PROPOSED RESIDENTIAL DEVELOPMENT

Movement Network Infrastructure Master Plan

For KDL Dev 5 Pty Ltd

L+R ENGINEERS MANAGERS SCIENTISTS

Table of Contents

1. Introduction 4
   - 1.1. Purpose and Scope 4
   - 1.2. Planning and Design Principles 4
   - 1.3. Technical Standards 5
   - 1.4. Structure of this Document 5

2. Subject Sites 7
   - 2.1. Site Locations 8
   - 2.2. Surrounding Development 11
   - 2.3. Future Infrastructure Upgrades 11

3. Road Network 14
   - 3.1. External Road Network 14
   - 3.2. Internal Road Network 16
   - 3.3. Emergency Vehicle Access 24

4. Active Transport Facilities 25

5. Public Transport Services 27

Appendix A – Context Plan 28

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1. Introduction

L+R has been commissioned to prepare a Movement Network Infrastructure Master Plan (Movement IMP) for the KDL Property Group land holdings in Ripley at 114 and 122 Binnies Road, 128 to 146 Bryants Road, 101 Jackson Court and 1-63 Bryants Road. This is in response to the MEDQ Delegate Information Request provided by Ipswich City Council (ICC) and Economic Development Queensland (EDQ) for the 114 and 122 Binnies Road Development Application (ICC Ref: 11092/2026/PDA), but also covers the other sites.

1.1. Purpose and Scope

The Ripley Valley movement network has been planned as a connected and legible network which provides for the movement of vehicles, pedestrians and cyclists between residential areas, activity centres, community facilities and the broader regional road network. The Movement IMP has been prepared taking into account the relevant approved and endorsed planning framework for the Ripley Valley PDA, together with the planned movement network surrounding the subject site.

The Movement IMP considers the form of the proposed developments and identifies how they will integrate with the existing and planned road, public transport, pedestrian and cycling networks in the surrounding area. In particular, the Movement IMP considers:

- the existing and planned road network surrounding the subject site;
- the proposed internal road network and its relationship with the broader Ripley Valley road hierarchy;
- the connectivity of the development with surrounding and future development areas;
- pedestrian and cyclist connections through and beyond the subject site; and
- integration with the existing and planned public transport network.

1.2. Planning and Design Principles

The movement network for the proposed developments are to be planned in accordance with the following principles:

- provide a safe, functional and appropriately connected road network;
- establish a clear road hierarchy which reflects the intended function of each road;
- provide appropriate connections between the subject site and the surrounding road network;
- maintain appropriate connectivity with adjoining and future development areas;
- provide a convenient and legible pedestrian and cycling network;
- facilitate access to public transport services;
- provide appropriate access for emergency vehicles;

- accommodate the anticipated traffic demands of the development without compromising the intended function of the surrounding road network; and
- provide infrastructure progressively in response to the staging and development of the sites.

These principles are consistent with the broader Ripley Valley movement network objective of providing a functional road hierarchy supporting the settlement pattern and economic activity, together with a safe and convenient pedestrian and cycle network connecting residential areas with activity nodes and public transport.

1.3. Technical Standards

The guidelines and standards to be utilised for the design of this infrastructure will be as follows:

- Department of Transport and Main Roads Road Planning and Design Manual;
- Department of Transport and Main Roads Pavement Design Manual;
- Department of Transport and Main Roads Bridge Design Manual;
- Department of Transport and Main Roads Drainage Design Manual;
- Ipswich City Council Planning Scheme Policy 3 General Works 2009;
- Queensland Urban Drainage Manual;
- Manual of Uniform Traffic Control Devices;
- Australian Standard AS1158 and AS2890 series;
- Austroads Guide to Road Design;
- TransLink standards in relation to bus stop design.
- PDA Guidelines No. 19 – Ripley Road Design Guideline May 2015;

1.4. Structure of this Document

The planning undertaken within this Movement IMP is at a broad network level. Detailed traffic impacts and the design requirements associated with individual development stages will be addressed through the relevant Traffic Impact Assessments (TIA), inclusive of that submitted as part of the original development application, and detailed design documentation submitted as part of subsequent operational works development applications.

This approach is consistent with the broader Ripley Valley movement planning framework, which identifies the ultimate movement network at a master-planning level, with individual development applications required to demonstrate how the relevant components of the network are progressed and how the outcomes of the Infrastructure Master Plan are achieved.

The remainder of this Movement IMP is structured as follows:

Section 2 – Subject Sites and Surrounding Development Context - describes the location and characteristics of the subject site, the proposed development and the surrounding development context.

Section 3 – Road Network - describes the existing and proposed road network, road hierarchy, vehicular access arrangements, intersection planning, emergency access and proposed infrastructure staging.

Section 4 – Public Transport Network - describes the existing and proposed public transport network and considers the integration of the development with future bus services.

Section 5 – Active Transport Network - describes the proposed pedestrian and cycling network and its integration with the surrounding movement network.

2. Subject Sites

The subject sites for this Movement IMP are all located within the Ripley Valley Priority Development Area (PDA) and form part of the broader Ripley Valley growth area. The Ripley Valley area was identified as a major development area in 2009 under the SouthEast Queensland Regional Plan 2009-2031 and is projected to yield approximately 55,000 dwellings with a population of around 120,000 residents.

This Movement and Network Infrastructure Master Plan addresses the following sites within the Ripley Valley PDA:

- 114 and 122 Binnies Road, Ripley, Queensland (subject of the information request)
- 128 to 146 Bryants Road, Ripley, Queensland
- 101 Jackson Court and 1-63 Bryants Road, Ripley, Queensland

The location of the subject sites within the broader Ripley Valley movement network is shown in **Figure 2-1**.

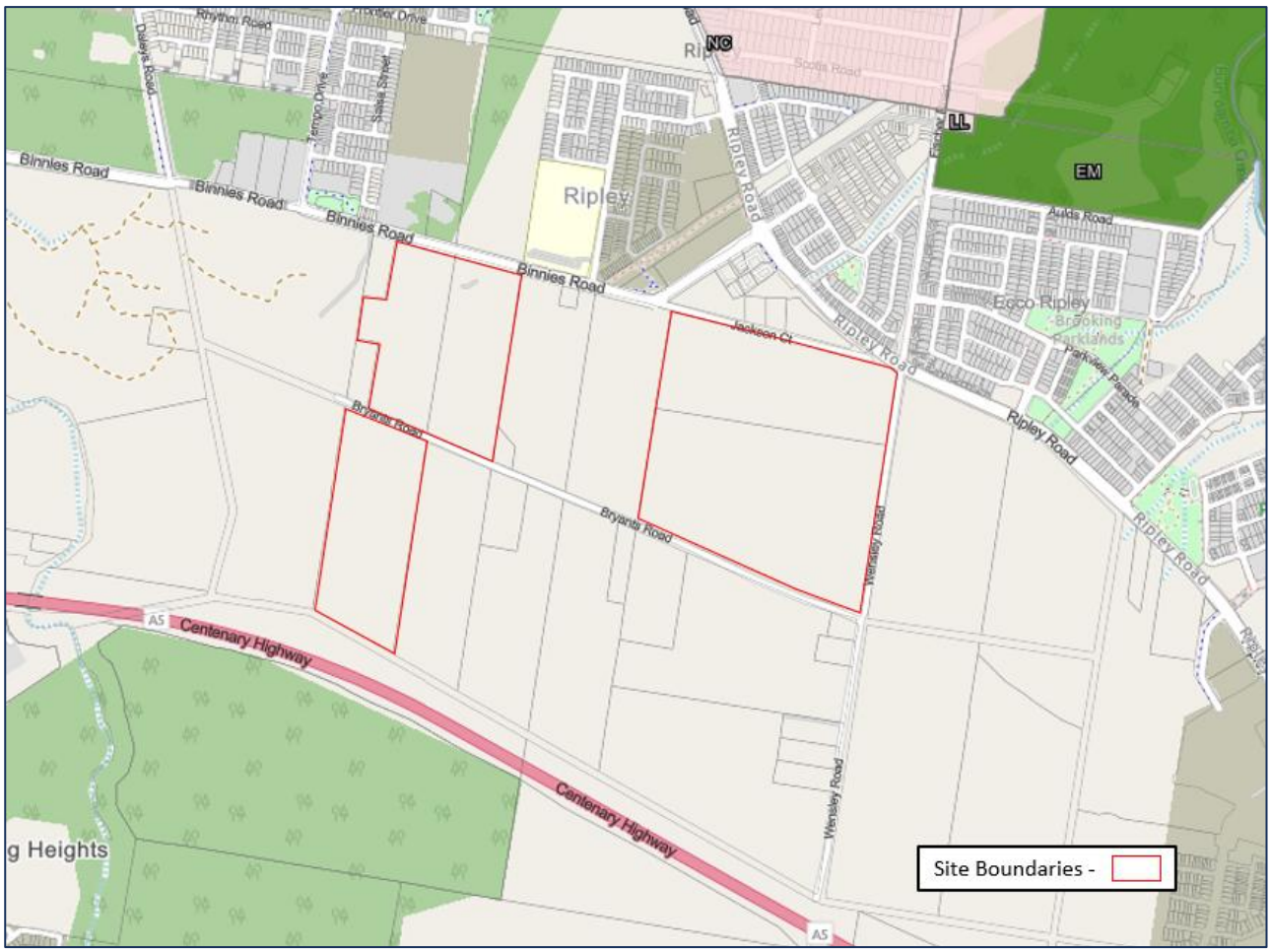


Figure 2-1: Development Site Location (Source: ICC)

Further information on each of the specific sites outlined above is found in the below sections.

