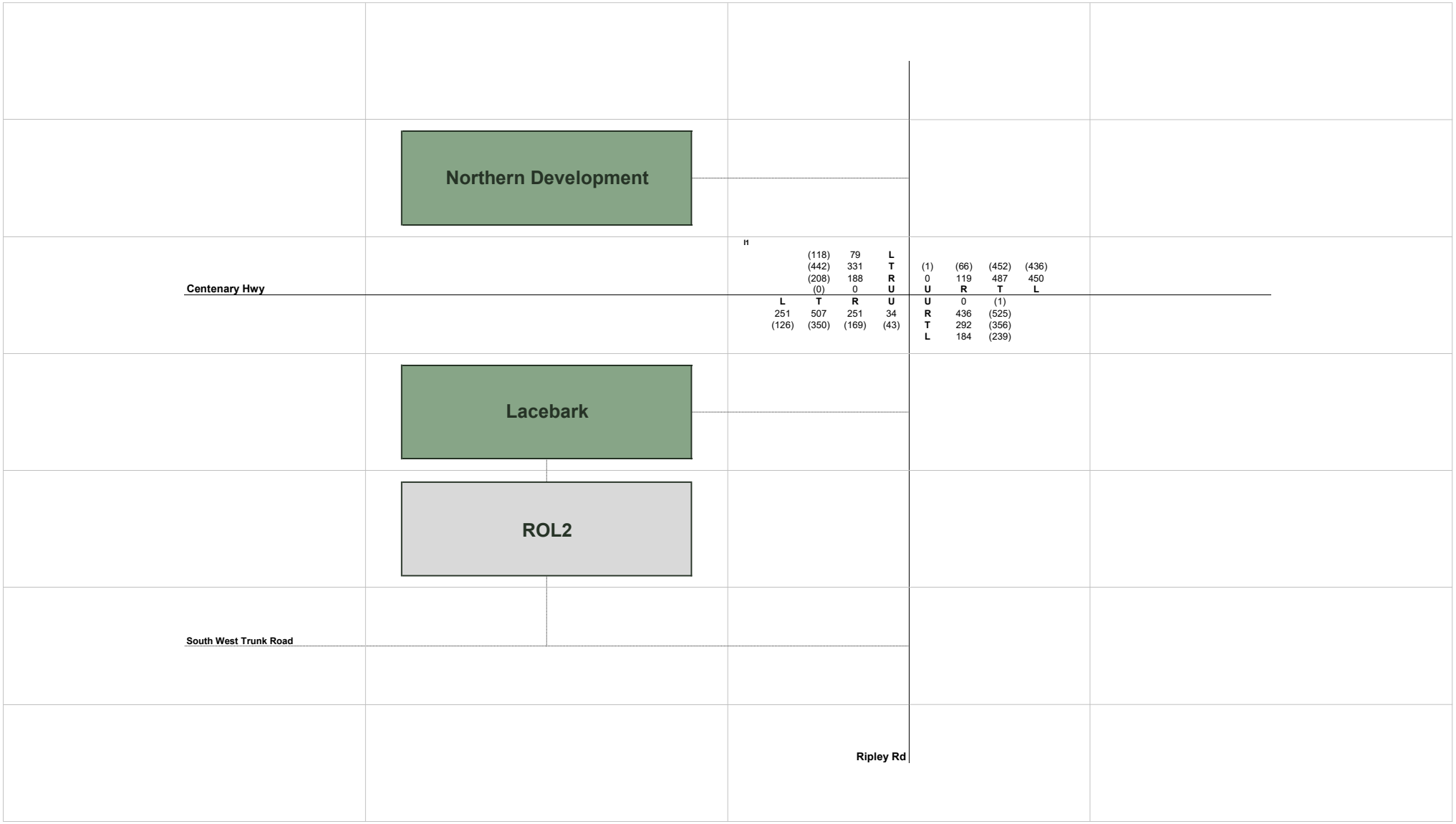
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00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E7

2031 Background with Northern and Southern Developments

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

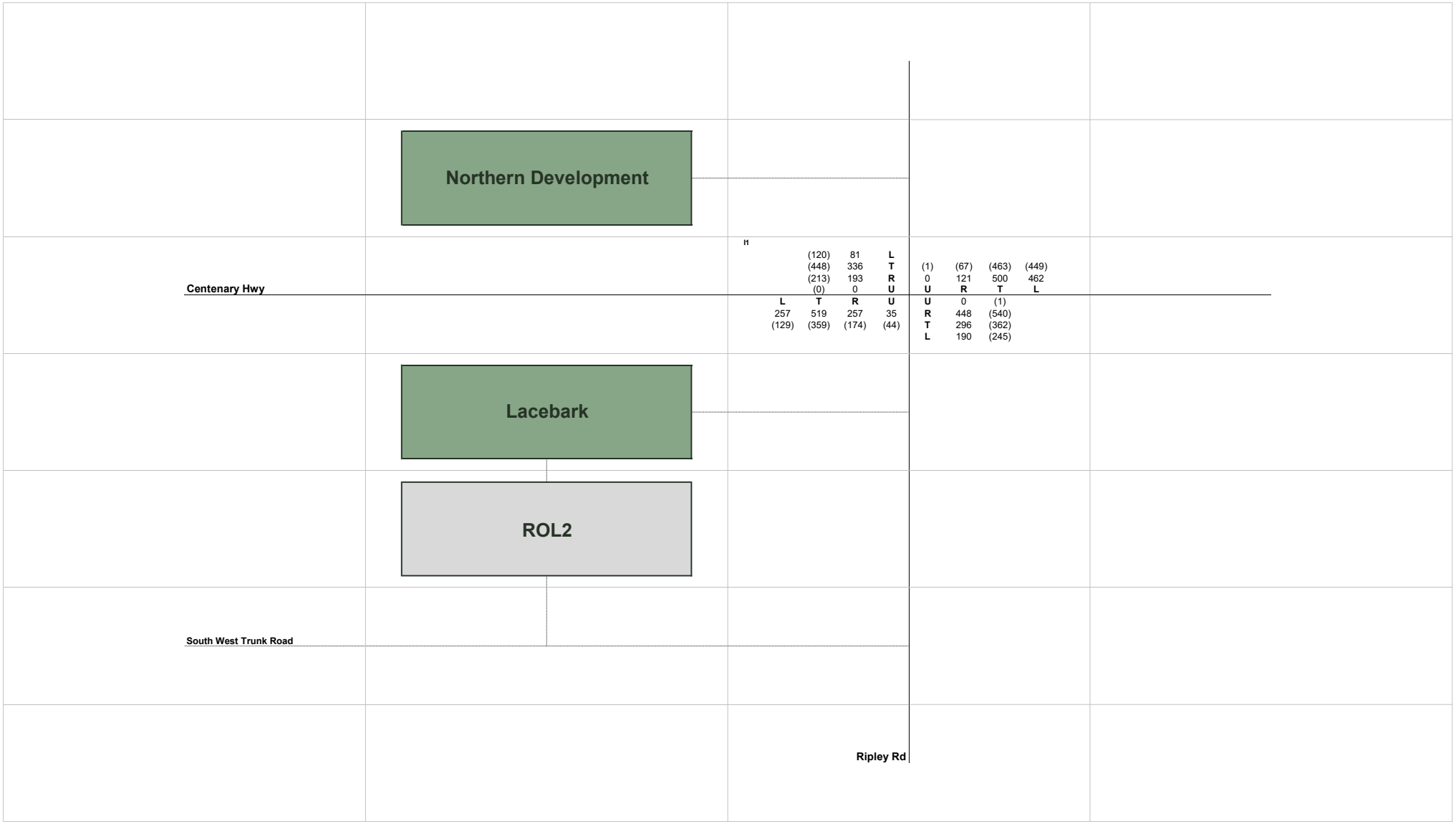
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E8

2032 Background with Northern and Southern Developments

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

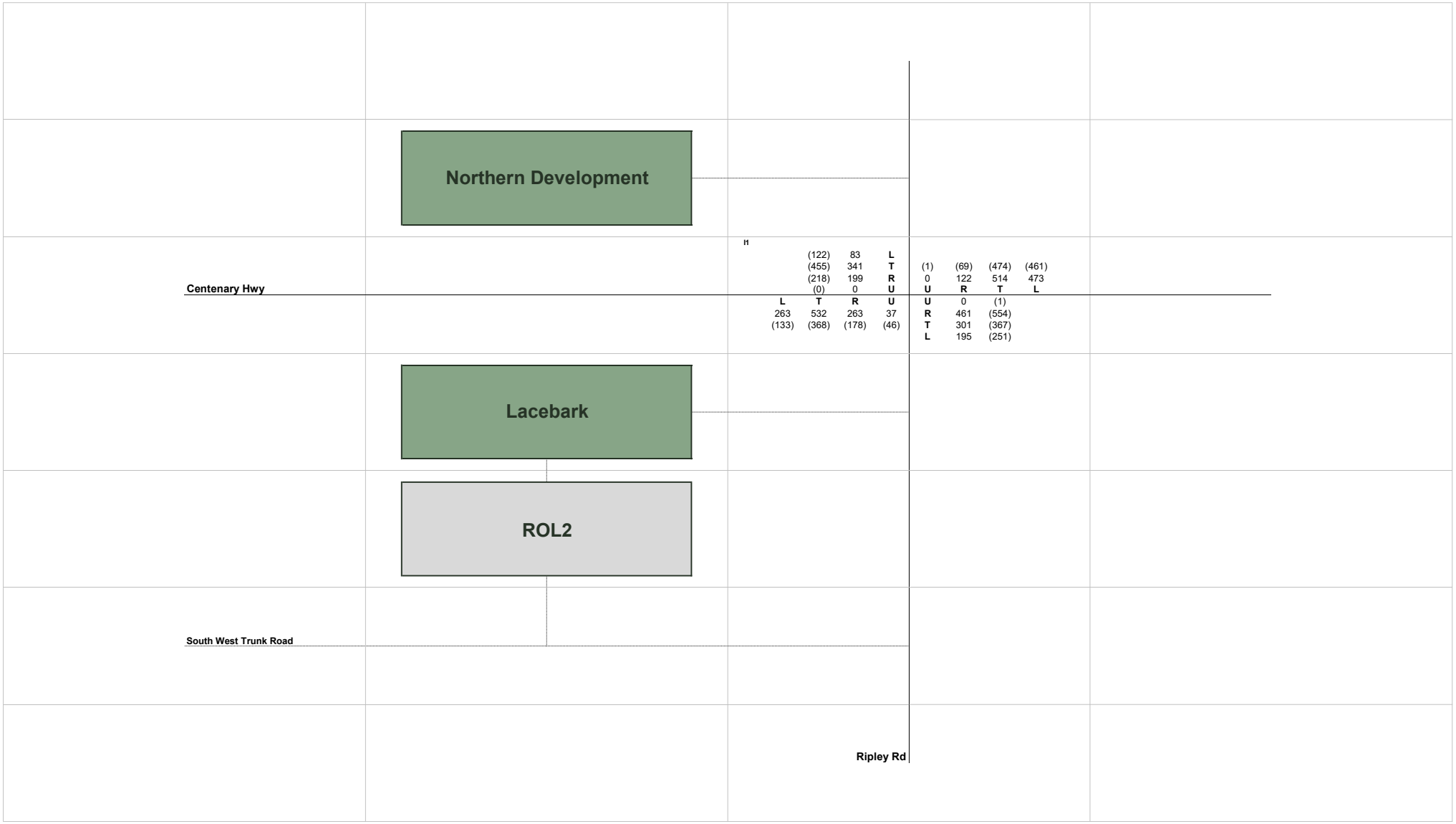
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E9

