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Proposed Residential Subdivision
Stage 1
1 to 63 Bryants Road and 101 Jackson Court, Ripley
(Lots 359 & 360 on S3173)

ENVIRONMENTAL NOISE IMPACT ASSESSMENT

Prepared For:

KDL Property Group Pty Ltd

15 September 2026
crgref: 26067 report

1.0 INTRODUCTION

This report is in response to a request by KDL Property Group Pty Ltd for an environmental noise assessment of a proposed residential subdivision (Stage 1) along Bryants Road and Jackson Court in Ripley.

In undertaking the assessment, unattended noise monitoring was undertaken, and through modelling, noise predictions of existing and future road noise impacts were produced. Based upon the predicted noise impact levels, recommendations regarding acoustic treatment to the development have been provided.

2.0 SITE & DEVELOPMENT DESCRIPTION

The proposal relates to Lots 359 & 360 on S3173. The site is bounded by Bryants Road to the south, Jackson Court to the north, Wensley Road to the east and privately owned properties to the west. For site location and surrounding environs refer to Appendix A.

The proposal is to subdivide the parcel of land to yield 162 residential lots and a detention / drainage lot (Lot 801), connected by an internal road network that accesses Jackson Court to the north and Wensley Road to the east. For development plans refer to Appendix B.

As the proposal is constructing a noise sensitive development proximate to Ripley Road, the development has been assessed under Economic Development Queensland's *"Ripley Road Design Guideline 2015"*.

Ripley Road is intended to be upgrade to a four lane divided carriageway, with plans provided in Appendix A, which have been used for ultimate year 2037 modelling.

It is noted that the future rail corridor through the centre of the site is yet to be gazetted and therefore, any future noise controls are expected to be the responsibility of the Queensland Government.

3.0 AMBIENT NOISE SURVEY

3.1 Instrumentation

The following equipment was used to record ambient noise levels at the subject site locale.

- Larson Davis CAL150 Calibrator; and
- Larson Davis 721 SoundExpert Sound Level Meter / Logger.

All instrumentation used in the survey held current calibration certificates from a certified NATA calibration laboratory.

3.2 Unattended Measurement Methodology

A logger was located at the northeast corner of the subject site fronting Ripley Road. The logger was within a free-field location with the microphone approximately 1.4m above ground and 16m from the nearest lane of Ripley Road. Refer to Figure 2 in Appendix A for the logger location.

The logger was set to record noise statistics in one hour blocks continually between Monday 15/06/2026 to Friday 19/06/2026.

Noise measurements were conducted generally in accordance with Australian Standard AS2702 - 1984 *"Acoustics - Methods for the measurement of road traffic noise*". The operation of the sound level logging equipment was field calibrated before and after the measurement session with no significant drift from the reference signal recorded.

Weather conditions during the monitoring period were obtained from the Bureau of Meteorology website from the Amberley weather station. Weather conditions were fine with a temperature range between 6 and 26°C and a relative humidity range between 38 and 98%.

3.3 Unattended Measurement Results

Table 1 below presents the measured ambient noise levels from the logger location. Graphical presentation of the measured noise levels from the logger are presented in the Appendix C.

Road Traffic Noise Descriptor	Time Period	Measured Level dB(A)			
		16/06	17/06	18/06	Average
$L_{10,18hr}$	6am to Midnight	69	69	69	**69**
$L_{10,12hr}$	6am to 6pm	70	70	70	**70**
$L_{eq,1hr}$ Daytime	6am to 10pm	68	70	68	**69**
$L_{eq,1hr}$ Night time	10pm to 6am	65	64	64	**64**
$L_{90,18hr}$	6am to Midnight	55	55	54	**54**
$L_{90,8hr}$	10pm to 6am	37	39	39	**38**

Table 1: Measured ambient noise levels at the logger location.

4.0 NOISE CRITERIA

Economic Development Queensland's *"Ripley Road Design Guideline 2015"* states the following in relation to road traffic noise from Ripley Road:

> *"Dwellings to be constructed to meet internal acoustic levels at ultimate traffic volume of Ripley Road (approximately 53,000 vpd)"*

For road traffic noise we recommend application of the following internal noise criterion:

Internal Noise Criterion: Road traffic noise levels inside habitable rooms must comply with internal road traffic noise levels provided in AS/NZS 2107:2016 *"Acoustics – Recommended Design Sound Level and Reverberation Times for Building Interiors"*.

7. RESIDENTIAL BUILDINGS	Design Sound Level, L_{Aeq}, dB(A) Range
Houses and apartments near major roads –	
Living areas	35 – 45
Sleeping areas	30 – 40
Work areas	35 – 45

Table 2: Internal noise limits from Australian/New Zealand Standard AS/NZS 2107.

The assessment of noise sensitive habitable rooms is to be conducted in accordance with AS3671:1989 *"Acoustics – Road traffic noise intrusion – Building Siting and Construction"*.

It is noted that application of AS/NZS 2107:2016 and AS3671:1989 have been adopted for a nearby residential development which was recently approved (13883/2024/MAPDA/A – 68 Jackson Court, Ripley).

Given that Ripley Road is predicted to have 53,000 vehicles per day, we recommend the maximum levels (i.e. 45 dB(A) for living areas and 40 dB(A) for bedrooms).

5.0 PREDICTED NOISE IMPACTS

5.1 Traffic Volumes

The existing year 2025 traffic volumes for Ripley Road, including the percentage of heavy vehicles, were obtained from the City of Ipswich Traffic Conters website (survey collected just north of the Centenary Highway). The predicted volume for year 2026 assumes a typical 3.5% compound growth per annum as advised by Council.

For the ultimate planning horizon, traffic volume data has been obtained from Economic Development Queensland's *"Ripley Road Design Guideline 2015",* and we have applied a nominal 5% heavy vehicles more typical for predominantly residential areas (currently percentage of heavy vehicles are higher given the extensive construction activity in the Ripley area).

Northbound

Surveyed 2025 Traffic Volume:	9,374 vehicles per 24 hour, 12.5% heavy vehicles
Predicted 2026 Traffic Volume:	9,702 vehicles per 24 hour, 12.5% heavy vehicles
Predicted Ultimate Traffic Volume:	26,500 vehicles per 24 hour, 5.0% heavy vehicles

Southbound

Surveyed 2025 Traffic Volume:	9,653 vehicles per 24 hour, 11.5% heavy vehicles
Predicted 2026 Traffic Volume:	9,991 vehicles per 24 hour, 11.5% heavy vehicles
Predicted Ultimate Traffic Volume:	26,500 vehicles per 24 hour, 5.0% heavy vehicles

For modelling purposes, the 18 hour traffic volumes are assumed to be equal to 95% of the 24 hour traffic volumes.

5.2 Road Traffic Noise Model Parameters

Road traffic noise predictions were conducted using PEN3D, a CoRTN based model acceptable under the Environmental Protection (Noise) Policy. The following parameters were used in developing the PEN3D model for the development site:

- 2.5 dB façade correction.
- 60 km/hr speed limit.
- Dense Graded Asphalt road surface (no road surface correction required).
- CoRTN calibration factors for Queensland Conditions - NAASRA Working Group (Saunders, Samuels, Leach and Hall 1983) adjustments for Australian conditions of minus (-) 0.7 dB for free-field locations and minus (-) 1.7 dB for façade locations.
- CoRTN soft ground cover has been used in the model for grassed / landscaped areas and CoRTN hard ground surface for roads and concrete pavements.
- Ground levels of the surrounding land obtained from ELVIS website (Elevation and Depth – Foundation Spatial Data) as a LiDAR file and converted to a 3D dxf file.
- Finished ground levels provided by the client as a 3D dxf tin file.
- Development Plans provided in Appendix B.
- Outdoor private open space receiver heights taken at 1.5m above finished pad levels.
- Ground Floor receiver heights taken at 1.8m above finished pad levels.
- Aboveground First Floor receiver heights taken at 4.6m above finished pad levels.
- $L_{Aeq\ 1hr}$ levels based on the measured differences between the $L_{A10\ 18hr}$ (refer to Table 1).

5.3 Modelled Road Traffic Noise Levels – Existing Situation

To verify the road traffic noise prediction model, the existing $L_{A10\ 18hr}$ traffic noise level was calculated for the logger location and compared to the measured noise level. For PEN3D point calculation sheets refer to Appendix C.

The calculated existing $L_{A10,18hr}$ noise level, approximately 16m from the nearest lane of Ripley Road is 69.1 dB(A). Compared with the measured $L_{10\ 18hr}$ level of 68.8 dB(A), which is within the allowable 2 dB(A) deviation from measured levels.

5.4 Modelled Road Traffic Noise Levels –Ultimate Situation

Based upon ultimate traffic volumes and the development layout, the PEN3D model predicts the following traffic noise levels as detailed in Figure 5.1 and Table 3.

Ultimate road traffic noise modelling includes the Ripley Road upgrade to a four lane divided carriageway

For PEN3D point calculation sheets refer to Appendix C.

Figure 5.1 (Con't): Predicted $L_{10\ 18hr}$ noise contours across the subdivision.

Ground Level Façades (Façade Corrected Levels: 1.8m High Receiver Height)

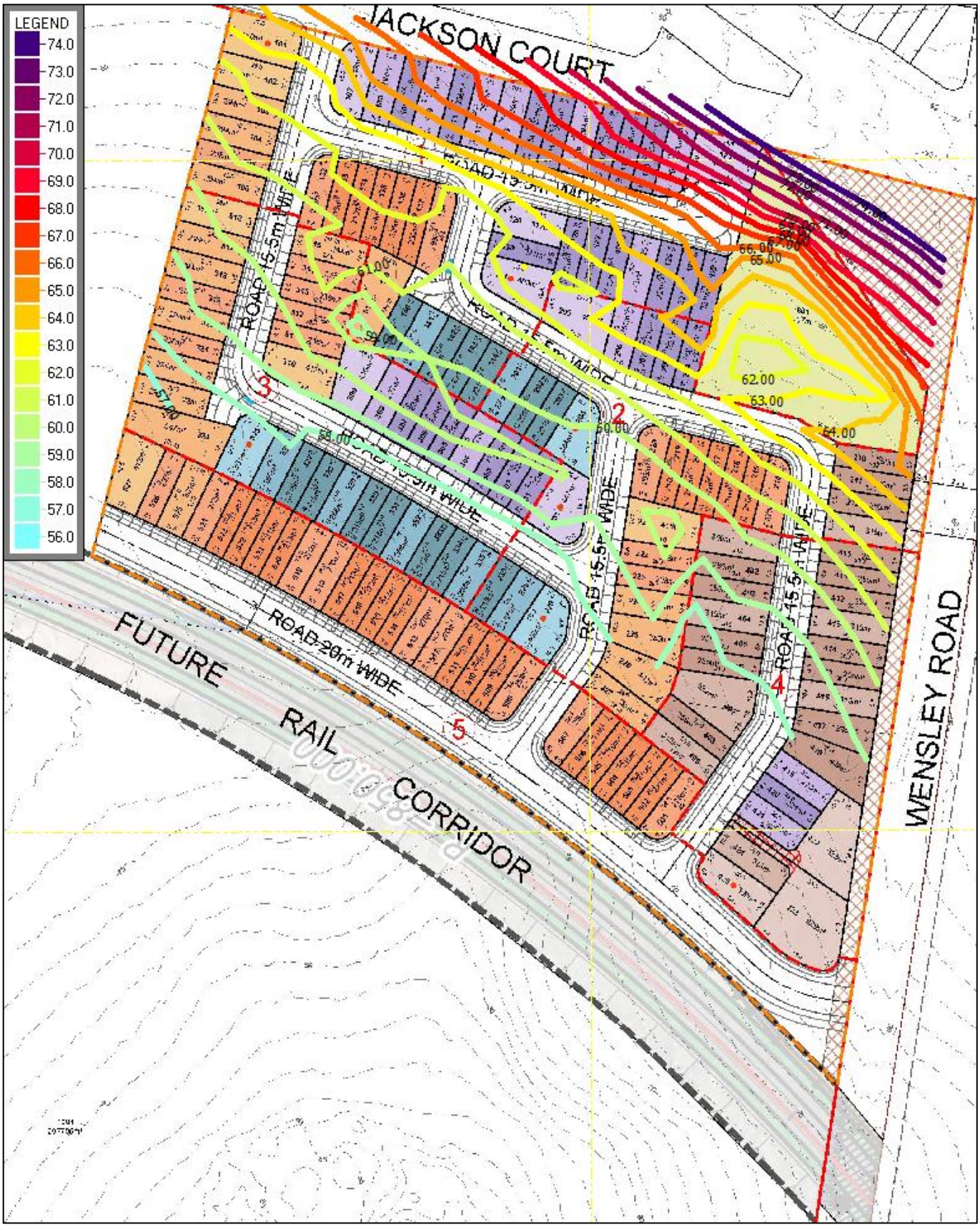
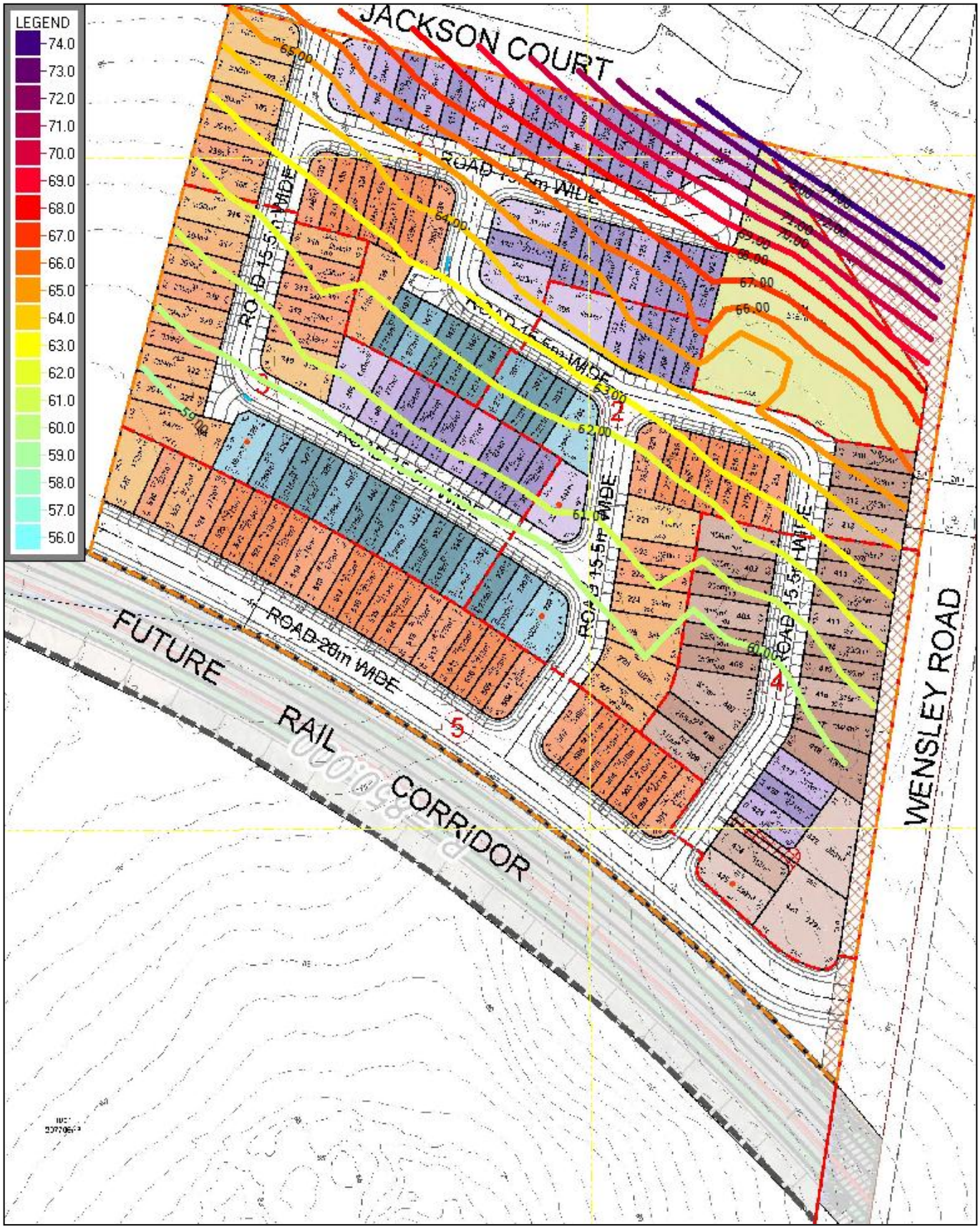


Figure 5.1 (Con't): Predicted $L_{10\ 18hr}$ noise contours across the subdivision.

Aboveground Level Façades (Façade Corrected Levels: 4.6m High Receiver Height)



BUILDING FAÇADES: FAÇADE CORRECTED NOISE IMPACT LEVELS				
Lot Number	**Floor Level**	**Predicted Ultimate $L_{10\ 18hr}$ dB(A)**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Daytime**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Night-time**
101	Ground Floor	64	64	59
102		63	63	58
103		62	62	57
104		62	62	57
105		62	62	57
106		61	61	56
107		66	66	61
108		66	66	61
109		66	66	61
110		67	67	62
111		67	67	62
112		68	68	63
113		68	68	63
114		68	68	63
115		69	69	64
116		69	69	64
117		70	70	65
118		70	70	65
119		71	71	66
120		72	72	67
121		73	73	68
122		66	66	61
123		65	65	60
124		65	65	60
125		65	65	60
126		64	64	59
127		64	64	59
128		64	64	59
129		64	64	59
130		64	64	59
131		63	63	58
132		62	62	57
133		62	62	57
134		63	63	58
135		63	63	58
136		63	63	58
137		63	63	58
138		63	63	58
139		61	61	56
140		61	61	56
141		61	61	56
142		61	61	56
143		61	61	56
144		61	61	56
201		61	61	56
202		61	61	56
203		61	61	56
204		61	61	56
205		64	64	59
206		64	64	59
207		64	64	59
208		65	65	60
209		65	65	60
210		66	66	61
211		65	65	60
212		64	64	59
213		63	63	58
214		62	62	57
215		62	62	57
216		62	62	57
217		62	62	57

Table 4: Predicted traffic noise impact levels across the subdivision.

BUILDING FAÇADES: FAÇADE CORRECTED NOISE IMPACT LEVELS				
Lot Number	**Floor Level**	**Predicted Ultimate $L_{10\ 18hr}$ dB(A)**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Daytime**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Night-time**
218	Ground Floor	61	61	56
219		61	61	56
220		61	61	56
221		61	61	56
222		60	60	55
223		60	60	55
224		60	60	55
225		59	59	54
226		59	59	54
227		58	58	53
228		58	58	53
229		57	57	52
230		57	57	52
231		60	60	55
301		60	60	55
302		60	60	55
303		60	60	55
304		61	61	56
305		61	61	56
306		61	61	56
307		61	61	56
308		61	61	56
309		61	61	56
310		60	60	55
311		61	61	56
312		61	61	56
313		61	61	56
314		62	62	57
315		62	62	57
316		61	61	56
317		60	60	55
318		60	60	55
319		60	60	55
320		59	59	54
321		59	59	54
322		58	58	53
323		58	58	53
324		58	58	53
325		58	58	53
326		58	58	53
327		58	58	53
328		58	58	53
329		58	58	53
330		58	58	53
331		58	58	53
332		58	58	53
333		58	58	53
334		58	58	53
335		57	57	52
401		61	61	56
402		60	60	55
403		60	60	55
404		59	59	54
405		59	59	54
406		58	58	53
407		58	58	53
408		58	58	53
409		57	57	52
410		63	63	58
411		62	62	57
412		61	61	56

Table 4 (Con't): Predicted traffic noise impact levels across the subdivision.

BUILDING FAÇADES: FAÇADE CORRECTED NOISE IMPACT LEVELS				
Lot Number	**Floor Level**	**Predicted Ultimate $L_{10\ 18hr}$ dB(A)**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Daytime**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Night-time**
413	Ground Floor	61	61	56
414		61	61	56
415		60	60	55
416		60	60	55
417		59	59	54
418		59	59	54
419		58	58	53
420		58	58	53
421		57	57	52
422		59	59	54
423		57	57	52
424		57	57	52
425		57	57	52
501		58	58	53
502		58	58	53
503		58	58	53
504		58	58	53
505		58	58	53
506		58	58	53
507		58	58	53
508		58	58	53
509		58	58	53
510		58	58	53
511		58	58	53
512		58	58	53
513		58	58	53
514		58	58	53
515		58	58	53
516		57	57	52
517		57	57	52
518		58	58	53
519		58	58	53
520		58	58	53
521		57	57	52
522		57	57	52
523		57	57	52
524		57	57	52
525		57	57	52
526		56	56	51
527		56	56	51

Table 4 (Con't): No Barrier - Predicted traffic noise impact levels across the subdivision.

BUILDING FAÇADES: FAÇADE CORRECTED NOISE IMPACT LEVELS				
Lot Number	Floor Level	Predicted Ultimate $L_{10\ 18hr}$ dB(A)	Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Daytime	Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Night-time
101	Aboveground First Floor	66	66	61
102		65	65	60
103		64	64	59
104		63	63	58
105		63	63	58
106		63	63	58
107		67	67	62
108		67	67	62
109		67	67	62
110		68	68	63
111		68	68	63
112		69	69	64
113		69	69	64
114		69	69	64
115		70	70	65
116		70	70	65
117		71	71	66
118		71	71	66
119		71	71	66
120		72	72	67
121		73	73	68
122		68	68	63
123		67	67	62
124		67	67	62
125		67	67	62
126		67	67	62
127		66	66	61
128		66	66	61
129		66	66	61
130		65	65	60
131		65	65	60
132		64	64	59
133		64	64	59
134		64	64	59
135		64	64	59
136		64	64	59
137		65	65	60
138		65	65	60
139		63	63	58
140		62	62	57
141		62	62	57
142		62	62	57
143		63	63	58
144		63	63	58
201		63	63	58
202		63	63	58
203		63	63	58
204		63	63	58
205		65	65	60
206		66	66	61
207		66	66	61
208		66	66	61
209		66	66	61
210		67	67	62
211		66	66	61
212		65	65	60
213		64	64	59
214		64	64	59
215		64	64	59
216		64	64	59
217		63	63	58

Table 4 (Con't): No Barrier - Predicted traffic noise impact levels across the subdivision.

BUILDING FAÇADES: FAÇADE CORRECTED NOISE IMPACT LEVELS				
Lot Number	Floor Level	Predicted Ultimate $L_{10\ 18hr}$ dB(A)	Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Daytime	Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Night-time
218	Aboveground First Floor	63	63	58
219		63	63	58
220		63	63	58
221		62	62	57
222		62	62	57
223		61	61	56
224		61	61	56
225		61	61	56
226		60	60	55
227		59	59	54
228		60	60	55
229		60	60	55
230		60	60	55
231		62	62	57
301		62	62	57
302		62	62	57
303		62	62	57
304		62	62	57
305		62	62	57
306		62	62	57
307		62	62	57
308		62	62	57
309		62	62	57
310		61	61	56
311		62	62	57
312		62	62	57
313		62	62	57
314		63	63	58
315		63	63	58
316		62	62	57
317		62	62	57
318		61	61	56
319		61	61	56
320		61	61	56
321		60	60	55
322		60	60	55
323		59	59	54
324		59	59	54
325		59	59	54
326		60	60	55
327		60	60	55
328		60	60	55
329		60	60	55
330		60	60	55
331		60	60	55
332		60	60	55
333		60	60	55
334		60	60	55
335		60	60	55
401		62	62	57
402		62	62	57
403		61	61	56
404		61	61	56
405		60	60	55
406		60	60	55
407		60	60	55
408		59	59	54
409		59	59	54
410		64	64	59
411		63	63	58
412		63	63	58

Table 4 (Con't): No Barrier - Predicted traffic noise impact levels across the subdivision.

