

Urban Land Development Authority DEV2010/092
 Barrams Road, South Ripley
 ROL (3 Lots into 142 Lots – 132 Residential Lots, 7 Management Lots, 3 Balance Lots, New Road & Park) &
 Material Change of Use (Plan of Development - 132 Houses including Display Homes & 5 Multiple Residential)

ULDA Development Approval Package

Site address	Barrams road, South Ripley
Real property description	Lots 59-61 on S151855 & Part of Barrams Road
Urban Development Area (UDA)	Ripley Valley
Type of approval	UDA Development Approval, subject to conditions
Aspects of development	Reconfiguration of a Lot, Material Change of Use (Plan of Development POD)
Description of proposal	Reconfiguration of a Lot (3 Lots into 142 Lots – 132 Residential Lots, 7 Management Lots, 3 Balance Lots, New Road & Park) & Material Change of Use (Plan of Development - 132 Houses including Display Homes & 5 Multiple Residential)
Currency period	4 Years from Decision Date
ULDA reference number	DEV2010/092
Decision date	21 November 2011

Approved Drawings	Number	Plan or Document Date
Proposed Layout Stage 1 Allotment Layout	6837-121 Rev E	01/03/11
Proposed Layout Stage 1 Plan of Development – Amended in Red 14/11/11	6837-127 Rev B	01/03/11
SUCE Ripley Valley Concept Plan	22979-TP-SUCE L1.01 Issue B	20/01/11
Proposed Indicative Disposal Areas for Excess Cut from Stage 1 - Amended in Red 14/11/11	7901-47-001-SK001 Rev 1	14/06/11
Layout Plan & Road Longitudinal Section – Sheet 1 of 3	7901.47.012.111	22/02/11
Layout Plan & Road Longitudinal Section – Sheet 2 of 3	7901.47.012-112	22/02/11
Interim Bridge Cross Section	7901.47.012-141	22/02/11
Interim Road Cross Section – Sheet 1 of 2	7901.47.012-142	22/02/11
Ripley Road / Barrams Road Interim Intersection Layout	Attachment A	16/08/11
Road 1 / Barrams Road Ultimate Intersection Layout	Attachment B	16/08/11
Interim Waste Water Options – Rising Main Solution	790147/006/SK- Rising Main.1	28/09/11
Approved Documents		
SUCE Stage 1 Flood Study	7901/47-22	23/02/11
Flooding Report - Secondary Urban Centre East – Precinct A	7901/47-014	12/11/10
Infrastructure Servicing Report - Ripley Valley Secondary Urban Centre East	7901/47-012	29/09/11
Ripley Valley - Amex Ripley Project: Interim Waste Water Strategy	Interim Sewer Strategy (3)	29/09/11
Preliminary Geotechnical Assessment Ripley Valley – Secondary Urban Centre East	9268gs.10	05/02/10

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PROJECT TEAM

Christine Sutherland Senior Planner Development Assessment Urban Land Development Authority	Con De Groot Principal Engineer Development Assessment Urban Land Development Authority
Malcolm Holtz Planning Manager Planning Urban Land Development Authority	Peter Lovegrove Manager – Greenfields Planning Urban Land Development Authority

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
Planning and General Conditions		
1.	Carry out the approved development Carry out the approved development generally in accordance with the approved plans and documents.	Prior to survey plan endorsement for each stage
2.	Complete all Operational Work and Building Works Complete all operational work associated with this development approval, including work required by any of the following conditions. Such operational work is to be carried out generally in accordance with the approved plans.	Prior to survey plan endorsement for each stage
3.	Certification Agreement In relation to all operational works undertaken on the site comply with all requirements and fulfil all responsibilities outlined in the ULDA Self Certification Procedure Manual. <i>Note: Under the ULDA Self Certification Procedure Manual, no work is to commence until the applicable certification documents submitted by the Project Coordinator are acknowledged in writing by the ULDA.</i>	Prior to commencement of site works
4.	Maintain the Approved Development Maintain the approved development (including landscaping, parking, driveways and other external spaces) in accordance with the approved drawing(s) and /or documents, and any relevant ULDA or other approval required by the conditions.	To be maintained
5.	Survey Marks An adequate number of permanent survey marks must be installed to ensure clear definition of the development. The developer must submit a certificate signed by a licensed surveyor, stating that after the completion of all works associated with the development, permanent survey marks are in their correct position in accordance with the plan of subdivision.	Prior to survey plan endorsement for each stage
6.	Demolition Works All buildings or other structures on the land must be demolished and/or removed, to the	Prior to survey plan