2033 Background with Northern and Southern Developments

620.30351

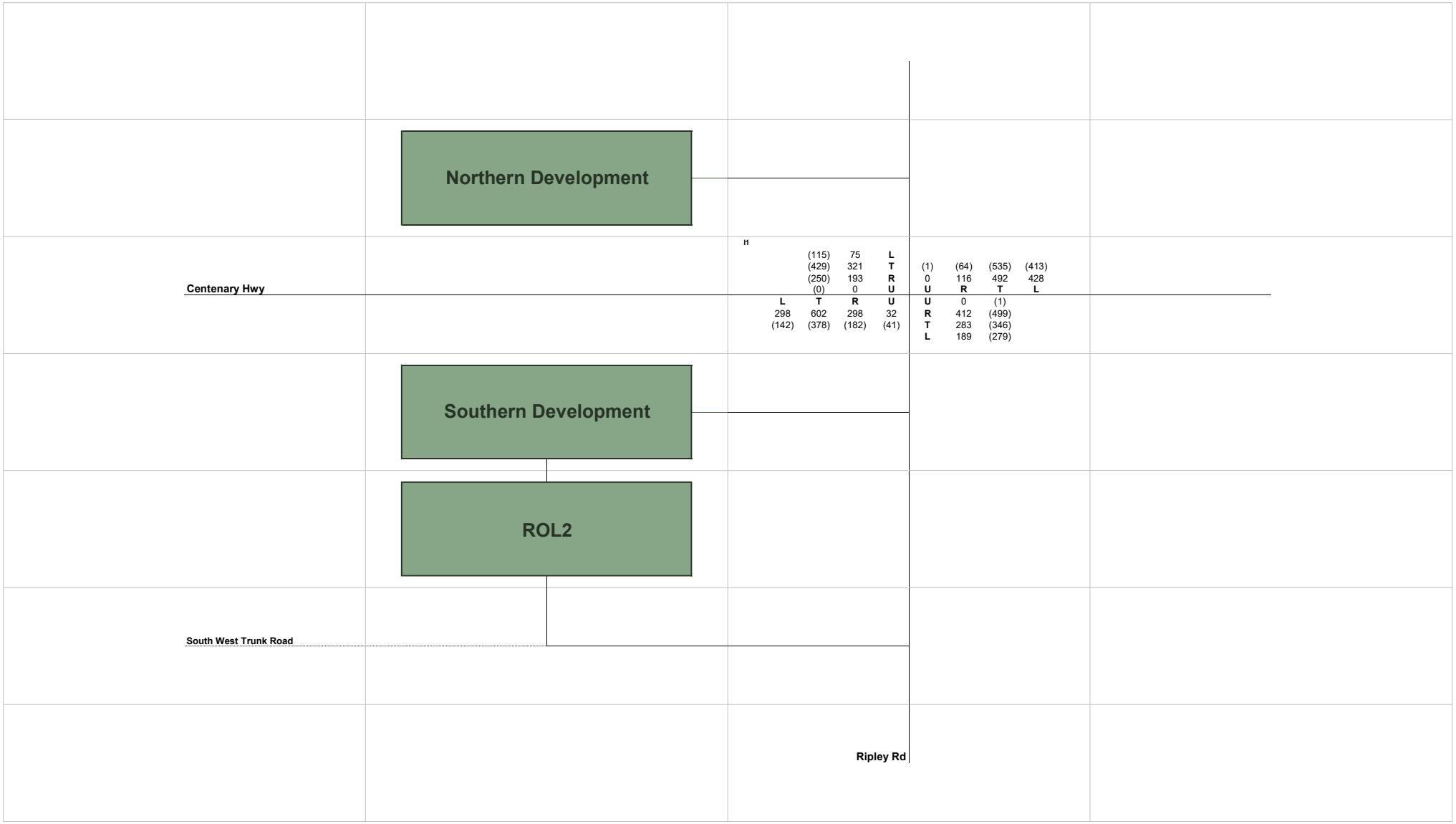
Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

Legend

00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site

N



E10

2029 Background with Northern, Southern and ROL2 Developments

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

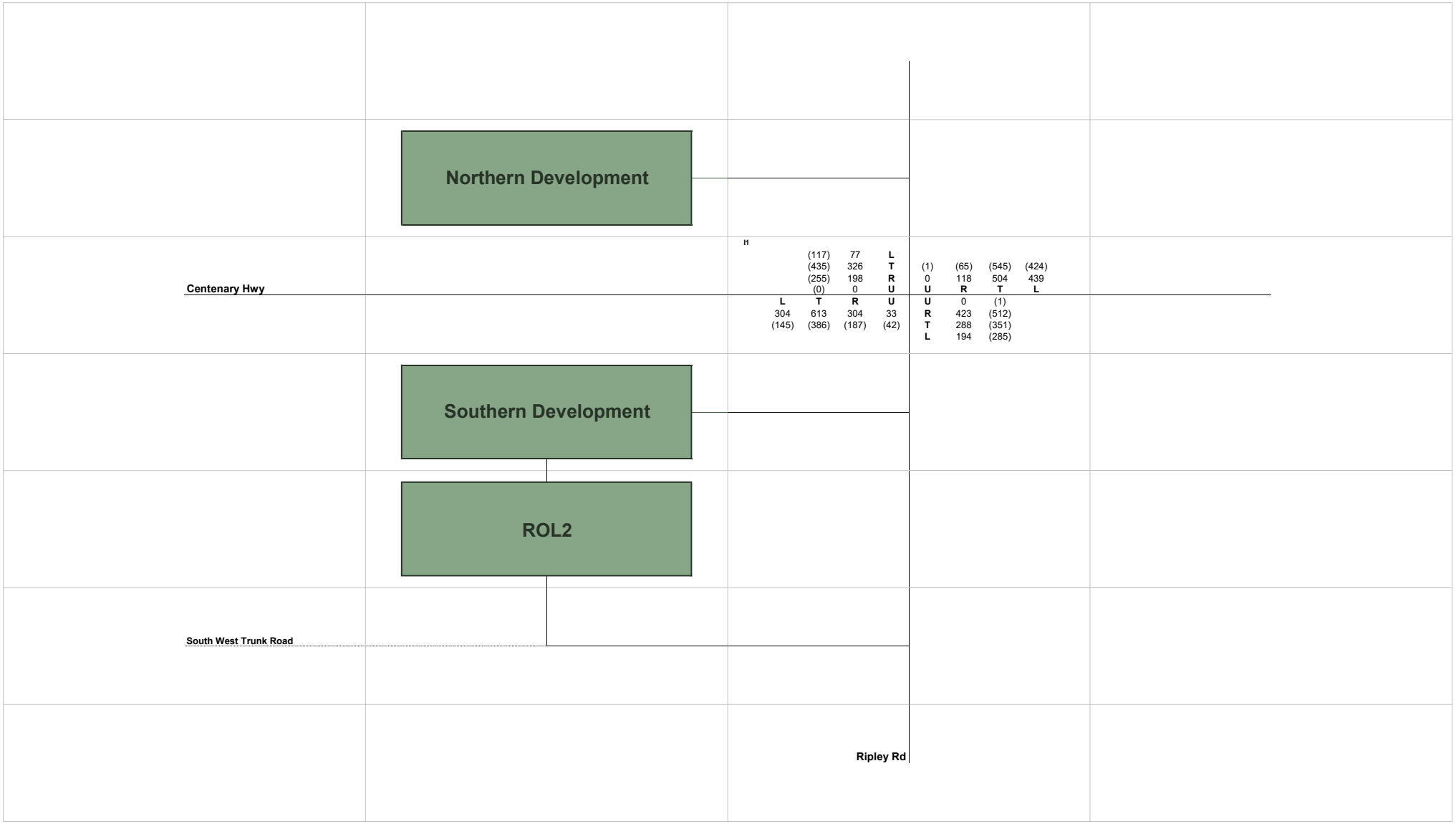
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E11

2030 Background with Northern, Southern and ROL2 Developments

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

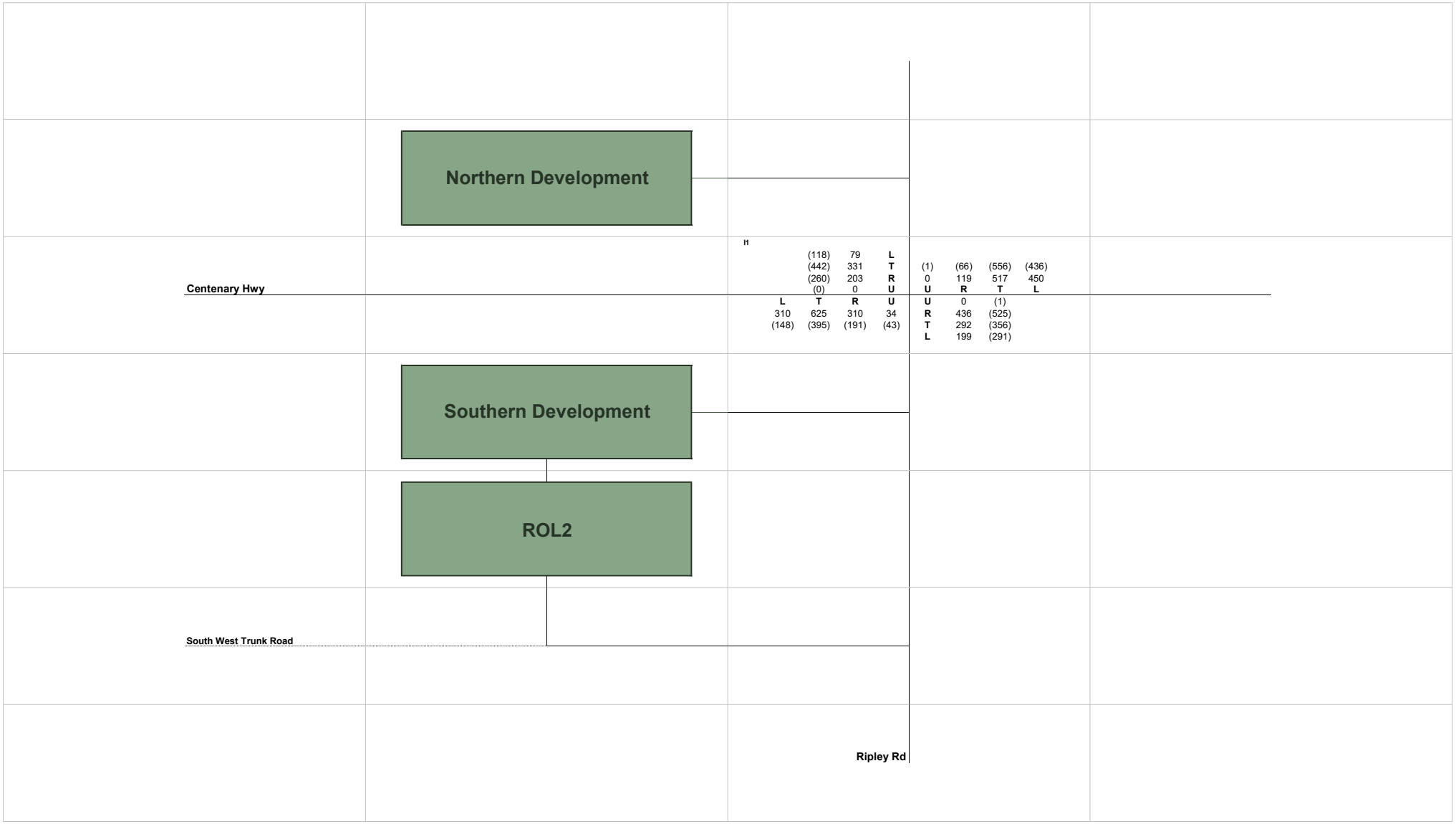
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