2.1. Site Locations

2.1.1. 114 and 122 Binnies Road

A proposed residential development is to be located on the site at 114 & 122 Binnies Road, Ripley QLD 4306. This development site is formally described as Lot 91 on SP317407 and has a total site area of approximately 17.071ha.

The proposed development application seeks a Development Permit for the Reconfiguring of a Lot to provide a residential subdivision with 161 residential lots plus four (4) balance lots. The subdivision will gain access to the road network via a new priority-controlled intersection at Binnies Road.

The indicative site location on aerial imagery is shown as **Figure 2-2** below.

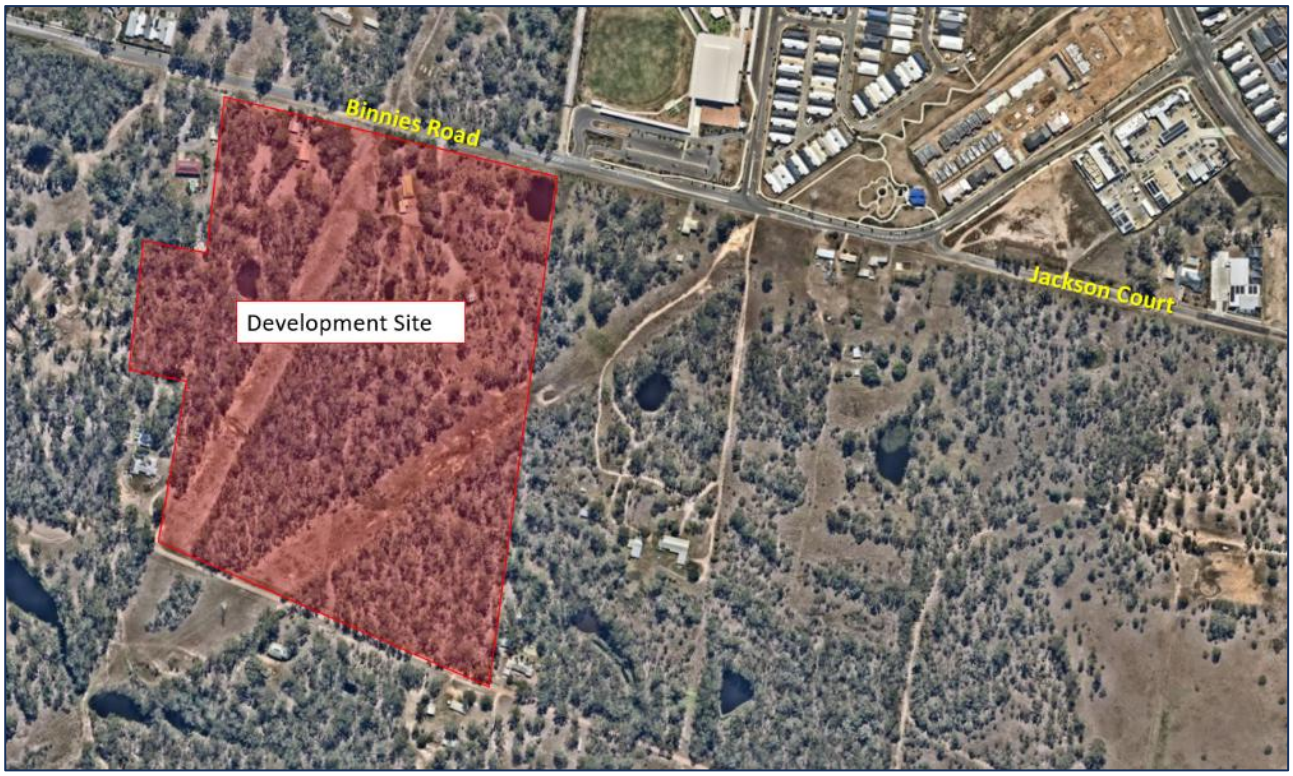


Figure 2-2 114 and 122 Binnies Road, Ripley Site Location (Source: Nearmap)

2.1.2. 128 to 146 Bryants Road

The proposed residential development site located at 128 to 146 Bryants Road, Ripley, Queensland 4306. The development site is formally described as Lot 361 on S3173 and has a total site area of approximately 12.141ha.

The proposed development application will seek a Development Permit for the Reconfiguring of a Lot to provide a residential subdivision. The subdivision will gain access to the road network via a new priority-controlled intersection at Bryants Road. It is noted that specifics around the form of this development are still being undertaken regarding the development yield and form of the site.

The indicative site location on aerial imagery is shown as Figure 2-3 below.



Figure 2-3 128 to 146 Bryants Road Site Location (Source: Nearmap)

2.1.3. 101 Jackson Court and 1-63 Bryants Road

The proposed development site is located at 1-63 Bryants Road & 101 Jackson Court, Ripley QLD 4306. The development site is formally described as Lot 359 & 360 on S3173 and has a total site area of approximately 37.23ha. The

The site will seek a Development Permit for the Reconfiguring of a Lot to provide a residential subdivision with 162 residential lots plus one (1) balance lot. The subdivision will gain access to the road network via two (2) new priority-controlled intersections onto Wensley Road and Jackson Court. At the time of writing this application is yet to be lodged with Council/EDQ.

The indicative site location on aerial imagery is shown as **Figure 2-4** below.



Figure 2-4 101 Jackson Court and 1-63 Bryants Road Site Location (Source: Nearmap 2026)

2.2. Surrounding Development

The subject site forms part of the broader Ripley Valley growth area and will ultimately interface with a number of existing, approved and future development areas. The surrounding development context is important to the planning of the movement network, as any internal road network should not operate in isolation from the adjoining development/s. Key surrounding developments and planned infrastructure relevant to the subject site are summarised below:

- Ripley Valley State High School (immediately to the east of Wensley Road)
- Ripley Valley Town Centre (to the south-east of the area)

Connection to these areas is fundamental to the movement network needs in order to provide a coordinated and connected network as the broader Ripley Valley area develops.

2.3. Future Infrastructure Upgrades

The Ripley Valley PDA Infrastructure Planning Background Report (IPBR), together with the broader Ipswich City Council strategic transport planning, identifies a number of staged road and intersection upgrades throughout the Ripley Valley. These upgrades are intended to respond to the ongoing growth of the PDA and progressively improve connectivity between the developing residential areas, Ripley Town Centre, major employment areas and the broader Ipswich and Brisbane transport networks.

Of particular relevance to the subject site are the planned upgrades to Binnies Road and Ripley Road. These include:

- The Binnies Road road reserve will be widened to approximately 21.7m which will generally align with the existing upgrades along Binnies Road towards Daleys Road and will provide for a 3.0 m cycleway and 1.5 m pedestrian path on the southern side.

- The Ripley Road corridor is subject to significant staged upgrades. The current Ripley Road and Fischer Road Upgrade will progressively upgrade Ripley Road between the Cunningham Highway and Fischer Road from a two-lane rural road to a four-lane median-divided urban arterial. The works include intersection upgrades, pedestrian and cycling facilities, bus stops, drainage, lighting and associated road infrastructure. Construction of the project commenced in 2025, with Stage 1 extending between the Cunningham Highway and Monterea Road and Stage 2 extending between Monterea Road and Fischer Road.

Beyond the currently committed works, strategic planning identifies the longer-term continuation of the Ripley Road corridor towards the Centenary Highway. The ultimate strategic network includes a Centenary Highway–Wensley Road connection, providing an arterial connection between Ripley Road, Wensley Road and the Centenary Highway. This corridor is identified within the City's strategic transport planning as an arterial road and future highway interchange connection.

The broader Ripley Valley planning framework also identifies future connections involving Wensley Road, Grampian Drive, Binnies Road and other trunk roads, which will progressively improve east-west and north-south connectivity as development occurs. These connections are intended to provide alternative routes through the growth area and reduce reliance on the existing Ripley Road and Cunningham Highway corridors.