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	satisfaction of the ULDA in stages. Approval of an application for building works (if required) for the demolition and/or removal, must be obtained prior to the commencement of such works.	endorsement for each stage.
7.	Easements - Where stormwater discharges over adjacent land, agreement in writing by the owner of the subject land is required prior to construction work commencing. The agreement must be submitted to the assessing authority. - Easements must be centrally located over the alignment of stormwater paths and of sufficient width to encompass at minimum the overland flow from a storm event with an ARI of 100 years. - Easements must be of sufficient width to contain any fitting, access chamber etc located on stormwater drains, water mains, and sewerage rising mains.	Prior to survey plan for each stage being endorsement
8.	Stages for Reconfiguration - Drainage reserves may be required to be dedicated as part of the relevant stormwater catchment. Where necessary, the staging must be modified to be consistent with the stormwater management plan for the dedication of drainage reserves. - Unless otherwise approved in writing by the assessing authority, each stage must be independently serviced by roads, water, sewer, stormwater, and any other relevant utilities.	Prior to survey plan endorsement for each stage Prior to survey plan endorsement for each stage
9.	Road Naming The developer must submit to Ipswich City Council for approval, a list of three (3) proposed street names and the corresponding name meanings for each new road to be opened. If a theme is considered appropriate, an explanation of the theme is to be submitted at the same time. Ipswich City Council reserves the right to accept any or none of the proposed names.	Prior to survey plan endorsement for each stage
10.	Locality References - Any place name or estate name used by the developer (excluding a reference to a building, structure or the like and excluding minor, subsidiary signage within a development) must specify the relevant, approved place name under the <i>Place Names Act 1994</i> and must comply with the following: - Be in the same colour and background colour as the estate name - Be in lettering no less than 50% of the estate name - Be in the same orientation as the estate name - Be in either title case or all in upper case - Any reference to the regional location of the site or the development must not refer to the place or estate as being located in Brisbane or a Brisbane suburb or in the metropolitan area or in the western suburbs (excluding the western suburbs of Ipswich as determined by Ipswich City Council in writing from time to time).	At all times
11.	Land Dedications Any land dedicated to Ipswich City Council must be free of contaminants and not registered on either the Environmental Management Register or Contaminated Land Register. The	Prior to dedication of land

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	developer must demonstrate to the assessing authority that the past uses of the land did not include a notifiable activity i.e. livestock dip as listed in Schedule 3 of the <i>Environmental Protection Act 1994</i> .	
12.	Drainage Reserve Land required for permanent detention basins, constructed wetlands and bio-retention basins or equivalent is to be dedicated as drainage reserve in favour of ICC and not included within parkland dedication.	Prior to dedication of land
13.	Parkland Dedication Lot 9000 is to be dedicated as public use land (park) to Ipswich City Council in fee simple as nominated trustee. The District Park is to be dedicated and shall generally be in accordance with RPS Plan 22979-TP-SUCE-L1.01 Issue B. It is acknowledged that this dedication forms part of the overall District Park Dedication.	At the time of Registration of survey plan with DERM Prior to endorsement of survey plan
14.	Entry Walls or Features The provision of entry walls or features is prohibited on road reserves or in drainage reserve or on proposed parkland. Entry walls or features must be fully contained on private property. Entry walls must be designed in accordance with <i>Implementation Guideline No. 18 - Estate and Directional Signage</i> of Ipswich Planning Scheme 2006.	At all times
15.	Cultural Heritage Submit to the ULDA confirmation that prior to the commencement of construction the developer has complied with the duty of care obligations under the Aboriginal Cultural Heritage Act 2003 (Qld).	Prior to the commencement of construction
16.	Noise Management (a) Submit to the ULDA an updated version of the Noise Mitigation Report (Project No. 7901/47-12) prepared by Cardno and dated 12 November 2010. The updated report shall include the final lot layout, terrain elevation and traffic counts. The updated report shall outline assessment and mitigation strategies to be considered in construction of dwellings to meet the appropriate acoustic attenuation standards. The recommendations of the report exclude acoustic barriers as an appropriate attenuation measure. The report shall be to the following standards: (i) <i>The calculation and prediction of traffic noise levels is to be in accordance with the Road Traffic Noise Management Code of Practice, published by the Queensland Department of Main Roads and in accordance with Australian Standard 2702-1984: Acoustics – Methods for the measurement of road traffic noise. Alternative road traffic noise prediction models may be used where they can be justified as being appropriate to the circumstances of the particular situation and location.</i> (ii) <i>An assessment of road traffic noise is to be based on the ultimate traffic flow for the road. If such data does not exist a 10-year planning projection is to be used.</i> (iii) <i>The determination of building construction, siting and design measures required to achieve internal noise levels shall be in accordance with Australian Standard 2107: Acoustics-Recommended design sound levels and reverberation times for</i>	Prior to survey plan endorsement for each stage