SLR

E12

2031 Background with Northern, Southern and ROL2 Developments

620.30351

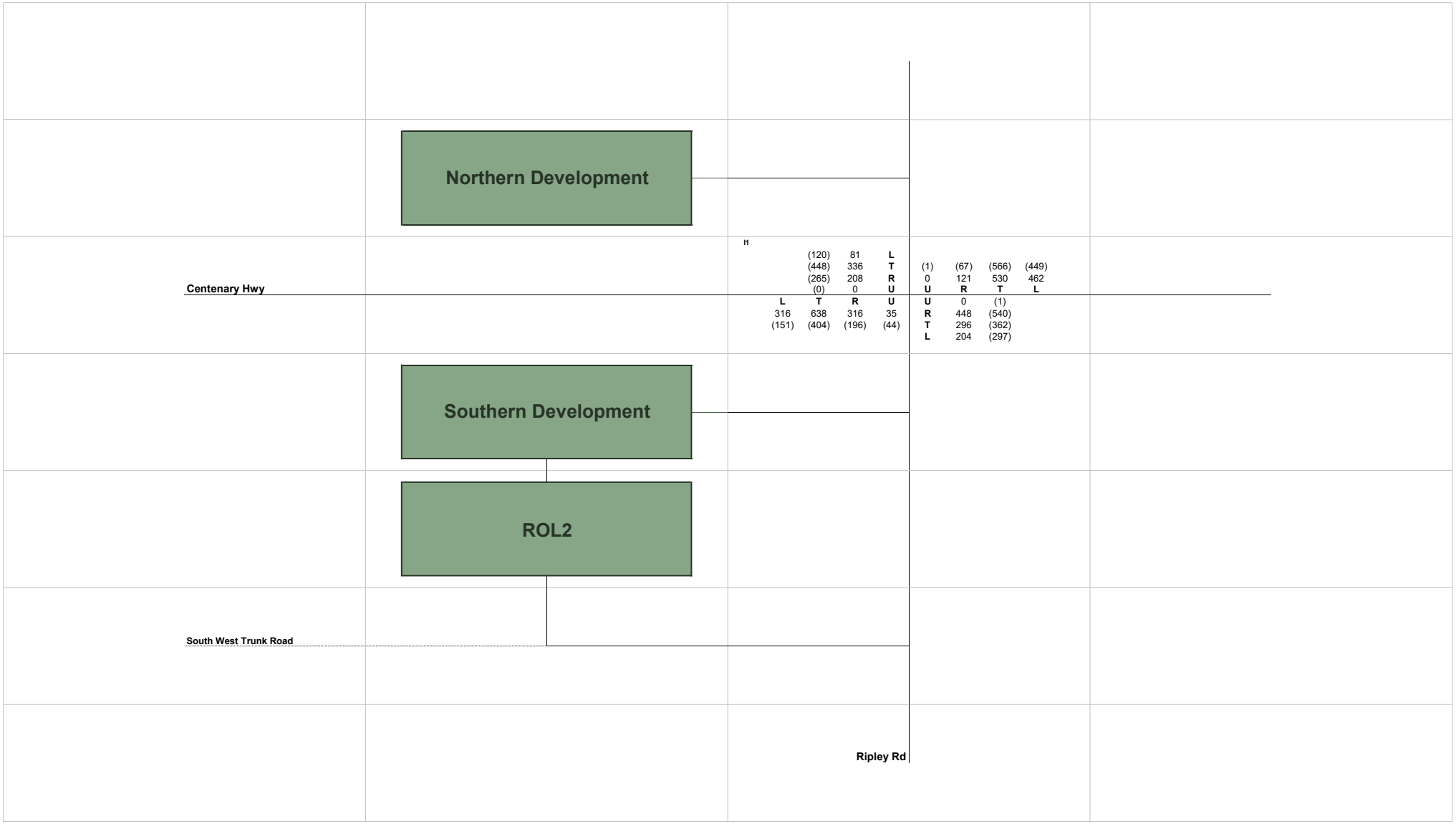
Providence West, Ripley Rd Resident

L Left Turn
T Through
R Right Turn
U U-Turn

Legend

00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site

N



E13

2032 Background with Northern, Southern and ROL2 Developments

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

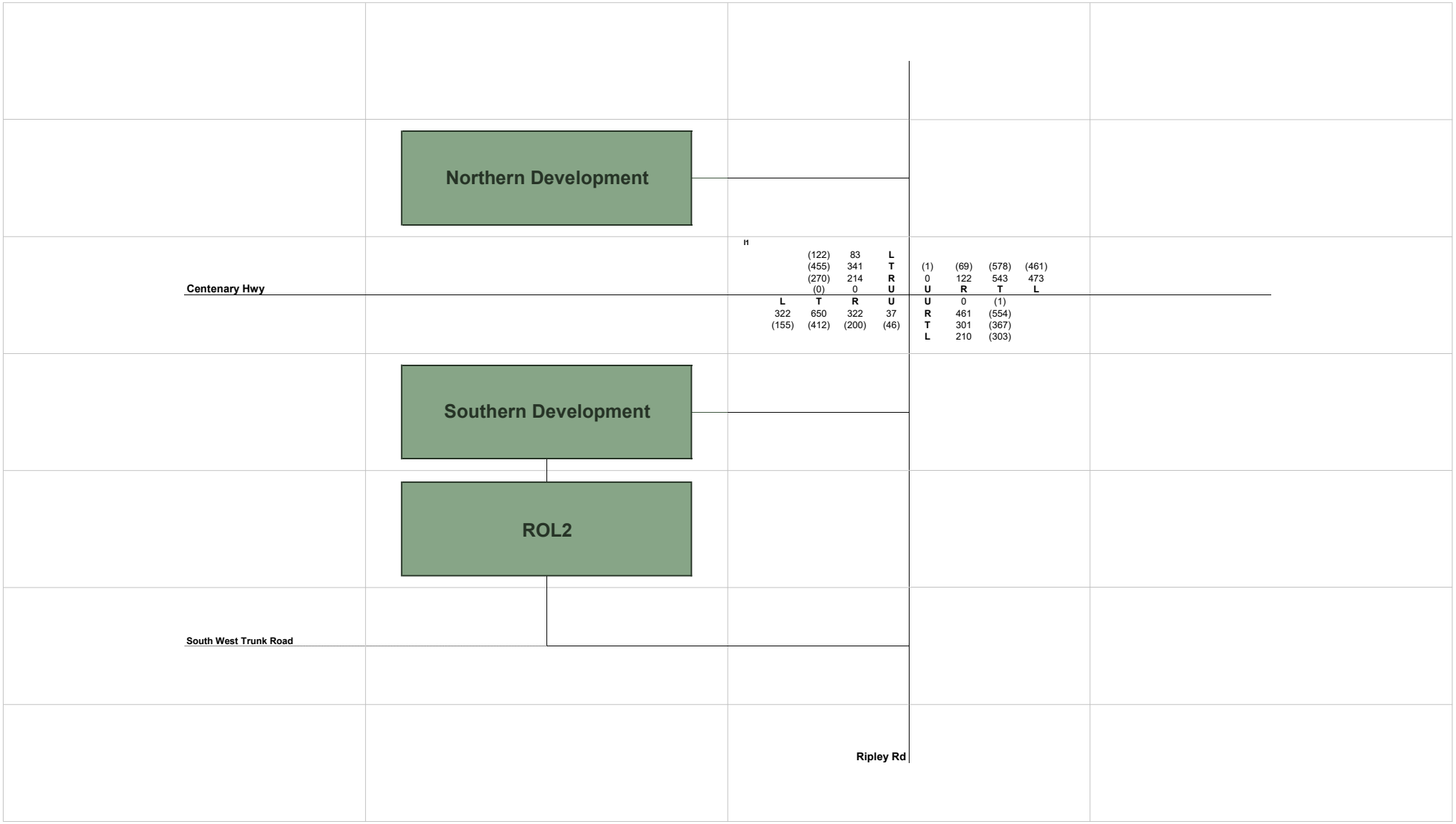
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



E14

2033 Background with Northern, Southern and ROL2 Developments

620.30351

Providence West, Ripley Rd Resident

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

Legend

00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site

N

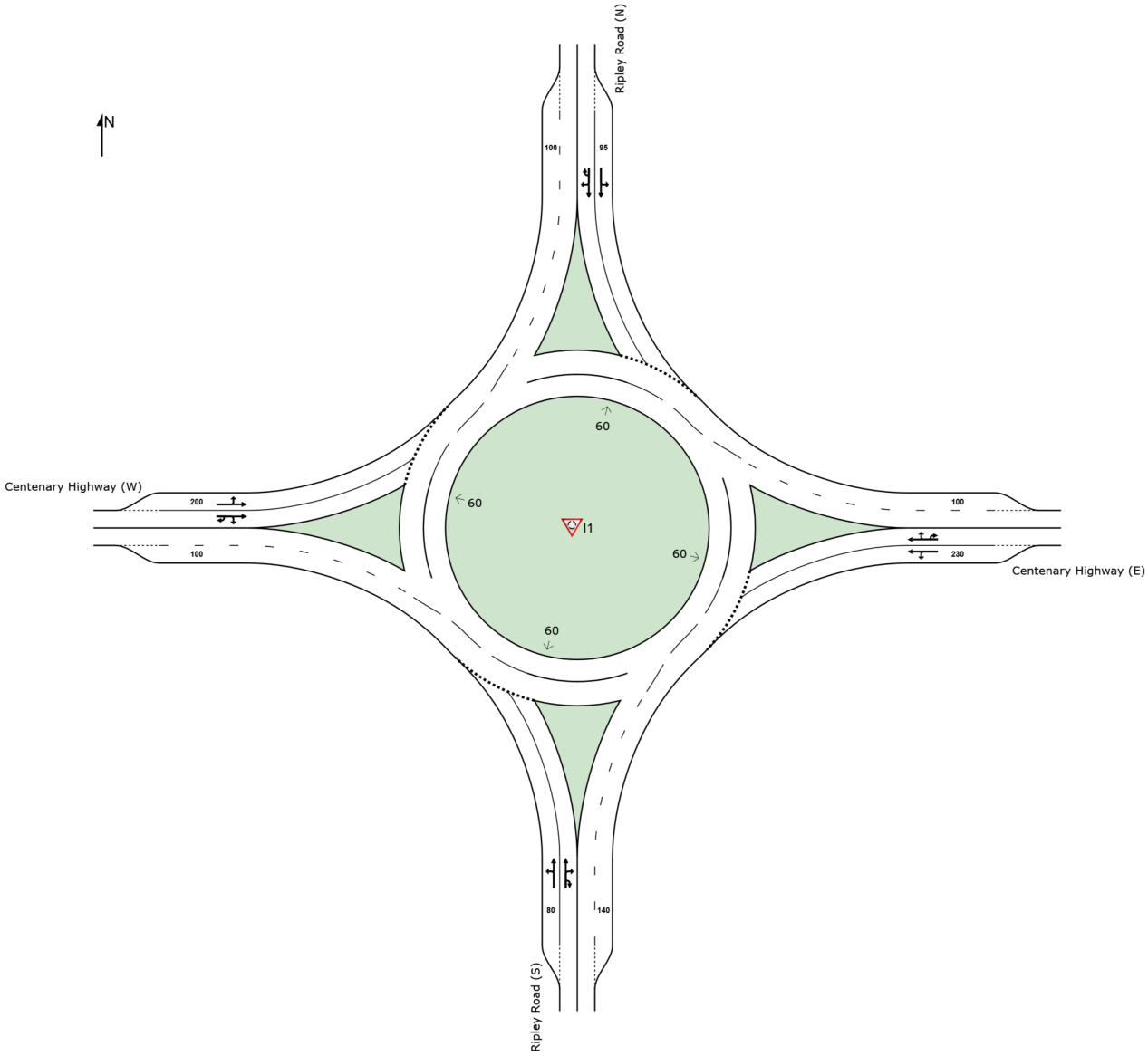
Appendix G SIDRA Results

SITE LAYOUT

Site: I1 [2029 BG+N+LB AM (Site Folder: General)]

