

10 November 2010

Our Ref: 33939

Your Ref:

The Chief Executive Officer
Ipswich City Council
PO Box 191
Ipswich QLD 4305

PLANS AND DOCUMENTS
referred to in the ULDA
APPROVAL dated 7/9/11

Attention: Brad Freiberg

Re. Proposed QFRS Facility 338-396 Ripley Road, Ripley (Lot 2 on RP198203)
Site Access

Dear Brad,

It is understood that the area surrounding the site will be subject to major redevelopment over the next 10 years that will ultimately require the reconstruction of Ripley Road to a cross section encompassing four travel lanes (two in each direction) and two bus lanes (one in each direction) with likely raised median. The existing roadway is a two-lane two way rural road with a sign posted speed limit of 70 km/h in the vicinity of the site. The design of the site has allowed for future road widening through the provision of a setback to buildings.

TTM Group were engaged by the Department of Community Safety to determine the configuration of site access given the existing road environment and taking into account planned upgrades to Ripley Road. The site is located on Ripley Road to enable short response times to both the emerging Ripley urban area and also Ipswich City Centre. Direct access to Ripley Road is therefore required to fulfil the first response role of the proposed new station.

The proposed new station will operate on two shifts:

- ▶ 7am-5pm: Total of 25 staff (Fire Fighters and support staff)
- ▶ 5pm-7am: Total of 6 staff (Fire Fighters only)

Therefore the likely maximum vehicle trips at shift change will be 31 comprising 6 out and 25 in during the morning shift change with the opposite in the evening.

A number of emergency vehicles will be stationed on site with the largest design vehicle being the aerial appliance of length 14.5m (equivalent to a single unit bus).

TTM Consulting (GC) Pty Ltd

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Photograph 3: Facing South from Site Access Point – Sight Distance: ASD- 163m; SISD- 175m



Photograph 4: Facing North from Site Access Point – Sight Distance: ASD- 108m; SISD- 128m

the new additional pavement. Existing centreline markings will be removed by sand blasting to enable new linemarking to be added.

TTM Group recommends approval of the proposed access arrangements as attached as being appropriate for the proposed use and existing road environment.

Please contact the undersigned should you have enquiries regarding this correspondence.