BUILDING FAÇADES: FAÇADE CORRECTED NOISE IMPACT LEVELS				
Lot Number	**Floor Level**	**Predicted Ultimate $L_{10\ 18hr}$ dB(A)**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Daytime**	**Predicted Ultimate $L_{eq\ 1hr}$ dB(A) Night-time**
413	Aboveground First Floor	62	62	57
414		62	62	57
415		62	62	57
416		61	61	56
417		61	61	56
418		60	60	55
419		59	59	54
420		59	59	54
421		59	59	54
422		60	60	55
423		59	59	54
424		59	59	54
425		58	58	53
501		59	59	54
502		59	59	54
503		59	59	54
504		59	59	54
505		59	59	54
506		59	59	54
507		59	59	54
508		59	59	54
509		59	59	54
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511		59	59	54
512		59	59	54
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517		59	59	54
518		59	59	54
519		59	59	54
520		59	59	54
521		59	59	54
522		59	59	54
523		59	59	54
524		59	59	54
525		58	58	53
526		58	58	53
527		58	58	53

Table 4 (Con't): No Barrier - Predicted traffic noise impact levels across the subdivision.

6.0 RECOMMENDED ACOUSTIC TREATMENTS

Based upon the road traffic noise predictions presented in Section 5.4, the TNR values (Traffic Noise Reduction) as defined in Australian Standard AS3671:1989 to achieve the maximum internal noise levels for major roads prescribed in AS/NZS 2107:2016 (of 45 dB(A) for living areas and 40 dB(A) for bedrooms) are as follows:

TNR values below 10 require no acoustical building shell treatments and can have windows and door open for ventilation.

TNR values between 10 and 25 are considered as Construction Category 2 within AS3671:1989, which is defined as follows:

> *"Standard construction, except for lightweight elements such as fibrous cement or metal cladding or all glass façades. Windows, doors and other openings must be closed."*

TNR values between 26 and 35 are considered as Construction Category 3 within AS3671:1989, which is defined as follows:

> *"Special construction, chosen in accordance with Clause 3.4. Windows, doors and other openings must be closed."*

Therefore, to achieve the internal noise criterion at habitable rooms of the future dwellings, we recommend that additional noise assessments be conducted once dwelling plans have been finalised. Assessment of habitable rooms should be undertaken in accordance with Australian Standard AS3671:1989 *"Acoustics – Road traffic noise intrusion – Building Siting and Construction"* to achieve the maximum $L_{eq\ 1hr}$ indoor design sound levels in AS/NZS 2107:2016 *"Acoustics – Recommended Design Sound Level and Reverberation Times for Building Interiors"*.

To allow occupants to close windows and doors and still have a supply for fresh air, provision for air conditioning or sealed mechanical ventilation is required to noise affected habitable rooms. It is noted that habitable rooms with southern facing operable windows and sliding doors can be left open for ventilation calculations given that these windows / sliding doors are along façades which face away from Ripley Road and are screened from traffic noise by the building envelope.

Lot Number	Floor Level	Traffic Noise Reduction (TNR) Daytime	Traffic Noise Reduction (TNR) Night-time
101	Ground Floor	19	19
102		18	18
103		17	17
104		17	17
105		17	17
106		16	16
107		21	21
108		21	21
109		21	21
110		22	22
111		22	22
112		23	23
113		23	23
114		23	23
115		24	24
116		24	24
117		25	25
118		25	25
119		26	26
120		27	27
121		28	28
122		21	21
123		20	20
124		20	20
125		20	20
126		19	19
127		19	19
128		19	19
129		19	19
130		19	19
131		18	18
132		17	17
133		17	17
134		18	18
135		18	18
136		18	18
137		18	18
138		18	18
139		16	16
140		16	16
141		16	16
142		16	16
143		16	16
144		16	16
201		16	16
202		16	16
203		16	16
204		16	16
205		19	19
206		19	19
207		19	19
208		20	20
209		20	20
210		21	21
211		20	20
212		19	19
213		18	18
214		17	17
215		17	17
216		17	17
217		17	17

Table 5: Predicted Traffic Noise Reductions (TNR) required to mitigate road traffic noise at future dwelling habitable rooms.

Lot Number	Floor Level	Traffic Noise Reduction (TNR) Daytime	Traffic Noise Reduction (TNR) Night-time
218	Ground Floor	16	16
219		16	16
220		16	16
221		16	16
222		15	15
223		15	15
224		15	15
225		14	14
226		14	14
227		13	13
228		13	13
229		12	12
230		12	12
231		15	15
301		15	15
302		15	15
303		15	15
304		16	16
305		16	16
306		16	16
307		16	16
308		16	16
309		16	16
310		15	15
311		16	16
312		16	16
313		16	16
314		17	17
315		17	17
316		16	16
317		15	15
318		15	15
319		15	15
320		14	14
321		14	14
322		13	13
323		13	13
324		13	13
325		13	13
326		13	13
327		13	13
328		13	13
329		13	13
330		13	13
331		13	13
332		13	13
333		13	13
334		13	13
335		12	12
401		16	16
402		15	15
403		15	15
404		14	14
405		14	14
406		13	13
407		13	13
408		13	13
409		12	12
410		18	18
411		17	17
412		16	16

Table 5 (Con't): Predicted Traffic Noise Reductions (TNR) required to mitigate road traffic noise at future dwelling habitable rooms.

Lot Number	Floor Level	Traffic Noise Reduction (TNR) Daytime	Traffic Noise Reduction (TNR) Night-time
413	Ground Floor	16	16
414		16	16
415		15	15
416		15	15
417		14	14
418		14	14
419		13	13
420		13	13
421		12	12
422		14	14
423		12	12
424		12	12
425		12	12
501		13	13
502		13	13
503		13	13
504		13	13
505		13	13
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512		13	13
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515		13	13
516		12	12
517		12	12
518		13	13
519		13	13
520		13	13
521		12	12
522		12	12
523		12	12
524		12	12
525		12	12
526		11	11
527		11	11

Table 5 (Con't): Predicted Traffic Noise Reductions (TNR) required to mitigate road traffic noise at future dwelling habitable rooms.

Lot Number	Floor Level	Traffic Noise Reduction (TNR) Daytime	Traffic Noise Reduction (TNR) Night-time
101	Aboveground First Floor	21	21
102		20	20
103		19	19
104		18	18
105		18	18
106		18	18
107		22	22
108		22	22
109		22	22
110		23	23
111		23	23
112		24	24
113		24	24
114		24	24
115		25	25
116		25	25
117		26	26
118		26	26
119		26	26
120		27	27
121		28	28
122		23	23
123		22	22
124		22	22
125		22	22
126		22	22
127		21	21
128		21	21
129		21	21
130		20	20
131		20	20
132		19	19
133		19	19
134		19	19
135		19	19
136		19	19
137		20	20
138		20	20
139		18	18
140		17	17
141		17	17
142		17	17
143		18	18
144		18	18
201		18	18
202		18	18
203		18	18
204		18	18
205		20	20
206		21	21
207		21	21
208		21	21
209		21	21
210		22	22
211		21	21
212		20	20
213		19	19
214		19	19
215		19	19
216		19	19
217		18	18

Table 5 (Con't): Predicted Traffic Noise Reductions (TNR) required to mitigate road traffic noise at future dwelling habitable rooms.

Lot Number	Floor Level	Traffic Noise Reduction (TNR) Daytime	Traffic Noise Reduction (TNR) Night-time
218	Aboveground First Floor	18	18
219		18	18
220		18	18
221		17	17
222		17	17
223		16	16
224		16	16
225		16	16
226		15	15
227		14	14
228		15	15
229		15	15
230		15	15
231		17	17
301		17	17
302		17	17
303		17	17
304		17	17
305		17	17
306		17	17
307		17	17
308		17	17
309		17	17
310		16	16
311		17	17
312		17	17
313		17	17
314		18	18
315		18	18
316		17	17
317		17	17
318		16	16
319		16	16
320		16	16
321		15	15
322		15	15
323		14	14
324		14	14
325		14	14
326		15	15
327		15	15
328		15	15
329		15	15
330		15	15
331		15	15
332		15	15
333		15	15
334		15	15
335		15	15
401		17	17
402		17	17
403		16	16
404		16	16
405		15	15
406		15	15
407		15	15
408		14	14
409		14	14
410		19	19
411		18	18
412		18	18

Table 5 (Con't): Predicted Traffic Noise Reductions (TNR) required to mitigate road traffic noise at future dwelling habitable rooms.

Lot Number	Floor Level	Traffic Noise Reduction (TNR) Daytime	Traffic Noise Reduction (TNR) Night-time
413	Aboveground First Floor	17	17
414		17	17
415		17	17
416		16	16
417		16	16
418		15	15
419		14	14
420		14	14
421		14	14
422		15	15
423		14	14
424		14	14
425		13	13
501		14	14
502		14	14
503		14	14
504		14	14
505		14	14
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507		14	14
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519		14	14
520		14	14
521		14	14
522		14	14
523		14	14
524		14	14
525		13	13
526		13	13
527		13	13

Table 5 (Con't): Predicted Traffic Noise Reductions (TNR) required to mitigate road traffic noise at future dwelling habitable rooms.

7.0 DISCUSSION and CONCLUSIONS

This report is in response to a request by KDL Property Group Pty Ltd for an environmental noise assessment of a proposed residential subdivision (Stage 1) along Bryants Road and Jackson Court in Ripley.

As the proposal is constructing a noise sensitive development proximate to Ripley Road, the development has been assessed under Economic Development Queensland's *"Ripley Road Design Guideline 2015"*.

To achieve the maximum indoor design sound levels of AS2021, additional noise assessments of the future dwellings detailed in Section 6 will need to be undertaken once buildings plans are finalised. The assessment is to be conducted in accordance with AS3671:1989 *"Acoustics – Road traffic noise intrusion – Building Siting and Construction"* to show that the maximum internal noise levels defined in AS/NZS 2107:2016 for major roads can be achieved inside affected habitable rooms.

To allow occupants to close windows and doors and still have a supply for fresh air, provision for air conditioning or sealed mechanical ventilation is required to noise affected habitable rooms. It is noted that habitable rooms with southern facing operable windows and sliding doors can be left open for ventilation calculations given that these windows / sliding doors are along façades which face away from Ripley Road and are screened from traffic noise by the building envelope.

Based upon the assessed attached Development Plans, the proposal can be shown to comply with the adopted acceptable outcomes subject to the recommended treatments detailed in Section 6 being incorporated into the development.

Report Reviewed By:



JAY CARTER BSc
Director

Report Compiled by:



Matthew Lopez BEng
Consultant

APPENDIX A

Subject Site and Logger Location, and Ripley Road Upgrade Plans

Figure No. 1: Subject Site Location (Google Maps).

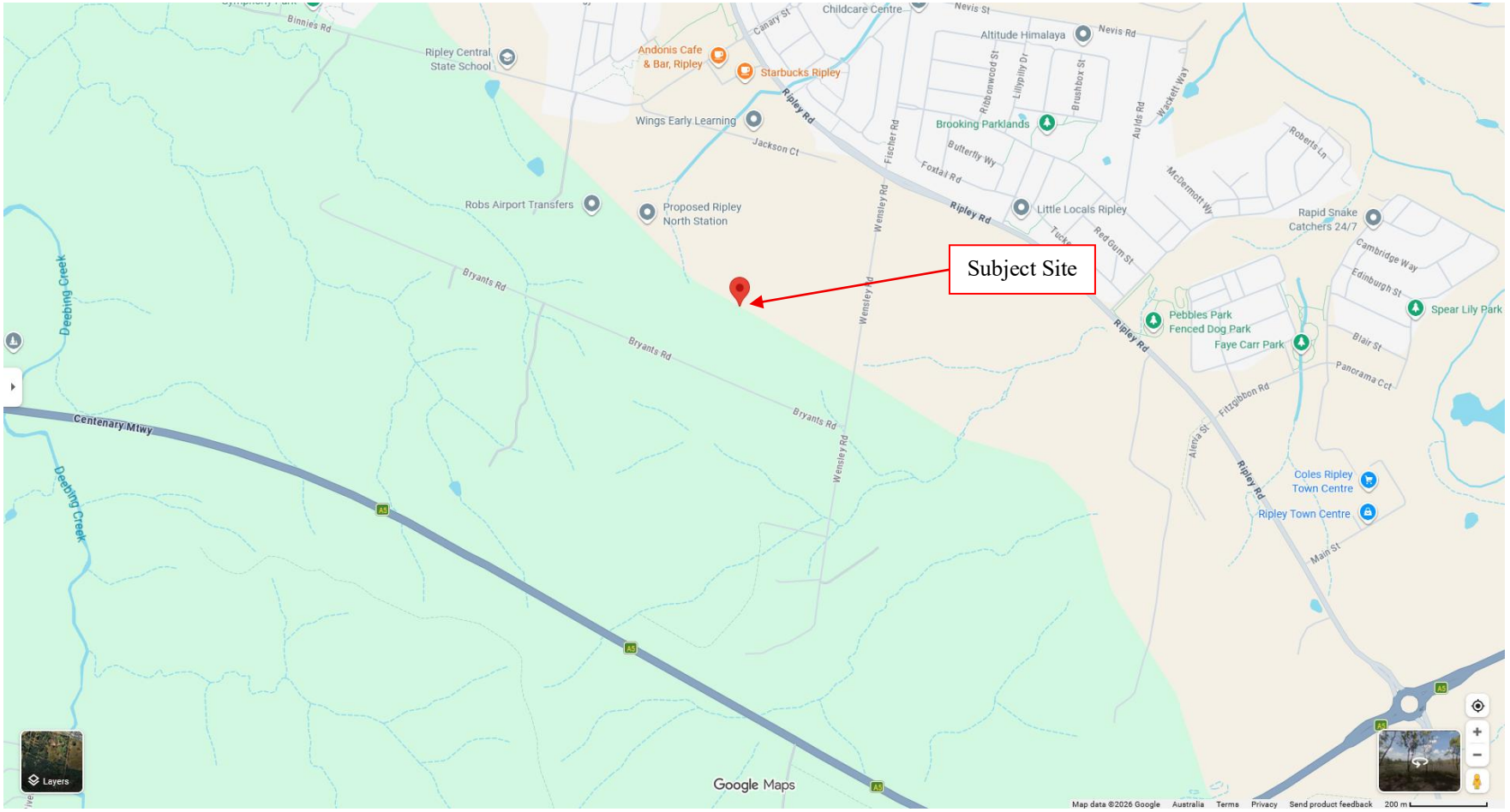
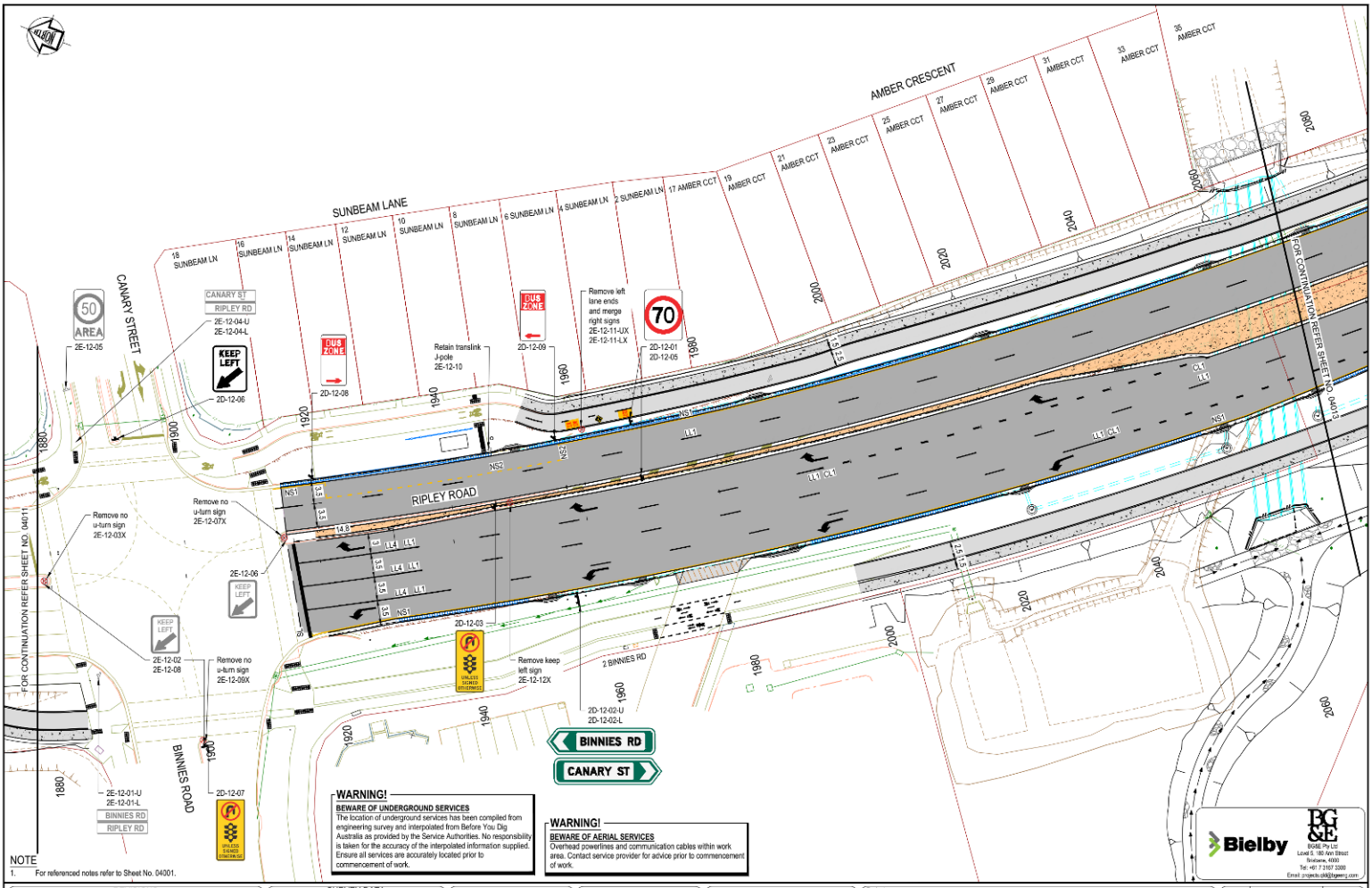


Figure No. 2: Subject Site and Noise Monitoring Location (QLD Globe).





NOTE
1. For referenced notes refer to Sheet No. 04001.

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Certifier No.	21985
Date	07.11.25
Signature:	Thomas Bergmann