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	<i>building interiors and Australian Standard 3671- 1989: Acoustics – Road traffic noise intrusion – Building siting and construction. Alternative methods may be used where they can be justified as being appropriate to the circumstances of the particular situation and location.</i> (b) All dwellings on lots subject to elevated road traffic noise levels are to be constructed in accordance with the building design standards as set by the amended (in accordance with Part (a) of this condition) Noise Mitigation Report (Project No. 7901/47-12) prepared by Cardno. (c) A request in writing shall be submitted to the Ipswich City Council that written advice be included on rates notices/property notes, that advise all of the lots that are subject to elevated road traffic noise levels and construction standards, and supply them for future dwellings with a copy of the recommendations of the Cardno Report, being the amended (amended in accordance with Part (a) of this condition) Noise Mitigation Report (Project No. 7901/47-12) prepared by Cardno. (d) The developer is required to notify all prospective buyers of any lots that are affected by noise.	At all times Prior to building approval Prior to entering into a contract of sale
Ecological Conditions		
17.	Management Strategy Submit a Management Strategy for approval that details rehabilitation works to be conducted within the Bundamba Creek Corridor.	Prior to any site works commencing
Landscaping/Streetscape		
18.	Disposal of Cleared Vegetation The following means of disposal are to be used, though the ULDA may consider other means on request: (a) Processing through a wood-chipper; (b) Disposal for firewood; (c) Disposal for landscaping purposes; or (d) Transport to alternative site for chipping. <i>Please Note: Burning off is not an acceptable means of disposal</i>	Prior to commencement of use & then to be maintained
19.	Detailed Landscape Plan a) Submit to the ULDA for approval a detailed landscape plan generally in accordance with the approved landscape concept plans and in accordance with the applicable ULDA Guideline No.12 Park Planning and Design (once adopted). The plans are to be prepared by an Australian Institute of Landscape Architects registered landscape architect. Landscaping plans shall address the following: All parkland areas and associated embellishments must be designed and constructed with consideration to adherence with the universal principals of <i>Crime Prevention through Environmental Design (CPTED)</i>.	Prior to commencement of works on site

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
Any retaining structures constructed for the intended purpose of retaining land uses other than parkland, must not be constructed within the boundary of any land areas intended to be dedicated for parkland. All parkland related signage must be designed, fabricated and installed in accordance with Ipswich City Council's Parks and Reserves Signage Manual. All land areas intended to be dedicated for parkland must be interconnected with the broader Ripley Valley pedestrian and cycle network. All primary shared pathways running through both Citywide and Local Linear Parkland must be 2.5m wide. Existing contours and levels and any alteration of the ground levels this should include plans, sections and elevations. Hard surfaces details including locations, materials and finishes. The location of, details of materials and finishes of, all proposed street furniture, storage facilities, signage and lighting. Proposed boundary treatments including screening, walls and fencing, indicating materials and dimensions. All planting including location, species, common name, size, density and number. Play equipment including details of types of equipment to be installed. All surfaces including details of materials and finishes. Bollards must be installed along any shared boundary between road reserve and park, with the intent of preventing unauthorised access by motor vehicles. All bollards must be installed and consist of materials in accordance with Ipswich City Council's Standard Details. Access points for maintenance vehicles must be incorporated at appropriate locations to the satisfaction of the assessing authority and must be installed and consist of materials in accordance with Ipswich City Council's Standard Details. Unless otherwise approved in writing by the assessing authority, fencing along residential allotments adjoining park boundaries, public thoroughfares and drainage reserves must have a maximum height of: I. 1.2m high if not transparent; and II. 1.8m high, if not transparent at ground level to a height of 1.2m and a minimum 50% visually transparent 600mm fencing element atop the solid fence to enable both privacy to the dwelling units on proposed lots and passive surveillance of any parks, public thoroughfares and detention basins. b) Undertake the works in accordance with the approved detailed landscape plan specified in part (a) of this condition and provide written confirmation to the ULDA from an Australian Institute of Landscape Architects registered landscape architect or a BSA, QLD licensed and experienced landscape contractor that the works comply with the submitted landscape plan.	Prior to endorsement of survey plan for each stage