Information on the future ICC and PDA infrastructure upgrades can be found within the IPBR. Excerpts from the Ripley PDA mapping demonstrating the location of the sites relative to road upgrades and intersections upgrades proposed within the DCOP have also been shown in **Figure 2-5** and **Figure 2-6.**

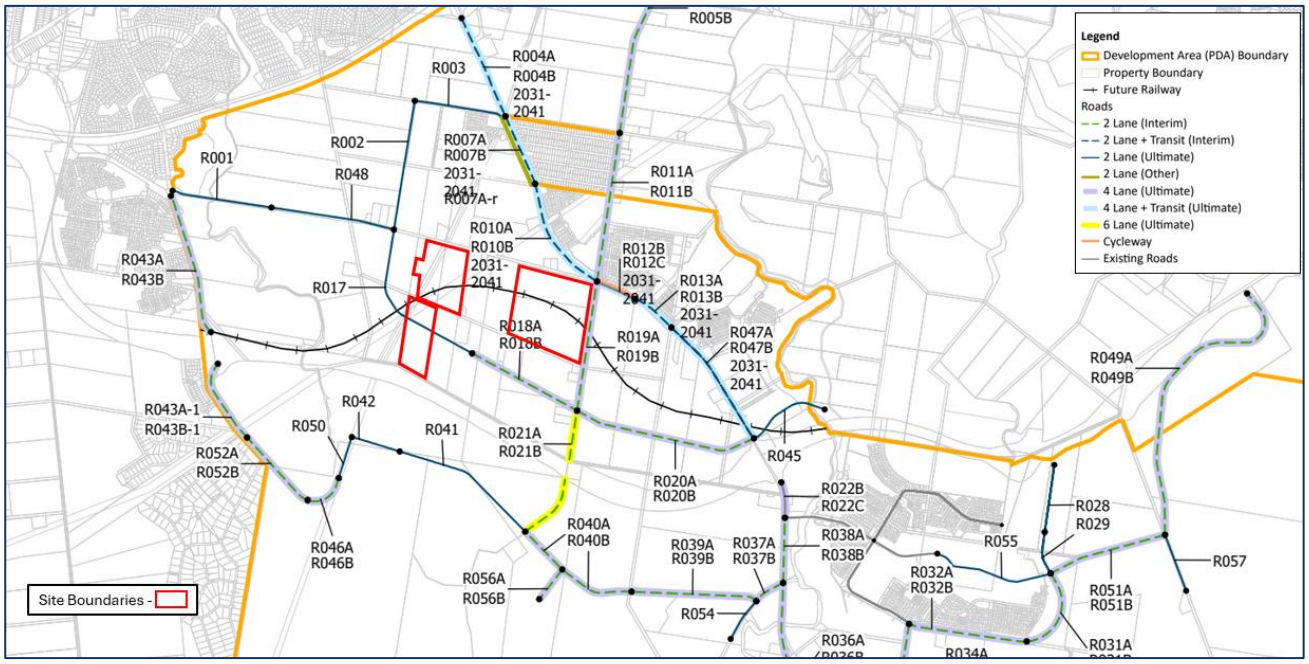


Figure 2-5 Road Upgrades within the Ripley PDA area (Source: EDQ)

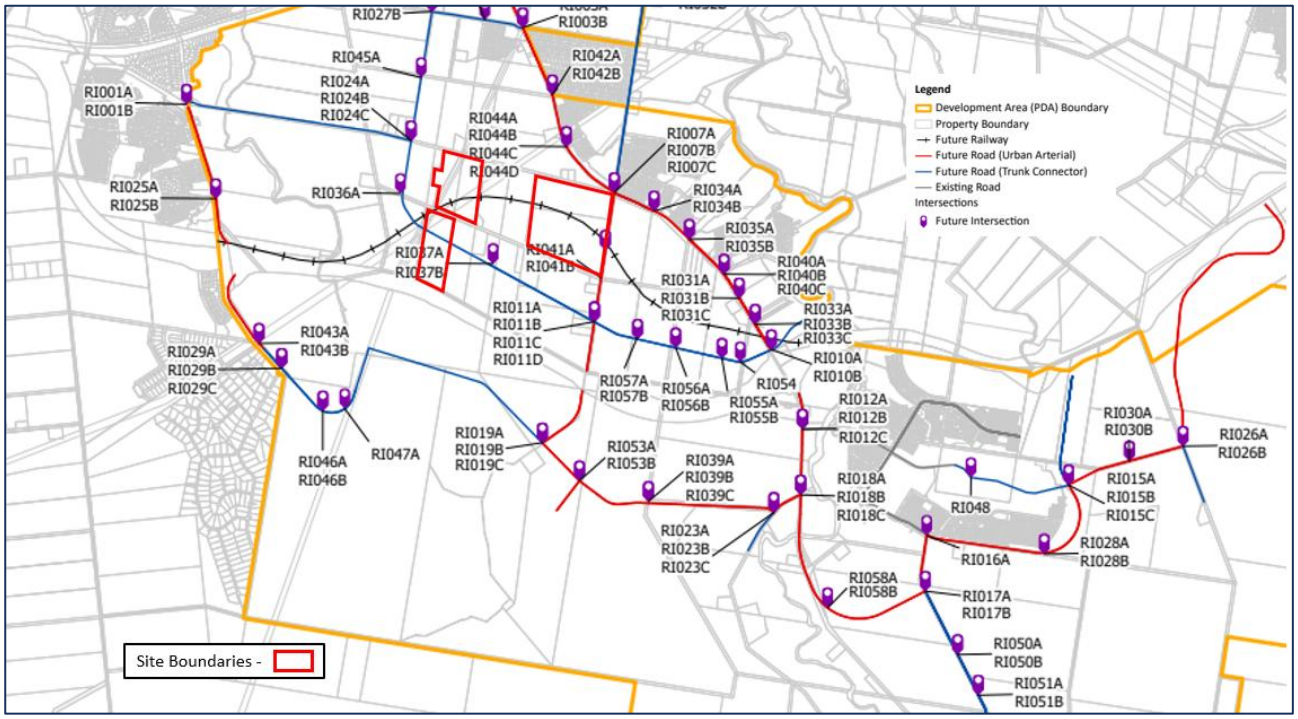


Figure 2-6 Intersection Upgrades within the Ripley PDA area (Source: EDQ)

The proposed movement network being developed has regard to both the committed infrastructure upgrades and the longer-term strategic network identified for the Ripley Valley. The proposed connections are intended to integrate with these future roads and provide opportunities for the progressive extension of the road, pedestrian and cycling networks as adjoining development occurs. The timing, alignment and detailed form of future infrastructure will remain subject to the relevant infrastructure planning, development sequencing, detailed design and approvals.

3. Road Network

3.1. External Road Network

The external movement network surrounding the sites is centred on Ripley Road, Binnies Road and Wensley Road, which provide connections between the developing Ripley Valley communities and the wider Ipswich road network. The Centenary Highway provides the key higher-order connection to the broader Ipswich and metropolitan road network. The surrounding road network has been planned to provide a clear hierarchy of connections, with higher-order roads accommodating greater traffic volumes and lower-order roads providing local access and connectivity. The proposed road hierarchy has been developed having regard to:

- The function of each road and the anticipated traffic volumes;
- The Economic Development Queensland (EDQ) Development Charges and Offset Plan (DCOP) for the Ripley Valley Priority Development Area (PDA);
- The Ripley Valley PDA Strategic Transport Model Update and Mesoscopic Model Development Report prepared by Jacobs for EDQ (1 July 2020); and
- Site-specific constraints, including topography, flooding and other physical constraints.

An excerpt of the road hierarchy taken from the Context Plan demonstrates this proposed external hierarchy and can be seen as **Figure 3-1** and in **Appendix A**. This revised context plan maintains the overall intention of the DCOP, with some changes to the overall movement network which are intended to improve the future form.