Drawing Status: ISSUED FOR CONSTRUCTION

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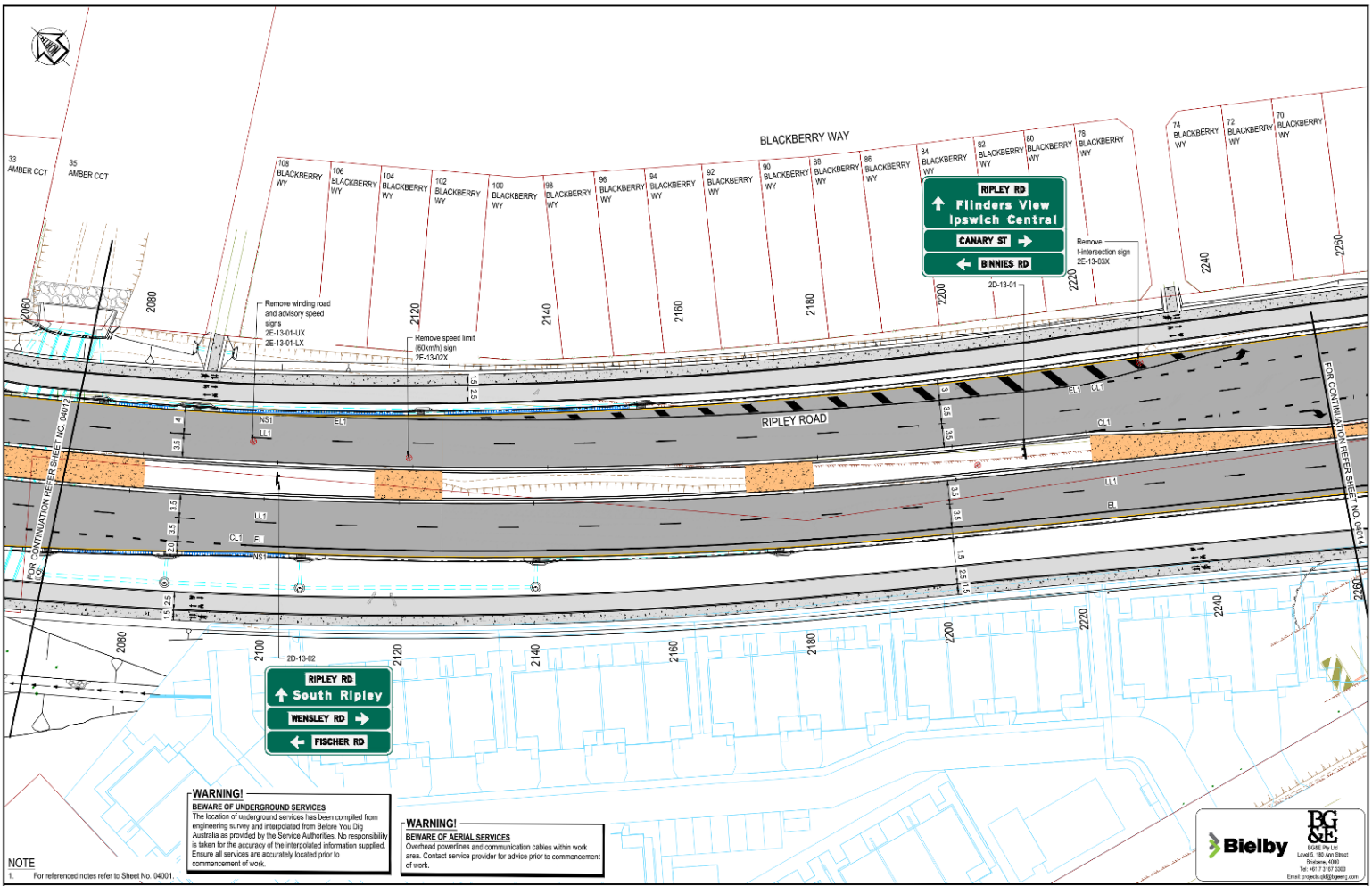
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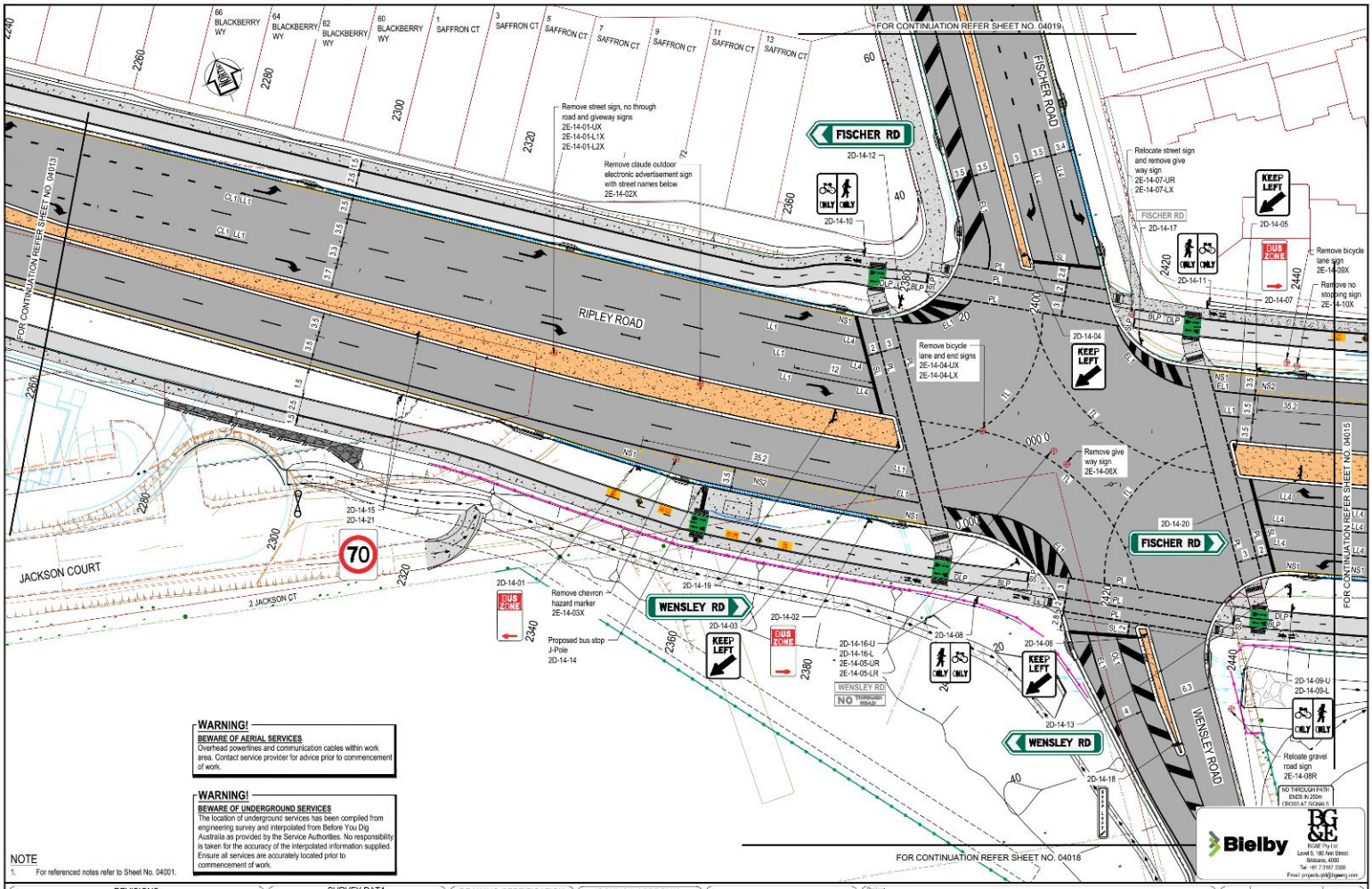
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NOTE
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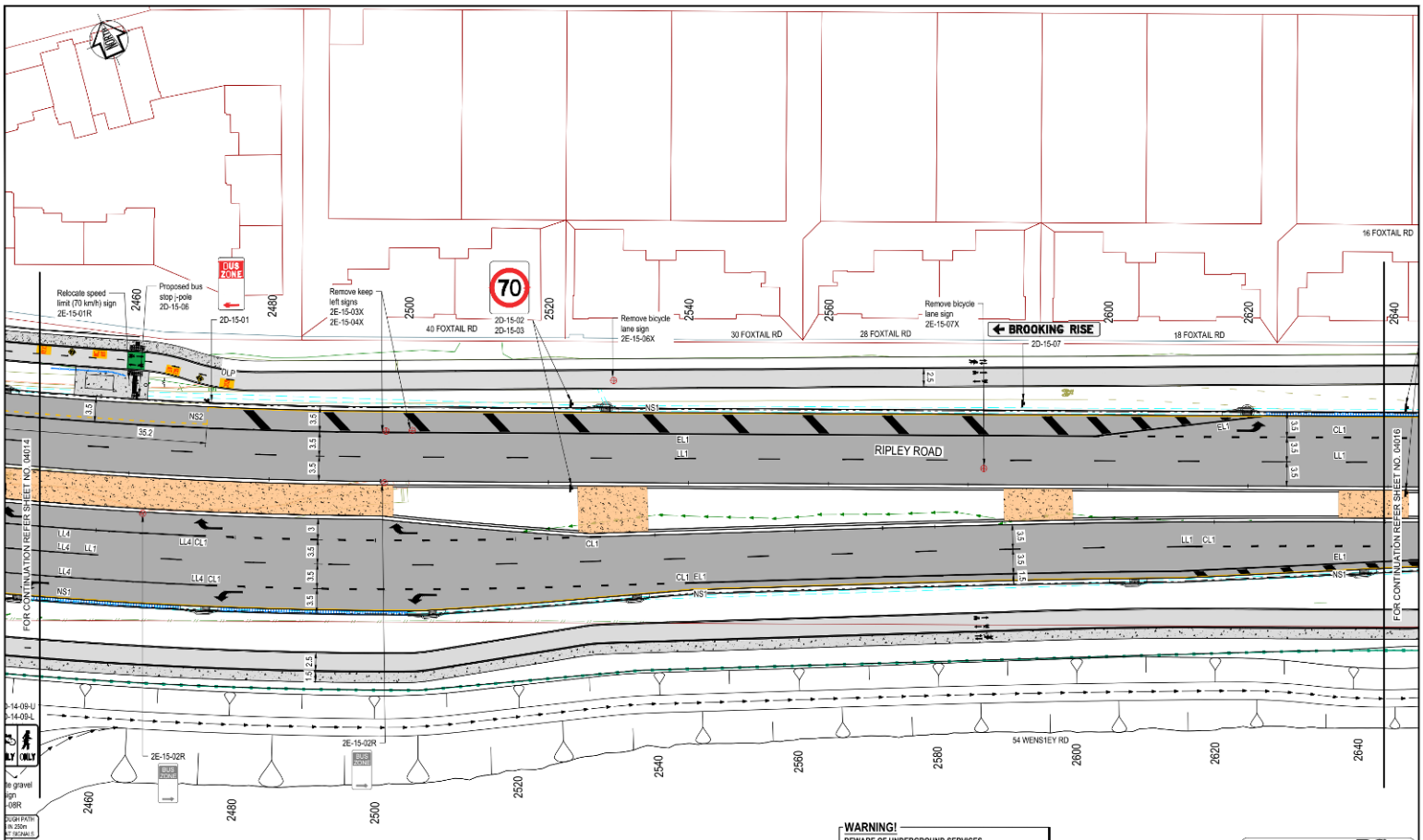
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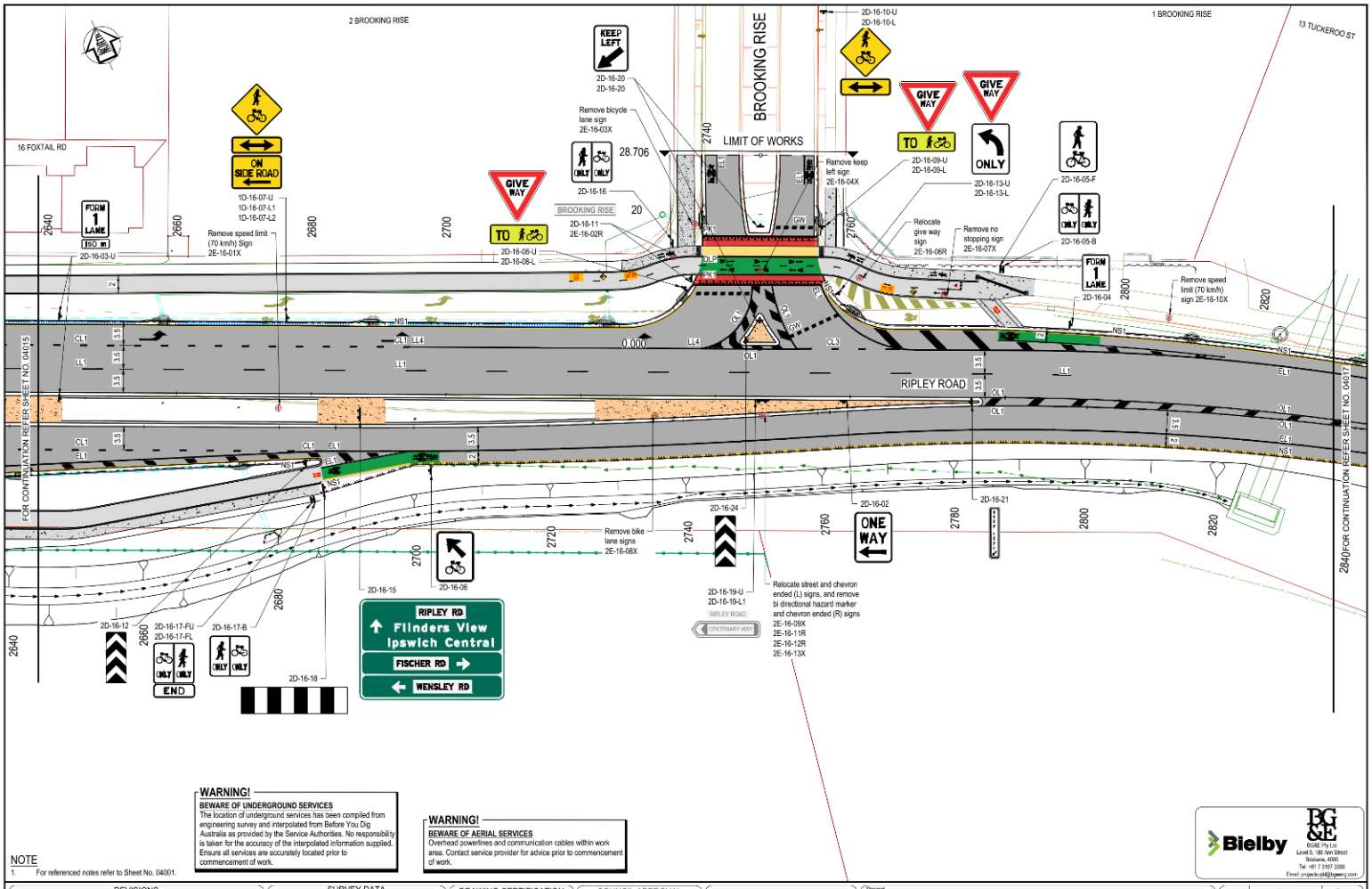
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Certifier No.	21980
Date	07.11.25
Signature:	Thomas Bergmann

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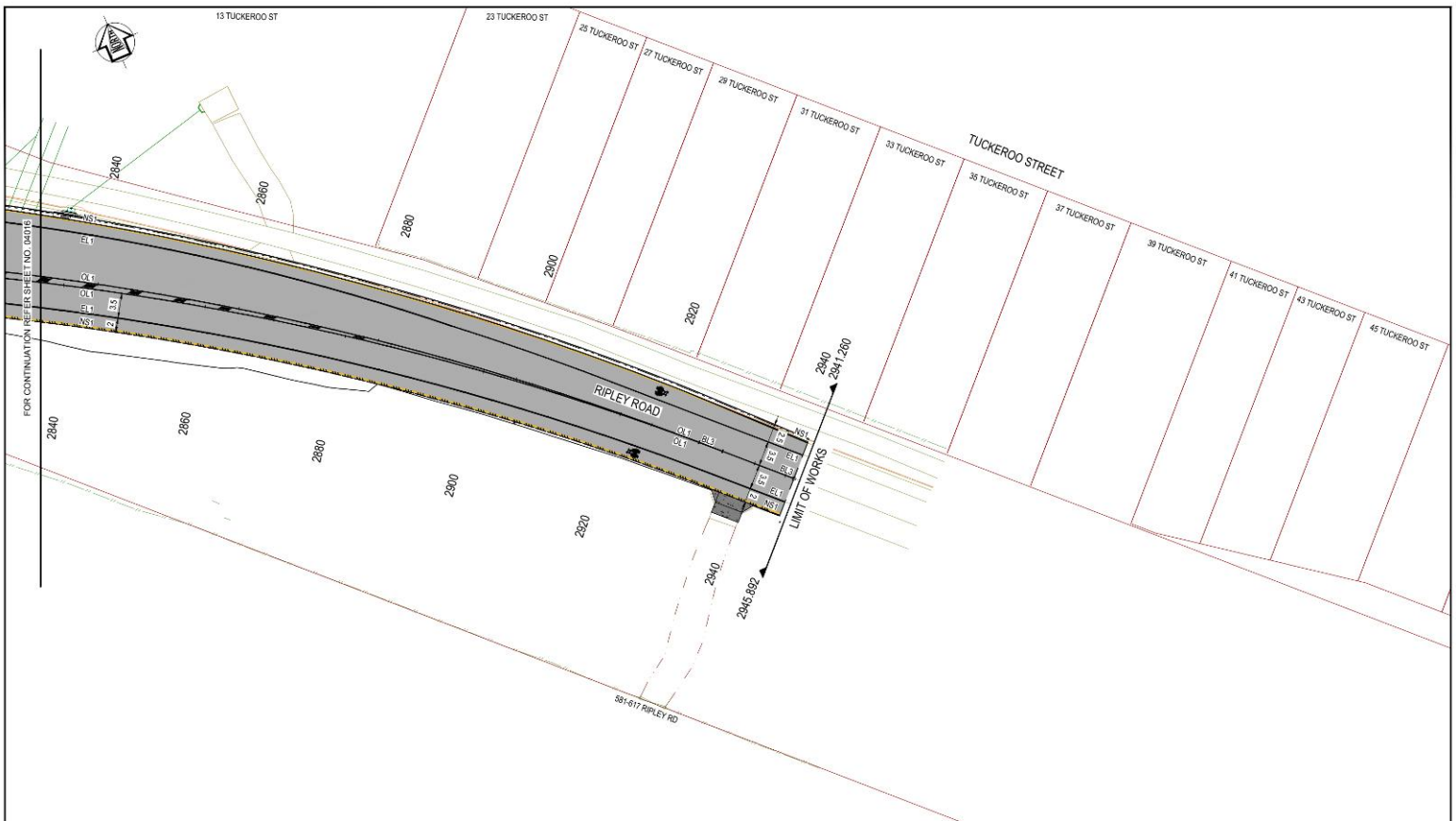
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Certifier No.	21980
Date	07.11.25
Signature:	Thomas Bergmann

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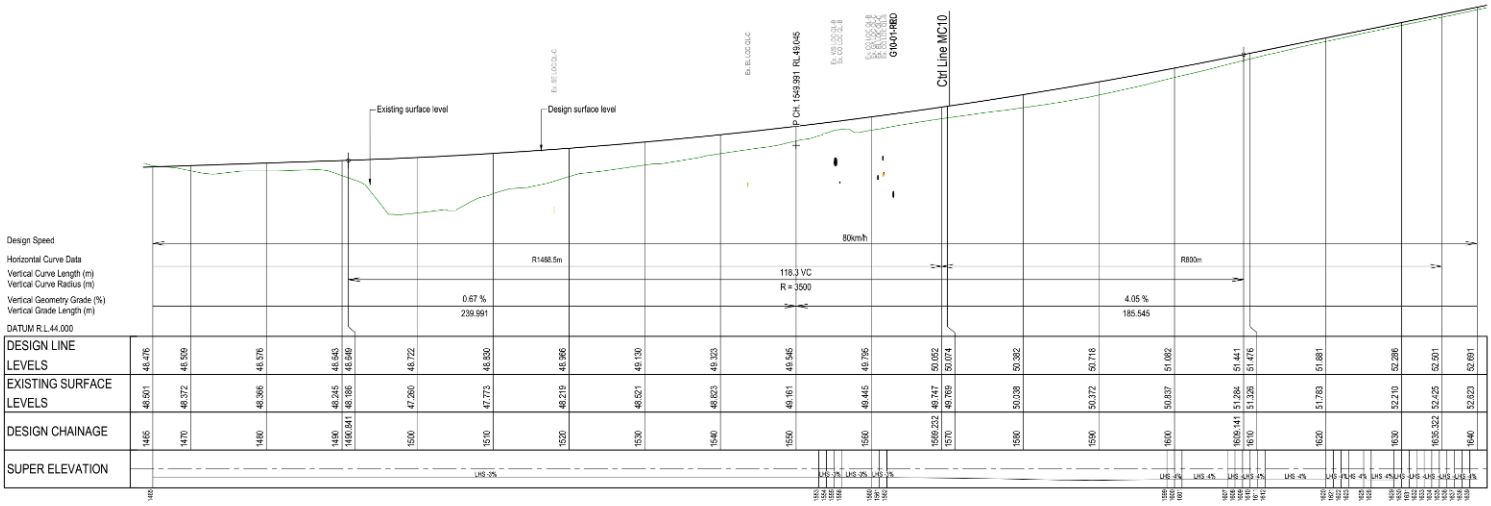
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LONGITUDINAL SECTION - MC01
RIPLEY ROAD

Horizontal Scale A
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Certifier Name	Saud Shamsodien
Certifier No.	19631
Date	07.11.25
Signature:	Saud Shamsodien

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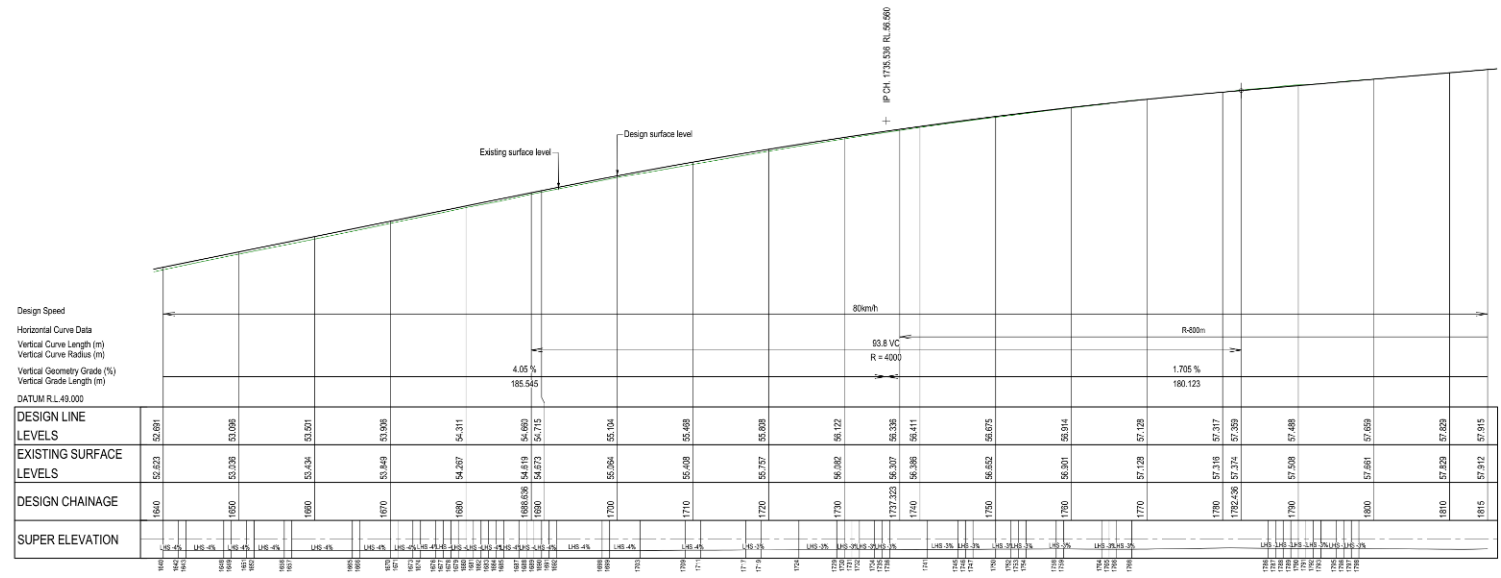
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STAGE 2

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RIPLEY ROAD

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Dimensions shown in metres except where shown otherwise

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Certifier Name	Saud Shamsodien
Certifier No.	19631
Date	07.11.25
Signature:	Saud Shamsodien

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(For) General Manager (AIS)

Date: 18/02/2026

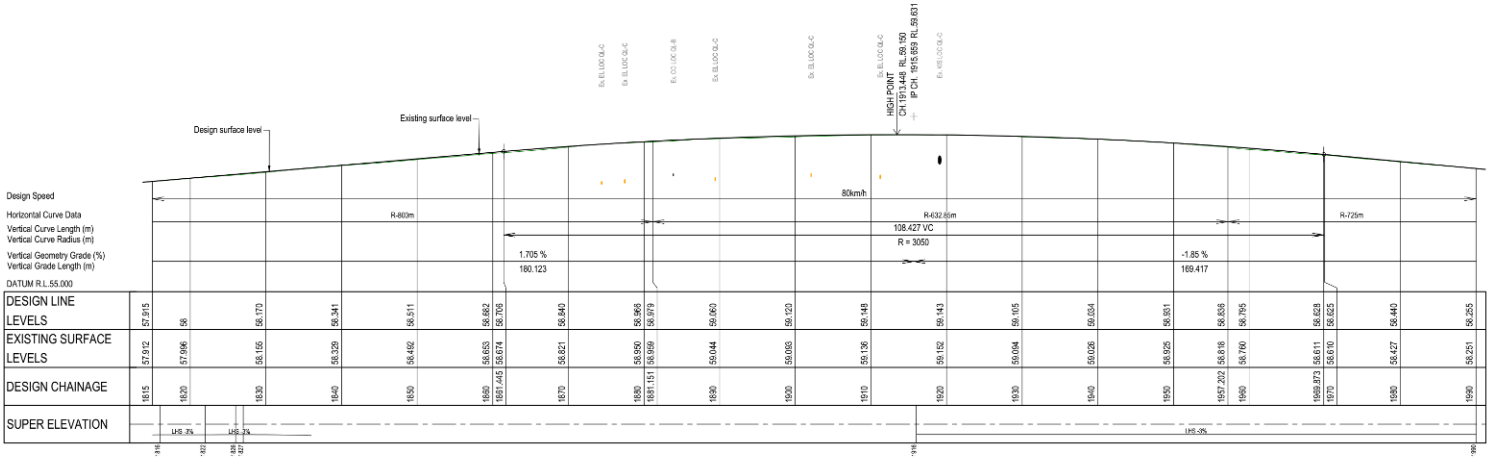
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STAGE 2

