

ASSESSMENT AND RECOMMENDATION REPORT

Date: 07 September 2011

Site address	338-350 Ripley Road, Ripley
Real property description	Lot 2 on SP237241 (formerly Part of Lot 2 on RP198203)
Urban Development Area (UDA)	Ripley Valley
Type of approval	UDA Development Approval, subject to conditions
Aspects of development	Material Change of Use
Description of proposal	Emergency Services (Ripley Fire and Rescue Station)
Currency period	4 Years from Decision Date
ULDA reference number	DEV2011/119
Decision date	07 September 2011

Background

The subject site is comprised of one allotment with a total site area of 2.12 hectares. The site currently gains access from Ripley Road. The land is owned by the State of Queensland (represented by Department of Community Safety DCS).

Together with Queensland Ambulance Service (QAS), Queensland Correctional Service (QCS) and Emergency Management Queensland (EMQ), the Queensland Fire and Rescue Service (QFRS) form part of the Queensland Government's DCS.

QFRS provides services from more than two hundred and forty urban fire and rescue stations across the state which are organised into seven regions, which are supported by a central office that is located at the Kedron Park Emergency Services Facility in Kedron, Brisbane. The Ripley Fire and Rescue Station will be part of operations within the South East Queensland Region. The South Eastern Region occupies the area to the south of Brisbane including the Gold Coast and South-East Queensland down to the NSW border and west to the Great Dividing Range.

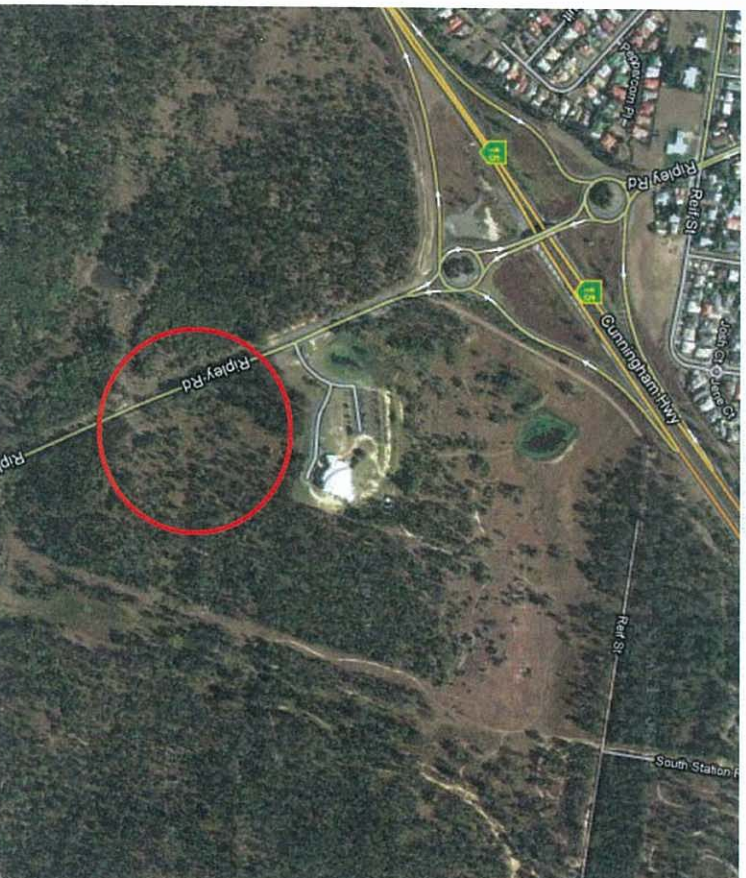


Figure 1: Site

The site was previously owned by Department of Infrastructure and Planning. However the site was excised from the larger lot to allow the development of the Ripley Fire Station.

The Urban Land Development Authority (ULDA) undertook a pre-application discussion regarding the proposal prior to lodgement of the application.