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
20.	Parkland a) All parkland areas and associated embellishments must be designed and constructed in accordance with the ULDA Guideline No.12 Park Planning & Design (once adopted). b) All parkland related embellishments are to be located within parkland areas to achieve the appropriate level of flood immunity, in accordance with the Desired Standards of Service for Parkland, as outlined in ULDA Guideline No.12 Park Planning & Design (once adopted). c) All parkland areas and associated embellishments must be designed and constructed with strong consideration to long term sustainable asset management practices. d) All parkland areas and associated embellishments must be designed and constructed with strong consideration to adherence with the universal principals of <i>Crime Prevention through Environmental Design (CPTED)</i>. e) All parkland related signage must be designed, fabricated and installed in accordance with Ipswich City Council's Parks and Reserves Signage Manual.	Prior to endorsement of survey plan for each stage
21.	Standard for Parkland Dedication Submit to the ULDA certification from a suitable qualified professional that the parkland to be dedicated to ICC fulfils the following criteria: ▪ Declared plants, environmental weeds and rubbish must be removed – 100% kill rate ▪ Dead trees must be removed and dangerous trees made safe within 10.0m of proposed allotments or proposed pathways or playgrounds ▪ Open areas must be grassed and left in mowable condition ▪ Grassed areas must be free of rocks, stumps, humps and hollows with a maximum gradient of 1:6. Areas in excess of 1in 6 shall be fully planting in accordance with a approved landscaping plan. ▪ Disturbed areas must be revegetated using native plant species ▪ All rubbish must be removed from parkland ▪ Parkland must be freely and safely drained ▪ No overburden or spoil must be pushed or deposited into parkland ▪ Water / power service must be provided to the proposed park	Prior to the endorsement of survey plan for stage 1
22.	Open Space Maintenance Submit to the ULDA certification from a suitably qualified professional that the following criteria has been met:- (a) Any areas within open space areas which are disturbed as a result of civil works and which are not already detailed on the approved plans must be rehabilitated consistent with the adjacent landscaping. (b) As per Appendix 3 of Ipswich Planning Scheme Policy 3 - General Works,	Prior to the endorsement of survey plan for each stage

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CONDITIONS – RECONFIGURATION OF A LOT		TIMING
25.	Street lighting Design and install a street lighting system (including connections and energising) to all roads within the subdivision and to all footpaths/bikeways within road reserves and parks associated with the subdivision at no cost to Council The design and construction of the street lighting system must: i. be in accordance with Ipswich City Council's Planning Scheme Engineering Design Guidelines ii. meet the relevant requirements of the electricity supplier iii. be acceptable to the electricity supplier as 'Rate 2 Public Lighting'	Prior to survey plan endorsement for each stage
Engineering Conditions		
26.	Pre-Construction Certification No work shall commence until the ULDA acknowledges in writing receipt of certification package(s) from the Project Coordinator in accordance with ULDA Certification Procedures Manual.	Prior to commencement of construction
27.	Post-Construction Certification Submit Post-Construction (Practical Completion) Certification, approved forms and "as Constructed" plans including an asset register, certified by a Registered Professional Engineer Queensland (RPEQ), that the plans are a true record of the works "as constructed" are in accordance with the approved plans.	Prior to endorsement of survey plans for each stage
28.	Construction Management Plan a) Submit to the ULDA a Site Based Construction Management Plan that includes but is not limited to: - provision for the management of traffic around and through the site during and outside of construction work hours; - provision for parking and materials delivery during and outside of construction hours of work; - management of dust generated from the site during and outside construction work hours; - management of sedimentation and erosion which complies with management of groundwater and surface water collection, treatment and disposal in accordance with Ipswich City Council's standards; - management of contaminated soils (if required), including removal, treatment and replacement in accordance with site remediation plans prepared and approved specifically for this site; and	Prior to commencement of site works