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: I1 [2029 BG+N+LB AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	251	3.0	251	3.0	0.534	7.8	LOS A	3.8	26.9	0.80	0.79	0.95	58.4
2	T1	All MCs	509	3.0	509	3.0	0.585	7.4	LOS A	4.9	35.1	0.82	0.78	0.97	50.8
3	R2	All MCs	251	3.0	251	3.0	0.585	13.6	LOS B	4.9	35.1	0.83	0.77	0.98	57.3
3u	U	All MCs	34	3.0	34	3.0	0.585	16.4	LOS B	4.9	35.1	0.83	0.77	0.98	48.8
Approach			1045	3.0	1045	3.0	0.585	9.3	LOS A	4.9	35.1	0.82	0.78	0.97	56.4
East: Centenary Highway (E)															
4	L2	All MCs	184	3.0	184	3.0	0.459	8.1	LOS A	2.9	21.1	0.76	0.71	0.85	58.3
5	T1	All MCs	298	3.0	298	3.0	0.503	6.5	LOS A	3.7	26.9	0.77	0.73	0.86	58.9
6	R2	All MCs	433	3.0	433	3.0	0.503	12.9	LOS B	3.7	26.9	0.78	0.76	0.87	57.1
6u	U	All MCs	1	3.0	1	3.0	0.503	15.7	LOS B	3.7	26.9	0.78	0.76	0.87	58.3
Approach			916	3.0	916	3.0	0.503	9.8	LOS A	3.7	26.9	0.77	0.74	0.86	58.1
North: Ripley Road (N)															
7	L2	All MCs	450	3.0	450	3.0	0.553	7.7	LOS A	4.4	31.6	0.79	0.73	0.92	58.3
8	T1	All MCs	487	3.0	487	3.0	0.553	7.3	LOS A	4.4	31.6	0.80	0.78	0.95	51.3
9	R2	All MCs	122	3.0	122	3.0	0.553	14.4	LOS B	4.0	28.8	0.80	0.81	0.96	57.8
9u	U	All MCs	1	3.0	1	3.0	0.553	17.2	LOS B	4.0	28.8	0.80	0.81	0.96	49.4
Approach			1061	3.0	1061	3.0	0.553	8.3	LOS A	4.4	31.6	0.80	0.76	0.94	57.0
West: Centenary Highway (W)															
10	L2	All MCs	79	3.0	79	3.0	0.406	12.0	LOS B	2.6	18.8	0.86	0.83	0.97	58.1
11	T1	All MCs	338	3.0	338	3.0	0.445	9.4	LOS A	3.5	24.8	0.88	0.83	0.99	58.7
12	R2	All MCs	187	3.0	187	3.0	0.445	15.3	LOS B	3.5	24.8	0.90	0.83	1.00	57.4
12u	U	All MCs	1	3.0	1	3.0	0.445	18.0	LOS B	3.5	24.8	0.90	0.83	1.00	58.5
Approach			606	3.0	606	3.0	0.445	11.6	LOS B	3.5	24.8	0.89	0.83	0.99	58.3
All Vehicles			3628	3.0	3628	3.0	0.585	9.5	LOS A	4.9	35.1	0.81	0.77	0.94	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2029 BG+N+LB PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	126	3.0	126	3.0	0.382	6.8	LOS A	2.3	16.2	0.78	0.69	0.82	58.4
2	T1	All MCs	351	3.0	351	3.0	0.419	6.7	LOS A	2.9	20.5	0.79	0.68	0.82	51.1
3	R2	All MCs	169	3.0	169	3.0	0.419	12.6	LOS B	2.9	20.5	0.80	0.68	0.83	57.4
3u	U	All MCs	43	3.0	43	3.0	0.419	15.4	LOS B	2.9	20.5	0.80	0.68	0.83	49.0
Approach			689	3.0	689	3.0	0.419	8.7	LOS A	2.9	20.5	0.79	0.68	0.83	56.2
East: Centenary Highway (E)															
4	L2	All MCs	239	3.0	239	3.0	0.546	9.0	LOS A	4.0	28.6	0.79	0.78	0.94	58.2
5	T1	All MCs	364	3.0	364	3.0	0.598	7.1	LOS A	5.2	37.3	0.80	0.79	0.95	58.9
6	R2	All MCs	525	3.0	525	3.0	0.598	13.7	LOS B	5.2	37.3	0.81	0.81	0.97	57.1
6u	U	All MCs	1	3.0	1	3.0	0.598	16.4	LOS B	5.2	37.3	0.81	0.81	0.97	58.3
Approach			1129	3.0	1129	3.0	0.598	10.6	LOS B	5.2	37.3	0.80	0.80	0.96	58.1
North: Ripley Road (N)															
7	L2	All MCs	434	3.0	434	3.0	0.522	7.7	LOS A	4.0	28.7	0.80	0.73	0.91	58.3
8	T1	All MCs	454	3.0	454	3.0	0.522	7.2	LOS A	4.0	28.7	0.80	0.77	0.94	51.5
9	R2	All MCs	67	3.0	67	3.0	0.522	14.4	LOS B	3.6	26.0	0.80	0.79	0.95	57.9
9u	U	All MCs	1	3.0	1	3.0	0.522	17.2	LOS B	3.6	26.0	0.80	0.79	0.95	49.8
Approach			957	3.0	957	3.0	0.522	8.0	LOS A	4.0	28.7	0.80	0.75	0.93	57.1
West: Centenary Highway (W)															
10	L2	All MCs	121	3.0	121	3.0	0.453	11.1	LOS B	3.0	21.5	0.83	0.82	0.96	58.2
11	T1	All MCs	451	3.0	451	3.0	0.497	8.7	LOS A	3.9	28.3	0.84	0.83	0.99	58.8
12	R2	All MCs	209	3.0	209	3.0	0.497	14.8	LOS B	3.9	28.3	0.86	0.83	1.00	57.5
12u	U	All MCs	1	3.0	1	3.0	0.497	17.6	LOS B	3.9	28.3	0.86	0.83	1.00	58.6
Approach			782	3.0	782	3.0	0.497	10.7	LOS B	3.9	28.3	0.84	0.83	0.99	58.5
All Vehicles			3557	3.0	3557	3.0	0.598	9.5	LOS A	5.2	37.3	0.81	0.77	0.93	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2029 BG+N+LB+ROL2 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	314	3.0	314	3.0	0.668	9.7	LOS A	5.7	41.3	0.87	0.91	1.16	58.1
2	T1	All MCs	633	3.0	633	3.0	0.732	9.7	LOS A	7.9	56.9	0.90	0.94	1.22	49.8
3	R2	All MCs	314	3.0	314	3.0	0.732	15.7	LOS B	7.9	56.9	0.91	0.95	1.24	57.1
3u	U	All MCs	34	3.0	34	3.0	0.732	18.5	LOS B	7.9	56.9	0.91	0.95	1.24	48.0
Approach			1295	3.0	1295	3.0	0.732	11.4	LOS B	7.9	56.9	0.89	0.93	1.21	56.1
East: Centenary Highway (E)															
4	L2	All MCs	199	3.0	199	3.0	0.485	8.8	LOS A	3.2	23.1	0.79	0.76	0.91	58.2
5	T1	All MCs	298	3.0	298	3.0	0.531	6.9	LOS A	4.2	29.9	0.80	0.77	0.92	58.9
6	R2	All MCs	433	3.0	433	3.0	0.531	13.3	LOS B	4.2	29.9	0.81	0.79	0.93	57.1
6u	U	All MCs	1	3.0	1	3.0	0.531	16.1	LOS B	4.2	29.9	0.81	0.79	0.93	58.3
Approach			932	3.0	932	3.0	0.531	10.3	LOS B	4.2	29.9	0.80	0.78	0.92	58.1
North: Ripley Road (N)															
7	L2	All MCs	450	3.0	450	3.0	0.607	9.2	LOS A	5.4	38.7	0.86	0.82	1.05	58.2
8	T1	All MCs	518	3.0	518	3.0	0.607	8.6	LOS A	5.4	38.7	0.85	0.86	1.08	50.9
9	R2	All MCs	122	3.0	122	3.0	0.607	15.8	LOS B	4.8	34.6	0.85	0.88	1.09	57.7
9u	U	All MCs	1	3.0	1	3.0	0.607	18.6	LOS B	4.8	34.6	0.85	0.88	1.09	49.0
Approach			1092	3.0	1092	3.0	0.607	9.7	LOS A	5.4	38.7	0.85	0.84	1.07	56.8
West: Centenary Highway (W)															
10	L2	All MCs	79	3.0	79	3.0	0.507	17.3	LOS B	3.7	26.9	0.94	0.95	1.19	57.2
11	T1	All MCs	338	3.0	338	3.0	0.556	14.0	LOS B	5.2	37.5	0.97	0.95	1.25	58.3
12	R2	All MCs	203	3.0	203	3.0	0.556	19.6	LOS B	5.2	37.5	1.00	0.95	1.29	56.7
12u	U	All MCs	1	3.0	1	3.0	0.556	22.3	LOS C	5.2	37.5	1.00	0.95	1.29	58.1
Approach			621	3.0	621	3.0	0.556	16.2	LOS B	5.2	37.5	0.98	0.95	1.26	57.8
All Vehicles			3940	3.0	3940	3.0	0.732	11.4	LOS B	7.9	56.9	0.87	0.87	1.11	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2029 BG+N+LB+ROL2 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	149	3.0	149	3.0	0.452	7.7	LOS A	3.0	21.5	0.83	0.77	0.92	58.3
2	T1	All MCs	398	3.0	398	3.0	0.495	7.6	LOS A	3.9	27.8	0.84	0.75	0.94	50.7
3	R2	All MCs	192	3.0	192	3.0	0.495	13.4	LOS B	3.9	27.8	0.86	0.74	0.95	57.3
3u	U	All MCs	43	3.0	43	3.0	0.495	16.2	LOS B	3.9	27.8	0.86	0.74	0.95	48.6
Approach			782	3.0	782	3.0	0.495	9.5	LOS A	3.9	27.8	0.84	0.75	0.94	56.1
East: Centenary Highway (E)															
4	L2	All MCs	294	3.0	294	3.0	0.638	12.3	LOS B	5.2	37.7	0.87	0.91	1.16	57.8
5	T1	All MCs	364	3.0	364	3.0	0.699	9.2	LOS A	7.2	51.8	0.89	0.93	1.19	58.6
6	R2	All MCs	525	3.0	525	3.0	0.699	15.9	LOS B	7.2	51.8	0.91	0.95	1.23	56.7
6u	U	All MCs	1	3.0	1	3.0	0.699	18.7	LOS B	7.2	51.8	0.91	0.95	1.23	58.1
Approach			1184	3.0	1184	3.0	0.699	13.0	LOS B	7.2	51.8	0.89	0.94	1.20	57.8
North: Ripley Road (N)															
7	L2	All MCs	434	3.0	434	3.0	0.620	9.2	LOS A	5.6	39.9	0.88	0.84	1.09	58.2
8	T1	All MCs	563	3.0	563	3.0	0.620	9.3	LOS A	5.6	39.9	0.87	0.88	1.11	51.1
9	R2	All MCs	67	3.0	67	3.0	0.620	16.1	LOS B	4.9	35.2	0.87	0.90	1.13	57.8
9u	U	All MCs	1	3.0	1	3.0	0.620	18.9	LOS B	4.9	35.2	0.87	0.90	1.13	49.4
Approach			1066	3.0	1066	3.0	0.620	9.7	LOS A	5.6	39.9	0.87	0.87	1.11	56.7
West: Centenary Highway (W)															
10	L2	All MCs	121	3.0	121	3.0	0.519	13.0	LOS B	3.8	27.0	0.87	0.89	1.10	57.9
11	T1	All MCs	451	3.0	451	3.0	0.569	10.5	LOS B	5.1	36.8	0.89	0.90	1.13	58.6
12	R2	All MCs	263	3.0	263	3.0	0.569	16.4	LOS B	5.1	36.8	0.91	0.91	1.16	57.2
12u	U	All MCs	1	3.0	1	3.0	0.569	19.2	LOS B	5.1	36.8	0.91	0.91	1.16	58.4
Approach			837	3.0	837	3.0	0.569	12.8	LOS B	5.1	36.8	0.90	0.90	1.14	58.2