Surrounding Land Uses

Land to the north of the subject site is used for a church, the 'Ipswich Region Community Church (IRCC). Other land uses surrounding the site are predominantly detached residential dwellings to the east, south and west of the site.

To the north of the site is the Cunningham Highway. To the south of the subject site is the area that is designated to be the location of the Ripley Valley Town Centre, the Urban Core.

Proposal

The development application is for a Material Change of Use for Emergency Services (Ripley Fire and Rescue Station).

The development is proposed to contain two buildings. The first building is to contain the main operating component of the fire station. This building will address Ripley Road and contains the offices, meeting rooms, recreation rooms, rest areas and facilities and the engine room. The second building, located towards the rear of the site, is a bulk storage building and is to house the fire engines. A koala friendly fence is proposed around the part of the perimeter of the site, with the balance being a security fence. The front of the building opens out onto Ripley Road, which allows pedestrian access to the site.



Figure 2: Proposed Development

The overall gross floor area (GFA) of the development is 1,184m². The operational building has a proposed GFA of 886m² and the bulk storage building has a proposed GFA of 298 m². The highest point of the building is proposed to be at the top of the Communications Mast, which is 15.7 metres in height, with the highest point of the building being 7.2 metres.

The buildings are proposed to be painted exposed structural steel, wall cladding and colorbond fascia. The materials are proposed to be durable, and appropriately they will have a low potential flammability. The station is proposed to operate twenty-four hours a day, seven days a week. The fire fighters will work in shifts, being two shifts a day.

Ingress and egress from the site for staff and visitors is from a crossover located on Ripley Road. While the fire engines will access the site from a separate crossover to ensure that clear access can be achieved at all times. The fire engine access is located directly in front of the engine room. This area will be kept clear at all times. The development has been designed to ensure that future access can be achieved from multiple different points of the site. This will allow an amended future access point once direct access to Ripley Road is no longer viable.

A total of fifty-five car parking spaces are proposed for the development. Twenty-six car parking spaces are proposed within a secure fenced area located at the rear of the site. Twenty-nine overflow parking spaces are also proposed within the development. These are informal parking spaces that are located on the Training Pad on a grassed area located on the northern side of the staff and visitor access driveway.

The onsite vehicle movement has been designed to allow a drive through arrangement for fire engines, with an internal driveway allowing the fire trucks to drive around the station building and enter the engine room in a forward direction.

Landscaping is proposed for the development to help soften the hardscape areas of the building and the overall development. The landscaping is also provided to help people navigate the site and to provide an overall aesthetic to the development. A certified landscape plan is required to be provided prior to the commencement of the use to ensure that the landscaping is provided in accordance with the approved Landscape Concept Plans.

Assessment of proposal

The application was accepted as properly made on 22 March 2011. The application was publically notified from 10 May 2011 to 10 June 2011.

In accordance with Section 57 of the Act, the following matters have been considered in deciding this application:

1. Purpose of the Act;
2. Ripley Valley Interim Land Use Plan;
3. Ripley Valley Proposed Development Scheme;
4. Submissions made about the application; and
5. Preliminary approvals under the *Sustainable Planning Act 2009* (SPA) in force over the site.

The following is an evaluation of the application against these matters.

1. Urban Land Development Authority Act 2007 (the Act)

The development application is considered to contribute to achieving the main purposes of the Act by:

- facilitating the availability of land for urban purposes through the more efficient use of existing serviced urban land;
- contributing to the provision of infrastructure for the site; and
- ensuring ecological sustainability and best practice urban design.

2. Ripley Valley Interim Land Use Plan

At the time that the application for the Ripley Fire and Rescue Station was lodged at the ULDA, the Ripley Valley Interim Land Use Plan (ILUP) was the current planning instrument. As such, the applicant addressed the ILUP in regards to compliance of the development. However, the Ripley Valley Proposed Development Scheme is now in place, and as such the application has been assessed by DA against both the proposed scheme being the current planning instrument and the ILUP.