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
- Unless otherwise approved - Hours of construction must be Monday to Saturday 6.30am to 6.30pm. Construction work in relation to the development must not be conducted outside the above hours or on Sunday or Public Holidays. The construction management plan shall be prepared in consultation with the professionals responsible for individual site related management plans to ensure that all aspects of the construction and environmental management are included. The construction management plan shall be reviewed and approved by the principal consultant overseeing and certifying the construction works. All work shall be undertaken in accordance with the construction management plan which must be current and available on site at all times during the construction period.	During site works and prior to survey plan endorsement At all times
29. Approval from Affected Property Owner-(Roadworks) Where encroachment of earthworks for road construction onto adjacent properties is likely to occur, the developer shall submit written authorisation to the ULDA from the affected landowner, or amend the design so that all roadworks are fully contained within the road reserve.	Prior to commencement of site works
30. Roadworks The design and construction of roadworks must conform with the following:- a) All roadworks must be designed and constructed in accordance with Ipswich City Council's Policies and Standards, the DMR <i>Road Planning & Design Manual</i>, Austroads Publications and the ULDA Guideline No.13 Engineering Standards (once adopted). The design and construction of each road or street must ensure that the speed environment, geometry, sight distances, carriageway widths, lighting, facilities for bus stops, refuse collection vehicle movements, pedestrians and cyclists, and on-street parking and other physical attributes are consistent with the function and role of the road or street in the transportation network. b) Roads must be constructed with concrete kerb and channel, asphalt concrete surfacing and associated works, for the full length of all property frontages. Kerb ramps in accordance with Ipswich City Council's Standard Drawing SR.18 must be provided at all intersections. c) Road pavements must be designed and constructed in accordance with the Ipswich City Council's Planning Scheme Policy 3 - General Works, Chapter 5 – Roadworks. d) Kerb ramps must be constructed in accordance with Ipswich City Council's <i>Standard Drawing SR.18</i> at all intersections and at additional locations where they are required to connect concrete pathways and cycleways. Generally at "T" intersections, four (4) kerb ramps are required. f) Any terminating roads that may be extended as a part of a later stage must be provided with a minimum 18m diameter gravel turn around area with a two-coat bitumen seal. Hazard markers and delineator posts must be erected to define the turnarounds. g) A vehicle turning area must be provided at the end of all "No Through" roads and cul-de-sac. Circular cul-de-sac turning heads, based on a minimum turning circle of 9.0m radius, are preferred.	Prior to endorsement of survey plan for each stage.

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
h) "No Through Road" signs must be erected at the entries to all cul-de-sac and terminating roads. i) The developer must provide concrete footpaths and cycleways in accordance with the approved Plan of Development 6837-127 Rev B and dated 01/03/11. Ipswich City Council's Standard Drawing SR.19. The footpaths must be on the same side as the street lights, and the longitudinal grade must not exceed 1:8 unless otherwise approved by the ULDA. j) Provision must be made for 6.0m radius, three-chord truncations of property boundaries at intersections. The 6.0m distance is measured along the boundary of the property on each frontage from the corner. k) All streets must include the provision of street lighting designed in accordance with Australian Standard AS1158 Series and installed in accordance with Energex Rate 2.	
31. Bridge a) Submit to the ULDA engineering design and construction drawings for Barrams Road River Bridge, checked and certified by a Registered Professional Engineer of Queensland (RPEQ-Civil), generally in accordance Cardno Drawing No. 7901.47.012.141 and the following: - AS5100 Set 2007 - Clear widths on shared paths across bridges (i.e. 3.0 metres from back of kerb to bridge parapet) - Flood and debris loading for ultimate state without collapse for any flood of magnitude up to and including that with a 2000 year ARI b) Construct the road works generally in accordance with part a) of this condition c) Submit to the ULDA as constructed drawings and certification from an RPEQ (Civil) that the bridge and associated works (e.g. stormwater drainage, kerb and channel, concrete footpaths, signage, traffic islands) have been constructed in accordance with part a) of this condition.	Prior to the commencement of siteworks Prior to endorsement of survey plan for stage 1 Prior to endorsement of survey plan for stage 1.
32. Road Closures and Openings In accordance with the provisions of Ipswich City Council Local Law 12, in situations where subdivision plans are registered and a road reserve is created prior to the finalisation of the construction of the formed road, the road is permitted to remain physically closed to pedestrian and vehicular traffic in accordance with an approved traffic management plan, until the roadworks are accepted "on-maintenance", or unless otherwise directed by the assessing authority.	Prior to endorsement of survey plan
33. Bus Stops a) The developer must provide bus stops and associated infrastructure. Each bus stop must be positioned, designed and constructed in accordance with Translink specifications and standards as published in the <i>Translink Public Transport Infrastructure Manual Version 1 June 2007 Section 2.4.1 Bus Stop Layout and Construction Details</i>, Drawing No's TL-R02, TL-I02, TL-P01, TL-S01 for the applicable	Prior to the survey plan endorsement for each stage