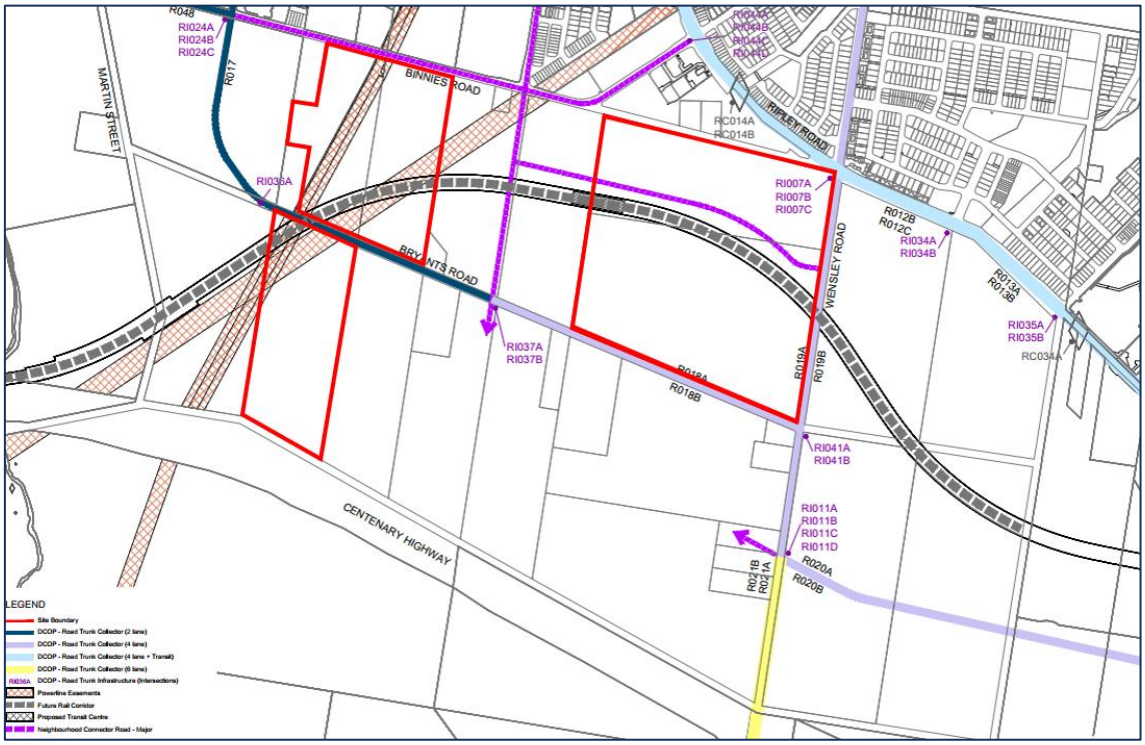


Figure 3-1 Context Plan and Development Sites

It is noted that the context plan proposes a different Bryants Road trunk network alignment to the Ripley Valley PDA shown in **Figure 2-5**. The context plan maintains the use of the existing Bryants Road reserve for the trunk network, rather than offsetting this to the south and effectively duplicating the east-west corridor that already exists.

The PDA mapping shows two intersections along this section of Wensley Road, reference RI011 and RI014 in **Figure 2-6**, with a major four-way intersection comprising trunk roads on all legs and a minor four-way intersection at the existing Bryants Road reserve with trunk legs along Wensley Road. The proposal to shift the trunk road network to the existing Bryants Road reserve will maintain the two four-way intersections, however, these will each have three trunk legs.

The ultimate form and operation of these intersections will be largely influenced by any future connection of Wensley Road to the Centenary Highway. Should this connection be delivered, the predominant traffic movements are expected to be north-south, with the east-west corridor primarily serving more localised traffic demands. Conversely, in the absence of a Centenary Highway connection, the dominant traffic movements are likely to remain east-west. Under the proposed road network arrangement, these movements would occur via staggered right-left turning manoeuvres.

From a traffic engineering perspective, the proposed staggered intersection arrangement along Wensley Road represents an appropriate and effective outcome. The right-left offset reduces the potential for opposing right-turn queues to form back-to-back, while locating the right-turn movement on the side road minimises operational impacts on the Wensley Road corridor, where only a left-turn movement is required from the major road.

Whether Wensley Road ultimately provides a connection to the Centenary Highway at a new interchange will dictate the form of the required intersections. We note that the proposed staggered intersection arrangement would allow the intersections to initially operate as unsignalised T-intersections, while still providing flexibility for future upgrades should traffic demands warrant them. In comparison, the major four-way intersection envisaged under the PDA road network would likely require signalisation at a much earlier stage due to the increased number of conflict points and higher operational demands.

From both a traffic operations and network planning perspective, the proposed road network alignment provides a suitable and efficient outcome. The arrangement supports staged delivery, reduces the need for early intersection upgrades, and maintains the ability to accommodate future network expansion should a Wensley Road connection to the Centenary Highway ultimately be progressed.

3.2. Internal Road Network

3.2.1. Intersection Design

The Degree of Saturation (DOS) is used as a guide and not a limit with the introduction of the new Guide to Traffic Impact Assessments (GTIA) and as such intersection design for each future ROL application should aim to achieve the DOS guides provided in the previous GARID document and as outlined below:

- Sign Controlled – 0.8 DOS;
- Roundabout – 0.85 DOS; and
- Signalised Intersection – 0.90.

Intersection spacing should be designed in accordance with the EDQ "Street and movement network". ICC do not specify minimum intersection spacings for their road hierarchy and as such, intersection spacing should be provided to allow sufficient sight distance at every intersection and not impact queuing, efficiency or safety on other intersections.

3.2.2. Road Hierarchy

The development will seek to provide a connected internal street network which facilitates convenient movement through the site and provides appropriate connections to the surrounding road network. The network will also provide for pedestrian and cyclist movement and facilitate access to future public transport services.

The road hierarchy within the site contains the following road links, as specified in the Economic Development Queensland's (EDQ)'s Guideline no.6: Street and Movement Network. Cross sections for each hierarchy are included for reference.

TRUNK CONNECTOR

The trunk connector distribute traffic from the arterial road network to the connector network. The trunk connector has a typical cross section as shown in **Figure 3-2** and the following specifications:

- Two to four lanes;
- Traffic volume of 7,500 to 18,000vpd (two lanes) and 18,001 to 30,000vpd (four lanes);
- Posted speed limit of 50 km/h to 70km/h;
- Reserve width of 22m to 24m;
- Limited direct property driveway access;
- Provision for parking lanes, cycle lanes and bus stops on both sides; and
- 4m off-road path on one side.

Figure 5A: Demonstration example - trunk connector (2 lane - no parking)

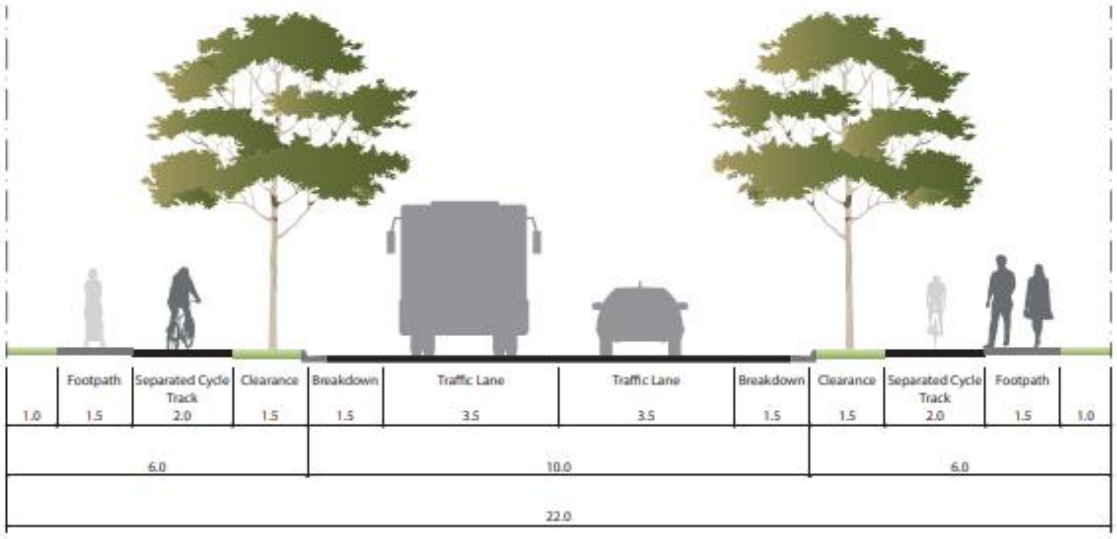


Figure 5B Demonstration example - trunk connector (2 lane - parking)

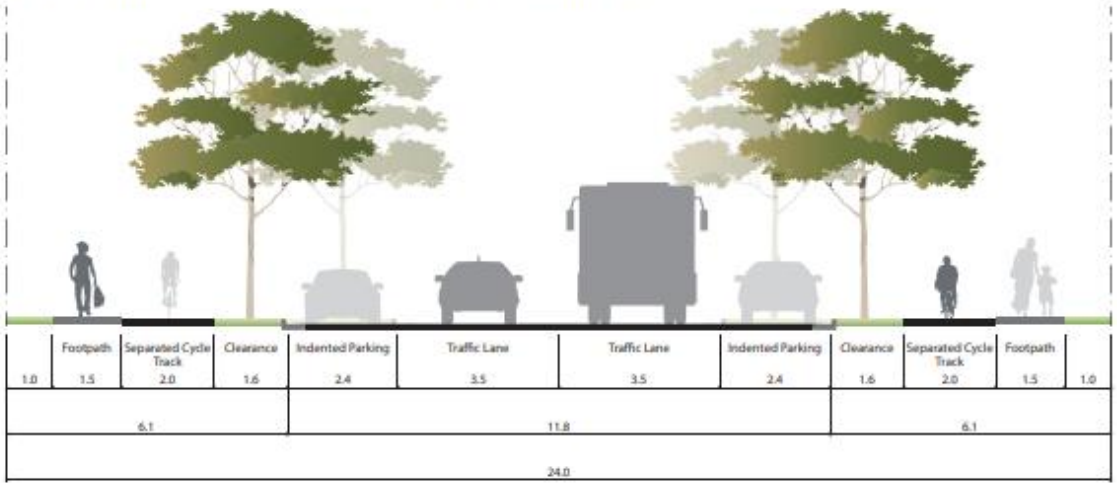


Figure 3-2 Trunk Connector Cross Section – Two lane (Source: EDQ)

NEIGHBOURHOOD CONNECTOR STREET

The neighbourhood connector streets connect neighbourhood destinations including shops and parks, provide access to the surrounding road network and include a bus and cycling route. The cross section is shown in **Figure 3-3** and has the following specifications:

- Two lanes;
- Traffic volume of 3,000 to 7,500vpd;
- Default posted speed limit of 50 km/h;
- Reserve width of 23.5m or 21m;
- Direct property driveway access; and
- Parking lanes / cycle lanes will be included in these connector streets and these streets can accommodate buses if required.