The proposal has been assessed against the relevant provisions of the Ripley Valley Interim Land Use Plan, and determined to comply with:

- The Vision for the Urban Development Area;
- The relevant UDA-wide development criteria; and
- Precinct 3 intent.

The proposal complies with the relevant provisions of the Ripley Valley Interim Land Use Plan.

3. Ripley Valley Proposed Development Scheme

The proposal has been assessed against the relevant provisions of the Ripley Valley Proposed Development Scheme, and determined to comply with:

- The Vision for the Urban Development Area;
- The relevant UDA-wide development criteria; and
- Urban Living Zone Intent.

The majority of the urban living zone is intended to be developed as urban and suburban neighbourhoods that are focused on identifiable and accessible centres that comprise a mix of residential development. The urban living zone is also intended to accommodate a wide range of non-residential uses such as specific facilities and institutions.

The proposal complies with the relevant provisions of the Land Use Plan of the Ripley Valley Proposed Development Scheme. In particular the proposal provides:

- A range of community facilities;
- Protection of significant environmental and ecological values;
- Community safety and addresses development constraints; and
- Infrastructure in a timely manner.

Ripley Valley Proposed Development Scheme - Land Use Plan

3.3 UDA Wide Criteria

3.3.1 Neighbourhoods

N/A – The development is a MCU for Emergency Services (Ripley Fire and Rescue Station).

3.3.2 Centres

N/A – The development is a MCU for Emergency Services (Ripley Fire and Rescue Station).

3.3.3 Housing Diversity and Affordability

N/A – The development is a MCU for Emergency Services (Ripley Fire and Rescue Station).

3.3.4 Employment Opportunities

The development of the Ripley Fire Station helps to bring employment to the local area. The fire station is an integral part of the local community and helps provide local employment and infrastructure to Ripley Valley.

3.3.5 Movement Network

N/A – The development is a MCU for Emergency Services (Ripley Fire and Rescue Station).

3.3.6 Community Greenspace Network

N/A – The development is a MCU for Emergency Services (Ripley Fire and Rescue Station).

3.3.7 Community Facilities

The development is a Material Change of Use for the Ripley Fire and Rescue Station. As such, the development is making provision for new community facilities within the Ripley Valley area.

3.3.8 Natural and Cultural Values

The development of the Ripley Valley Fire and Rescue Station is proposed to ensure that it respects the local vegetation of the site and will only enhance these features using the natural bushland as part of the landscaping of the overall development.

3.3.9 Community Safety and Development Constraints

The site is not affected by Mining. There is a height restriction on the site, the height restriction is a building height of 90 metres, and as such it does not affect the development, with the highest point of the building being 15.7 metres in height. The bottom south-western corner of the site is affected by an urban stormwater flow path. However this section of the site will be integrated into the road widening of Ripley Road, with a compulsory 20 metre road dedication required at the front of the site, and in its ultimate design will be part of Ripley Road. The development has addressed stormwater management and has been addressed by the ULDA DA engineer and has been conditioned accordingly.

3.3.10 Service Infrastructure

The development will provide in a timely manner the required infrastructure to enable the Ripley Valley Fire and Rescue Station to function in an appropriate manner. Conditions are provided in the decision notice to ensure that the infrastructure is provided at the appropriate time and to the Ipswich City Council's specifications.

3.3.11 General Requirements

The site is considered to have sufficient dimensions to accommodate buildings, parking, access and circulation areas, and landscaping. The landscaping is proposed to help soften and articulate the building and additionally provide access routes through the site for legibility. The building has been designed to incorporate sub-tropical design measures through light weight construction, covered outdoor areas and large windows for natural sunlight and ventilation throughout the building.

3.4 Zone Provisions

3.4.1 Zone Map

The site is located within the Urban Living Zone.

3.4.2 Zone Intents

The application is considered to comply with the zone intents of the Ripley Valley Proposed Development Scheme. This is achieved through the delivery of a non-residential use to the area that will provide a service that is invaluable in providing a safe living environment for both existing and future residents.