All Vehicles			3869	3.0	3869	3.0	0.699	11.3	LOS B	7.2	51.8	0.88	0.87	1.11	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2030 BG+N+LB AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	257	3.0	257	3.0	0.556	8.2	LOS A	4.0	29.0	0.82	0.82	0.99	58.3
2	T1	All MCs	521	3.0	521	3.0	0.609	7.8	LOS A	5.3	38.2	0.84	0.81	1.02	50.6
3	R2	All MCs	257	3.0	257	3.0	0.609	14.0	LOS B	5.3	38.2	0.85	0.81	1.03	57.3
3u	U	All MCs	35	3.0	35	3.0	0.609	16.7	LOS B	5.3	38.2	0.85	0.81	1.03	48.6
Approach			1071	3.0	1071	3.0	0.609	9.7	LOS A	5.3	38.2	0.84	0.81	1.02	56.4
East: Centenary Highway (E)															
4	L2	All MCs	189	3.0	189	3.0	0.478	8.5	LOS A	3.2	22.6	0.78	0.74	0.89	58.2
5	T1	All MCs	303	3.0	303	3.0	0.524	6.8	LOS A	4.0	29.1	0.79	0.76	0.89	58.9
6	R2	All MCs	446	3.0	446	3.0	0.524	13.2	LOS B	4.0	29.1	0.80	0.78	0.91	57.1
6u	U	All MCs	1	3.0	1	3.0	0.524	16.0	LOS B	4.0	29.1	0.80	0.78	0.91	58.3
Approach			938	3.0	938	3.0	0.524	10.2	LOS B	4.0	29.1	0.79	0.77	0.90	58.1
North: Ripley Road (N)															
7	L2	All MCs	462	3.0	462	3.0	0.575	8.1	LOS A	4.8	34.2	0.81	0.76	0.96	58.3
8	T1	All MCs	500	3.0	500	3.0	0.575	7.6	LOS A	4.8	34.2	0.81	0.81	0.99	51.2
9	R2	All MCs	124	3.0	124	3.0	0.575	14.8	LOS B	4.3	31.0	0.82	0.84	1.00	57.7
9u	U	All MCs	1	3.0	1	3.0	0.575	17.6	LOS B	4.3	31.0	0.82	0.84	1.00	49.3
Approach			1086	3.0	1086	3.0	0.575	8.7	LOS A	4.8	34.2	0.81	0.79	0.98	57.0
West: Centenary Highway (W)															
10	L2	All MCs	81	3.0	81	3.0	0.428	12.9	LOS B	2.9	20.5	0.88	0.86	1.01	57.9
11	T1	All MCs	343	3.0	343	3.0	0.469	10.2	LOS B	3.8	27.3	0.90	0.86	1.04	58.7
12	R2	All MCs	193	3.0	193	3.0	0.469	15.9	LOS B	3.8	27.3	0.92	0.86	1.06	57.3
12u	U	All MCs	1	3.0	1	3.0	0.469	18.7	LOS B	3.8	27.3	0.92	0.86	1.06	58.5
Approach			618	3.0	618	3.0	0.469	12.3	LOS B	3.8	27.3	0.91	0.86	1.04	58.3
All Vehicles			3713	3.0	3713	3.0	0.609	10.0	LOS A	5.3	38.2	0.83	0.80	0.98	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2030 BG+N+LB PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	129	3.0	129	3.0	0.400	7.1	LOS A	2.4	17.4	0.79	0.72	0.85	58.4
2	T1	All MCs	360	3.0	360	3.0	0.438	7.0	LOS A	3.1	22.2	0.81	0.70	0.86	51.0
3	R2	All MCs	173	3.0	173	3.0	0.438	12.8	LOS B	3.1	22.2	0.82	0.70	0.87	57.3
3u	U	All MCs	44	3.0	44	3.0	0.438	15.6	LOS B	3.1	22.2	0.82	0.70	0.87	48.9
Approach			706	3.0	706	3.0	0.438	9.0	LOS A	3.1	22.2	0.81	0.70	0.86	56.2
East: Centenary Highway (E)															
4	L2	All MCs	245	3.0	245	3.0	0.567	9.5	LOS A	4.3	30.7	0.80	0.80	0.98	58.1
5	T1	All MCs	369	3.0	369	3.0	0.621	7.5	LOS A	5.6	40.4	0.81	0.82	0.99	58.8
6	R2	All MCs	539	3.0	539	3.0	0.621	14.0	LOS B	5.6	40.4	0.83	0.84	1.02	57.0
6u	U	All MCs	1	3.0	1	3.0	0.621	16.8	LOS B	5.6	40.4	0.83	0.84	1.02	58.3
Approach			1155	3.0	1155	3.0	0.621	11.0	LOS B	5.6	40.4	0.82	0.82	1.00	58.0
North: Ripley Road (N)															
7	L2	All MCs	447	3.0	447	3.0	0.544	8.1	LOS A	4.3	31.1	0.82	0.76	0.95	58.3
8	T1	All MCs	465	3.0	465	3.0	0.544	7.6	LOS A	4.3	31.1	0.82	0.81	0.98	51.4
9	R2	All MCs	68	3.0	68	3.0	0.544	14.7	LOS B	3.9	27.9	0.82	0.82	0.99	57.9
9u	U	All MCs	1	3.0	1	3.0	0.544	17.5	LOS B	3.9	27.9	0.82	0.82	0.99	49.7
Approach			981	3.0	981	3.0	0.544	8.3	LOS A	4.3	31.1	0.82	0.79	0.97	57.0
West: Centenary Highway (W)															
10	L2	All MCs	123	3.0	123	3.0	0.472	11.8	LOS B	3.2	23.1	0.84	0.84	1.01	58.1
11	T1	All MCs	458	3.0	458	3.0	0.518	9.3	LOS A	4.3	30.7	0.86	0.85	1.03	58.7
12	R2	All MCs	214	3.0	214	3.0	0.518	15.3	LOS B	4.3	30.7	0.87	0.85	1.05	57.5
12u	U	All MCs	1	3.0	1	3.0	0.518	18.1	LOS B	4.3	30.7	0.87	0.85	1.05	58.6
Approach			796	3.0	796	3.0	0.518	11.3	LOS B	4.3	30.7	0.86	0.85	1.03	58.4
All Vehicles			3638	3.0	3638	3.0	0.621	9.9	LOS A	5.6	40.4	0.83	0.80	0.97	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2030 BG+N+LB+ROL2 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	320	3.0	320	3.0	0.695	10.4	LOS B	6.2	44.7	0.89	0.94	1.23	58.0
2	T1	All MCs	646	3.0	646	3.0	0.761	10.5	LOS B	8.7	62.8	0.92	0.97	1.29	49.4
3	R2	All MCs	320	3.0	320	3.0	0.761	16.5	LOS B	8.7	62.8	0.93	0.99	1.33	57.0
3u	U	All MCs	35	3.0	35	3.0	0.761	19.3	LOS B	8.7	62.8	0.93	0.99	1.33	47.7
Approach			1320	3.0	1320	3.0	0.761	12.1	LOS B	8.7	62.8	0.92	0.97	1.29	55.9
East: Centenary Highway (E)															
4	L2	All MCs	204	3.0	204	3.0	0.506	9.3	LOS A	3.5	24.9	0.81	0.79	0.95	58.2
5	T1	All MCs	303	3.0	303	3.0	0.555	7.2	LOS A	4.5	32.4	0.82	0.80	0.96	58.8
6	R2	All MCs	446	3.0	446	3.0	0.555	13.6	LOS B	4.5	32.4	0.83	0.81	0.98	57.1
6u	U	All MCs	1	3.0	1	3.0	0.555	16.4	LOS B	4.5	32.4	0.83	0.81	0.98	58.3
Approach			954	3.0	954	3.0	0.555	10.7	LOS B	4.5	32.4	0.82	0.80	0.96	58.1
North: Ripley Road (N)															
7	L2	All MCs	462	3.0	462	3.0	0.632	9.7	LOS A	5.8	42.0	0.87	0.85	1.10	58.1
8	T1	All MCs	531	3.0	531	3.0	0.632	9.1	LOS A	5.8	42.0	0.87	0.89	1.13	50.7
9	R2	All MCs	124	3.0	124	3.0	0.632	16.3	LOS B	5.2	37.2	0.87	0.91	1.14	57.6
9u	U	All MCs	1	3.0	1	3.0	0.632	19.1	LOS B	5.2	37.2	0.87	0.91	1.14	48.8
Approach			1118	3.0	1118	3.0	0.632	10.2	LOS B	5.8	42.0	0.87	0.88	1.12	56.7
West: Centenary Highway (W)															
10	L2	All MCs	81	3.0	81	3.0	0.541	19.1	LOS B	4.1	29.6	0.96	0.98	1.26	57.0
11	T1	All MCs	343	3.0	343	3.0	0.593	15.7	LOS B	5.9	42.1	0.98	0.99	1.32	58.1
12	R2	All MCs	208	3.0	208	3.0	0.593	21.2	LOS C	5.9	42.1	1.00	1.00	1.37	56.4
12u	U	All MCs	1	3.0	1	3.0	0.593	24.0	LOS C	5.9	42.1	1.00	1.00	1.37	58.0
Approach			633	3.0	633	3.0	0.593	17.9	LOS B	5.9	42.1	0.98	0.99	1.33	57.6
All Vehicles			4025	3.0	4025	3.0	0.761	12.2	LOS B	8.7	62.8	0.89	0.91	1.17	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2030 BG+N+LB+ROL2 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	153	3.0	153	3.0	0.473	8.1	LOS A	3.2	23.1	0.84	0.80	0.96	58.3
2	T1	All MCs	407	3.0	407	3.0	0.518	8.0	LOS A	4.2	30.2	0.86	0.78	0.98	50.6
3	R2	All MCs	197	3.0	197	3.0	0.518	13.7	LOS B	4.2	30.2	0.88	0.77	1.00	57.2
3u	U	All MCs	44	3.0	44	3.0	0.518	16.5	LOS B	4.2	30.2	0.88	0.77	1.00	48.4
Approach			800	3.0	800	3.0	0.518	9.9	LOS A	4.2	30.2	0.86	0.78	0.98	56.0
East: Centenary Highway (E)															
4	L2	All MCs	300	3.0	300	3.0	0.663	13.1	LOS B	5.7	40.6	0.89	0.94	1.21	57.7
5	T1	All MCs	369	3.0	369	3.0	0.726	9.9	LOS A	7.9	56.8	0.91	0.96	1.26	58.6
6	R2	All MCs	539	3.0	539	3.0	0.726	16.6	LOS B	7.9	56.8	0.93	0.99	1.31	56.6
6u	U	All MCs	1	3.0	1	3.0	0.726	19.4	LOS B	7.9	56.8	0.93	0.99	1.31	58.1
Approach			1209	3.0	1209	3.0	0.726	13.7	LOS B	7.9	56.8	0.91	0.97	1.27	57.7
North: Ripley Road (N)															
7	L2	All MCs	447	3.0	447	3.0	0.645	9.8	LOS A	6.0	43.3	0.90	0.88	1.14	58.1
8	T1	All MCs	574	3.0	574	3.0	0.645	9.8	LOS A	6.0	43.3	0.89	0.91	1.17	50.8
9	R2	All MCs	68	3.0	68	3.0	0.645	16.7	LOS B	5.3	38.0	0.89	0.93	1.18	57.7
9u	U	All MCs	1	3.0	1	3.0	0.645	19.5	LOS B	5.3	38.0	0.89	0.93	1.18	49.1
Approach			1090	3.0	1090	3.0	0.645	10.3	LOS B	6.0	43.3	0.89	0.90	1.16	56.5
West: Centenary Highway (W)															
10	L2	All MCs	123	3.0	123	3.0	0.541	13.9	LOS B	4.1	29.1	0.89	0.91	1.15	57.7
11	T1	All MCs	458	3.0	458	3.0	0.593	11.3	LOS B	5.6	40.1	0.91	0.92	1.19	58.5
12	R2	All MCs	269	3.0	269	3.0	0.593	17.2	LOS B	5.6	40.1	0.93	0.93	1.23	57.1
12u	U	All MCs	1	3.0	1	3.0	0.593	20.0	LOS B	5.6	40.1	0.93	0.93	1.23	58.4
Approach			850	3.0	850	3.0	0.593	13.6	LOS B	5.6	40.1	0.91	0.93	1.20	58.1
All Vehicles			3950	3.0	3950	3.0	0.726	11.9	LOS B	7.9	56.8	0.90	0.90	1.16	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2031 BG+N+LB AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	264	3.0	264	3.0	0.580	8.6	LOS A	4.4	31.3	0.84	0.85	1.04	58.3