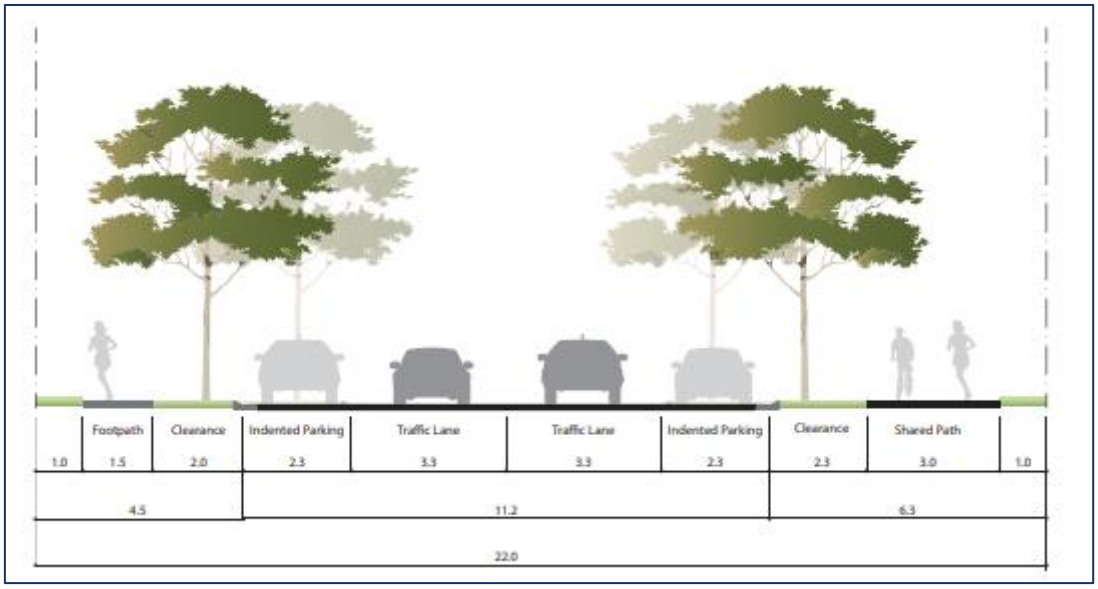


Figure 3-3 Neighbourhood Connector Cross Section (Source: EDQ)

MINOR COLLECTOR ROAD

The minor collector road connects the neighbourhood connector roads with access streets, accommodating less traffic than the neighbourhood connector but more than the access streets whilst providing direct property access. The cross section is shown in **Figure 3-4** and has the following specifications:

- Two lanes;
- Traffic volume of up to 3,000vpd;
- Default posted speed limit of 50 km/h;
- Reserve width of 18m;
- Direct property driveway access;
- On-road parking and cycling; and
- 2m pedestrian pathway on one side of the road.

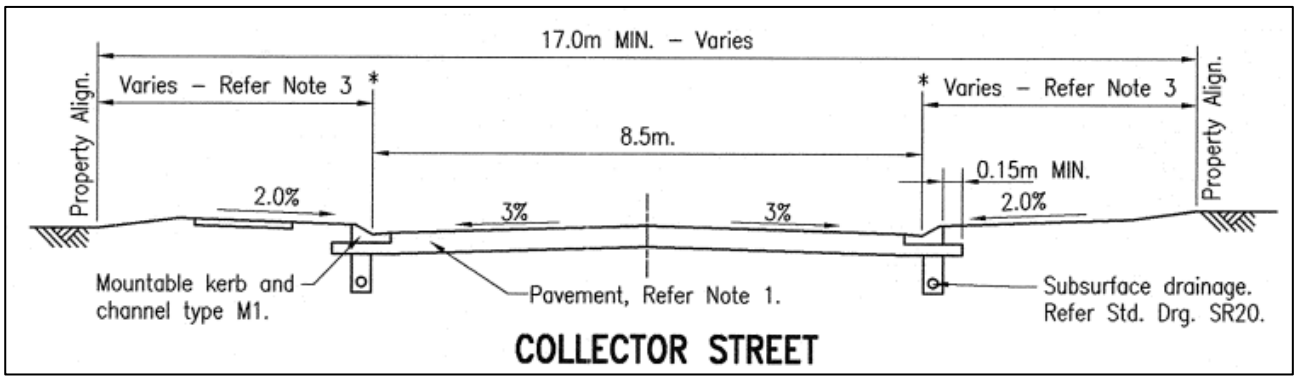


Figure 3-4 Minor Collector Street (Source: ICC)

NEIGHBOURHOOD ACCESS STREET

The neighbourhood access streets provide direct residential property access and allow for vehicle, pedestrian and cyclist connectivity. The proposed internal road networks are to be made up of a number of access streets. There are two proposed cross sections for a neighbourhood access street within the proposed developments, taken from the EDQ's PDA Street and Movement Network. These cross sections are shown in **Figure 3-5** and **Figure 3-6** and have the following specifications:

- Two lanes;
- Traffic volume of up to 3,000 vpd;
- Posted speed limit of 50 km/h;
- Reserve width of 16m or 15.5m;
- Direct property driveway access; and
- Parking lanes will be included in these connector streets

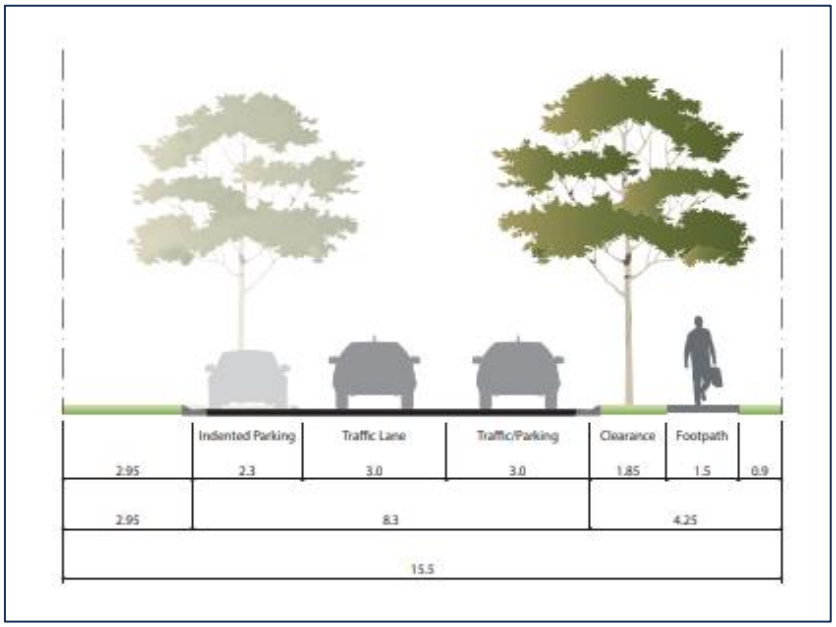


Figure 3-5 Neighbourhood Access Cross Section (Source: EDQ)