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
standard of bus stop required (Regular, Intermediate, Premium or Signature stop), and <i>Disability Standards for Accessible Public Transport 2004</i>. b) Where a bus bay fronts allotment(s) on a collector road, a driveway (and crossover if necessary) must be constructed for each affected allotment. The driveway and cross over must not be constructed within the bus set-down area but must be constructed within the tapers of the bus bay or outside the bus bay area.	
34. External Roadworks a) Submit to the ULDA engineering design and construction drawings for the following external roadworks: (i) Ripley Road between the Centenary Highway and Barrams Road (plus transitions) (ii) The intersection of Ripley Road/Barrams Road (iii) Barrams Road between Ripley Road and proposed 'Road 1' (iv) Barrams Rd / Road No 1 Intersection (v) Road No 1 north of Barrams Road The plans are to be checked and certified by a Registered Professional Engineer of Queensland (RPEQ-Civil), generally in accordance with:- 1) Ripley Road between the Centenary Highway and Barrams Road (plus transitions) must be upgraded / reconfigured as a two- lane arterial road generally in accordance: • Cardno Drawing Nos. 7901.47.012-111 and 7901.47.012-142 [cross section I1-111] • Barrier kerb (type B1) on both sides • Concrete path (2.5m wide) for shared use by pedestrians and cyclists on the eastern side with a 5.0m wide verge; • Drainage, pavement, lighting and landscaping designed and constructed in accordance with the ULDA Ripley Road Design Guideline; 2) The intersection of Ripley Road/Barrams Road must be designed to facilitate the ultimate intersection as shown on Plan Ripley Road / Barrams Road Interim Intersection Layout, Plan No. Attachment A and dated 16/08/11. The ultimate intersection will be designed in accordance with: • DTMR Road Planning & Design Manual for a 70km/h design speed. • The configuration outlined in Attachment A (with 2.0 metre wide cycle lanes on Ripley Road and 1.5 metre wide cycle lanes on Barrams Road) must be used as a guide when designing the intersection. 3) Barrams Road between Ripley Road and proposed 'Road 1' must be upgraded/reconfigured as a two- lane sub-arterial road generally in accordance with:	Prior to the commencement of siteworks

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
• Cardno Drawing Nos. 7901.47.012-112. 7901.47.012-141 [cross section I2-112] and 7901.47.012-142 [cross section I4-112] with the following provisions: • Barrier kerb (type B1) on both sides • Concrete path (2.5m wide) for shared use by pedestrians and cyclists • Drainage, pavement, lighting and landscaping designed and constructed in accordance with the ULDA Ripley Road Design Guideline • The future central median width on cross section I4-112 depicted on drawing 7901.47.012-142 must be increased from 4.5 metres to 5.0 metres to accommodate future turn lanes, traffic signal hardware and traffic signs. • Carriageway pavement must be designed and constructed in accordance with the Department of Transport and Main Roads (TMR) Pavement Design Manual for a sub-arterial road • All streets must include the provision of street lighting designed in accordance with Australian Standard AS1158 Series and installed in accordance with Energex rate 2 4) The 'interim' intersection of Barrams Rd / Road 1 must be configured generally in accordance with Cardno Drawings No. 7901.47.012-112 dated 24 February 2011. The 'ultimate' configuration for the intersection of Barrams Rd/Road 1 must be configured generally in accordance with Road 1 / Barrams Road Ultimate Intersection Layout, Plan No. Attachment B and dated 16/08/11, with 1.5 metre cycle lanes. 5) 'Road 1' must be generally designed and constructed to a Neighbourhood Link standard in accordance the Ipswich City Council Traditional Neighbourhood Design Code with the following provisions: • Roadway pavement must be designed and constructed in accordance with the Ipswich Planning Scheme Policy 3 – General Works for a trunk collector street. • Roadway drainage must be designed and constructed in accordance with the Ipswich Planning Scheme Policy 3 – General Works. Cross drainage must be designed and constructed to accommodate Q20. Longitudinal drainage must be designed and constructed to accommodate Q5. • All streets must include the provision of street lighting designed in accordance with Australian Standard AS1158 Series and installed in accordance with Energex rate 2 6) General: • All shared use pathway must be located clear of the communication and electric service corridor. • Provision must be made for a future off-road cycle way in the bridge/ culvert and road design at Bundamba Creek. b) Construct the road works generally in accordance with part a) of this condition Road construction standards, traffic signs, pavement markings shall be in accordance with Ipswich City Council standards. c) Submit to the ULDA as constructed drawings and certification from an RPEQ (Civil) that all roads and associated works (e.g. stormwater drainage, kerb and channel, concrete footpaths, signage, traffic islands) have been constructed in accordance with part a) of	Prior to endorsement of survey plan Prior to endorsement of survey plan