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SHEET 19

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INF04658	02219	A



LONGITUDINAL SECTION - MC01
RIPLEY ROAD

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Vertical Scale B

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Signature:	Saud Shamsodien

Drawing Status: ISSUED FOR CONSTRUCTION

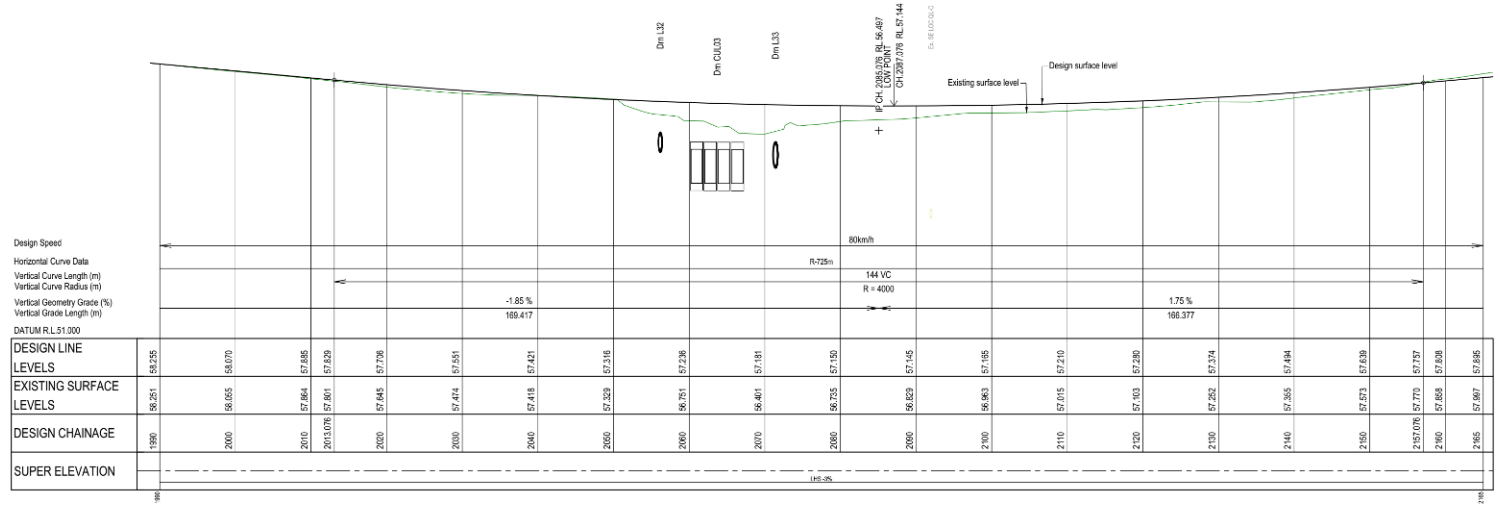
COUNCIL APPROVAL
Approved By
(For) General Manager (AIS)
Date: 18/02/2026

City of Ipswich
TECHNICAL SERVICES
P.O. Box 191 Ipswich QLD 4305 Australia
Telephone: (07) 3810 6666
Facsimile: (07) 3810 7963
e-mail: TechnicalServices@ipswich.qld.gov.au

Project: **RIPLEY ROAD UPGRADE STAGE 2**
Drawing Title: **ROADWORKS LONGITUDINAL SECTIONS SHEET 20**

	Name	Date
Drawn	J.C	12.02.26
Designed	T.K	12.02.26
Checked	S.S	12.02.26

Project No.	Sheet No.	Rev.
INF04658	02220	A



LONGITUDINAL SECTION - MC01
RIPLEY ROAD

Horizontal Scale A
Vertical Scale B

Bielby BG&E

BG&E Pty Ltd
Level 5, 180 Ann Street
Brisbane, 4000
Tel: +61 7 3107 3200
Email: projects.qld@bgeerg.com

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
A	Issue for Construction PTU	J.C	12.02.26

SURVEY DATA
Horiz. Datum: Terrain 2991 | Vertical Datum: AHD | Level Book: | Grid:
Size: A1 - Scales before reduction:
Scale A: 0 2 4 6 8 10 12 — 1:250
Scale B: 0 0.5 1.0 1.5 2.0 2.5 — 1:50
Dimensions shown in metres except where shown otherwise

DRAWING CERTIFICATION

Classification	CIVIL
Certifier Name	Saud Shamsodien
Certifier No.	19631
Date:	07.11.25
Signature:	Saud Shamsodien

Drawing Status: ISSUED FOR CONSTRUCTION

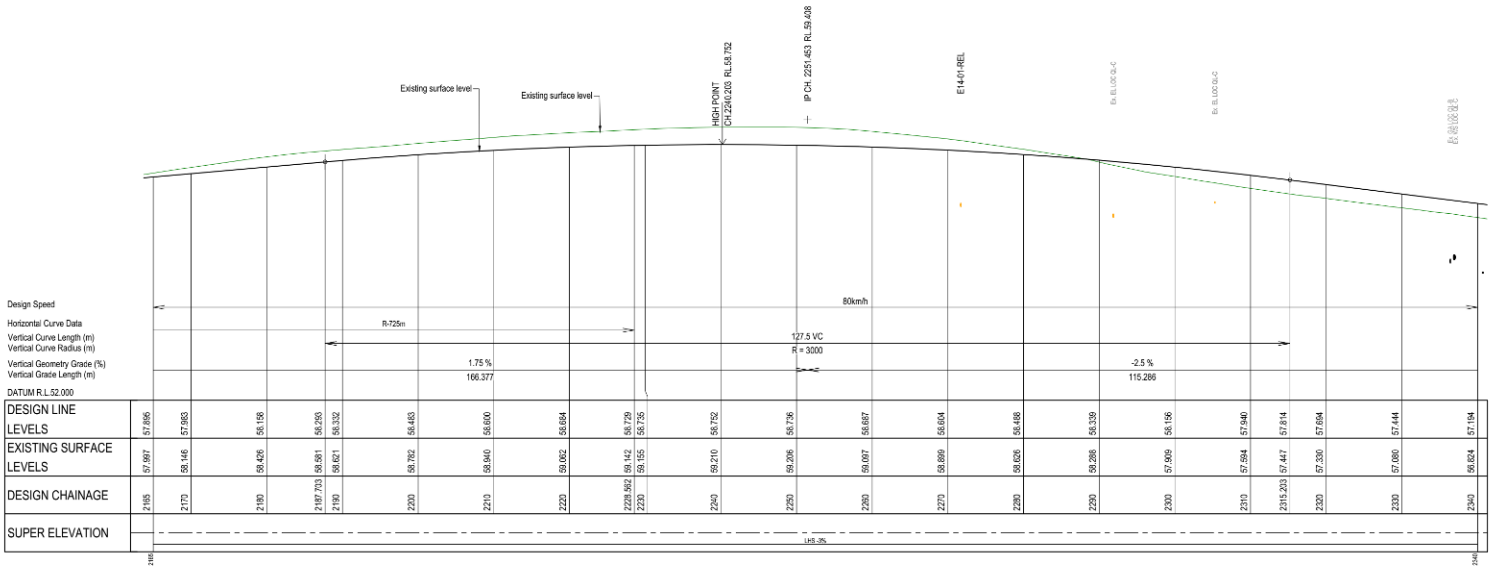
COUNCIL APPROVAL
Approved By
(For) General Manager (AIS)
Date: 18/02/2026

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e-mail: TechnicalServices@ipswich.qld.gov.au

Project: **RIPLEY ROAD UPGRADE STAGE 2**
Drawing Title: **ROADWORKS LONGITUDINAL SECTIONS SHEET 21**

	Name	Date
Drawn	J.C	12.02.26
Designed	T.K	12.02.26
Checked	S.S	12.02.26

Project No.	Sheet No.	Rev.
INF04658	02221	A



LONGITUDINAL SECTION - MC01
RIPLEY ROAD

Horizontal Scale A
Vertical Scale B

Bielby
BG&E Pty Ltd
Level 5, 180 Ann Street
Brisbane, 4000
Tel: +61 7 3167 3300
Email: projects-qld@bgeeng.com

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
A	Issue for Construction PTU	J.C	12.02.26

SURVEY DATA
Horiz. Datum: Terrain 3001 | Vertical Datum: AHD | Level Book: | Grid:
Size: A1 - Scales before reduction:
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Scale B: 0 0.5 1.0 1.5 2.0 2.5 — 1:50
Dimensions shown in metres except where shown otherwise

DRAWING CERTIFICATION

Classification	CIVIL
Certifier Name	Saud Shamsodien
Certifier No.	19631
Date	07.11.25
Signature:	Saud Shamsodien

Drawing Status: ISSUED FOR CONSTRUCTION

COUNCIL APPROVAL
Approved By
(For) General Manager (AIS)
Date: 18/02/2026

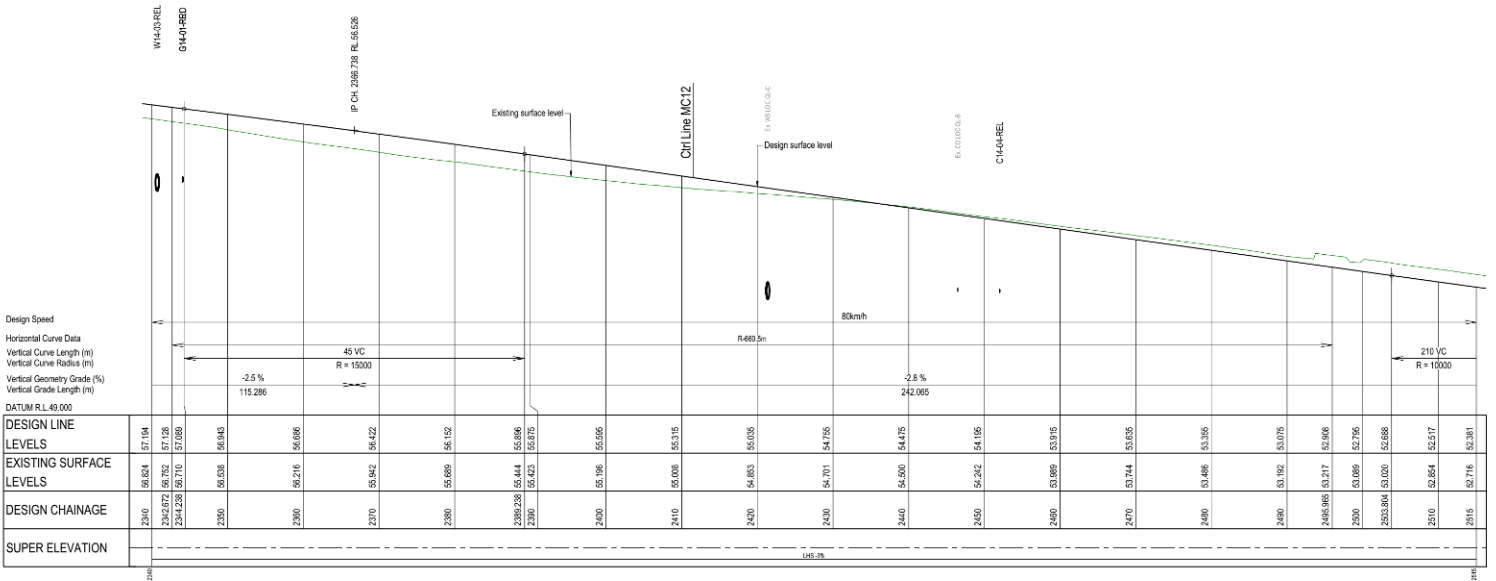
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Telephone: (07) 3810 6666
Facsimile: (07) 3810 7963
e-mail: TechnicalServices@ipswich.qld.gov.au

Project: RIPLEY ROAD UPGRADE
STAGE 2

Drawing Title: ROADWORKS LONGITUDINAL SECTIONS
SHEET 22

	Name	Date
Drawn	J.C	12.02.26
Designed	T.K	12.02.26
Checked	S.S	12.02.26

Project No.	Sheet No.	Rev.
INF04658	02222	A



LONGITUDINAL SECTION - MC01
RIPLEY ROAD

Horizontal Scale A
Vertical Scale B

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Level 5, 180 Ann Street
Brisbane, 4000
Tel: +61 7 3167 3300
Email: projects-qld@bgeeng.com

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
A	Issue for Construction PTU	J.C	12.02.26

SURVEY DATA
Horiz. Datum: Terrain 3001 | Vertical Datum: AHD | Level Book: | Grid:
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Scale B: 0 0.5 1.0 1.5 2.0 2.5 — 1:50
Dimensions shown in metres except where shown otherwise

DRAWING CERTIFICATION

Classification	CIVIL
Certifier Name	Saud Shamsodien
Certifier No.	19631
Date	07.11.25
Signature:	Saud Shamsodien

Drawing Status: ISSUED FOR CONSTRUCTION

COUNCIL APPROVAL
Approved By
(For) General Manager (AIS)
Date: 18/02/2026

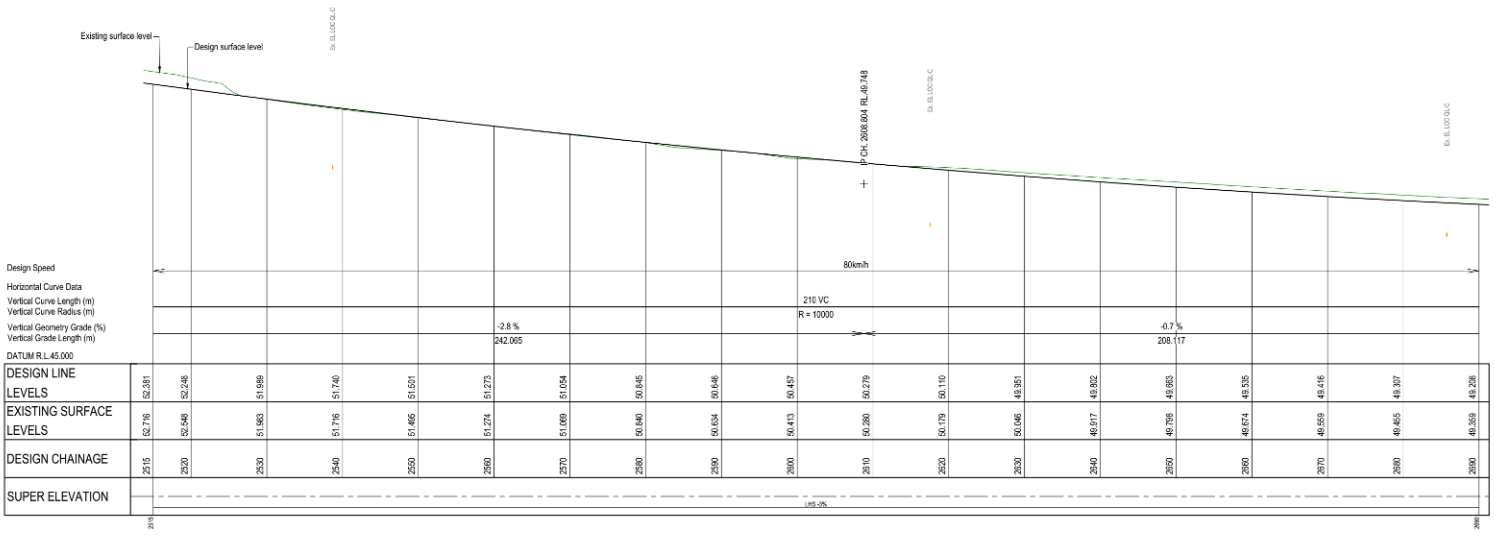
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Telephone: (07) 3810 6666
Facsimile: (07) 3810 7963
e-mail: TechnicalServices@ipswich.qld.gov.au

Project: RIPLEY ROAD UPGRADE
STAGE 2

Drawing Title: ROADWORKS LONGITUDINAL SECTIONS
SHEET 23

	Name	Date
Drawn	J.C	12.02.26
Designed	T.K	12.02.26
Checked	S.S	12.02.26

Project No.	Sheet No.	Rev.
INF04658	02223	A



LONGITUDINAL SECTION - MC01
RIPLEY ROAD

Horizontal Scale A
Vertical Scale B

Bielby BG&E RQSE Pty Ltd Level 5, 180 Ann Street Brisbane, 4000 Tel: +61 7 3167 3300 Email: projects-qld@bgeeng.com

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
A	Issue for Construction PTU	J.C	12.02.26

SURVEY DATA

Horiz. Datum: Terrain 2001 | Vertical Datum: AHD | Level Book: | Grid:

Size: A1 - Scales before reduction:

Scale A: 0 2 4 6 8 10 12 — 1:250

Scale B: 0 0.5 1.0 1.5 2.0 2.5 — 1:50

Dimensions shown in metres except where shown otherwise

DRAWING CERTIFICATION	
Classification:	CIVIL
Certifier Name:	Saud Shamsodien
Certifier No.	19631
Date:	07.11.25
Signature:	Saud Shamsodien

Drawing Status: ISSUED FOR CONSTRUCTION

COUNCIL APPROVAL

Approved By

(For) General Manager (AIS)

Date: 18/02/2026

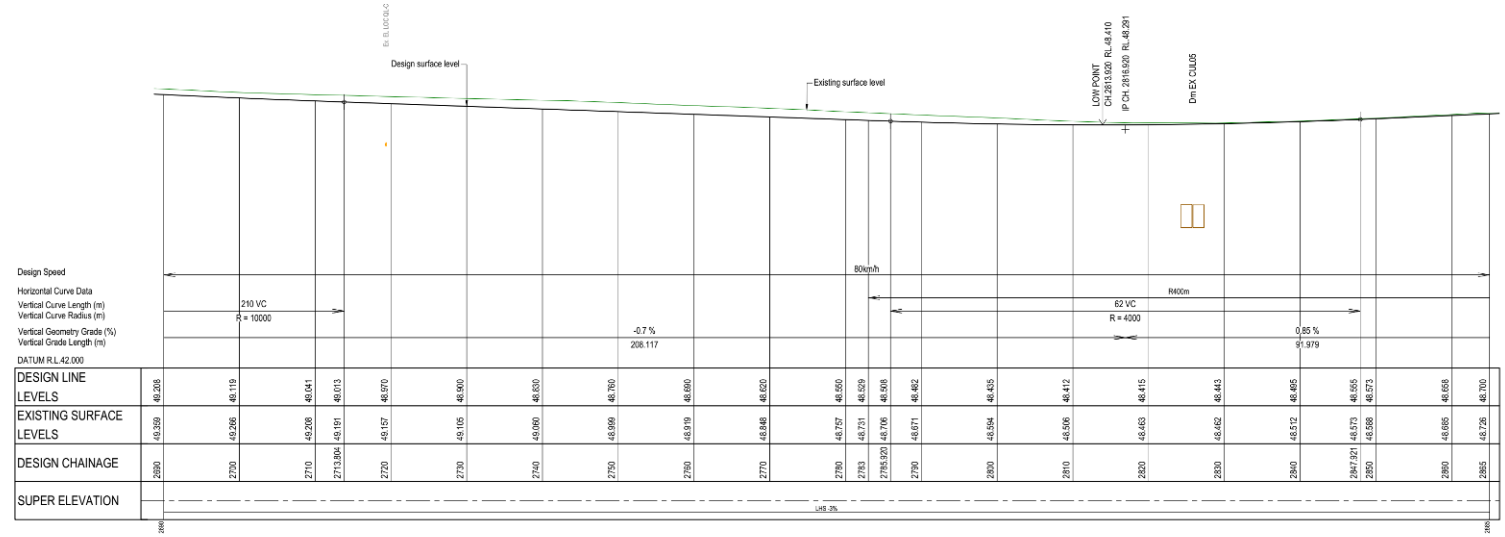
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TECHNICAL SERVICES
P.O. Box 191 Ipswich QLD 4305 Australia
Telephone: (07) 3810 6666
Facsimile: (07) 3810 7963
e-mail: TechnicalServices@ipswich.qld.gov.au

Project: RIPLEY ROAD UPGRADE
STAGE 2

Drawing Title: ROADWORKS LONGITUDINAL SECTIONS
SHEET 24

	Name	Date
Drawn	J.C	12.02.26
Designed	T.K	12.02.26
Checked	S.S	12.02.26

Project No.	Sheet No.	Rev.
INF04658	02224	A



LONGITUDINAL SECTION - MC01
RIPLEY ROAD

Horizontal Scale A
Vertical Scale B

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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
A	Issue for Construction PTU	J.C	12.02.26

SURVEY DATA

Horiz. Datum: Terrain 2001 | Vertical Datum: AHD | Level Book: | Grid:

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Scale B: 0 0.5 1.0 1.5 2.0 2.5 — 1:50

Dimensions shown in metres except where shown otherwise

DRAWING CERTIFICATION	
Classification:	CIVIL
Certifier Name:	Saud Shamsodien
Certifier No.	19631
Date:	07.11.25
Signature:	Saud Shamsodien

Drawing Status: ISSUED FOR CONSTRUCTION

COUNCIL APPROVAL

Approved By

(For) General Manager (AIS)

Date: 18/02/2026

City of Ipswich
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P.O. Box 191 Ipswich QLD 4305 Australia
Telephone: (07) 3810 6666
Facsimile: (07) 3810 7963
e-mail: TechnicalServices@ipswich.qld.gov.au

Project: RIPLEY ROAD UPGRADE
STAGE 2

Drawing Title: ROADWORKS LONGITUDINAL SECTIONS
SHEET 25

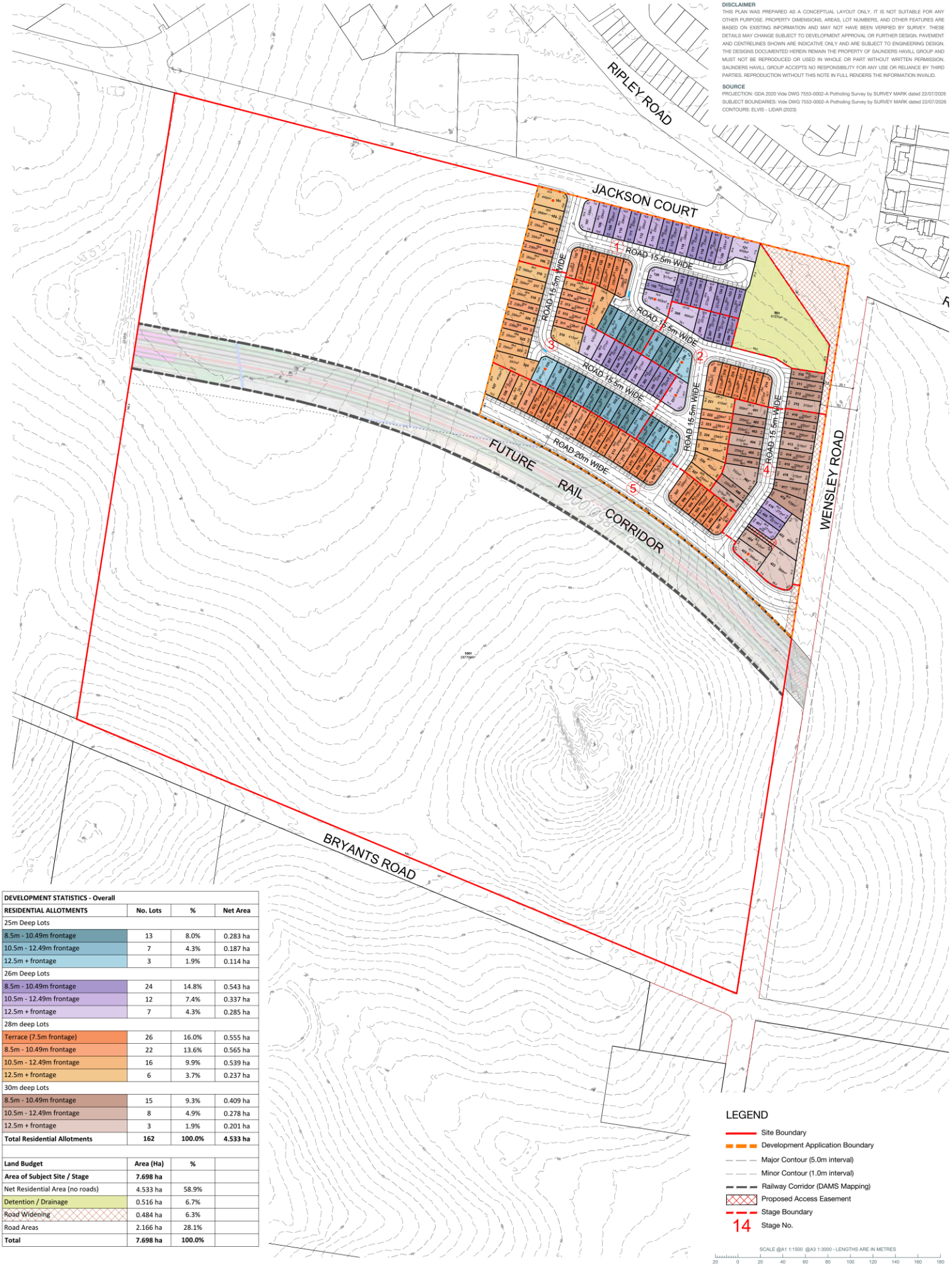
	Name	Date
Drawn	J.C	12.02.26
Designed	T.K	12.02.26
Checked	S.S	12.02.26