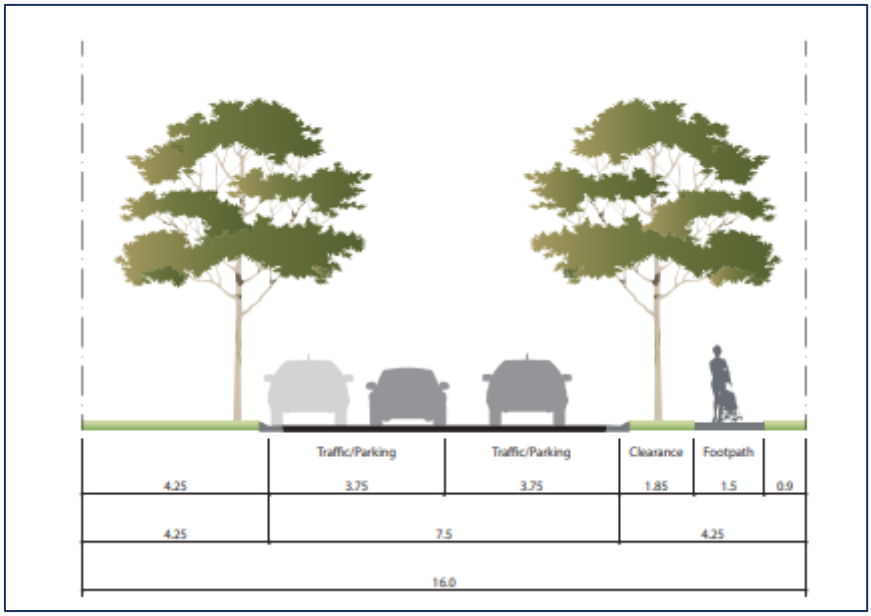


Figure 3-6 Neighbourhood Access Cross Section (Source: EDQ)

3.2.3. Indicative Road Connections

114 AND 122 BINNIES ROAD

The internal road network for 114 and 122 Binnies Road is intended to provide connection not only to Binnies Road in the current juncture but future connections to both the adjacent sites to the east and west. Based on a yield of approximately 160 dwellings, the site will generate in the order of 1,200 vehicles per day, suitable for neighbourhood access roads.

Upgrades to intersections and roads in the near vicinity, including both Bryants Road to the south and Binnies Road to the north, can be seen as **Figure 3-7**.

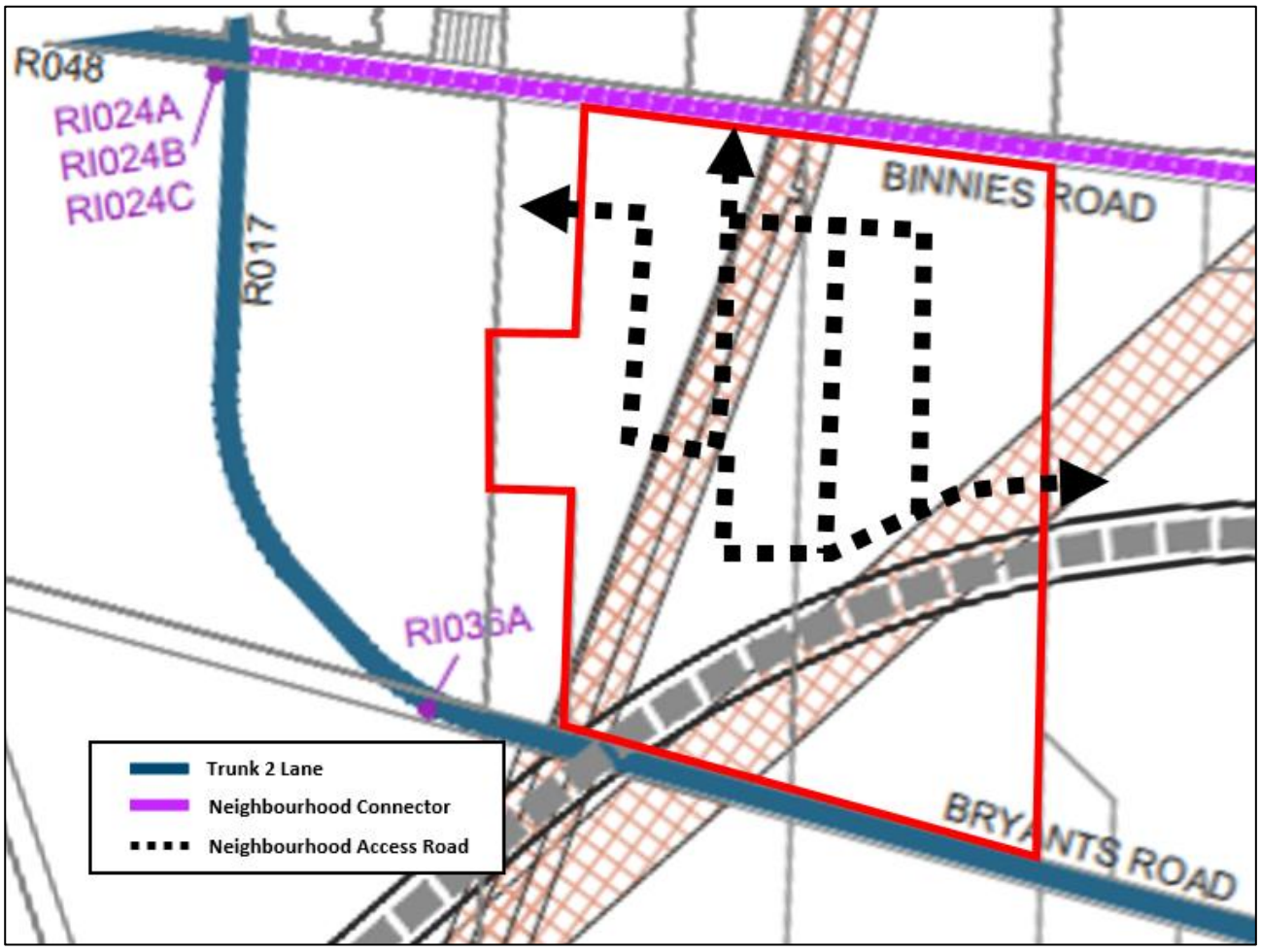


Figure 3-7 114 and 122 Binnies Road, Ripley

128 TO 146 BRYANTS ROAD, RIPLEY, QUEENSLAND

The internal road network for 128 to 146 Bryants Road is intended to provide connections to the east as a minor collector to the adjacent site with the balance of the internal road provided as access roads as shown in **Figure 3-8** below. The estimated 150 lots from this site will generate in the order of 1,100 vehicles per day which is suitable for access roads and the minor collector road.