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	this condition.	
35.	Internal Roads a) Submit to the ULDA engineering design and construction drawings for all internal roadworks. The plans are to be checked and certified by a Registered Professional Engineer of Queensland (RPEQ-Civil). b) Construct the road works generally in accordance with part a) of this condition Road construction standards, traffic signs, pavement markings shall be in accordance with Ipswich City Council standards. c) Submit to the ULDA as constructed drawings and certification from an RPEQ (Civil) that all roads and associated works (e.g. stormwater drainage, kerb and channel, concrete footpaths, signage, traffic islands) have been constructed in accordance with part a) of this condition.	Prior to commencement of site works Prior to endorsement of survey plan for each stage Prior to endorsement of survey plan for each stage
36.	Water Queensland Urban Utilities (QUU) – Nominated Assessing Authority a) Submit for approval by Queensland Urban Utilities (QUU) detailed design plans (prepared by a Registered Professional Engineer Queensland (RPEQ-Civil)) for a water supply reticulation system providing a water service to each lot and generally in accordance with the current Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards. b) Construct the works in accordance with the approved plans. c) Upon completion of the works, submit to QUU and the Urban Land Development Authority 'as-constructed' plans verified by a RPEQ-Civil and confirming all works have been completed in accordance with the approved plans. Advice: i. <i>Wherever possible, water mains must be constructed on the opposite side of the road to any concrete footpath.</i> ii. <i>All works on live water mains must be carried out by Queensland Urban Utilities at the developer's expense.</i> iii. <i>A private works request must be lodged with Queensland Urban Utilities to:</i> • <i>supply and install a suitable metered water connection for each proposed allotment;</i> • <i>amend the existing connection if necessary</i> • <i>seal off any existing water connections if necessary.</i> iv. <i>All water infrastructure must be supplied and installed in accordance with Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards.</i>	Prior to site works commencing Prior to endorsement of survey plan for each stage As indicated

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
37. Water Queensland Urban Utilities (QUU) – Nominated Assessing Authority a) Submit for approval by Queensland Urban Utilities (QUU) detailed design plans (prepared by a Registered Professional Engineer Queensland (RPEQ-Civil)) for the trunk water main generally in accordance with the Infrastructure Service Report Secondary Urban Centre East prepared by Cardno and dated 29 September 2011. b) Construct the works in accordance with the approved plans. c) Upon completion of the works, submit to QUU and the Urban Land Development Authority 'as-constructed' plans verified by a RPEQ-Civil and confirming all works have been completed in accordance with the approved plans. Advice: v. <i>Wherever possible, water mains must be constructed on the opposite side of the road to any concrete footpath.</i> vi. <i>All works on live water mains must be carried out by Queensland Urban Utilities at the developer's expense.</i> vii. <i>A private works request must be lodged with Queensland Urban Utilities to:</i> • <i>supply and install a suitable metered water connection for each proposed allotment;</i> • <i>amend the existing connection if necessary</i> • <i>seal off any existing water connections if necessary.</i> viii. <i>All water infrastructure must be supplied and installed in accordance with Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards.</i>	Prior to site works commencing Prior to endorsement of survey plan for each stage As indicated
38. Sewerage Queensland Urban Utilities (QUU) – Nominated Assessing Authority a) Submit for approval by Queensland Urban Utilities (QUU) detailed design plans (prepared by a Registered Professional Engineer Queensland (RPEQ-Civil)) for a sewerage reticulation system providing a separate sewerage connection to each lot and generally in accordance with the current Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards. b) Construct the works in accordance with the approved plans. c) Upon completion of the works, submit to QUU and the Urban Land Development Authority 'as-constructed' plans verified by a RPEQ-Civil and confirming all works have been completed in accordance with the approved plans. Advice: i. <i>All works on live sewer mains must be carried out by Queensland Urban Utilities (QUU) at the Developer's expense.</i> ii. <i>Any existing sewerage or sanitary drainage that crosses proposed lot boundaries must be located, disconnected and removed.</i> iii. <i>Inspection of any sewer lines must use a CCTV as part of the "On-Maintenance" inspection. A digital record of this inspection, including an accompanying summary report compiled and</i>	Prior to site works commencing Prior to endorsement of survey plan for each stage As indicated