2	T1	All MCs	533	3.0	533	3.0	0.636	8.3	LOS A	5.8	41.6	0.86	0.85	1.07	50.3
3	R2	All MCs	264	3.0	264	3.0	0.636	14.4	LOS B	5.8	41.6	0.87	0.84	1.08	57.2
3u	U	All MCs	36	3.0	36	3.0	0.636	17.2	LOS B	5.8	41.6	0.87	0.84	1.08	48.4
Approach			1097	3.0	1097	3.0	0.636	10.1	LOS B	5.8	41.6	0.86	0.85	1.07	56.3
East: Centenary Highway (E)															
4	L2	All MCs	194	3.0	194	3.0	0.498	9.0	LOS A	3.4	24.3	0.80	0.77	0.92	58.2
5	T1	All MCs	307	3.0	307	3.0	0.546	7.1	LOS A	4.4	31.5	0.80	0.78	0.93	58.9
6	R2	All MCs	459	3.0	459	3.0	0.546	13.5	LOS B	4.4	31.5	0.82	0.81	0.95	57.1
6u	U	All MCs	1	3.0	1	3.0	0.546	16.3	LOS B	4.4	31.5	0.82	0.81	0.95	58.3
Approach			961	3.0	961	3.0	0.546	10.5	LOS B	4.4	31.5	0.81	0.79	0.94	58.1
North: Ripley Road (N)															
7	L2	All MCs	474	3.0	474	3.0	0.598	8.6	LOS A	5.2	37.1	0.83	0.79	1.01	58.2
8	T1	All MCs	513	3.0	513	3.0	0.598	8.1	LOS A	5.2	37.1	0.83	0.84	1.03	51.0
9	R2	All MCs	125	3.0	125	3.0	0.598	15.2	LOS B	4.7	33.4	0.83	0.86	1.05	57.7
9u	U	All MCs	1	3.0	1	3.0	0.598	18.0	LOS B	4.7	33.4	0.83	0.86	1.05	49.1
Approach			1113	3.0	1113	3.0	0.598	9.1	LOS A	5.2	37.1	0.83	0.82	1.02	56.9
West: Centenary Highway (W)															
10	L2	All MCs	83	3.0	83	3.0	0.452	13.9	LOS B	3.1	22.3	0.90	0.88	1.06	57.8
11	T1	All MCs	348	3.0	348	3.0	0.495	11.0	LOS B	4.2	30.2	0.92	0.88	1.10	58.6
12	R2	All MCs	198	3.0	198	3.0	0.495	16.8	LOS B	4.2	30.2	0.94	0.88	1.12	57.2
12u	U	All MCs	1	3.0	1	3.0	0.495	19.5	LOS B	4.2	30.2	0.94	0.88	1.12	58.4
Approach			630	3.0	630	3.0	0.495	13.2	LOS B	4.2	30.2	0.92	0.88	1.10	58.2
All Vehicles			3802	3.0	3802	3.0	0.636	10.4	LOS B	5.8	41.6	0.85	0.83	1.03	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2031 BG+N+LB PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	133	3.0	133	3.0	0.420	7.4	LOS A	2.6	18.8	0.81	0.74	0.89	58.4
2	T1	All MCs	369	3.0	369	3.0	0.460	7.3	LOS A	3.4	24.2	0.83	0.73	0.90	50.9
3	R2	All MCs	178	3.0	178	3.0	0.460	13.1	LOS B	3.4	24.2	0.84	0.72	0.91	57.3
3u	U	All MCs	45	3.0	45	3.0	0.460	15.9	LOS B	3.4	24.2	0.84	0.72	0.91	48.7
Approach			725	3.0	725	3.0	0.460	9.3	LOS A	3.4	24.2	0.83	0.73	0.90	56.1
East: Centenary Highway (E)															
4	L2	All MCs	251	3.0	251	3.0	0.589	10.0	LOS B	4.6	33.0	0.82	0.83	1.03	58.1
5	T1	All MCs	375	3.0	375	3.0	0.645	7.9	LOS A	6.1	43.9	0.83	0.84	1.04	58.8
6	R2	All MCs	553	3.0	553	3.0	0.645	14.5	LOS B	6.1	43.9	0.85	0.87	1.07	56.9
6u	U	All MCs	1	3.0	1	3.0	0.645	17.2	LOS B	6.1	43.9	0.85	0.87	1.07	58.2
Approach			1181	3.0	1181	3.0	0.645	11.4	LOS B	6.1	43.9	0.84	0.85	1.05	58.0
North: Ripley Road (N)															
7	L2	All MCs	459	3.0	459	3.0	0.567	8.5	LOS A	4.7	33.7	0.84	0.78	0.99	58.3
8	T1	All MCs	476	3.0	476	3.0	0.567	8.0	LOS A	4.7	33.7	0.84	0.83	1.02	51.3
9	R2	All MCs	70	3.0	70	3.0	0.567	15.1	LOS B	4.2	30.1	0.84	0.85	1.03	57.8
9u	U	All MCs	1	3.0	1	3.0	0.567	17.9	LOS B	4.2	30.1	0.84	0.85	1.03	49.6
Approach			1006	3.0	1006	3.0	0.567	8.7	LOS A	4.7	33.7	0.84	0.81	1.01	57.0
West: Centenary Highway (W)															
10	L2	All MCs	125	3.0	125	3.0	0.493	12.6	LOS B	3.5	24.8	0.86	0.87	1.05	58.0
11	T1	All MCs	465	3.0	465	3.0	0.540	10.0	LOS A	4.7	33.4	0.88	0.87	1.08	58.7
12	R2	All MCs	219	3.0	219	3.0	0.540	15.9	LOS B	4.7	33.4	0.89	0.88	1.11	57.4
12u	U	All MCs	1	3.0	1	3.0	0.540	18.7	LOS B	4.7	33.4	0.89	0.88	1.11	58.5
Approach			810	3.0	810	3.0	0.540	12.0	LOS B	4.7	33.4	0.88	0.87	1.09	58.4
All Vehicles			3721	3.0	3721	3.0	0.645	10.4	LOS B	6.1	43.9	0.85	0.82	1.02	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2031 BG+N+LB+ROL2 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	326	3.0	326	3.0	0.722	11.1	LOS B	6.8	48.6	0.91	0.97	1.29	57.9
2	T1	All MCs	658	3.0	658	3.0	0.791	11.5	LOS B	9.7	69.9	0.94	1.01	1.38	48.9
3	R2	All MCs	326	3.0	326	3.0	0.791	17.4	LOS B	9.7	69.9	0.96	1.04	1.43	56.9
3u	U	All MCs	36	3.0	36	3.0	0.791	20.2	LOS C	9.7	69.9	0.96	1.04	1.43	47.2
Approach			1347	3.0	1347	3.0	0.791	13.1	LOS B	9.7	69.9	0.94	1.01	1.37	55.7
East: Centenary Highway (E)															
4	L2	All MCs	210	3.0	210	3.0	0.528	9.8	LOS A	3.7	26.7	0.82	0.82	0.99	58.1
5	T1	All MCs	307	3.0	307	3.0	0.578	7.6	LOS A	4.9	35.1	0.84	0.83	1.00	58.8
6	R2	All MCs	459	3.0	459	3.0	0.578	14.0	LOS B	4.9	35.1	0.85	0.84	1.02	57.0
6u	U	All MCs	1	3.0	1	3.0	0.578	16.8	LOS B	4.9	35.1	0.85	0.84	1.02	58.3
Approach			977	3.0	977	3.0	0.578	11.1	LOS B	4.9	35.1	0.84	0.83	1.01	58.0
North: Ripley Road (N)															
7	L2	All MCs	474	3.0	474	3.0	0.656	10.3	LOS B	6.3	45.5	0.89	0.89	1.15	58.1
8	T1	All MCs	544	3.0	544	3.0	0.656	9.7	LOS A	6.3	45.5	0.89	0.92	1.18	50.3
9	R2	All MCs	125	3.0	125	3.0	0.656	16.9	LOS B	5.6	40.1	0.88	0.93	1.19	57.5
9u	U	All MCs	1	3.0	1	3.0	0.656	19.7	LOS B	5.6	40.1	0.88	0.93	1.19	48.4
Approach			1144	3.0	1144	3.0	0.656	10.8	LOS B	6.3	45.5	0.89	0.91	1.17	56.6
West: Centenary Highway (W)															
10	L2	All MCs	83	3.0	83	3.0	0.576	21.2	LOS C	4.6	32.8	0.97	1.01	1.34	56.6
11	T1	All MCs	348	3.0	348	3.0	0.631	17.7	LOS B	6.6	47.5	0.99	1.03	1.40	57.9
12	R2	All MCs	214	3.0	214	3.0	0.631	23.3	LOS C	6.6	47.5	1.00	1.05	1.45	56.0
12u	U	All MCs	1	3.0	1	3.0	0.631	26.1	LOS C	6.6	47.5	1.00	1.05	1.45	57.7
Approach			646	3.0	646	3.0	0.631	20.0	LOS C	6.6	47.5	0.99	1.04	1.41	57.3
All Vehicles			4114	3.0	4114	3.0	0.791	13.1	LOS B	9.7	69.9	0.91	0.94	1.23	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2031 BG+N+LB+ROL2 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	156	3.0	156	3.0	0.495	8.5	LOS A	3.5	24.9	0.86	0.84	1.00	58.2
2	T1	All MCs	416	3.0	416	3.0	0.543	8.5	LOS A	4.6	32.8	0.88	0.82	1.02	50.3
3	R2	All MCs	201	3.0	201	3.0	0.543	14.1	LOS B	4.6	32.8	0.90	0.80	1.04	57.2
3u	U	All MCs	45	3.0	45	3.0	0.543	16.9	LOS B	4.6	32.8	0.90	0.80	1.04	48.3
Approach			818	3.0	818	3.0	0.543	10.3	LOS B	4.6	32.8	0.88	0.82	1.03	55.9
East: Centenary Highway (E)															
4	L2	All MCs	306	3.0	306	3.0	0.689	14.0	LOS B	6.1	44.0	0.91	0.97	1.27	57.6
5	T1	All MCs	375	3.0	375	3.0	0.755	10.7	LOS B	8.7	62.7	0.93	0.99	1.33	58.5
6	R2	All MCs	553	3.0	553	3.0	0.755	17.5	LOS B	8.7	62.7	0.95	1.02	1.39	56.5
6u	U	All MCs	1	3.0	1	3.0	0.755	20.3	LOS C	8.7	62.7	0.95	1.02	1.39	58.0
Approach			1235	3.0	1235	3.0	0.755	14.6	LOS B	8.7	62.7	0.93	1.00	1.35	57.6
North: Ripley Road (N)															
7	L2	All MCs	459	3.0	459	3.0	0.672	10.4	LOS B	6.6	47.1	0.92	0.92	1.20	58.0
8	T1	All MCs	585	3.0	585	3.0	0.672	10.5	LOS B	6.6	47.1	0.91	0.94	1.22	50.3
9	R2	All MCs	70	3.0	70	3.0	0.672	17.4	LOS B	5.7	41.1	0.90	0.95	1.23	57.6
9u	U	All MCs	1	3.0	1	3.0	0.672	20.2	LOS C	5.7	41.1	0.90	0.95	1.23	48.6
Approach			1115	3.0	1115	3.0	0.672	10.9	LOS B	6.6	47.1	0.91	0.93	1.22	56.4
West: Centenary Highway (W)															
10	L2	All MCs	125	3.0	125	3.0	0.565	15.0	LOS B	4.4	31.4	0.90	0.94	1.20	57.6
11	T1	All MCs	465	3.0	465	3.0	0.619	12.3	LOS B	6.1	43.9	0.93	0.95	1.25	58.4
12	R2	All MCs	274	3.0	274	3.0	0.619	18.1	LOS B	6.1	43.9	0.95	0.96	1.30	57.0
12u	U	All MCs	1	3.0	1	3.0	0.619	20.9	LOS C	6.1	43.9	0.95	0.96	1.30	58.3
Approach			864	3.0	864	3.0	0.619	14.5	LOS B	6.1	43.9	0.93	0.95	1.26	58.0
All Vehicles			4033	3.0	4033	3.0	0.755	12.7	LOS B	8.7	62.7	0.92	0.93	1.23	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2032 BG+N+LB AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	270	3.0	270	3.0	0.606	9.1	LOS A	4.7	33.9	0.86	0.87	1.09	58.2