4. Submissions made about the application

The application required public notice under s54 of the ULDA Act. The application was publically notified from 28 March 2011 to 29 April 2011.

A notice of compliance was lodged by the applicant with the ULDA on 14 June 2011. The notice of compliance was reviewed by DA and it has been determined that notification of the development was carried out in accordance with section 54 of the *Urban Land Development Authority Act 2007*.

Two submissions were received in regards to the application. The major issues raised in the submissions were access off Ripley Road, siting of the building, the speed limit of Ripley Road and the road widening of Ripley road and possible service road. Please refer to the attached Submissions Report, which addresses the issues raised within the submissions.

4. Preliminary approval/s under the SPA in force over the site

There are no preliminary approvals over the site.

5. Other Considerations

Engineering Matters

The ULDA DA engineer has assessed the application and has accordingly recommended the application be approved in accordance with the attached conditions package (refer folio 56).

Ipswich City Council Assessment

The application was assessed by the Ipswich City Council whom recommended that the application be approved with conditions (refer Folio 55). The conditions that were recommended by the Ipswich City Council have partly been incorporated into the ULDA conditions package where there is a correlation between the intents that the ULDA for the Ripley Valley UDA and the Ipswich City Councils recommended conditions.

Environmental Matters

The ULDA Sustainability and Innovation Team have assessed the application and have provided advice (refer folio 9) that the development does not appear to have any significant predicted impacts to the environmental values of the site with regards to the submitted application.

Nominated Assessing Authority

The nominated assessing authority in regards to Conditions 13 and 14 of the conditions package is Queensland Urban Utilities (QUU). QUU have recommended the conditions and the developers are required to comply with the conditions, and to provide evidence to QUU for the approval and maintenance of the water and sewer components of the development.

Infrastructure Contributions

The DCS have made arguments to the ULDA that infrastructure contributions should not be applicable to their development. This is owing to the service that the Ripley Fire and Rescue Station will provide to the surrounding community. They also stated that if the site was not within a UDA DCS would not have been required to make an application to the local Council as the development would have been processed as a Ministerial Designation. Under Schedule 2, Part 2, Point 7 of the *Sustainable Planning Regulation 2009*, an Emergency Services Facility is deemed to be Community Infrastructure. Subsequently the Ripley Fire and Rescue Station would have been processed as a Ministerial Designation if the land had been located with the Ipswich City Council Local Government Area (LGA).

Further investigation was required regarding the payment of infrastructure contributions for Community Infrastructure, as defined under SPA. The first document that was examined is the ULDA Interim Infrastructure Funding Framework, which is a document that specifically addresses infrastructure contributions for the Greenfield UDA's. The framework does not include contributions for sites developed as a Community Infrastructure. As such, this could not be applied to the development. It was then investigated how the *Sustainable Planning Act 2009* (SPA) applies infrastructure contributions for Community Infrastructure. Under Section 205 of the act, "How Infrastructure Charges Apply to Designated Land", the act states that infrastructure contributions are not applicable for Community Infrastructure, as follows:

"If a public sector entity that is a department or part of a department proposes or starts development under a designation, the entity is not required to pay any charge for infrastructure under chapter 8, part 1 for the development." Sustainable Planning Act 2009

As such, it has been deemed by the Manager – Development Assessment that owing to the ULDA Interim Infrastructure Funding Framework and SPA not applying infrastructure contributions for Community Infrastructure, that the ULDA will not apply any infrastructure contributions to Decision Notice for the Ripley Fire and Rescue Station. The Manager – Development Assessment provided the above recommendation to the ULDA CFO, who agreed with these conclusions and recommended that no infrastructure contributions be applied to the development (refer folio 51).

Affordable/Accessible Housing

Owing to the development not have a residential component there are no requirements for affordable or accessible housing.