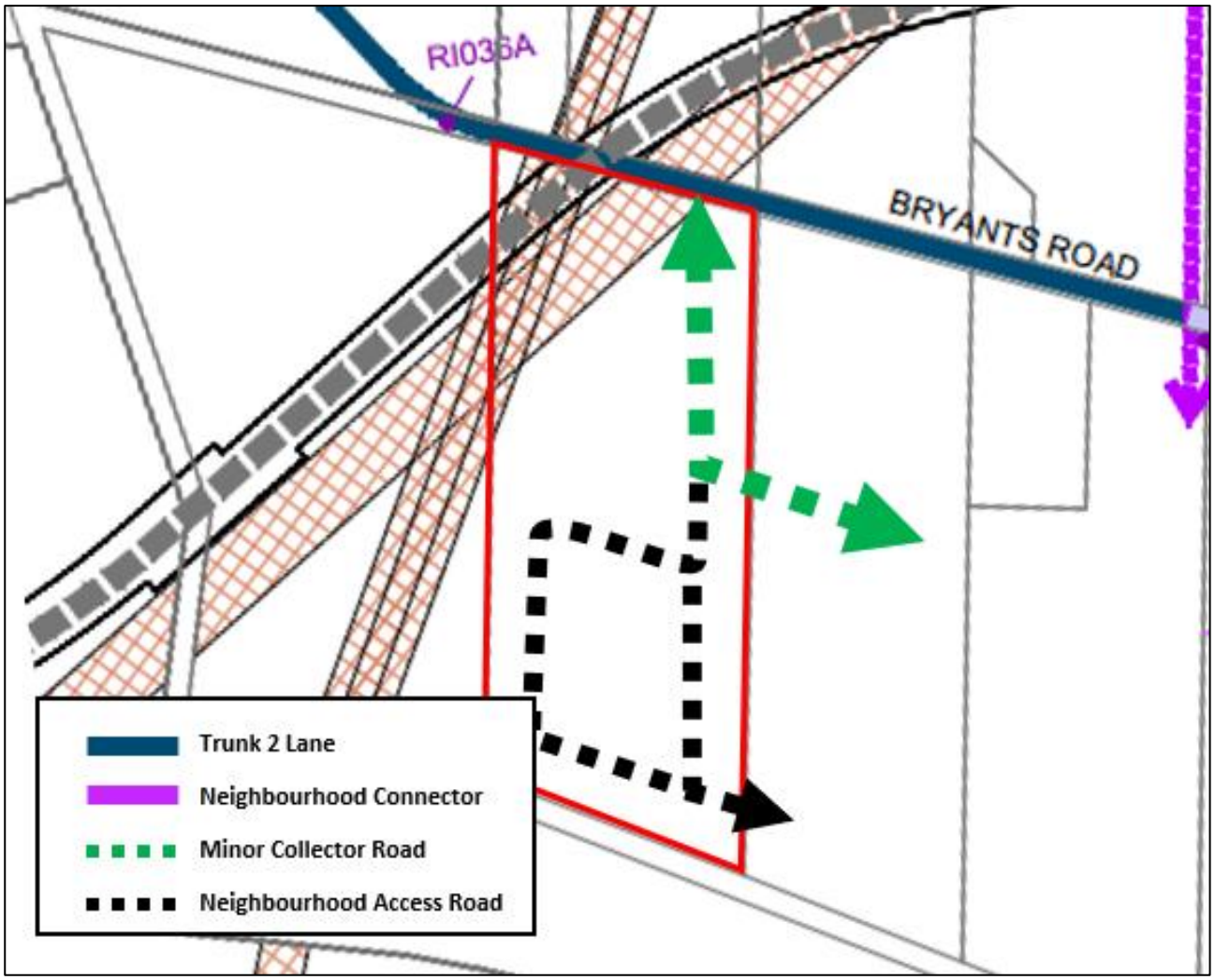


Figure 3-8 128 to 146 Bryants Road, Ripley, Queensland

101 JACKSON COURT AND 1-63 BRYANTS ROAD

The 101 Jackson Court site provides internal connections as access roads which are intended to deter rat running between Wensley Road and Jackson Court/Binnies Road. The site will also provide a neighbourhood connector road running east west to accommodate higher traffic volumes accessing the future town centre and railway station.

The 1-63 Bryants Road site will accommodate an internal minor collector between Bryants Road and the adjunct site to the west with local roads forming off this road as shown in **Figure 3-9**.

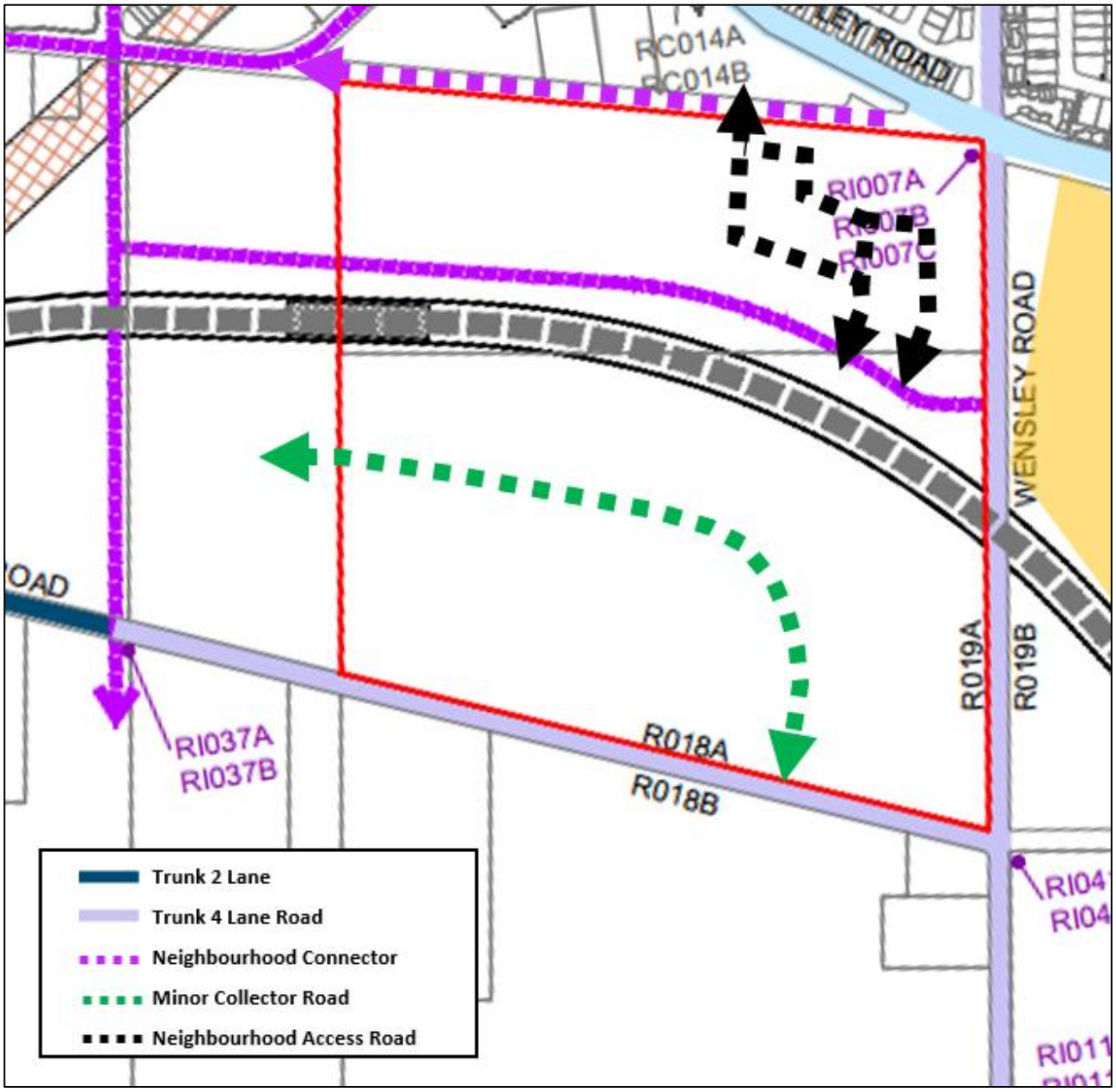


Figure 3-9 Jackson Court, Ripley, Queensland

3.3. Emergency Vehicle Access

The Providence East development will provide the following vehicular access arrangements:

- 114 and 122 Binnies Road, Ripley, Queensland (subject of the information request) - Three vehicular access locations for ~161 residential dwellings including primary access to Binnies Road with secondary access points to the internal roadway via connections to the adjacent sites.
- 128 to 146 Bryants Road, Ripley, Queensland – Three vehicular access to locations for ~150 dwellings including primary access to Bryants Road with secondary access points to the internal roadway via connections to the adjacent sites.
- 101 Jackson Court and 1-63 Bryants Road – Five vehicle access locations for ~350 dwellings including primary access to Wensley Road and Bryants Road with secondary access to Jackson Court, and the internal roadway via connections to the adjacent sites.

These vehicular access arrangements are considered adequate from an emergency access perspective. Emergency access will be considered to more detail as part of the separate TIAs prepared for individual development precincts and development stages within the overall Ripley development area. This will include consideration of any temporary secondary access arrangements where access via adjacent lots is not yet available.

4. Active Transport Facilities

The proposed developments have been considered collectively in establishing an indicative active transport network. The active transport network has been developed to:

- provide pedestrian and cyclist connectivity between the proposed developments and the surrounding existing and future network;
- provide connections to key destinations, including parks, open space, schools, public transport and surrounding residential areas where applicable;
- integrate with the broader Ripley Valley active transport network;
- provide safe and convenient pedestrian and cycling connections between development stages; and
- take into consideration relevant site constraints, including topography, flooding and drainage.

The project proposes to integrate with the existing and planned active transport network within the surrounding Ripley Valley area. The network identifies Principal, Secondary and Local connections to provide a connected framework for pedestrian and cyclist movement through the development and to surrounding destinations.

The Principal, Secondary and Local hierarchy provides an overall framework for the active transport network.

- Principal connections will provide the primary pedestrian and cycling routes through the development and connect key destinations and the broader network via dedication off-road connections including separated cycle tracks.
- Secondary connections will provide supporting links between Principal routes, local destinations and development precincts via shared pathways on one side of the road.
- Local connections will provide the finer-grain network within individual precincts and will be confirmed through detailed subdivision design and the relevant TIAs. This will include local pathways on one or both sides of the road as required by the road cross sections.