2	T1	All MCs	546	3.0	546	3.0	0.664	8.9	LOS A	6.4	45.6	0.88	0.88	1.12	50.1
3	R2	All MCs	270	3.0	270	3.0	0.664	14.9	LOS B	6.4	45.6	0.89	0.89	1.14	57.2
3u	U	All MCs	37	3.0	37	3.0	0.664	17.7	LOS B	6.4	45.6	0.89	0.89	1.14	48.2
Approach			1124	3.0	1124	3.0	0.664	10.7	LOS B	6.4	45.6	0.88	0.88	1.12	56.2
East: Centenary Highway (E)															
4	L2	All MCs	200	3.0	200	3.0	0.520	9.5	LOS A	3.6	26.2	0.81	0.81	0.96	58.1
5	T1	All MCs	312	3.0	312	3.0	0.570	7.5	LOS A	4.8	34.3	0.82	0.81	0.98	58.8
6	R2	All MCs	472	3.0	472	3.0	0.570	13.8	LOS B	4.8	34.3	0.84	0.83	1.00	57.0
6u	U	All MCs	1	3.0	1	3.0	0.570	16.6	LOS B	4.8	34.3	0.84	0.83	1.00	58.3
Approach			984	3.0	984	3.0	0.570	10.9	LOS B	4.8	34.3	0.83	0.82	0.98	58.0
North: Ripley Road (N)															
7	L2	All MCs	486	3.0	486	3.0	0.623	9.1	LOS A	5.6	40.4	0.85	0.82	1.06	58.2
8	T1	All MCs	527	3.0	527	3.0	0.623	8.6	LOS A	5.6	40.4	0.85	0.87	1.08	50.9
9	R2	All MCs	127	3.0	127	3.0	0.623	15.7	LOS B	5.0	36.2	0.85	0.89	1.10	57.7
9u	U	All MCs	1	3.0	1	3.0	0.623	18.5	LOS B	5.0	36.2	0.85	0.89	1.10	49.0
Approach			1141	3.0	1141	3.0	0.623	9.6	LOS A	5.6	40.4	0.85	0.85	1.07	56.9
West: Centenary Highway (W)															
10	L2	All MCs	85	3.0	85	3.0	0.478	15.1	LOS B	3.4	24.5	0.91	0.91	1.12	57.6
11	T1	All MCs	353	3.0	353	3.0	0.524	12.1	LOS B	4.7	33.5	0.94	0.91	1.16	58.5
12	R2	All MCs	204	3.0	204	3.0	0.524	17.8	LOS B	4.7	33.5	0.96	0.91	1.19	57.0
12u	U	All MCs	1	3.0	1	3.0	0.524	20.5	LOS C	4.7	33.5	0.96	0.91	1.19	58.3
Approach			643	3.0	643	3.0	0.524	14.3	LOS B	4.7	33.5	0.94	0.91	1.16	58.1
All Vehicles			3892	3.0	3892	3.0	0.664	11.0	LOS B	6.4	45.6	0.87	0.86	1.08	57.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2032 BG+N+LB PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	136	3.0	136	3.0	0.441	7.7	LOS A	2.8	20.3	0.83	0.78	0.92	58.3
2	T1	All MCs	378	3.0	378	3.0	0.483	7.7	LOS A	3.7	26.4	0.84	0.76	0.94	50.7
3	R2	All MCs	183	3.0	183	3.0	0.483	13.4	LOS B	3.7	26.4	0.86	0.75	0.95	57.3
3u	U	All MCs	47	3.0	47	3.0	0.483	16.2	LOS B	3.7	26.4	0.86	0.75	0.95	48.6
Approach			743	3.0	743	3.0	0.483	9.7	LOS A	3.7	26.4	0.84	0.76	0.94	56.0
East: Centenary Highway (E)															
4	L2	All MCs	258	3.0	258	3.0	0.612	10.6	LOS B	5.0	35.6	0.84	0.85	1.07	58.0
5	T1	All MCs	381	3.0	381	3.0	0.670	8.4	LOS A	6.7	47.9	0.85	0.87	1.10	58.8
6	R2	All MCs	568	3.0	568	3.0	0.670	15.0	LOS B	6.7	47.9	0.87	0.90	1.13	56.8
6u	U	All MCs	1	3.0	1	3.0	0.670	17.7	LOS B	6.7	47.9	0.87	0.90	1.13	58.2
Approach			1208	3.0	1208	3.0	0.670	12.0	LOS B	6.7	47.9	0.86	0.88	1.11	57.9
North: Ripley Road (N)															
7	L2	All MCs	472	3.0	472	3.0	0.592	9.0	LOS A	5.1	36.6	0.86	0.81	1.04	58.2
8	T1	All MCs	487	3.0	487	3.0	0.592	8.5	LOS A	5.1	36.6	0.86	0.86	1.07	51.1
9	R2	All MCs	71	3.0	71	3.0	0.592	15.6	LOS B	4.5	32.5	0.85	0.88	1.07	57.8
9u	U	All MCs	1	3.0	1	3.0	0.592	18.4	LOS B	4.5	32.5	0.85	0.88	1.07	49.4
Approach			1032	3.0	1032	3.0	0.592	9.2	LOS A	5.1	36.6	0.86	0.84	1.06	56.9
West: Centenary Highway (W)															
10	L2	All MCs	127	3.0	127	3.0	0.515	13.4	LOS B	3.7	26.8	0.87	0.89	1.10	57.8
11	T1	All MCs	472	3.0	472	3.0	0.564	10.7	LOS B	5.1	36.5	0.90	0.90	1.14	58.6
12	R2	All MCs	224	3.0	224	3.0	0.564	16.7	LOS B	5.1	36.5	0.91	0.91	1.17	57.3
12u	U	All MCs	1	3.0	1	3.0	0.564	19.4	LOS B	5.1	36.5	0.91	0.91	1.17	58.5
Approach			824	3.0	824	3.0	0.564	12.8	LOS B	5.1	36.5	0.90	0.90	1.14	58.3
All Vehicles			3807	3.0	3807	3.0	0.670	10.9	LOS B	6.7	47.9	0.86	0.85	1.07	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2032 BG+N+LB+ROL2 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	333	3.0	333	3.0	0.751	12.1	LOS B	7.4	53.3	0.93	1.01	1.38	57.7
2	T1	All MCs	671	3.0	671	3.0	0.823	12.8	LOS B	11.0	79.0	0.96	1.07	1.50	48.1
3	R2	All MCs	333	3.0	333	3.0	0.823	18.8	LOS B	11.0	79.0	0.98	1.09	1.55	56.6
3u	U	All MCs	37	3.0	37	3.0	0.823	21.5	LOS C	11.0	79.0	0.98	1.09	1.55	46.3
Approach			1374	3.0	1374	3.0	0.823	14.3	LOS B	11.0	79.0	0.96	1.06	1.48	55.3
East: Centenary Highway (E)															
4	L2	All MCs	215	3.0	215	3.0	0.551	10.3	LOS B	4.0	28.8	0.84	0.84	1.03	58.0
5	T1	All MCs	312	3.0	312	3.0	0.604	8.1	LOS A	5.3	38.2	0.85	0.85	1.05	58.8
6	R2	All MCs	472	3.0	472	3.0	0.604	14.4	LOS B	5.3	38.2	0.87	0.87	1.07	56.9
6u	U	All MCs	1	3.0	1	3.0	0.604	17.2	LOS B	5.3	38.2	0.87	0.87	1.07	58.2
Approach			1000	3.0	1000	3.0	0.604	11.6	LOS B	5.3	38.2	0.86	0.86	1.05	58.0
North: Ripley Road (N)															
7	L2	All MCs	486	3.0	486	3.0	0.682	11.0	LOS B	6.9	49.5	0.91	0.92	1.22	58.0
8	T1	All MCs	558	3.0	558	3.0	0.682	10.4	LOS B	6.9	49.5	0.90	0.95	1.24	49.9
9	R2	All MCs	127	3.0	127	3.0	0.682	17.6	LOS B	6.0	43.4	0.90	0.96	1.25	57.4
9u	U	All MCs	1	3.0	1	3.0	0.682	20.4	LOS C	6.0	43.4	0.90	0.96	1.25	48.0
Approach			1172	3.0	1172	3.0	0.682	11.5	LOS B	6.9	49.5	0.91	0.94	1.23	56.4
West: Centenary Highway (W)															
10	L2	All MCs	85	3.0	85	3.0	0.615	24.0	LOS C	5.1	36.6	0.99	1.05	1.43	56.2
11	T1	All MCs	353	3.0	353	3.0	0.674	20.5	LOS C	7.6	54.3	0.99	1.08	1.50	57.6
12	R2	All MCs	219	3.0	219	3.0	0.674	26.2	LOS C	7.6	54.3	1.00	1.11	1.56	55.5
12u	U	All MCs	1	3.0	1	3.0	0.674	29.0	LOS C	7.6	54.3	1.00	1.11	1.56	57.4
Approach			659	3.0	659	3.0	0.674	22.9	LOS C	7.6	54.3	0.99	1.09	1.51	56.9
All Vehicles			4204	3.0	4204	3.0	0.823	14.2	LOS B	11.0	79.0	0.93	0.98	1.31	56.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2032 BG+N+LB+ROL2 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	159	3.0	159	3.0	0.519	9.0	LOS A	3.7	26.9	0.88	0.86	1.04	58.2
2	T1	All MCs	425	3.0	425	3.0	0.569	9.0	LOS A	5.0	35.8	0.90	0.85	1.07	50.1
3	R2	All MCs	206	3.0	206	3.0	0.569	14.6	LOS B	5.0	35.8	0.92	0.84	1.09	57.1
3u	U	All MCs	47	3.0	47	3.0	0.569	17.4	LOS B	5.0	35.8	0.92	0.84	1.09	48.0
Approach			837	3.0	837	3.0	0.569	10.8	LOS B	5.0	35.8	0.90	0.85	1.07	55.8
East: Centenary Highway (E)															
4	L2	All MCs	312	3.0	312	3.0	0.717	15.1	LOS B	6.7	48.0	0.92	1.00	1.35	57.4
5	T1	All MCs	381	3.0	381	3.0	0.785	11.8	LOS B	9.8	70.0	0.95	1.03	1.42	58.4
6	R2	All MCs	568	3.0	568	3.0	0.785	18.6	LOS B	9.8	70.0	0.97	1.07	1.50	56.2
6u	U	All MCs	1	3.0	1	3.0	0.785	21.4	LOS C	9.8	70.0	0.97	1.07	1.50	57.8
Approach			1262	3.0	1262	3.0	0.785	15.7	LOS B	9.8	70.0	0.95	1.04	1.44	57.4
North: Ripley Road (N)															
7	L2	All MCs	472	3.0	472	3.0	0.700	11.2	LOS B	7.2	51.6	0.94	0.95	1.27	57.9
8	T1	All MCs	596	3.0	596	3.0	0.700	11.3	LOS B	7.2	51.6	0.93	0.97	1.29	49.8
9	R2	All MCs	71	3.0	71	3.0	0.700	18.2	LOS B	6.2	44.8	0.92	0.99	1.30	57.4
9u	U	All MCs	1	3.0	1	3.0	0.700	21.0	LOS C	6.2	44.8	0.92	0.99	1.30	48.0
Approach			1141	3.0	1141	3.0	0.700	11.7	LOS B	7.2	51.6	0.93	0.97	1.28	56.2
West: Centenary Highway (W)															
10	L2	All MCs	127	3.0	127	3.0	0.591	16.2	LOS B	4.7	34.1	0.92	0.97	1.26	57.4
11	T1	All MCs	472	3.0	472	3.0	0.648	13.5	LOS B	6.7	48.4	0.95	0.98	1.33	58.3
12	R2	All MCs	279	3.0	279	3.0	0.648	19.3	LOS B	6.7	48.4	0.97	1.00	1.38	56.8
12u	U	All MCs	1	3.0	1	3.0	0.648	22.1	LOS C	6.7	48.4	0.97	1.00	1.38	58.2
Approach			879	3.0	879	3.0	0.648	15.7	LOS B	6.7	48.4	0.95	0.99	1.34	57.9
All Vehicles			4119	3.0	4119	3.0	0.785	13.6	LOS B	9.8	70.0	0.93	0.97	1.30	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2033 BG+N+LB AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	277	3.0	277	3.0	0.633	9.7	LOS A	5.1	36.8	0.88	0.90	1.14	58.1