Project No.	Sheet No.	Rev.
INF04658	02225	A

APPENDIX B

Development Plans

PROPOSAL PLAN



DISCLAIMER

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SOURCE

PROJECTION: GDA 2020 Vide DWG 7553-0002-A Potholing Survey by SURVEY MARK dated 22/07/2026
SUBJECT BOUNDARIES: Vide DWG 7553-0002-A Potholing Survey by SURVEY MARK dated 22/07/2026
CONTOURS: ELVIS - LIDAR (2023)

DEVELOPMENT STATISTICS - Overall			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
25m Deep Lots			
8.5m - 10.49m frontage	13	8.0%	0.283 ha
10.5m - 12.49m frontage	7	4.3%	0.187 ha
12.5m + frontage	3	1.9%	0.114 ha
26m Deep Lots			
8.5m - 10.49m frontage	24	14.8%	0.543 ha
10.5m - 12.49m frontage	12	7.4%	0.337 ha
12.5m + frontage	7	4.3%	0.285 ha
28m deep Lots			
Terrace (7.5m frontage)	26	16.0%	0.555 ha
8.5m - 10.49m frontage	22	13.6%	0.565 ha
10.5m - 12.49m frontage	16	9.9%	0.539 ha
12.5m + frontage	6	3.7%	0.237 ha
30m deep Lots			
8.5m - 10.49m frontage	15	9.3%	0.409 ha
10.5m - 12.49m frontage	8	4.9%	0.278 ha
12.5m + frontage	3	1.9%	0.201 ha
Total Residential Allotments	**162**	**100.0%**	**4.533 ha**

Land Budget	**Area (Ha)**	**%**	
Area of Subject Site / Stage	**7.698 ha**		
Net Residential Area (no roads)	4.533 ha	58.9%	
Detention / Drainage	0.516 ha	6.7%	
Road Widening	0.484 ha	6.3%	
Road Areas	2.166 ha	28.1%	
Total	**7.698 ha**	**100.0%**	

LEGEND

- Site Boundary
- Development Application Boundary
- Major Contour (5.0m interval)
- Minor Contour (1.0m interval)
- Railway Corridor (DAMS Mapping)
- Proposed Access Easement
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:1500 @A3 1:3000 - LENGTHS ARE IN METRES

20 0 20 40 60 80 100 120 140 160 180

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1300 123 744 | saundershavill.com

N

CLIENT: KDL PROPERTY GROUP PTY LTD

SITE ADDRESS: 1-63 BRYANTS ROAD & 101 JACKSON COURT, RIPLEY

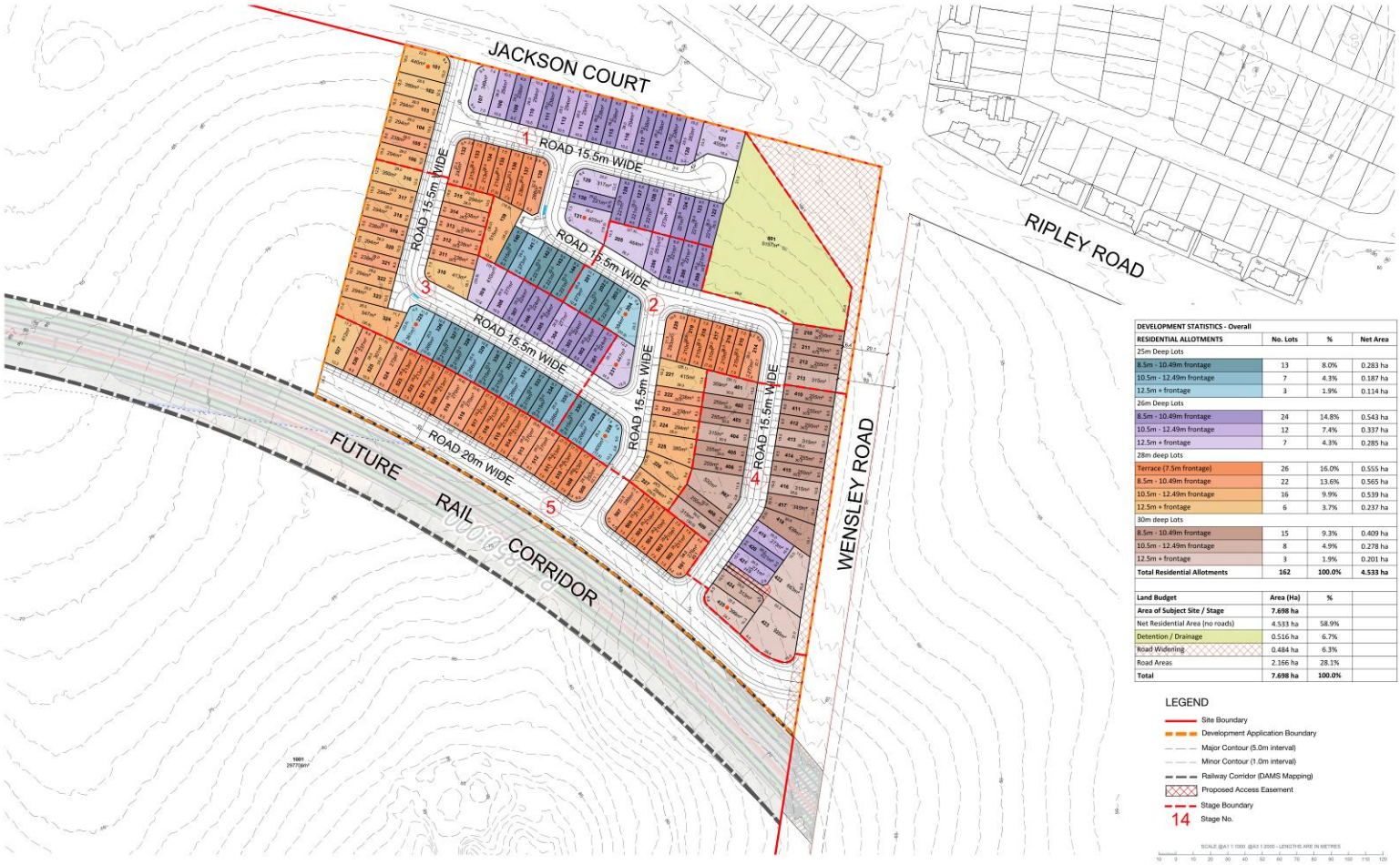
RP DESCRIPTION: LOTS 359 & 360 on S3173

DRAWN: KA

DATE: 01/09/2026

DRAWING NO.: 13059 P 09 Rev J - CON 01

PROPOSAL PLAN



DEVELOPMENT STATISTICS - Overall			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
25m Deep Lots			
8.5m - 10.49m frontage	13	8.0%	0.283 ha
10.5m - 12.49m frontage	7	4.3%	0.187 ha
12.5m + frontage	3	1.9%	0.114 ha
26m Deep Lots			
8.5m - 10.49m frontage	24	14.8%	0.543 ha
10.5m - 12.49m frontage	12	7.4%	0.337 ha
12.5m + frontage	7	4.3%	0.285 ha
28m deep Lots			
Terrace (7.5m frontage)	26	16.0%	0.555 ha
8.5m - 10.49m frontage	22	13.6%	0.565 ha
10.5m - 12.49m frontage	16	9.9%	0.539 ha
12.5m + frontage	6	3.7%	0.237 ha
30m deep Lots			
8.5m - 10.49m frontage	15	9.3%	0.409 ha
10.5m - 12.49m frontage	8	4.9%	0.278 ha
12.5m + frontage	3	1.9%	0.201 ha
Total Residential Allotments	**162**	**100.0%**	**4.533 ha**

Land Budget	**Area (Ha)**	**%**	
Area of Subject Site / Stage	**7.698 ha**		
Net Residential Area (no roads)	4.533 ha	58.9%	
Detention / Drainage	0.516 ha	6.7%	
Road Widening	0.484 ha	6.3%	
Road Areas	2.166 ha	28.1%	
Total	**7.698 ha**	**100.0%**	

LEGEND

- Site Boundary
- Development Application Boundary
- Major Contour (5.0m interval)
- Minor Contour (1.0m interval)
- Railway Corridor (DAMS Mapping)
- Proposed Access Easement
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:1000 @A3 1:2000 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90 100 110 120

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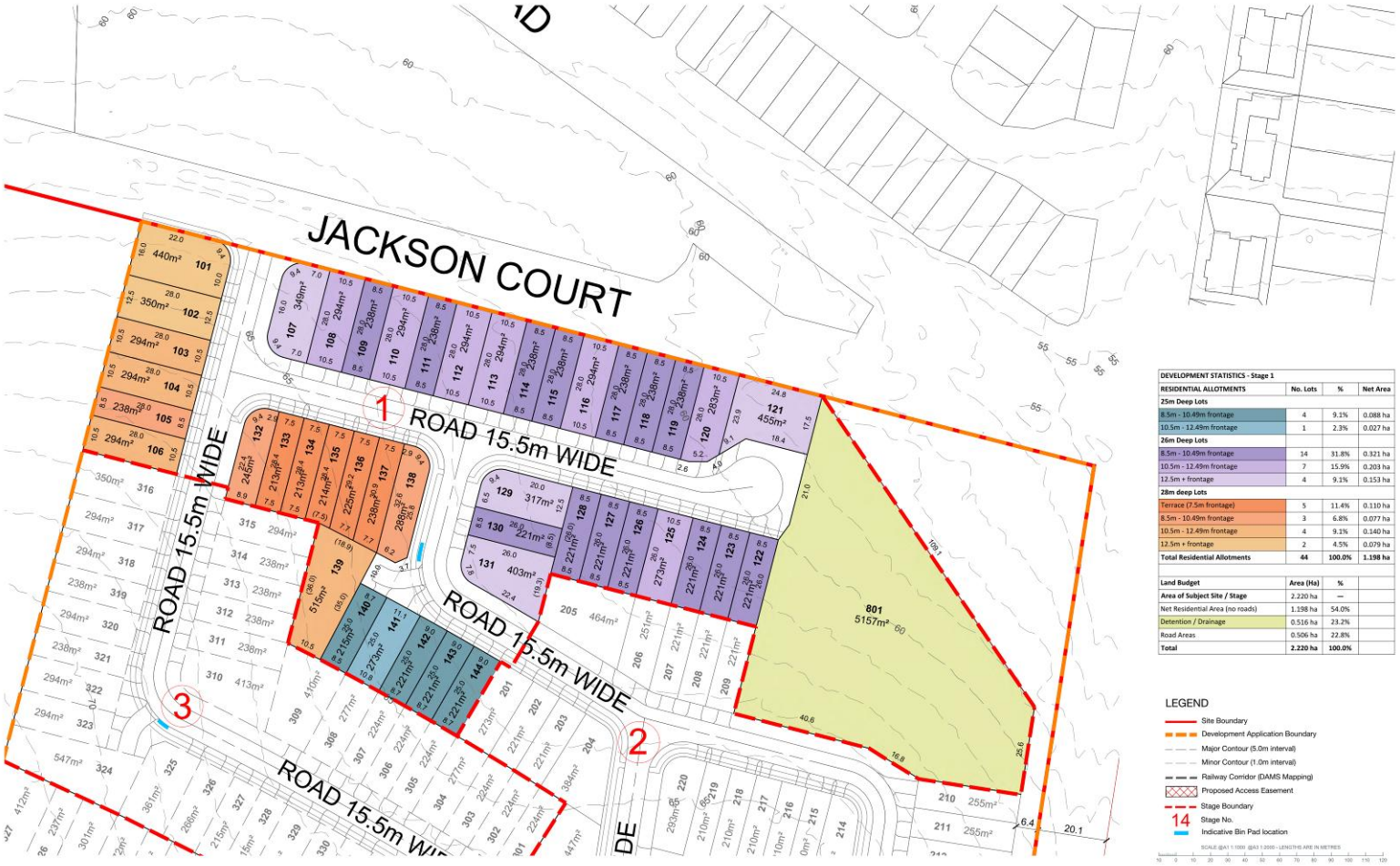
SOURCE
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MARK dated 22/07/2026
SUBJECT BOUNDARIES: Vide DWG 7553-0000-A Potholing Survey by SURVEY
MARK dated 22/07/2026
CONTOURS: ELVIS - LiDAR (2023)

CLIENT: KDL PROPERTY GROUP PTY LTD

SITE ADDRESS: 1-63 BRYANTS ROAD & 101 JACKSON COURT, RIPLEY
RP DESCRIPTION: LOTS 359 & 360 on S3173

DRAWN: KA
DATE: 01/09/2026
DRAWING NO.: 13059 P 09 Rev J - CON 02

STAGING PLAN - STAGE 1



DEVELOPMENT STATISTICS - Stage 1			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
25m Deep Lots			
8.5m - 10.49m frontage	4	9.1%	0.088 ha
10.5m - 12.49m frontage	1	2.3%	0.027 ha
26m Deep Lots			
8.5m - 10.49m frontage	14	31.8%	0.321 ha
10.5m - 12.49m frontage	7	15.9%	0.203 ha
12.5m + frontage	4	9.1%	0.153 ha
28m deep Lots			
Terrace (7.5m frontage)	5	11.4%	0.110 ha
8.5m - 10.49m frontage	3	6.8%	0.077 ha
10.5m - 12.49m frontage	4	9.1%	0.140 ha
12.5m + frontage	2	4.5%	0.079 ha
Total Residential Allotments	**44**	**100.0%**	**1.198 ha**

Land Budget	**Area (Ha)**	**%**	
Area of Subject Site / Stage	**2.220 ha**	**–**	
Net Residential Area (no roads)	1.198 ha	54.0%	
Detention / Drainage	0.516 ha	23.2%	
Road Areas	0.506 ha	22.8%	
Total	**2.220 ha**	**100.0%**	

LEGEND

- Site Boundary
- Development Application Boundary
- Major Contour (5.0m interval)
- Minor Contour (1.0m interval)
- Railway Corridor (DAMS Mapping)
- Proposed Access Easement
- Stage Boundary
- 14 Stage No.
- Indicative Bin Pad location

SCALE @A1 1:1000 @A3 1:2000 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90 100 110 120

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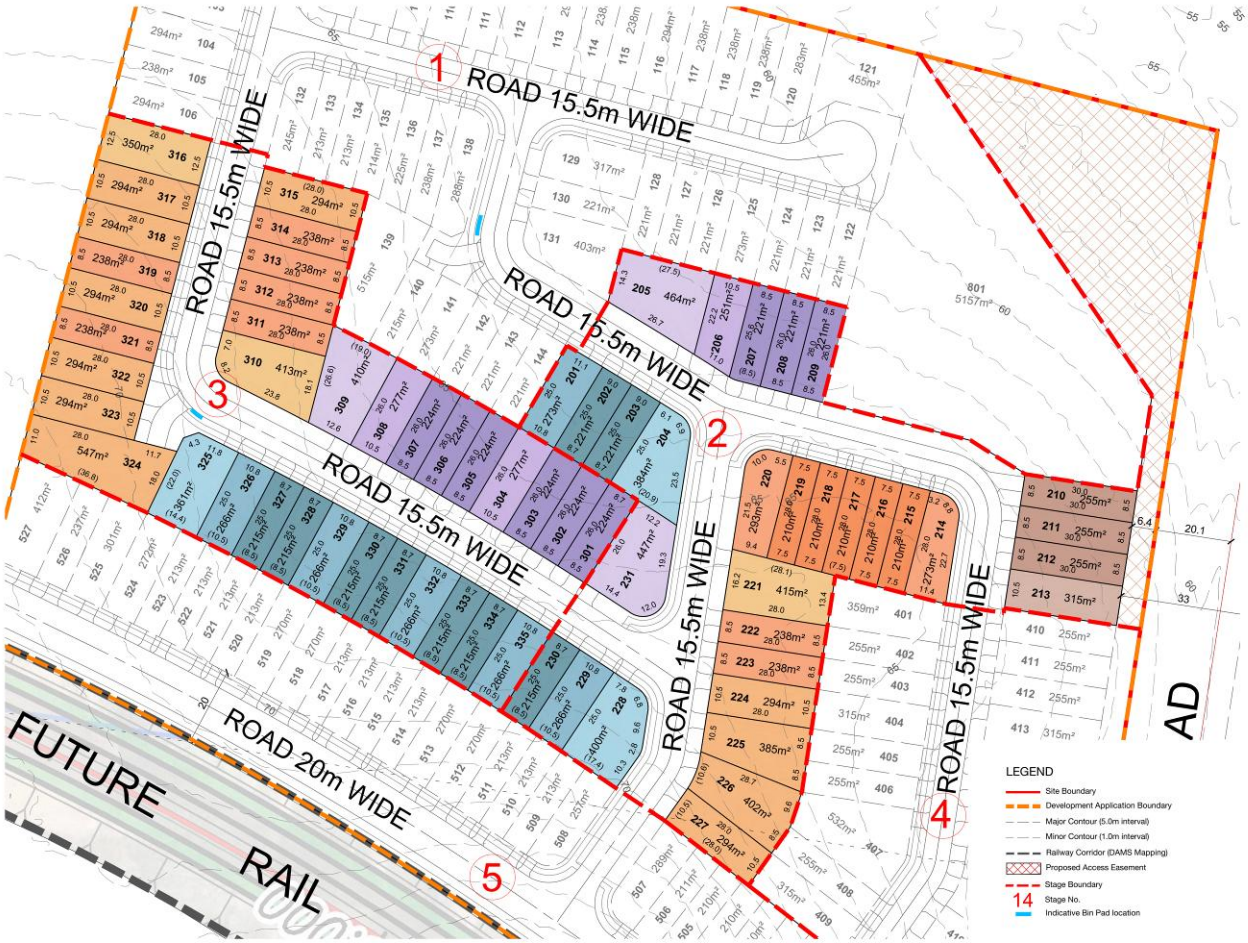
SOURCE
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MARK dated 22/07/2026
SUBJECT BOUNDARIES: Vide DWG 7553-0000-A Potholing Survey by SURVEY
MARK dated 22/07/2026
CONTOURS: ELVIS - LiDAR (2023)

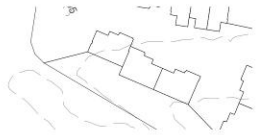
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SITE ADDRESS: 1-63 BRYANTS ROAD & 101 JACKSON COURT, RIPLEY
RP DESCRIPTION: LOTS 359 & 360 on S3173

DRAWN: KA
DATE: 01/09/2026
DRAWING NO.: 13059 P 09 Rev J - STG 01

STAGING PLAN - STAGE 2 & 3





DEVELOPMENT STATISTICS - Stage 2			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
25m Deep Lots			
8.5m - 10.49m frontage	3	9.7%	0.066 ha
10.5m - 12.49m frontage	2	6.5%	0.054 ha
12.5m + frontage	2	6.5%	0.078 ha
26m Deep Lots			
8.5m - 10.49m frontage	3	9.7%	0.066 ha
10.5m - 12.49m frontage	1	3.2%	0.025 ha
12.5m + frontage	2	6.5%	0.091 ha
28m deep Lots			
Terrace (7.5m frontage)	5	16.1%	0.105 ha
8.5m - 10.49m frontage	4	12.9%	0.104 ha
10.5m - 12.49m frontage	4	12.9%	0.138 ha
12.5m + frontage	1	3.2%	0.041 ha
30m deep lots			
8.5m - 10.49m frontage	3	9.7%	0.076 ha
10.5m - 12.49m frontage	1	3.2%	0.032 ha
Total Residential Allotments	**31**	**100.0%**	**0.876 ha**

Land Budget	Area (Ha)	%
Area of Subject Site / Stage	1.664 ha	0.0%
Net Residential Area (no roads)	0.876 ha	52.7%
Road Widening	0.356 ha	21.4%
Road Areas	0.432 ha	25.9%
Total	**1.664 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 3			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
25m Deep Lots			
8.5m - 10.49m frontage	6	17.1%	0.129 ha
10.5m - 12.49m frontage	4	11.4%	0.106 ha
12.5m + frontage	1	2.9%	0.036 ha
26m Deep Lots			
8.5m - 10.49m frontage	6	17.1%	0.134 ha
10.5m - 12.49m frontage	2	5.7%	0.055 ha
12.5m + frontage	1	2.9%	0.041 ha
28m deep Lots			
8.5m - 10.49m frontage	6	17.1%	0.143 ha
10.5m - 12.49m frontage	7	20.0%	0.231 ha
12.5m + frontage	2	5.7%	0.076 ha
Total Residential Allotments	**35**	**100.0%**	**0.951 ha**

Land Budget	Area (Ha)	%
Area of Subject Site / Stage	1.251 ha	–
Net Residential Area (no roads)	0.951 ha	76.0%
Road Areas	0.300 ha	24.0%
Total	**1.251 ha**	**100.0%**