7. Conclusion

The proposal meets the relevant requirements of the Ripley Valley Interim Land Use Plan, the Ripley Valley Proposed Development Scheme and the Draft ULDA Guideline No. 7 – Low Rise Buildings and Draft ULDA Guideline No 11 Community Facilities.

Recommendation

It is recommended that the ULDA **approve** the application for Material Change of Use for an Emergency Services (Ripley Fire and Rescue Station), in accordance with the attached UDA development approval package.



Christine Sutherland
Senior Planner

Development Application

DEV2011/119

**338 – 350 Ripley Road,
Ripley**

**For Material change of use
(Emergency Services)**

Submissions Report

Pursuant to section 57 of the Urban Land Development Authority Act 2007

September 2011



**urban land
development
authority**

Introduction

Section 57 of the *Urban Land Development Authority Act 2007* (the Act) states matters to be considered in making a decision on a development application.

In deciding development application DEV2011/119 the authority must consider –

- (a) the purposes of the Act; and
- (b) any submissions made to the ULDA about the application during the submission period; and
- (c) the proposed development scheme for the area and the Interim Land Use Plan for the Area.

Submissions and Response

# Issue	Issue/Comment	Response
1	Location of building – site lines Concern over the location and access to the Fire Station with respect to sight lines. It is considered that the location will cause a conflict point on Ripley Road which can only be addressed by relocation of the access.	The development will gain access to the road network via Ripley Road. The existing roadway is a two-lane two-way rural road with a sign posted speed limit of 70km/hr in the vicinity of the site, which is temporarily to be reduced to 60km/hr until Ripley Road is built to the ultimate design. Ingress to the site will be via a proposed crossover toward the centre of the part lot to be used by QFRS. In the short term, ingress and egress for visitor, staff and PWD car parking will be accessed via this crossover. In the longer term, it is expected that the crossover onto Ripley Road will be used by emergency vehicles only, with the ability to turn both left and right during emergency call outs. In the longer term, QFRS is satisfied that access to the site for visitor, staff and PWD car parking may be via another proposed access point toward the northern or southern boundary of the lot. Depending on the outcome of negotiations with the Department of Transport and Main Roads (DTMR) and adjoining land owners, the QFRS facility has been designed for both options.
2	Access The submission suggests that access to the site be located on top of the hill. It is also suggested that this be the location of any future road access to the portion of Ripley Road prior to the Montereia Road intersection.	The current access for the QFRS site is directly from Ripley Road. This is to remain until such time that Ripley Road has been constructed to its ultimate design. The development has been designed to ensure that access can be achieved from various points of the site, depending on how the surrounding and adjoining sites are developed in the future.
3	Speed Limit Concerns over the posted speed on this portion of Ripley Road for the short, medium and long term. The submission supports a posted speed limit of 60km/hr.	A condition of approval has been imposed on the development to require a temporary reduction in the speed limit along this section of Ripley Road. The current posted speed limit is 70km/hr, this is to be reduced to 60km/hr. This will allow for adequate response times for traffic travelling along Ripley Road in the interim.

4	Road Widening Concerns that any future road widening required by the ULDA can be accommodated within the setback to the Fire Station.	The design of the site has allowed for future road widening through the provision of a 20 metre land dedication. The layout of the proposed QFRS facility complies with the width of the road reserve detailed in the Residential Zone of the Proposed Ripley Road Design Guidelines (May, 2011), this being approximately 63m.
5	Built Form Concerns that the Fire Station platform is set high enough to cater for the final design level.	The QFRS will remain in contact with the ULDA, at time of construction the most up to date information will be provided on the design of Ripley Road.
6	Service Road Concern that the draft conditions over Ripley Road show a service road along the frontage of the site. The submission has concerns that the plan prepared by QFRS does not show this service road.	There is no condition in this Development Approval Package for the construction of a service road running along the front of the QFRS site. The Draft Ripley Road Guidelines have not yet been finalised.