2	T1	All MCs	560	3.0	560	3.0	0.694	9.6	LOS A	7.0	50.3	0.90	0.92	1.19	49.8
3	R2	All MCs	277	3.0	277	3.0	0.694	15.5	LOS B	7.0	50.3	0.91	0.94	1.21	57.1
3u	U	All MCs	38	3.0	38	3.0	0.694	18.3	LOS B	7.0	50.3	0.91	0.94	1.21	48.0
Approach			1152	3.0	1152	3.0	0.694	11.3	LOS B	7.0	50.3	0.90	0.92	1.18	56.0
East: Centenary Highway (E)															
4	L2	All MCs	205	3.0	205	3.0	0.543	10.0	LOS B	3.9	28.3	0.83	0.83	1.01	58.1
5	T1	All MCs	317	3.0	317	3.0	0.595	7.9	LOS A	5.2	37.4	0.84	0.84	1.02	58.8
6	R2	All MCs	485	3.0	485	3.0	0.595	14.3	LOS B	5.2	37.4	0.86	0.86	1.05	56.9
6u	U	All MCs	1	3.0	1	3.0	0.595	17.1	LOS B	5.2	37.4	0.86	0.86	1.05	58.2
Approach			1008	3.0	1008	3.0	0.595	11.4	LOS B	5.2	37.4	0.85	0.85	1.03	58.0
North: Ripley Road (N)															
7	L2	All MCs	498	3.0	498	3.0	0.650	9.7	LOS A	6.1	44.1	0.88	0.86	1.11	58.1
8	T1	All MCs	541	3.0	541	3.0	0.650	9.2	LOS A	6.1	44.1	0.87	0.90	1.14	50.7
9	R2	All MCs	129	3.0	129	3.0	0.650	16.3	LOS B	5.5	39.3	0.87	0.91	1.15	57.6
9u	U	All MCs	1	3.0	1	3.0	0.650	19.1	LOS B	5.5	39.3	0.87	0.91	1.15	48.8
Approach			1169	3.0	1169	3.0	0.650	10.2	LOS B	6.1	44.1	0.87	0.88	1.13	56.8
West: Centenary Highway (W)															
10	L2	All MCs	87	3.0	87	3.0	0.507	16.6	LOS B	3.7	26.9	0.93	0.94	1.18	57.4
11	T1	All MCs	359	3.0	359	3.0	0.556	13.4	LOS B	5.2	37.4	0.96	0.94	1.23	58.3
12	R2	All MCs	209	3.0	209	3.0	0.556	19.0	LOS B	5.2	37.4	0.99	0.94	1.27	56.8
12u	U	All MCs	1	3.0	1	3.0	0.556	21.8	LOS C	5.2	37.4	0.99	0.94	1.27	58.2
Approach			656	3.0	656	3.0	0.556	15.6	LOS B	5.2	37.4	0.96	0.94	1.24	57.9
All Vehicles			3986	3.0	3986	3.0	0.694	11.7	LOS B	7.0	50.3	0.89	0.89	1.14	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2033 BG+N+LB PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	140	3.0	140	3.0	0.463	8.1	LOS A	3.1	22.0	0.84	0.81	0.96	58.3
2	T1	All MCs	387	3.0	387	3.0	0.508	8.2	LOS A	4.0	28.8	0.86	0.79	0.98	50.5
3	R2	All MCs	188	3.0	188	3.0	0.508	13.8	LOS B	4.0	28.8	0.88	0.78	1.00	57.2
3u	U	All MCs	48	3.0	48	3.0	0.508	16.6	LOS B	4.0	28.8	0.88	0.78	1.00	48.4
Approach			763	3.0	763	3.0	0.508	10.1	LOS B	4.0	28.8	0.86	0.79	0.98	55.9
East: Centenary Highway (E)															
4	L2	All MCs	264	3.0	264	3.0	0.637	11.3	LOS B	5.4	38.5	0.86	0.88	1.13	57.9
5	T1	All MCs	386	3.0	386	3.0	0.697	9.0	LOS A	7.3	52.6	0.87	0.90	1.15	58.7
6	R2	All MCs	583	3.0	583	3.0	0.697	15.6	LOS B	7.3	52.6	0.89	0.93	1.20	56.7
6u	U	All MCs	1	3.0	1	3.0	0.697	18.4	LOS B	7.3	52.6	0.89	0.93	1.20	58.1
Approach			1235	3.0	1235	3.0	0.697	12.6	LOS B	7.3	52.6	0.88	0.91	1.17	57.8
North: Ripley Road (N)															
7	L2	All MCs	486	3.0	486	3.0	0.618	9.6	LOS A	5.6	39.9	0.88	0.85	1.09	58.2
8	T1	All MCs	499	3.0	499	3.0	0.618	9.0	LOS A	5.6	39.9	0.87	0.89	1.12	51.0
9	R2	All MCs	72	3.0	72	3.0	0.618	16.1	LOS B	4.9	35.2	0.87	0.90	1.12	57.8
9u	U	All MCs	1	3.0	1	3.0	0.618	18.9	LOS B	4.9	35.2	0.87	0.90	1.12	49.3
Approach			1058	3.0	1058	3.0	0.618	9.8	LOS A	5.6	39.9	0.88	0.87	1.11	56.9
West: Centenary Highway (W)															
10	L2	All MCs	129	3.0	129	3.0	0.539	14.5	LOS B	4.0	29.1	0.89	0.92	1.16	57.7
11	T1	All MCs	479	3.0	479	3.0	0.591	11.7	LOS B	5.6	40.1	0.92	0.93	1.21	58.5
12	R2	All MCs	230	3.0	230	3.0	0.591	17.5	LOS B	5.6	40.1	0.93	0.94	1.24	57.2
12u	U	All MCs	1	3.0	1	3.0	0.591	20.3	LOS C	5.6	40.1	0.93	0.94	1.24	58.4
Approach			839	3.0	839	3.0	0.591	13.7	LOS B	5.6	40.1	0.92	0.93	1.21	58.2
All Vehicles			3895	3.0	3895	3.0	0.697	11.6	LOS B	7.3	52.6	0.88	0.88	1.12	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2033 BG+N+LB+ROL2 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	339	3.0	339	3.0	0.782	13.4	LOS B	8.2	59.0	0.95	1.06	1.48	57.4
2	T1	All MCs	685	3.0	685	3.0	0.857	14.6	LOS B	12.7	91.3	0.98	1.14	1.64	46.9
3	R2	All MCs	339	3.0	339	3.0	0.857	20.7	LOS C	12.7	91.3	1.00	1.17	1.72	56.2
3u	U	All MCs	38	3.0	38	3.0	0.857	23.5	LOS C	12.7	91.3	1.00	1.17	1.72	45.2
Approach			1402	3.0	1402	3.0	0.857	16.0	LOS B	12.7	91.3	0.98	1.13	1.63	54.8
East: Centenary Highway (E)															
4	L2	All MCs	221	3.0	221	3.0	0.576	11.0	LOS B	4.3	31.1	0.86	0.87	1.07	58.0
5	T1	All MCs	317	3.0	317	3.0	0.631	8.6	LOS A	5.8	41.8	0.87	0.88	1.10	58.7
6	R2	All MCs	485	3.0	485	3.0	0.631	14.9	LOS B	5.8	41.8	0.89	0.90	1.13	56.8
6u	U	All MCs	1	3.0	1	3.0	0.631	17.7	LOS B	5.8	41.8	0.89	0.90	1.13	58.2
Approach			1024	3.0	1024	3.0	0.631	12.1	LOS B	5.8	41.8	0.88	0.89	1.11	57.9
North: Ripley Road (N)															
7	L2	All MCs	498	3.0	498	3.0	0.709	11.9	LOS B	7.5	54.1	0.93	0.95	1.28	57.9
8	T1	All MCs	572	3.0	572	3.0	0.709	11.3	LOS B	7.5	54.1	0.92	0.98	1.31	49.3
9	R2	All MCs	129	3.0	129	3.0	0.709	18.4	LOS B	6.6	47.1	0.92	0.99	1.32	57.2
9u	U	All MCs	1	3.0	1	3.0	0.709	21.2	LOS C	6.6	47.1	0.92	0.99	1.32	47.4
Approach			1200	3.0	1200	3.0	0.709	12.3	LOS B	7.5	54.1	0.92	0.97	1.30	56.2
West: Centenary Highway (W)															
10	L2	All MCs	87	3.0	87	3.0	0.658	27.6	LOS C	5.7	41.3	1.00	1.10	1.53	55.6
11	T1	All MCs	359	3.0	359	3.0	0.721	24.3	LOS C	8.8	63.1	1.00	1.14	1.62	57.2
12	R2	All MCs	225	3.0	225	3.0	0.721	30.3	LOS C	8.8	63.1	1.00	1.19	1.71	54.8
12u	U	All MCs	1	3.0	1	3.0	0.721	33.1	LOS C	8.8	63.1	1.00	1.19	1.71	57.0
Approach			672	3.0	672	3.0	0.721	26.7	LOS C	8.8	63.1	1.00	1.15	1.64	56.4
All Vehicles			4298	3.0	4298	3.0	0.857	15.7	LOS B	12.7	91.3	0.94	1.03	1.41	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [2033 BG+N+LB+ROL2 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Centenary Hwy and Ripley Rd Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ripley Road (S)															
1	L2	All MCs	163	3.0	163	3.0	0.546	9.5	LOS A	4.1	29.2	0.89	0.88	1.09	58.1
2	T1	All MCs	434	3.0	434	3.0	0.598	9.6	LOS A	5.5	39.2	0.92	0.88	1.12	49.9
3	R2	All MCs	211	3.0	211	3.0	0.598	15.2	LOS B	5.5	39.2	0.94	0.88	1.15	57.0
3u	U	All MCs	48	3.0	48	3.0	0.598	17.9	LOS B	5.5	39.2	0.94	0.88	1.15	47.8
Approach			856	3.0	856	3.0	0.598	11.4	LOS B	5.5	39.2	0.92	0.88	1.12	55.7
East: Centenary Highway (E)															
4	L2	All MCs	319	3.0	319	3.0	0.746	16.4	LOS B	7.3	52.7	0.94	1.04	1.44	57.2
5	T1	All MCs	386	3.0	386	3.0	0.818	13.1	LOS B	11.1	79.4	0.97	1.08	1.54	58.2
6	R2	All MCs	583	3.0	583	3.0	0.818	20.2	LOS C	11.1	79.4	0.99	1.13	1.64	55.9
6u	U	All MCs	1	3.0	1	3.0	0.818	23.0	LOS C	11.1	79.4	0.99	1.13	1.64	57.6
Approach			1290	3.0	1290	3.0	0.818	17.1	LOS B	11.1	79.4	0.97	1.09	1.56	57.2
North: Ripley Road (N)															
7	L2	All MCs	486	3.0	486	3.0	0.730	12.2	LOS B	7.9	57.0	0.96	0.99	1.35	57.8
8	T1	All MCs	608	3.0	608	3.0	0.730	12.4	LOS B	7.9	57.0	0.95	1.01	1.37	49.1
9	R2	All MCs	72	3.0	72	3.0	0.730	19.2	LOS B	6.8	49.1	0.94	1.02	1.38	57.2
9u	U	All MCs	1	3.0	1	3.0	0.730	22.0	LOS C	6.8	49.1	0.94	1.02	1.38	47.4
Approach			1168	3.0	1168	3.0	0.730	12.7	LOS B	7.9	57.0	0.95	1.00	1.36	55.9
West: Centenary Highway (W)															
10	L2	All MCs	129	3.0	129	3.0	0.620	17.7	LOS B	5.2	37.2	0.94	1.00	1.34	57.1
11	T1	All MCs	479	3.0	479	3.0	0.679	14.9	LOS B	7.5	53.8	0.96	1.02	1.41	58.2
12	R2	All MCs	285	3.0	285	3.0	0.679	20.7	LOS C	7.5	53.8	0.99	1.04	1.48	56.5
12u	U	All MCs	1	3.0	1	3.0	0.679	23.5	LOS C	7.5	53.8	0.99	1.04	1.48	58.0
Approach			893	3.0	893	3.0	0.679	17.2	LOS B	7.5	53.8	0.97	1.02	1.42	57.7
All Vehicles			4207	3.0	4207	3.0	0.818	14.8	LOS B	11.1	79.4	0.95	1.01	1.39	56.9

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