SCALE @A1 1:1000 @A3 1:2000 - LENGTHS ARE IN METRES

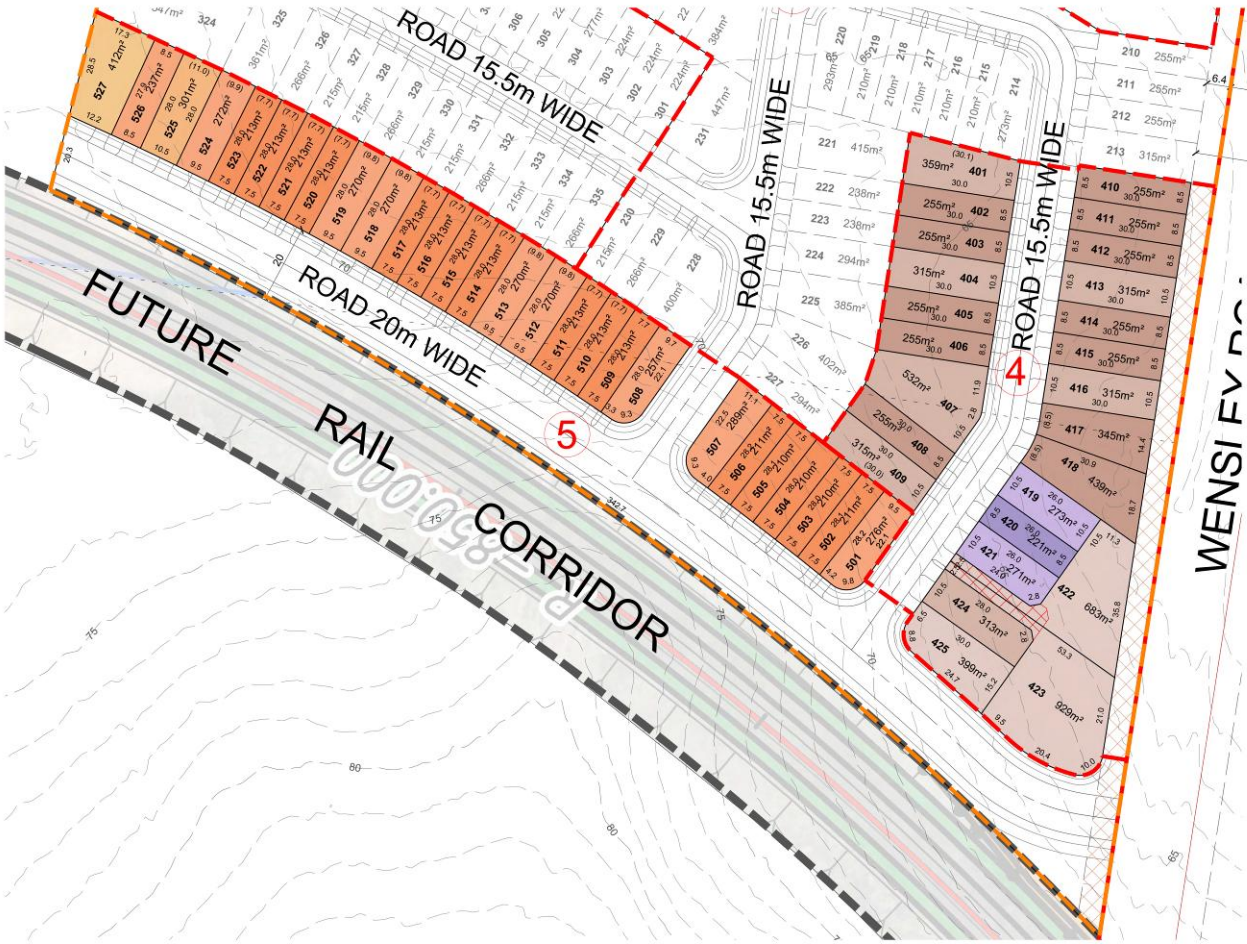
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SOURCE
PROJECTION: GDA 2020 Vicie DWG 7553-0002-A Potholing Survey by SURVEY MARK dated 22/07/2026
SUBJECT BOUNDARIES: Vide DWG 7333-0002-A Potholing Survey by SURVEY MARK dated 22/07/2026
CONTOURS: ELVIS - LIDAR (2023)

CLIENT: KDL PROPERTY GROUP PTY LTD
SITE ADDRESS: 1-63 BRYANTS ROAD & 101 JACKSON COURT, RIPLEY
RP DESCRIPTION: LOTS 359 & 360 on S3173
DRAWN: KA
DATE: 01/09/2026
DRAWING NO.: 13059 P 09 Rev J - STG 2 & 3

STAGING PLAN - STAGE 4 & 5



DEVELOPMENT STATISTICS - Stage 4			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
26m Deep Lots			
8.5m - 10.49m frontage	1	4.0%	0.022 ha
10.5m - 12.49m frontage	2	8.0%	0.054 ha
30m deep Lots			
8.5m - 10.49m frontage	12	48.0%	0.333 ha
10.5m - 12.49m frontage	7	28.0%	0.246 ha
12.5m + frontage	3	12.0%	0.201 ha
Total Residential Allotments	**25**	**100.0%**	**0.856 ha**

Land Budget	Area (Ha)	%
Area of Subject Site / Stage	1.150 ha	–
Net Residential Area (no roads)	0.856 ha	74.4%
Road Widening	0.099 ha	8.6%
Road Areas	0.195 ha	17.0%
Total	**1.150 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 5			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
28m deep lots			
Terrace (7.5m frontage)	16	59.3%	0.340 ha
8.5m - 10.49m frontage	9	33.3%	0.241 ha
10.5m - 12.49m frontage	1	3.7%	0.030 ha
12.5m + frontage	1	3.7%	0.041 ha
Total Residential Allotments	**27**	**100.0%**	**0.652 ha**

Land Budget	Area (Ha)	%
Area of Subject Site / Stage	1.414 ha	
Net Residential Area (no roads)	0.652 ha	46.1%
Road Widening	0.029 ha	2.1%
Road Areas	0.733 ha	51.8%
Total	**1.414 ha**	**100.0%**

LEGEND
Site Boundary
Development Application Boundary
Major Contour (5.0m interval)
Minor Contour (1.0m interval)
Railway Corridor (DAMS Mapping)
Proposed Access Easement
Stage Boundary
14 Stage No.

SCALE @A1 1:1000 @A3 1:2000 - LENGTHS ARE IN METRES

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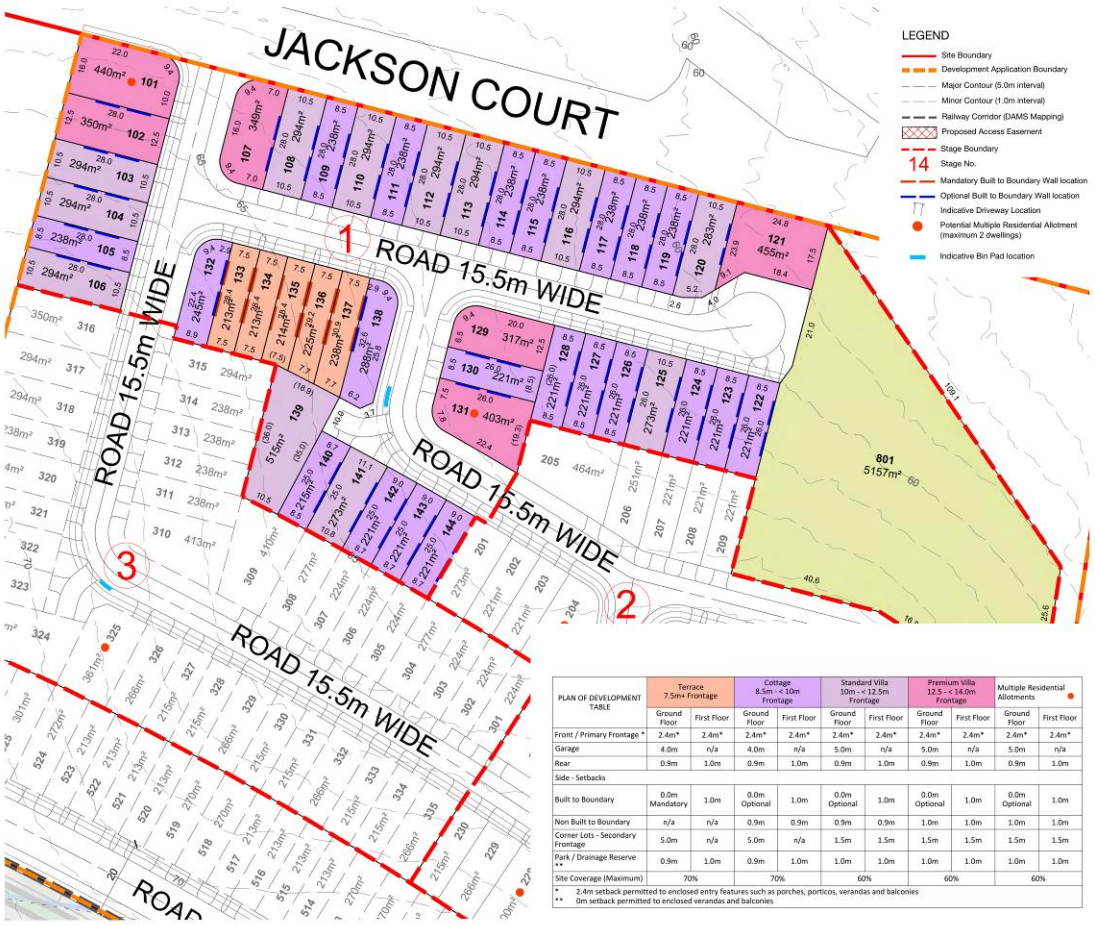
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RP DESCRIPTION: LOTS 359 & 360 on S3173
DRAWN: KA
DATE: 01/09/2026

DRAWING NO.: 13059 P 09 Rev J - STG 4 & 5

PLAN OF DEVELOPMENT - STAGE 1



PLAN OF DEVELOPMENT TABLE	Terrace 7.5m+ Frontage		Cottage 8.5m - < 10m Frontage		Standard Villa 10m - < 12.5m Frontage		Premium Villa 12.5 - < 14.0m Frontage		Multiple Residential Allotments ●	
	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor
Front / Primary Frontage *	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*
Garage	4.0m	n/a	4.0m	n/a	5.0m	n/a	5.0m	n/a	5.0m	n/a
Rear	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m
Side - Setbacks										
Built to Boundary	0.0m Mandatory	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m
Non Built to Boundary	n/a	n/a	0.9m	0.9m	0.9m	0.9m	1.0m	1.0m	1.0m	1.0m
Corner Lots - Secondary Frontage	5.0m	n/a	5.0m	n/a	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m
Park / Drainage Reserve **	0.9m	1.0m	0.9m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m
Site Coverage (Maximum)	70%		70%		60%		60%		60%	

* 2.4m setback permitted to enclosed entry features such as porches, porticos, verandas and balconies
** 0m setback permitted to enclosed verandas and balconies

NOTES:

General

1. All development is to be undertaken in accordance with the Development Approval.
2. The maximum height of buildings shall not exceed two (2) storeys.
3. Building height is measured from natural ground level (to avoid any doubt, natural ground level is taken to be the level of the land when the survey plan creating the subject lot was registered).
4. Maximum building location envelopes may be subject to future proposed easements and/or other underground services.
5. A lot can have only one primary frontage. Secondary frontages are nominated on this Plan of Development.
6. For corner lots, no building or structure over 2 metres high is to be built within a 4m x 4m truncation at the corner of two road frontages.

Setbacks

7. Setback, for a building or structure, means the shortest distance, measured horizontally, between the outermost projection of the building or structure to the vertical projection of the boundary of the lot where the building or structure is.
8. Setbacks are as per the Plan of Development Table unless otherwise specified.
9. Where a setback is located adjacent to a 3m retaining wall, a minimum side and rear setback of 1.5m applies or half the overall building height is desirable.
10. The location of the built to boundary walls are indicated on the Plan of Development. Where built to boundary walls are not adopted, side setbacks shall be in accordance with the Plan of Development Table unless otherwise specified in these notes.
11. If a built to boundary wall is constructed, it must be constructed on the boundary nominated in this Plan of Development.
12. The maximum length of a built-to-boundary wall is 15 metres, unless it abuts a higher or longer existing or simultaneously constructed wall.
13. First floor setbacks must not encroach the minimum ground floor setbacks.
14. Garages must not project forward of the front building setback.
15. Eaves should not encroach (other than where buildings are built to boundary) closer than 450mm to the lot boundary, exceptions include:
    - Primary Street frontage, where eaves should not be closer than 2400mm.

Garages

16. For lots without rear lane access:
    - Double garages are not permitted on any lot less than 10m wide
    - Double garages may be permitted on lots 10m or greater in width and less than 12.5m wide where the dwelling is more than one storey in height and the garage is setback at least 1.0m behind the main face (excluding balconies) of the dwelling and the garage doors are articulated, comprise a mix of materials and colours, or are staggered.
    - Double garages may be permitted on single storey dwellings on lots 10m or greater in width and less than 12.5m wide where all of the following requirements are achieved:
        a. the garage door does not exceed 4.8m in width and does not exceed 40% of the front façade elevation;
        b. at least one habitable room fronts the public street and projects a minimum of 1.0m forward of the garage;
        c. the garage is setback a minimum of 240mm behind the pillar or wall framing the garage door opening;
        d. the dwelling incorporates a minimum 450mm eave overhang to the primary street frontage;
        e. the front façade incorporates a clearly identifiable pedestrian entry with glazing within the front door or adjoining sidelight;
        f. the front façade incorporates large or multiple habitable room windows addressing the street;
        g. the front façade incorporates a minimum of three complementary materials and/or colours, including the garage door;
        h. garage doors comprise sectional, tilt-panel or similarly articulated doors and are visually integrated into the overall dwelling design.

On-Site Parking and Driveways

17. Off street car park is to be provided in accordance with the following minimum requirements:
    - One room or one bedroom or two bedroom house/dwelling unit - 1 covered space per dwelling.
    - Three or more bedroom house/dwelling unit - 2 spaces per dwelling, one of which must be capable of being covered (may be provided in tandem).
18. The maximum width of a driveway at the lot boundary shall be 4.0 metres for a lot, except where a reduced width of 2.5 metres is specified to enable street parking.
19. Garages are to be located along the Built to Boundary wall. Where no Built to Boundary wall is proposed, garages are to be located on the side of the lot. Where the lot has no side, garages are to be located on the western or southern side of the lot.
20. Maximum of one driveway per dwelling unless it is a corner lot where the minimum distance required in note 21 can be achieved and no retaining walls are present.
21. Minimum distance of a driveway from an intersection of one street with another street is 6.0 meters.

Private Open Space

22. Private open space is to be provided in accordance with the following requirements:
    - Two bedroom house/dwelling unit – minimum 9m² with a minimum dimension of 2.4m;
    - Three of more bedroom house/dwelling – minimum 12m² with a minimum dimension 2.4m
23. Private open space must be in accordance with the following requirements:
    - Accessible from a living room; and
    - Adequate space to accommodate a table, chair, planting, barbeque and shade; and
    - Maximum gradient not exceeding 1:10.

Street Address

24. Letterboxes must be clearly visible and identifiable from street.
25. Pedestrian access and letterboxes are required for all primary frontages.
26. Buildings must address each street, pathway or park frontage through the inclusion of window openings / glazing in doors and one or more of the following design elements in the related facade:
    - Verandahs; and/or
    - Porches; and/or
    - Awning and shade structures; and/or
    - Variation to roof and building lines; and/or
    - Use of varying building materials.
27. All buildings with a width of more than 10 metres that are visible from a street or a park must be articulated to reduce the mass of the building by one or more of the following:
    - Windows recessed into the façade; and/or
    - Balconies, porches or verandahs; and/or
    - Window Hoods/Screens; and/or
    - Shadow lines are created on the building through minor changes in the façade (100 millimetres minimum).
28. Carports and garages are to be compatible with the main building design in terms of height, roof form, detailing, materials and colours.

Fencing

29. Fencing, screening or level changes to provide privacy but still allow for overlooking of the street and park to promote casual surveillance.
30. Fencing on all primary frontages has a maximum height of 1.2 metres where solid or has a maximum height of 1.8 metres where containing openings that make the fence at least 50% transparent. Fencing on all secondary frontages has a maximum height of 1.8 where containing openings that make the fence at least 25% transparent.
31. Fences on pedestrian linkages are to have a maximum height of 1.2m where solid or have a maximum height of 1.8m where containing openings that make the fence more than 50% transparent.

Bushfire Management

32. Lots may be subject to bushfire hazard requiring compliance with a relevant Australian Standard – Please refer to the Bushfire Management Plan prepared by Queensland Bushfire Planning

Additional Criteria for Secondary Dwellings

33. Design criteria for Secondary Dwellings is as per Schedule 3 of the Ripley Valley Development Scheme.

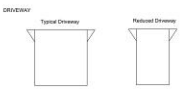
Additional Criteria for Lots Adjoining Public Open Space

34. Lots with a common boundary with public open space (being park, drainage or reserve) provide for passive surveillance/overlooking of the open space by inclusion of two of the following design elements:
    - Habitable room windows facing the open space; or
    - For double storey dwellings, balconies overlooking the open space; or
    - For single storey dwellings, 1.2 metre high fencing with a minimum of 50% transparency along the common boundary with the open space; or
    - Aluminium pool fencing to the common boundary with the open space.

Additional Criteria for Multiple Residential Allotments

35. Must comply with Multiple Residential Allotment setbacks.
36. Buildings must address all street frontages with driveways, pedestrian entries or both.
37. All dwellings must have a clearly identifiable front door, which is undercover.
38. Bin storage and clothes drying areas must be located behind a fence and not be visible from any street frontage.
39. All designs must positively address the street through inclusion of at least three of the following design elements:
    - Verandah, porch or portico;
    - Awning and shade structures;
    - Variation to roof and building lines;
    - Inclusion of window openings; or
    - Use of varying building materials and treatments
40. A minimum of two on-site car parking spaces must be provided for each dwelling, one of which must be within a garage.
41. Each house / dwelling unit has a clearly defined outdoor living space which:
    - Has an area of at least:
        - 12m² with a minimum dimension of 2.4m for a 3 or more bedroom house / dwelling unit;
        - 9m² with a minimum dimension of 2.4m for a 2 room or 1 bedroom house / dwelling unit; or
        - 5m² with a minimum dimension of 1.2m for a 1 room or 1 bedroom house / dwelling unit.
    - Is accessible from a living area;
    - Has a ground slope of not more than 1 in 10; and
    - Provides visual privacy from outdoor living spaces on adjacent lots.

      Or communal open space is provided which:
    - Has an area of at least 25% of the area of the lot; and
    - Is of a shape which can include a circle with a 4.0m diameter.
42. Fencing along primary and secondary street frontages (where it adjoins private open space) must be a minimum 1.5m high solid screen fencing and may extend up to a maximum of 1.8m where the upper 0.3m is 50% transparent.
    - Fence must be painted in a colour that complements the dwelling.



SCALE @A1 1:1000 @A3 1:2000 - LENGTHS ARE IN METRES

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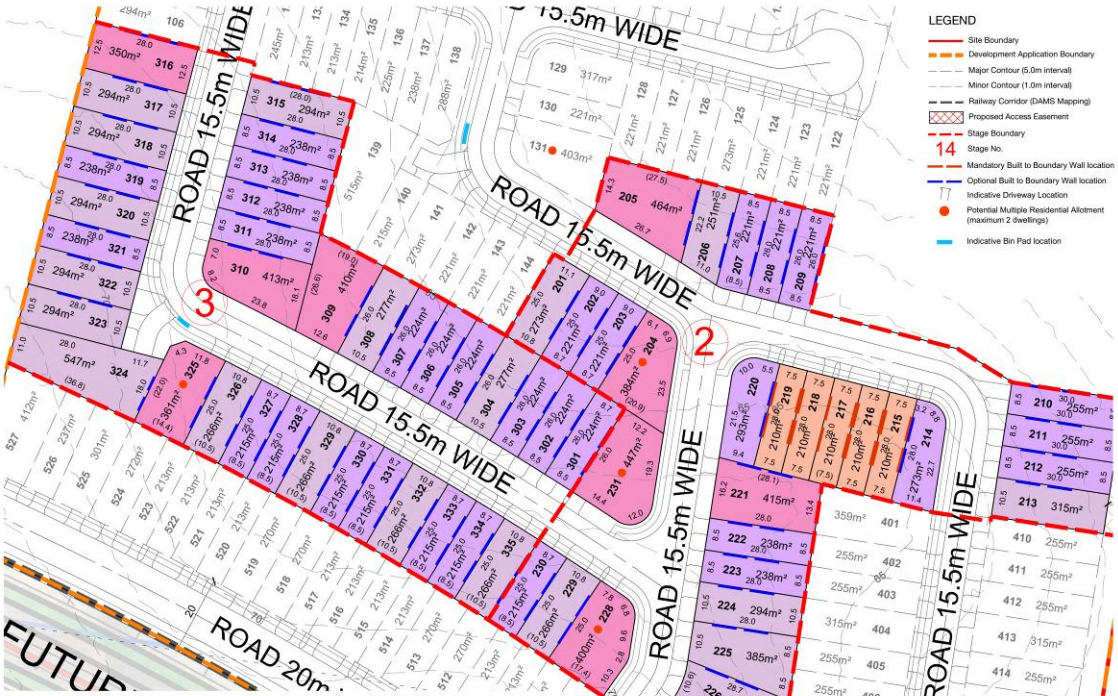
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CLIENT	SITE ADDRESS	DRAWN	DATE
KDL PROPERTY GROUP PTY LTD	1-63 BRYANTS ROAD & 101 JACKSON COURT, RIPLEY	KA	01/09/2026
	RP DESCRIPTION: LOTS 359 & 360 on S3173	DRAWING NO.: 13059 P 09 Rev J - POD 01	

PLAN OF DEVELOPMENT - STAGE 2 & 3



PLAN OF DEVELOPMENT TABLE	Terrace 7.5m+ Frontage		Cottage 8.5m - < 10m Frontage		Standard Villa 10m - < 12.5m Frontage		Premium Villa 12.5 - < 14.0m Frontage		Multiple Residential Allotments ●	
	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor
Front / Primary Frontage *	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*
Garage	4.0m	n/a	4.0m	n/a	5.0m	n/a	5.0m	n/a	5.0m	n/a
Rear	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m
Side - Setbacks										
Built to Boundary	0.0m Mandatory	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m
Non Built to Boundary	n/a	n/a	0.9m	0.9m	0.9m	0.9m	1.0m	1.0m	1.0m	1.0m
Corner Lots - Secondary Frontage	5.0m	n/a	5.0m	n/a	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m
Park / Drainage Reserve **	0.9m	1.0m	0.9m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m
Site Coverage (Maximum)	70%		70%		60%		60%		60%	

* 2.4m setback permitted to enclosed entry features such as porches, porticos, verandas and balconies
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        c. the garage is setback a minimum of 240mm behind the pillar or wall framing the garage door opening;
        d. the dwelling incorporates a minimum 450mm eave overhang to the primary street frontage;
        e. the front façade incorporates a clearly identifiable pedestrian entry with glazing within the front door or adjoining sidelight;
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    - Variation to roof and building lines; and/or
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30. Fencing on all primary frontages has a maximum height of 1.2 metres where solid or has a maximum height of 1.8 metres where containing openings that make the fence at least 50% transparent. Fencing on all secondary frontages has a maximum height of 1.8 where containing openings that make the fence at least 25% transparent.
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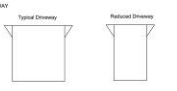
Additional Criteria for Lots Adjoining Public Open Space

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    - Habitable room windows facing the open space; or
    - For double storey dwellings, balconies overlooking the open space; or
    - For single storey dwellings, 1.2 metre high fencing with a minimum of 50% transparency along the common boundary with the open space; or
    - Aluminium pool fencing to the common boundary with the open space.