The active transport network identifies Principal, Secondary and Local connections and is shown on **Figure 4-1.**

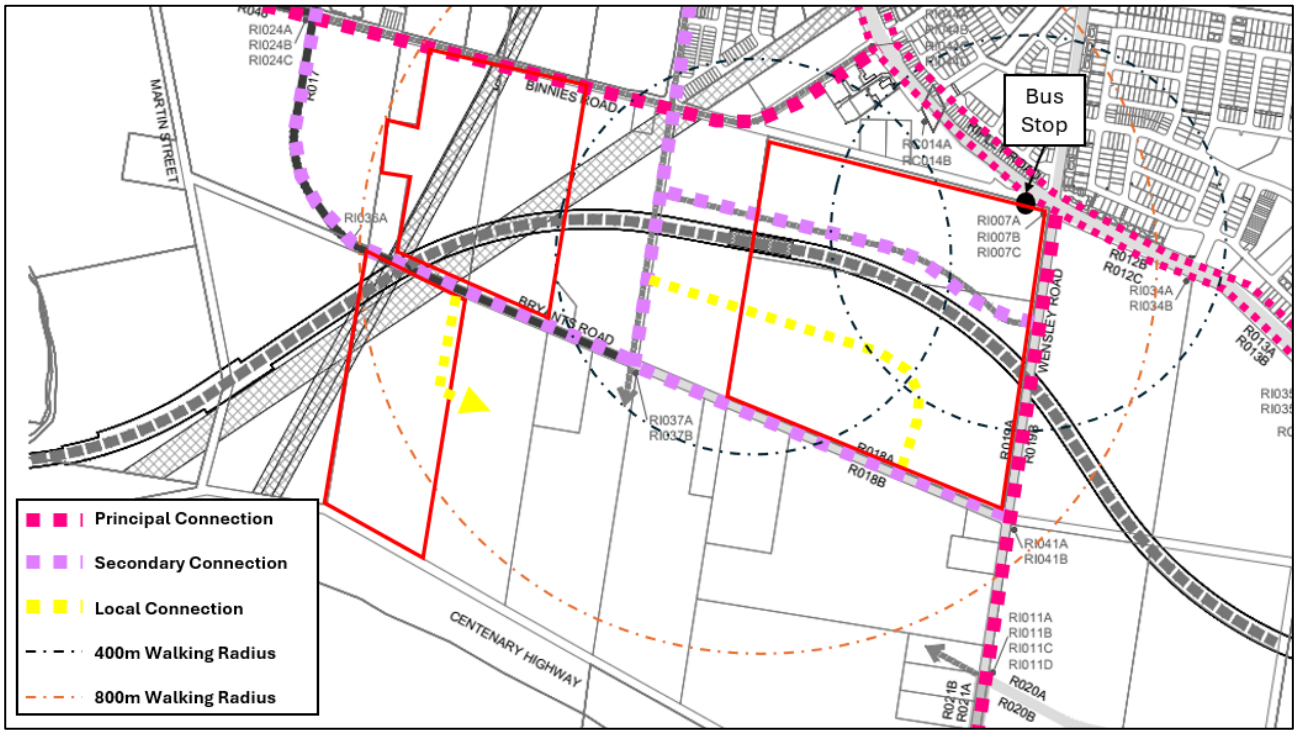


Figure 4-1 Active Transport Facilities

Footpaths and cycle facilities will be provided in accordance with the applicable Ipswich City Council and EDQ requirements and relevant road design standards as per the cross-sections noted above.

The active transport network is indicative and has been developed having regard to the proposed land uses, road hierarchy, surrounding development and key destinations. As the development progresses, the location and form of individual connections may be refined through detailed subdivision design and Traffic Impact Assessments (TIAs).

5. Public Transport Services

It is noted that the I2S public transport corridor and associated future rail station are identified as part of the broader Ripley Valley transport network, with the proposed corridor generally serving the Ripley Town Centre and surrounding development areas. While detailed plans for the future rail network have not yet been established, the provision of this higher-order public transport connection will provide an opportunity for improved connectivity between the Ripley Valley and the wider Ipswich and Brisbane transport networks.

The proposed location of the indicative future Ripley North train station is to be within the 1-63 Jackson Court site area, and as such it will provide future transport connections for the developments.

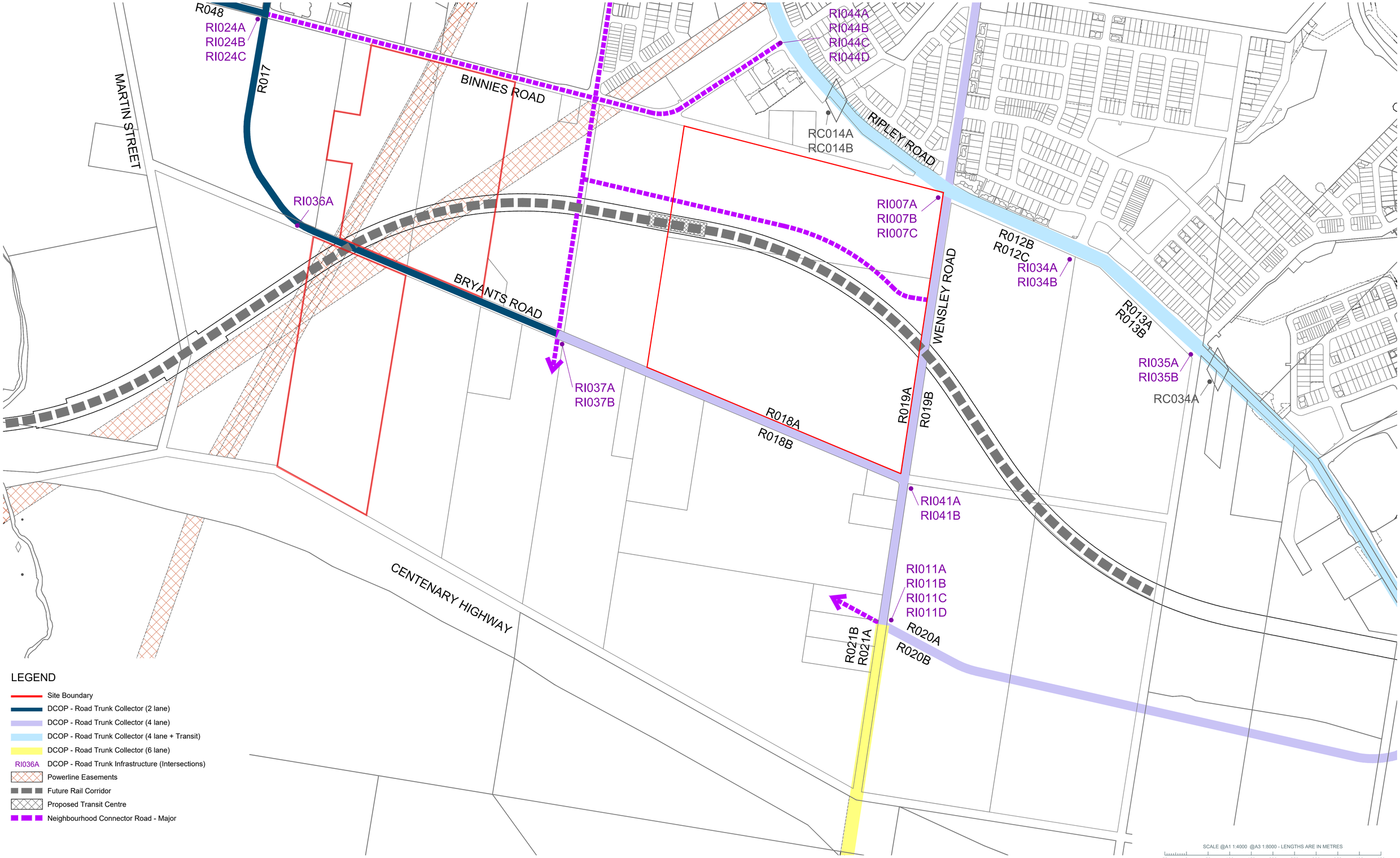
In the interim, the proposed public transport network will be supported by Neighbourhood Transit Corridors along Ripley Road and Fischer Road, providing north-south connections through the developing precinct. These corridors will provide access to the broader bus network and facilitate connections between the surrounding residential areas, Ripley Town Centre, community facilities and other key destinations.

The Ripley Road Reference Design also identifies future bus stop locations along Ripley Road, which will support the progressive establishment of the public transport network as the surrounding development occurs.

The proposed public transport network has therefore been developed having regard to the planned Neighbourhood Transit Corridors, future Ripley Road upgrades and the longer-term public transport network identified for the Ripley Valley. The network is intended to provide suitable access to public transport for the future community, with the final bus routes, stop locations and service arrangements to be confirmed in consultation with the relevant authorities as development progresses.

Appendix A – Context Plan

CONTEXT PLAN - ROADS



LEGEND

- Site Boundary
- DCOP - Road Trunk Collector (2 lane)
- DCOP - Road Trunk Collector (4 lane)
- DCOP - Road Trunk Collector (4 lane + Transit)
- DCOP - Road Trunk Collector (6 lane)
- RI036A DCOP - Road Trunk Infrastructure (Intersections)
- Powerline Easements
- Future Rail Corridor
- Proposed Transit Centre
- Neighbourhood Connector Road - Major

SCALE @A1 1:4000 @A3 1:8000 - LENGTHS ARE IN METRES

50 0 50 100 150 200 250 300 350 400 450

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SOURCE
PROJECTION: GDA2020 MGA56
SUBJECT BOUNDARIES: DCDB
DCOP: TRACED FROM PDF IMAGES

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
LW

DATE
20/07/2026

DRAWING NO.
13059 P 06 Rev C - CON 01