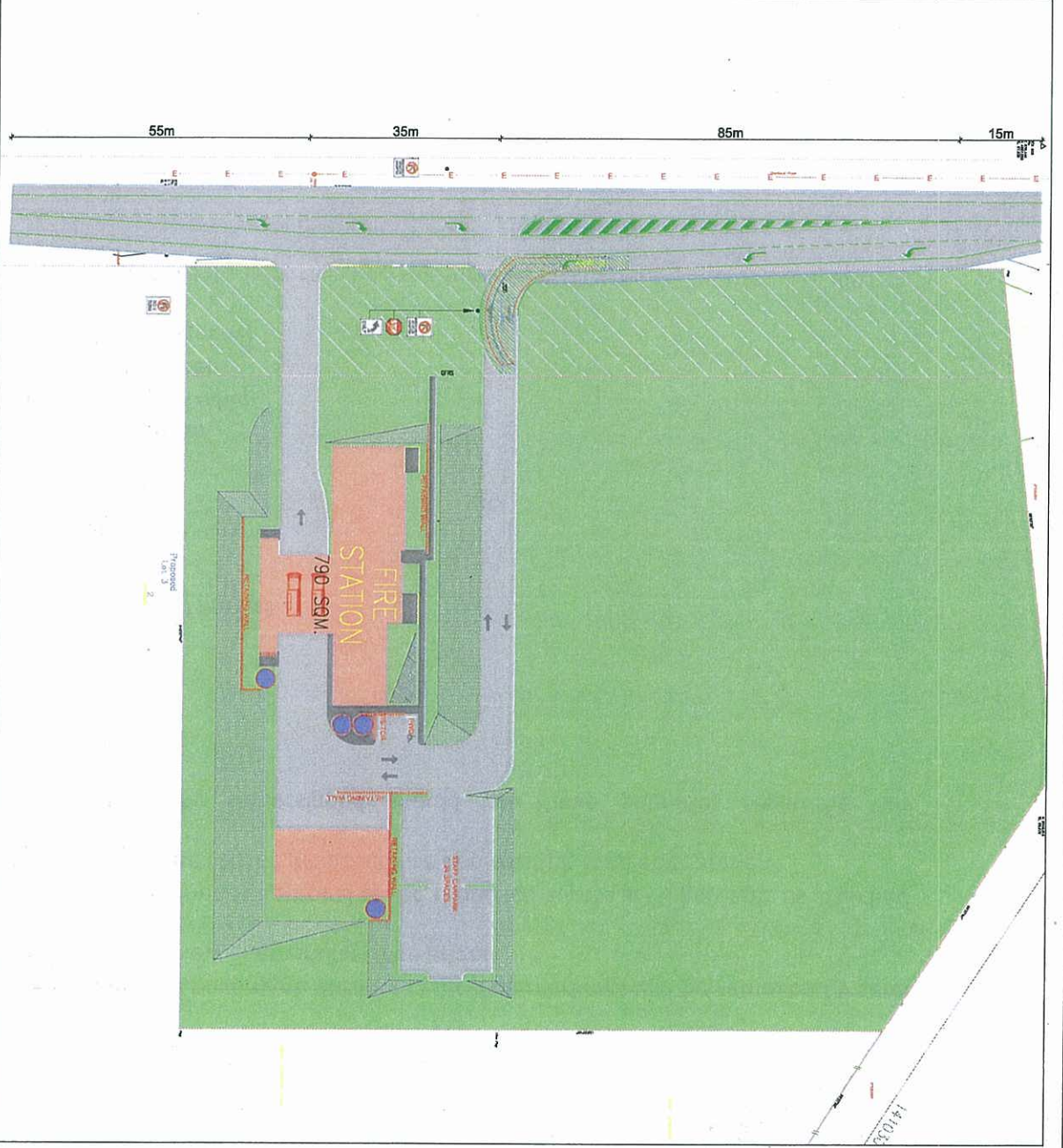
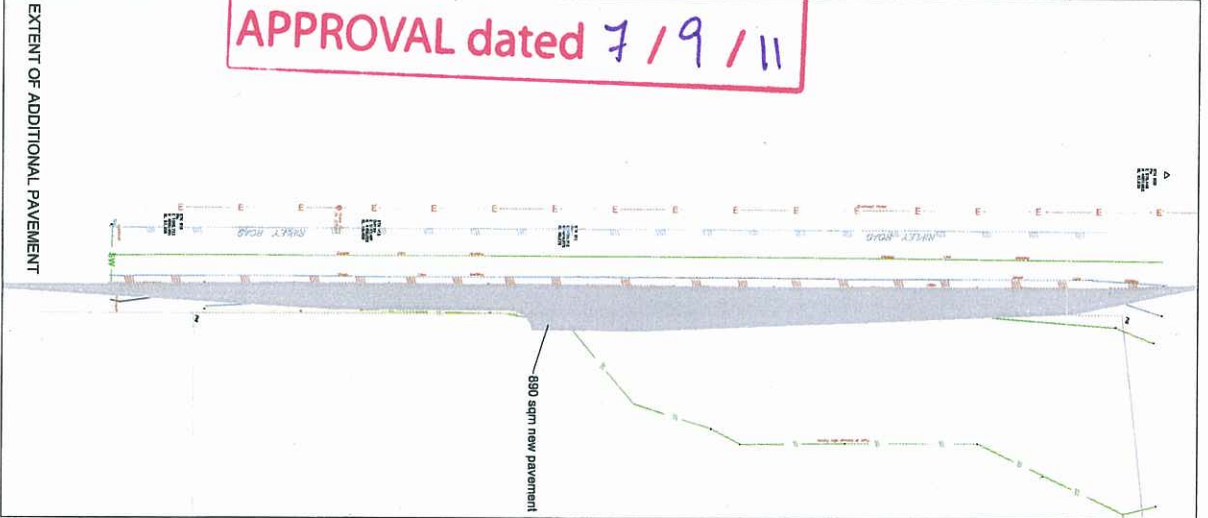
Yours Faithfully,
TTM Consulting (GC) Pty Ltd

A handwritten signature in black ink, appearing to read 'M. Shrimpton', written over a faint circular stamp.

Matthew Shrimpton
Associate Director: Traffic
Senior Traffic Engineer
B. Eng (Civil) / B. Eng (Env)

Attachment: QFRS Ripley Road, Ripley. Proposed Access Arrangements (TTM Dwg No. 33939.001 Date: 10/11/10)

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EXTENT OF ADDITIONAL PAVEMENT



TRAFFIC - PARKING - ACoustics

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Gold Coast (Ripley) Project
Masterplan (Urban) Council: Tynes

REVISIONS	AVN	DATE	APPROVED	DATE	DESIGNED	DATE	EXAMINED	DATE	DESIGN SUPERVISOR	DESIGN ENGINEER	DATE	IPRNO No.
A	Original Issue				TL EDWARDS	10/11/10						



SCALE
0 10 20 30 40
1:400 (metres)

QFRS RIPLEY ROAD, RIPLEY

PROPOSED ACCESS ARRANGEMENTS

33939.001

No. 1 of 1

PROJECT NUMBER

33939

REVISION

A

OFFICE

33939

VERSION

1

OFFICE

33939

DATE

2010-03

OFFICE

33939