Additional Criteria for Multiple Residential Allotments

35. Must comply with Multiple Residential Allotment setbacks.
36. Buildings must address all street frontages with driveways, pedestrian entries or both.
37. All dwellings must have a clearly identifiable front door, which is undercover.
38. Bin storage and clothes drying areas must be located behind a fence and not be visible from any street frontage.
39. All designs must positively address the street through inclusion of at least three of the following design elements:
    - Verandah, porch or portico;
    - Awning and shade structures;
    - Variation to roof and building lines;
    - Inclusion of window openings; or
    - Use of varying building materials and treatments
40. A minimum of two on-site car parking spaces must be provided for each dwelling, one of which must be within a garage.
41. Each house / dwelling unit has a clearly defined outdoor living space which:
    - Has an area of at least:
        - 12m² with a minimum dimension of 2.4m for a 3 or more bedroom house / dwelling unit;
        - 9m² with a minimum dimension of 2.4m for a 2 room or 1 bedroom house / dwelling unit; or
        - 5m² with a minimum dimension of 1.2m for a 1 room or 1 bedroom house / dwelling unit.
    - Is accessible from a living area;
    - Has a ground slope of not more than 1 in 10; and
    - Provides visual privacy from outdoor living spaces on adjacent lots.

      Or communal open space is provided which:
    - Has an area of at least 25% of the area of the lot; and
    - Is of a shape which can include a circle with a 4.0m diameter.
42. Fencing along primary and secondary street frontages (where it adjoins private open space) must be a minimum 1.5m high solid screen fencing and may extend up to a maximum of 1.8m where the upper 0.3m is 50% transparent.
    - Fence must be painted in a colour that complements the dwelling.



SCALE @A1 1:1000 @A3 1:2000 - LENGTHS ARE IN METRES

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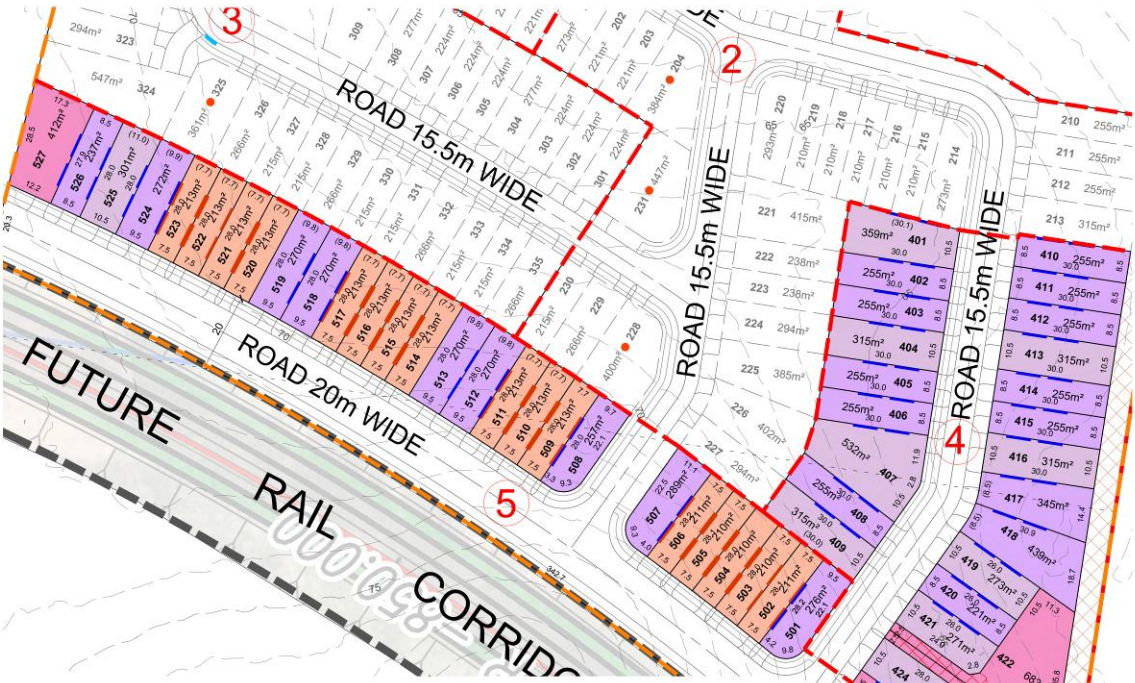
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SOURCE
PROJECTION: GDA 2020 Vicx ORIG 7553-0002-A Potholing Survey by SURVEY MARK dated 22/07/2026
SUBJECT BOUNDARIES: Vide ORIG 7333-0002-A Potholing Survey by SURVEY MARK dated 22/07/2026
CONTOURS: ELVIS - LIDAR (2023)

N

CLIENT	SITE ADDRESS	DRAWN	DATE
KDL PROPERTY GROUP PTY LTD	1-63 BRYANTS ROAD & 101 JACKSON COURT, RIPLEY	KA	01/09/2026
	RP DESCRIPTION: LOTS 359 & 360 on S3173	DRAWING NO.: 13059 P 09 Rev J - POD 2 & 3	

PLAN OF DEVELOPMENT - STAGE 4 & 5



PLAN OF DEVELOPMENT TABLE	Terrace 7.5m+ Frontage		Cottage 8.5m - < 10m Frontage		Standard Villa 10m - < 12.5m Frontage		Premium Villa 12.5 - < 14.0m Frontage		Multiple Residential Allotments	
	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor
Front / Primary Frontage *	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*
Garage	4.0m	n/a	4.0m	n/a	5.0m	n/a	5.0m	n/a	5.0m	n/a
Rear	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m
Side - Setbacks										
Built to Boundary	0.0m Mandatory	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m
Non Built to Boundary	n/a	n/a	0.9m	0.9m	0.9m	0.9m	1.0m	1.0m	1.0m	1.0m
Corner Lots - Secondary Frontage	5.0m	n/a	5.0m	n/a	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m
Park / Drainage Reserve **	0.9m	1.0m	0.9m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m
Site Coverage (Maximum)	70%		70%		60%		60%		60%	

* 2.4m setback permitted to enclosed entry features such as porches, porticos, verandas and balconies
** 0m setback permitted to enclosed verandas and balconies

LEGEND

- Site Boundary
- Development Application Boundary
- Major Contour (5.0m interval)
- Minor Contour (1.0m interval)
- Railway Corridor (DAMS Mapping)
- Proposed Access Easement
- Stage Boundary
- 14 Stage No.
- Mandatory Built to Boundary Wall location
- Optional Built to Boundary Wall location
- Indicative Driveway Location
- Potential Multiple Residential Allotment (maximum 2 dwellings)

NOTES:

General

1. All development is to be undertaken in accordance with the Development Approval.
2. The maximum height of buildings shall not exceed two (2) storeys.
3. Building height is measured from natural ground level (to avoid any doubt, natural ground level is taken to be the level of the land when the survey plan creating the subject lot was registered).
4. Maximum building location envelopes may be subject to future proposed easements and/or other underground services.
5. A lot can have only one primary frontage. Secondary frontages are nominated on this Plan of Development.
6. For corner lots, no building or structure over 2 metres high is to be built within a 4m x 4m truncation at the corner of two road frontages.

Setbacks

7. Setback, for a building or structure, means the shortest distance, measured horizontally, between the outermost projection of the building or structure to the vertical projection of the boundary of the lot where the building or structure is.
8. Setbacks are as per the Plan of Development Table unless otherwise specified.
9. Where a setback is located adjacent to a 3m retaining wall, a minimum side and rear setback of 1.5m applies or half the overall building height is desirable.
10. The location of the built to boundary walls are indicated on the Plan of Development. Where built to boundary walls are not adopted, side setbacks shall be in accordance with the Plan of Development Table unless otherwise specified in these notes.
11. If a built to boundary wall is constructed, it must be constructed on the boundary nominated in this Plan of Development.
12. The maximum length of a built-to-boundary wall is 15 metres, unless it abuts a higher or longer existing or simultaneously constructed wall.
13. First floor setbacks must not encroach the minimum ground floor setbacks.
14. Garages must not project forward of the front building setback.
15. Eaves should not encroach (other than where buildings are built to boundary) closer than 450mm to the lot boundary, exceptions include:
    - Primary Street frontage, where eaves should not be closer than 2400mm.

Garages

16. For lots without rear lane access:
    - Double garages are not permitted on any lot less than 10m wide
    - Double garages may be permitted on lots 10m or greater in width and less than 12.5m wide where the dwelling is more than one storey in height and the garage is setback at least 1.0m behind the main face (excluding balconies) of the dwelling and the garage doors are articulated, comprise a mix of materials and colours, or are staggered.
    - Double garages may be permitted on single storey dwellings on lots 10m or greater in width and less than 12.5m wide where all of the following requirements are achieved:
      a. the garage door does not exceed 4.8m in width and does not exceed 40% of the front façade elevation;
      b. at least one habitable room fronts the public street and projects a minimum of 1.0m forward of the garage;
      c. the garage is setback a minimum of 240mm behind the pillar or wall framing the garage door opening;
      d. the dwelling incorporates a minimum 450mm eave overhang to the primary street frontage;
      e. the front façade incorporates a clearly identifiable pedestrian entry with glazing within the front door or adjoining sidelight;
      f. the front façade incorporates large or multiple habitable room windows addressing the street;
      g. the front façade incorporates a minimum of three complementary materials and/or colours, including the garage door;
      h. garage doors comprise sectional, tilt-panel or similarly articulated doors and are visually integrated into the overall dwelling design

On-Site Parking and Driveways

17. Off street car park is to be provided in accordance with the following minimum requirements:
    - One room or one bedroom or two bedroom house/dwelling unit - 1 covered space per dwelling.
    - Three or more bedroom house/dwelling unit - 2 spaces per dwelling, one of which must be capable of being covered (may be provided in tandem).
18. The maximum width of a driveway at the lot boundary shall be 4.0 metres for a lot, except where a reduced width of 2.5 metres is specified to enable street parking.
19. Garages are to be located along the Built to Boundary wall. Where no Built to Boundary wall is proposed, garages are to be located on the low side of the lot. Where the lot has no low side, garages are to be located on the western or southern side of the lot.
20. Maximum of one driveway per dwelling unless it is a corner lot where the minimum distance required in note 21 can be achieved and no retaining walls are present.
21. Minimum distance of a driveway from an intersection of one street with another street is 6.0 metres.

Private Open Space

22. Private open space is to be provided in accordance with the following requirements:
    - Two bedroom house/dwelling unit – minimum 9m² with a minimum dimension of 2.4m;
    - Three of more bedroom house/dwelling – minimum 12m² with a minimum dimension 2.4m
23. Private open space must be in accordance with the following requirements:
    - Accessible from a living room; and
    - Adequate space to accommodate a table, chair, planting, barbeque and shade; and
    - Maximum gradient not exceeding 1:10.

Street Address

24. Letterboxes must be clearly visible and identifiable from street.
25. Pedestrian access and letterboxes are required for all primary frontages.
26. Buildings must address each street, pathway or park frontage through the inclusion of window openings / glazing to doors and one or more of the following design elements in the related facade:
    - Verandahs; and/or
    - Porches; and/or
    - Awning and shade structures; and/or
    - Variation to roof and building lines; and/or
    - Use of varying building materials.
27. All buildings with a width of more than 10 metres that are visible from a street or a park must be articulated to reduce the mass of the building by one or more of the following:
    - Windows recessed into the façade; and/or
    - Balconies, porches or verandah; and/or
    - Window Hoods/Screens; and/or
    - Shadow lines are created on the building through minor changes in the façade (100 millimetres minimum).
28. Carports and garages are to be compatible with the main building design in terms of height, roof form, detailing, materials and colours.

Fencing

29. Fencing, screening or level changes to provide privacy but still allow for overlooking of the street and park to promote casual surveillance.
30. Fencing on all primary frontages has a maximum height of 1.2 metres where solid or has a maximum height of 1.8 metres where containing openings that make the fence at least 50% transparent. Fencing on all secondary frontages has a maximum height of 1.8 where containing openings that make the fence at least 25% transparent.
31. Fences on pedestrian linkages are to have a maximum height of 1.2m where solid or have a maximum height of 1.8m where containing openings that make the fence more than 50% transparent.

Bushfire Management

32. Lots may be subject to bushfire hazard requiring compliance with a relevant Australian Standard – Please refer to the Bushfire Management Plan prepared by Queensland Bushfire Planning

Additional Criteria for Secondary Dwellings

33. Design criteria for Secondary Dwellings is as per Schedule 3 of the Ripley Valley Development Scheme.

Additional Criteria for Lots Adjoining Public Open Space

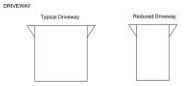
34. Lots with a common boundary with public open space (being park, drainage or reserve) provide for passive surveillance/overlooking of the open space by inclusion of two of the following design elements:
    - Habitable room windows facing the open space; or
    - For double storey dwellings, balconies overlooking the open space; or
    - For single storey dwellings, 1.2 metre high fencing with a minimum of 50% transparency along the common boundary with the open space; or
    - Aluminium pool fencing to the common boundary with the open space.

Additional Criteria for Multiple Residential Allotments

35. Must comply with Multiple Residential Allotment setbacks.
36. Buildings must address all street frontages with driveways, pedestrian entries or both.
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      - 12m² with a minimum dimension of 2.4m for a 3 or more bedroom house / dwelling unit;
      - 9m² with a minimum dimension of 2.4m for a 2 room or 1 bedroom house / dwelling unit; or
      - 5m² with a minimum dimension of 1.2m for 1 room or 1 bedroom house / dwelling unit.
    - Is accessible from a living area;
    - Has a ground slope of not more than 1 in 10; and
    - Provides visual privacy from outdoor living spaces on adjacent lots.

      Or communal open space is provided which:
    - Has an area of at least 25% of the area of the lot; and
    - Is of a shape which can include a circle with a 4.0m diameter.
42. Fencing along primary and secondary street frontages (where it adjoins private open space) must be a minimum 1.5m high solid screen fencing and may extend up to a maximum of 1.8m where the upper 0.3m is 50% transparent.
    - Fence must be painted in a colour that compliments the dwelling.

DRIVEWAY



SCALE @A1 1:1000 @A3 1:2000 - LENGTHS ARE IN METRES

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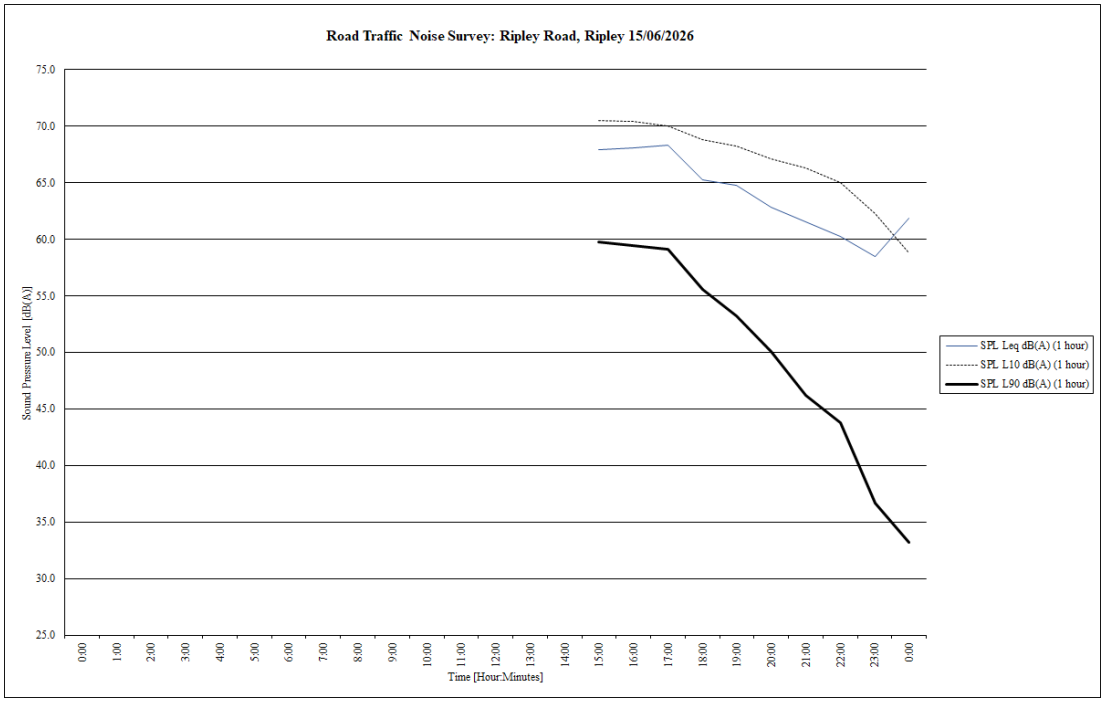
SOURCE
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SUBJECT BOUNDARIES: Vide DWG 7553-0002-A Potholing Survey by SURVEY MARK dated 22/07/2026
CONTOURS: ELVIS - LIDAR (2023)

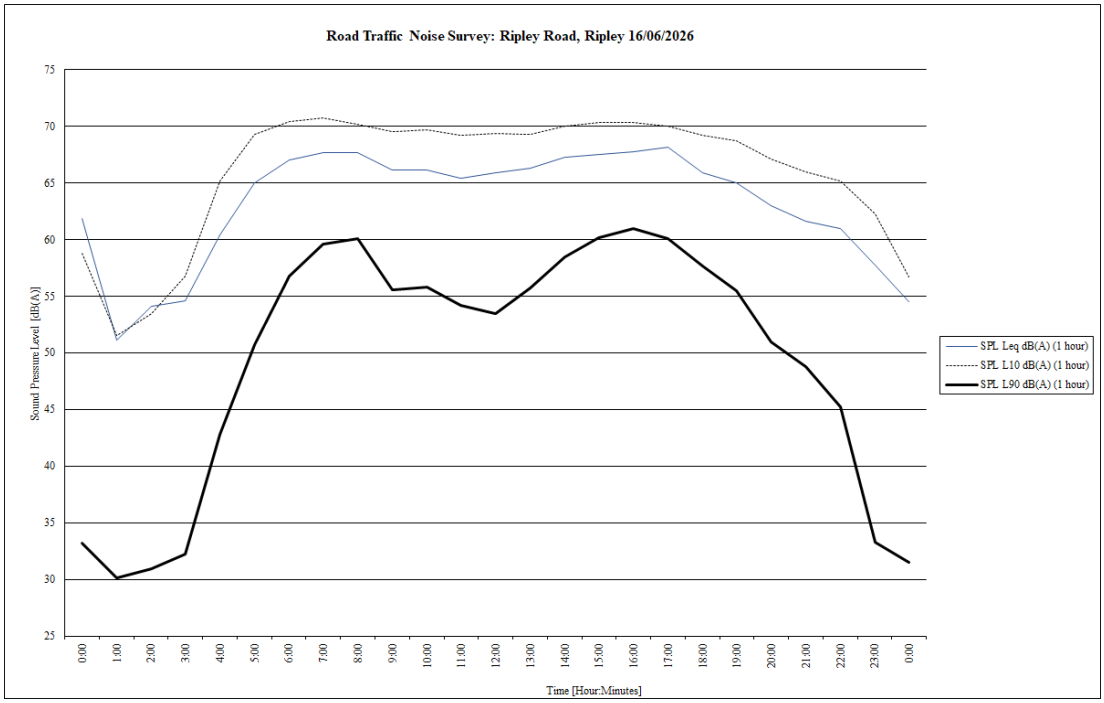
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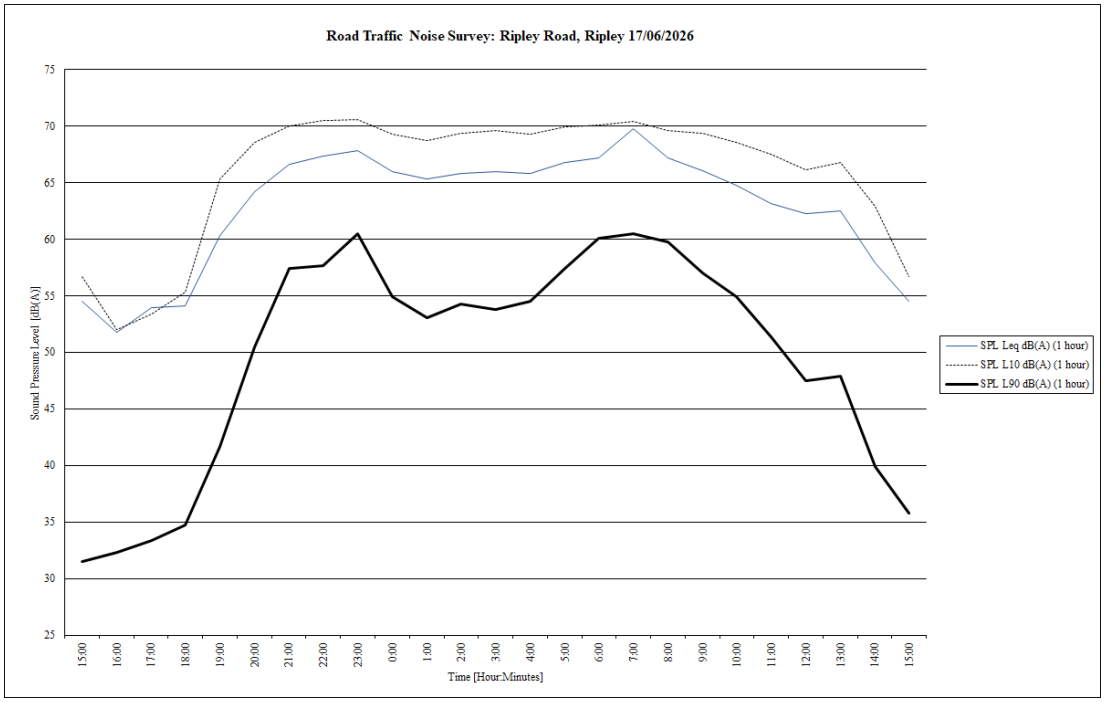
CLIENT	SITE ADDRESS	DRAWN	DATE
KDL PROPERTY GROUP PTY LTD	1-63 BRYANTS ROAD & 101 JACKSON COURT, RIPLEY	KA	01/09/2026
	RP DESCRIPTION: LOTS 359 & 360 on S3173	DRAWING NO.: 13059 P 09 Rev J - POD 4 & 5	

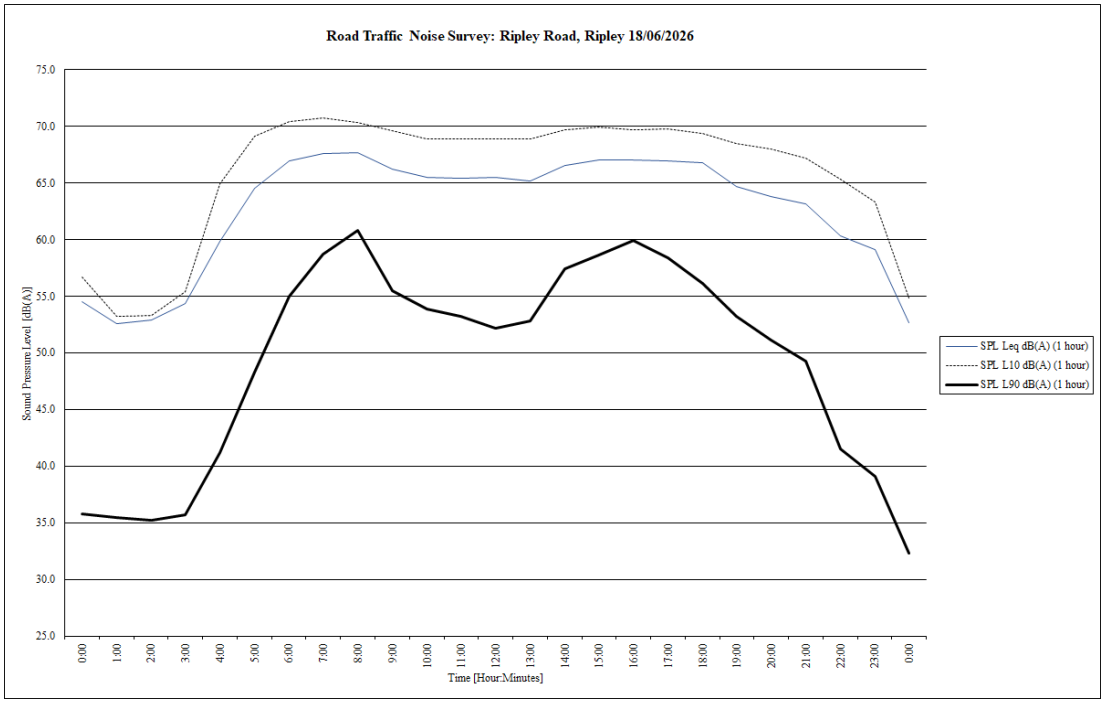
APPENDIX C

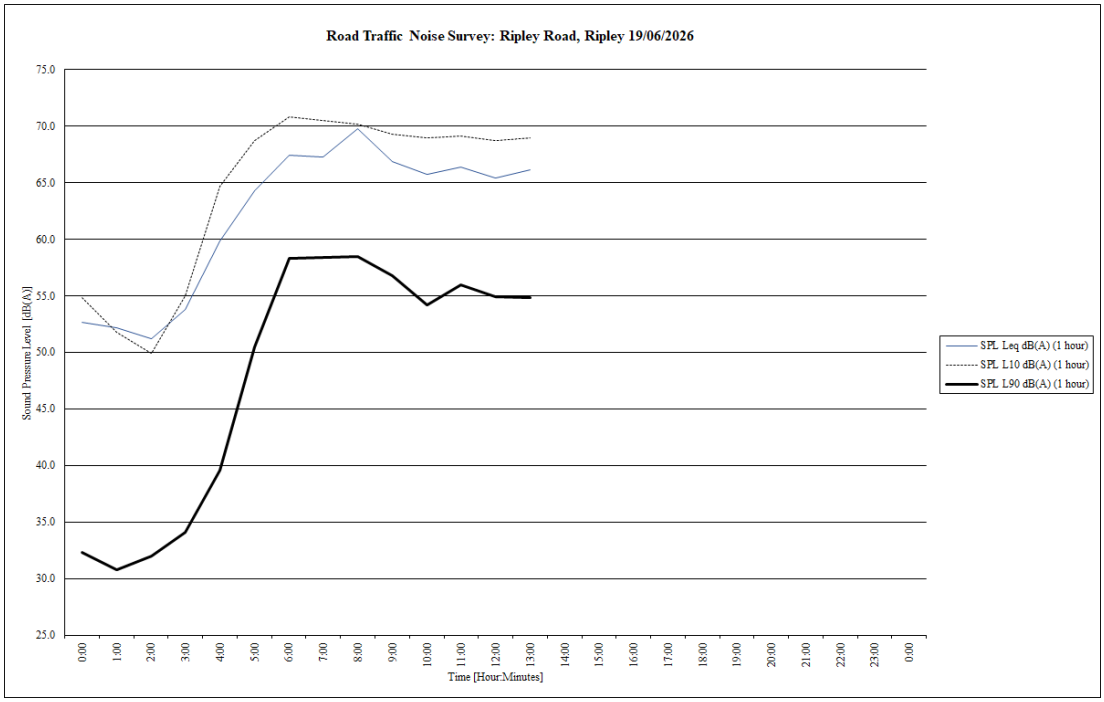
Measurement Results and Model Calculations / Predictions


Road Traffic Noise Survey: Ripley Road, Ripley 15/06/2026
Sound Pressure Level [dB(A)]
75.0
70.0
65.0
60.0
55.0
50.0
45.0
40.0
35.0
30.0
25.0
0:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 8:00 9:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 0:00
Time [Hour:Minutes]
SPL Leq dB(A) (1 hour)
SPL L10 dB(A) (1 hour)
SPL L90 dB(A) (1 hour)


Road Traffic Noise Survey: Ripley Road, Ripley 16/06/2026
Sound Pressure Level [dB(A)]
75
70
65
60
55
50
45
40
35
30
25
0:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 8:00 9:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 0:00
Time [Hour:Minutes]
SPL Leq dB(A) (1 hour)
SPL L10 dB(A) (1 hour)
SPL L90 dB(A) (1 hour)


Road Traffic Noise Survey: Ripley Road, Ripley 17/06/2026
Sound Pressure Level [dB(A)]
75
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15:00
Time [Hour:Minutes]
SPL Leq dB(A) (1 hour)
SPL L10 dB(A) (1 hour)
SPL L90 dB(A) (1 hour)


Road Traffic Noise Survey: Ripley Road, Ripley 18/06/2026
Sound Pressure Level [dB(A)]
75.0
70.0
65.0
60.0
55.0
50.0
45.0
40.0
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Time [Hour:Minutes]
SPL Leq dB(A) (1 hour)
SPL L10 dB(A) (1 hour)
SPL L90 dB(A) (1 hour)


Road Traffic Noise Survey: Ripley Road, Ripley 19/06/2026
75.0
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Sound Pressure Level [dB(A)]
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Time [Hour:Minutes]
SPL Leq dB(A) (1 hour)
SPL L10 dB(A) (1 hour)
SPL L90 dB(A) (1 hour)

MODEL VERIFICATION
POINT CALCULATIONS
Pen3D2000 V 1.10.0
Project Code:26067a
Project Description:Noise assessment of Ripley Road
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Friday 17 Jul, 2026 at 17:00:23
CoRTN Calculations
All road segments included. Segmentation angle: 10degrees. Road elevations apply.

Receptor	X Posn (m)	Y Posn (m)	Height (m)	L10(18hour) (dB(A))
monitor	479134.9	6938731.0	1.4	69.1 free-field

ULTIMATE SCENARIO
File:C:\Users\Matthew\Desktop\PEN3D 2026\26067a_ULTIMATE GF.PEN

Thursday 10 Sep, 2026 at 14:29:14
CoRTN Calculations
All road segments included. Segmentation angle: 10degrees. Road elevations apply.

Receptor	X Posn (m)	Y Posn (m)	Height (m)	L10(18hour) (dB(A))
101	478888.4	6938796.4	1.8	64.1
102	478885.4	6938783.5	1.8	63
103	478882.3	6938771.3	1.8	62.4
104	478879.8	6938761.1	1.8	61.9
105	478877.1	6938751	1.8	61.5
106	478875	6938742.7	1.8	61.2
107	478918.6	6938786.7	1.8	65.6
108	478928.4	6938784.3	1.8	66
109	478936.9	6938782.4	1.8	66.4
110	478947	6938779.9	1.8	66.8
111	478955.5	6938777.8	1.8	67.2
112	478965.6	6938775.3	1.8	67.5
113	478975.6	6938772.4	1.8	67.9
114	478984.3	6938770.2	1.8	68.3
115	478992.3	6938768.1	1.8	68.8
116	479002.4	6938765.9	1.8	69.4
117	479010.7	6938763.8	1.8	69.7
118	479018.9	6938761.8	1.8	70.2
119	479028.7	6938759.1	1.8	70.6
120	479044	6938755.6	1.8	71.6
121	479059.4	6938752	1.8	72.7
122	479049.1	6938709.6	1.8	66
123	479041.4	6938711.6	1.8	65.3
124	479033.3	6938713.7	1.8	65.1
125	479024.9	6938715.8	1.8	64.7
126	479014.7	6938718.4	1.8	64.4
127	479006.5	6938720.5	1.8	64.1
128	478998.2	6938722.7	1.8	63.9
129	478990	6938725.2	1.8	63.7
130	478987.4	6938715.7	1.8	63.8
131	478985.1	6938707.6	1.8	63.4
132	478904.8	6938746.5	1.8	62.1
133	478912	6938744.6	1.8	62.3
134	478919.3	6938742.8	1.8	62.5
135	478926.6	6938741	1.8	62.7
136	478933.7	6938739	1.8	62.9
137	478941.1	6938737.3	1.8	63
138	478949.4	6938735.1	1.8	63.3
139	478931.3	6938707.7	1.8	61.4
140	478934.9	6938694.7	1.8	60.8
141	478944	6938689.6	1.8	60.8
142	478952.7	6938685.3	1.8	60.5
143	478960.1	6938680.5	1.8	60.6
144	478967.3	6938676.2	1.8	60.7
201	478977.1	6938671.2	1.8	60.7
202	478985	6938665.8	1.8	60.7
203	478992.4	6938661.5	1.8	60.6
204	479000.2	6938655.7	1.8	60.7
205	479008.8	6938696.3	1.8	63.9
206	479018.8	6938693.5	1.8	64.2
207	479027.1	6938691.6	1.8	64.3

208	479035.6	6938689.6	1.8	64.6
209	479043.4	6938687.8	1.8	65
210	479120.1	6938638.9	1.8	65.6
211	479118.2	6938629.9	1.8	64.7
212	479117	6938621.4	1.8	64
213	479114.7	6938611.5	1.8	63.2
214	479071.8	6938634.5	1.8	62.4
215	479065	6938635.8	1.8	62.1
216	479057.8	6938637.8	1.8	61.9
217	479050.4	6938639.4	1.8	61.6
218	479042.7	6938641.2	1.8	61.3
219	479035.3	6938643.1	1.8	61
220	479028.2	6938645	1.8	60.7
221	479039.5	6938615.2	1.8	60.8
222	479036.8	6938602.1	1.8	60.3
223	479035.5	6938593.2	1.8	60
224	479034.3	6938584.6	1.8	59.6
225	479032.5	6938574.1	1.8	59.2
226	479029.5	6938558.3	1.8	58.5
227	479006.3	6938556.7	1.8	57.8
228	478988.3	6938582.4	1.8	57.6
229	478979.8	6938588.6	1.8	57.4
230	478971	6938594.5	1.8	57.4
231	478997.6	6938628.4	1.8	60.3
301	478986	6938635.9	1.8	60.1
302	478978.8	6938640.5	1.8	60.3
303	478971.6	6938644.8	1.8	60.4
304	478964	6938649.5	1.8	60.5
305	478955	6938654.7	1.8	60.6
306	478947.2	6938659.2	1.8	60.7
307	478939.8	6938663.4	1.8	60.7
308	478931.9	6938667.7	1.8	60.7
309	478922.4	6938673.3	1.8	60.7
310	478904.3	6938673.4	1.8	60.2
311	478905.9	6938681.2	1.8	60.6
312	478907.5	6938689.4	1.8	60.8
313	478909.9	6938697	1.8	61.2
314	478912.1	6938705.5	1.8	61.5
315	478914.3	6938715.1	1.8	61.8
316	478872.3	6938732.5	1.8	60.8
317	478868.9	6938720.1	1.8	60.3
318	478866	6938709.9	1.8	59.9
319	478863.2	6938699.9	1.8	59.6
320	478861.5	6938691.6	1.8	59.3
321	478858.9	6938681.3	1.8	58.9
322	478856.6	6938673.1	1.8	58.4
323	478853.9	6938663.1	1.8	57.9
324	478863.6	6938646.8	1.8	57.6
325	478881	6938646.2	1.8	58
326	478890.5	6938641.4	1.8	58.1
327	478898.3	6938637.4	1.8	58.1
328	478906.1	6938633.3	1.8	58
329	478915.3	6938628.1	1.8	57.8
330	478923	6938623.8	1.8	57.7
331	478930.4	6938619.4	1.8	57.7
332	478939.8	6938613.8	1.8	57.6
333	478947.2	6938609.5	1.8	57.6
334	478954.6	6938604.9	1.8	57.5
335	478963.5	6938599.3	1.8	57.4
401	479066.3	6938608.7	1.8	60.5
402	479064.6	6938597.9	1.8	59.9
403	479063.2	6938589.9	1.8	59.5
404	479062	6938580.8	1.8	59.1
405	479060.6	6938570.9	1.8	58.6
406	479059.1	6938562.8	1.8	58.3
407	479057.8	6938554.5	1.8	58.1
408	479049.3	6938534.4	1.8	57.7
409	479044	6938527.1	1.8	57.4
410	479113.8	6938601.5	1.8	62.5
411	479112	6938593.5	1.8	61.9
412	479110.4	6938584.7	1.8	61.4
413	479109.3	6938576	1.8	60.9
414	479108.1	6938565.8	1.8	60.5

415	479106.7	6938557.3	1.8	60.1
416	479104.9	6938548.6	1.8	59.7
417	479103.8	6938536.9	1.8	59.4
418	479101.6	6938524.4	1.8	59
419	479074	6938526.2	1.8	57.9
420	479067.9	6938517.9	1.8	57.7
421	479062.5	6938510.5	1.8	57.4
422	479094.3	6938511	1.8	58.8
423	479081.2	6938481.7	1.8	57.2
424	479053.4	6938498.1	1.8	56.9
425	479048.1	6938489.1	1.8	56.6
501	479037.1	6938518.6	1.8	57.6
502	479030.6	6938523.1	1.8	57.7
503	479024.6	6938527.7	1.8	57.7
504	479018.7	6938532.7	1.8	57.7
505	479012.4	6938537	1.8	57.7
506	479006.8	6938541.3	1.8	57.8
507	478998.6	6938547.5	1.8	57.9
508	478980.3	6938559.5	1.8	58
509	478973	6938565	1.8	58.1
510	478966.3	6938569.1	1.8	58
511	478959.5	6938572.8	1.8	57.9
512	478953	6938577.4	1.8	57.9
513	478944.8	6938582.5	1.8	57.9
514	478936.9	6938587.5	1.8	57.7
515	478930.2	6938591.3	1.8	57.5
516	478923.2	6938595.3	1.8	57.4
517	478917	6938598.8	1.8	57.3
518	478909.6	6938603.1	1.8	57.5
519	478901.2	6938607.9	1.8	57.5
520	478893.5	6938612.6	1.8	57.5
521	478886.8	6938616.4	1.8	57.3
522	478879.4	6938620.1	1.8	57.1
523	478872.8	6938623.1	1.8	56.9
524	478865.1	6938626.8	1.8	56.8
525	478856.1	6938631.2	1.8	56.6
526	478846.8	6938635.5	1.8	56.3
527	478838.8	6938639.9	1.8	56.1

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Thursday 10 Sep, 2026 at 14:31:42
CoRTN Calculations

All road segments included. Segmentation angle: 10degrees. Road elevations apply.

Receptor	X Posn (m)	Y Posn (m)	Height (m)	L10(18hour) (dB(A))
101	478888.4	6938796.4	4.6	65.6
102	478885.4	6938783.5	4.6	64.6
103	478882.3	6938771.3	4.6	63.9
104	478879.8	6938761.1	4.6	63.4
105	478877.1	6938751	4.6	62.9
106	478875	6938742.7	4.6	62.5
107	478918.6	6938786.7	4.6	66.6
108	478928.4	6938784.3	4.6	67
109	478936.9	6938782.4	4.6	67.3
110	478947	6938779.9	4.6	67.7
111	478955.5	6938777.8	4.6	68.1
112	478965.6	6938775.3	4.6	68.5
113	478975.6	6938772.4	4.6	68.8
114	478984.3	6938770.2	4.6	69.2
115	478992.3	6938768.1	4.6	69.6
116	479002.4	6938765.9	4.6	70.1
117	479010.7	6938763.8	4.6	70.5
118	479018.9	6938761.8	4.6	70.9
119	479028.7	6938759.1	4.6	71.3
120	479044	6938755.6	4.6	72.1
121	479059.4	6938752	4.6	73.1
122	479049.1	6938709.6	4.6	67.6
123	479041.4	6938711.6	4.6	67.3
124	479033.3	6938713.7	4.6	67.1
125	479024.9	6938715.8	4.6	66.8
126	479014.7	6938718.4	4.6	66.5

127	479006.5	6938720.5	4.6	66.2
128	478998.2	6938722.7	4.6	66
129	478990	6938725.2	4.6	65.7
130	478987.4	6938715.7	4.6	65.4
131	478985.1	6938707.6	4.6	65
132	478904.8	6938746.5	4.6	63.5
133	478912	6938744.6	4.6	63.8
134	478919.3	6938742.8	4.6	64
135	478926.6	6938741	4.6	64.2
136	478933.7	6938739	4.6	64.3
137	478941.1	6938737.3	4.6	64.5
138	478949.4	6938735.1	4.6	64.8
139	478931.3	6938707.7	4.6	62.8
140	478934.9	6938694.7	4.6	62.3
141	478944	6938689.6	4.6	62.4
142	478952.7	6938685.3	4.6	62.4
143	478960.1	6938680.5	4.6	62.5
144	478967.3	6938676.2	4.6	62.6
201	478977.1	6938671.2	4.6	62.6
202	478985	6938665.8	4.6	62.6
203	478992.4	6938661.5	4.6	62.6
204	479000.2	6938655.7	4.6	62.6
205	479008.8	6938696.3	4.6	65.3
206	479018.8	6938693.5	4.6	65.5
207	479027.1	6938691.6	4.6	65.7
208	479035.6	6938689.6	4.6	66
209	479043.4	6938687.8	4.6	66.2
210	479120.1	6938638.9	4.6	66.5
211	479118.2	6938629.9	4.6	65.7
212	479117	6938621.4	4.6	65.1
213	479114.7	6938611.5	4.6	64.4
214	479071.8	6938634.5	4.6	64
215	479065	6938635.8	4.6	63.8
216	479057.8	6938637.8	4.6	63.6
217	479050.4	6938639.4	4.6	63.4
218	479042.7	6938641.2	4.6	63.2
219	479035.3	6938643.1	4.6	63
220	479028.2	6938645	4.6	62.7
221	479039.5	6938615.2	4.6	62.3
222	479036.8	6938602.1	4.6	61.8
223	479035.5	6938593.2	4.6	61.4
224	479034.3	6938584.6	4.6	61.1
225	479032.5	6938574.1	4.6	60.6
226	479029.5	6938558.3	4.6	60
227	479006.3	6938556.7	4.6	59.4
228	478988.3	6938582.4	4.6	59.5
229	478979.8	6938588.6	4.6	59.5
230	478971	6938594.5	4.6	59.5
231	478997.6	6938628.4	4.6	61.8
301	478986	6938635.9	4.6	61.7
302	478978.8	6938640.5	4.6	61.8
303	478971.6	6938644.8	4.6	61.8
304	478964	6938649.5	4.6	61.8
305	478955	6938654.7	4.6	61.8
306	478947.2	6938659.2	4.6	61.8
307	478939.8	6938663.4	4.6	61.8
308	478931.9	6938667.7	4.6	61.8
309	478922.4	6938673.3	4.6	61.7
310	478904.3	6938673.4	4.6	61.2
311	478905.9	6938681.2	4.6	61.6
312	478907.5	6938689.4	4.6	61.9
313	478909.9	6938697	4.6	62.2
314	478912.1	6938705.5	4.6	62.5
315	478914.3	6938715.1	4.6	62.9
316	478872.3	6938732.5	4.6	62.1
317	478868.9	6938720.1	4.6	61.6
318	478866	6938709.9	4.6	61.2
319	478863.2	6938699.9	4.6	60.9
320	478861.5	6938691.6	4.6	60.6
321	478858.9	6938681.3	4.6	60.2
322	478856.6	6938673.1	4.6	59.8
323	478853.9	6938663.1	4.6	59.4
324	478863.6	6938646.8	4.6	59.1

325	478881	6938646.2	4.6	59.4
326	478890.5	6938641.4	4.6	59.5
327	478898.3	6938637.4	4.6	59.5
328	478906.1	6938633.3	4.6	59.5
329	478915.3	6938628.1	4.6	59.6
330	478923	6938623.8	4.6	59.7
331	478930.4	6938619.4	4.6	59.7
332	478939.8	6938613.8	4.6	59.7
333	478947.2	6938609.5	4.6	59.6
334	478954.6	6938604.9	4.6	59.6
335	478963.5	6938599.3	4.6	59.6
401	479066.3	6938608.7	4.6	62.4
402	479064.6	6938597.9	4.6	61.8
403	479063.2	6938589.9	4.6	61.4
404	479062	6938580.8	4.6	60.9
405	479060.6	6938570.9	4.6	60.4
406	479059.1	6938562.8	4.6	60
407	479057.8	6938554.5	4.6	59.7
408	479049.3	6938534.4	4.6	59.3
409	479044	6938527.1	4.6	59
410	479113.8	6938601.5	4.6	63.8
411	479112	6938593.5	4.6	63.3
412	479110.4	6938584.7	4.6	62.8
413	479109.3	6938576	4.6	62.3
414	479108.1	6938565.8	4.6	61.9
415	479106.7	6938557.3	4.6	61.5
416	479104.9	6938548.6	4.6	61.1
417	479103.8	6938536.9	4.6	60.7
418	479101.6	6938524.4	4.6	60.3
419	479074	6938526.2	4.6	59.4
420	479067.9	6938517.9	4.6	59.2
421	479062.5	6938510.5	4.6	58.9
422	479094.3	6938511	4.6	60
423	479081.2	6938481.7	4.6	58.5
424	479053.4	6938498.1	4.6	58.5
425	479048.1	6938489.1	4.6	58.2
501	479037.1	6938518.6	4.6	59
502	479030.6	6938523.1	4.6	59.2
503	479024.6	6938527.7	4.6	59.2
504	479018.7	6938532.7	4.6	59.2
505	479012.4	6938537	4.6	59.2
506	479006.8	6938541.3	4.6	59.2
507	478998.6	6938547.5	4.6	59.2
508	478980.3	6938559.5	4.6	59.3
509	478973	6938565	4.6	59.3
510	478966.3	6938569.1	4.6	59.3
511	478959.5	6938572.8	4.6	59.2
512	478953	6938577.4	4.6	59.3
513	478944.8	6938582.5	4.6	59.3
514	478936.9	6938587.5	4.6	59.2
515	478930.2	6938591.3	4.6	59.1
516	478923.2	6938595.3	4.6	59
517	478917	6938598.8	4.6	58.9
518	478909.6	6938603.1	4.6	58.9
519	478901.2	6938607.9	4.6	58.9
520	478893.5	6938612.6	4.6	58.8
521	478886.8	6938616.4	4.6	58.7
522	478879.4	6938620.1	4.6	58.6
523	478872.8	6938623.1	4.6	58.5
524	478865.1	6938626.8	4.6	58.5
525	478856.1	6938631.2	4.6	58.4
526	478846.8	6938635.5	4.6	58.2
527	478838.8	6938639.9	4.6	58.2