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
<i>signed by a RPEQ, must be submitted to Queensland Urban Utilities as part of the "On Maintenance" application.</i> iv. <i>Consent of all properties owned by parties other than the developer must be provided to Queensland Urban Utilities as part of the application for the proposed sewerage infrastructure.</i> i. <i>The cost of some interim works such as pump stations and rising mains as identified in the Cardno Report – "Ripley Valley – Amex Ripley Project; Interim Waste Water Strategy – September 2011", and allowed for in the Ripley Valley Infrastructure Offset Plan may be offset against Municipal Infrastructure charges.</i> ii. <i>The staging and triggers for the work and future upgrades is to be in accordance with the Cardno Report – "Ripley Valley – Amex Ripley Project; Interim Waste Water Strategy – September 2011". However it is recognised that the final application of this strategy may be dependant on the completion of additional studies to determine the capacity of existing infrastructure. These studies are to be completed to the satisfaction of the ULDA prior to commencing design and construction. The Operational Works drawings associated with the infrastructure works are to be designed based on the outcomes of the studies.</i>	
39. Endorsement of Interim Waste Water Strategy and Plan The approved Interim Waste Water Strategy – September 2011 and dated 29/09/11 document and accompanying Interim Waste Water Options Rising Main Solution Plan 790147/006/SK-Rising Main.1 and dated 28/09/11, are both a progressive document and plan. Updated amended Interim Waste Water Strategy document and Interim Waste Water Options Rising Main Solution Plan are to be lodged for approval if at such time that the proposed future works are amended or updated, to the satisfaction of the ULDA and QUU.	As indicated
40. Sewer Works Guarantee Where an interim sewerage solution is to be provided until a connection to the regional system is completed, and/or the external sewerage system from the site to an approved connection point, which services this stage of development, are not complete prior to the endorsement of the survey plans, submit to the ULDA a guarantee for an amount equivalent to the cost of providing the interim solution and for the cost of construction of the connection to the regional system that is not constructed at the time of survey plan endorsement. The guarantee shall remain in place until such time as the approved lots are connected to the regional sewerage and will be in a form satisfactory to the ULDA.	Prior to endorsement of survey plan for each stage.
41. Stormwater Drainage – Erosion and Sediment Control Submit to the ULDA Erosion and Sediment Control Plan, checked and certified by a suitably qualified and accredited professional in erosion and sediment control (CPESC). A soils assessment by a qualified soil scientist, with a focus on the dispersive nature of the soils must be submitted with the Erosion and Sediment Plan. The design and implementation of the of the erosion and sediment control plan must be completed in accordance with:- a) State Planning Policy for Healthy Waters, b) Urban Stormwater Quality Planning Guidelines (DERM) c) Best Practice Erosion and Sediment Control (IECA). It should be noted that the highly dispersive nature of the clay component of the soils in the Ripley Valley region, combined with the unstable sands make the site HIGH RISK from an erosion perspective. Sediment basins with flocculation will form a critical part of erosion and sediment control.	Prior to the commencement of site works
42. Flooding	

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
Completed works generally must comply with Cardno report - Ripley Valley, Secondary Urban Centre East – Precinct A Flooding Report dated 12 November 2010. All development lots must have a minimum 300mm freeboard above the Q100 inundation line as set by the Cardno Flood Report SUCE Stage 1 Flood Study (February 2011).	Prior to endorsement of survey plan for each stage
43. Stormwater Management - Bioretention Basins a) Submit to the ULDA engineering design and construction drawings for the proposed Bioretention Basins, checked and certified by a Registered Professional Engineer of Queensland (RPEQ-Civil), generally in accordance with the following:- 1. Design • Based on the catchment as defined by the SMP the ○ Southern bioretention must be increased to 400m2 ○ Northern Bioretention remains at 720m2 • Music Modelling Guidelines (Water by Design) • WSUD Technical Design Guidelines (Water by Design) • Construction and Establishment Guidelines (Water by Design) • Detailed design shall give consideration WSUD Technical Design Guidelines (Water by Design) • The stormwater outfall from the bioretention basins to Bundamba Creek must be carefully designed to avoid erosion of the creek bed and banks. • All in-situ dispersive soils must not come into contact with stormwater flowing into, through and out of the bioretention basins. This will require impervious lining to the bioretention basin and appropriate compacting, clay sealing and topsoiling to all bioretention batters, bunds and flow channels. • If acceptable to Ipswich City Council at the time of detailed design, the bioretention basins shall be saturated zone systems to ensure plant health in the Ipswich climate. 2. Outlet to Bioretention Basin • The stormwater outlet (pipe and weir) from the bioretention basins are to discharge to the floodplain of Bundamba Creek rather than the invert of the creek. This will mean flows from the bioretentions basins will combine in a floodplain overland flow path and then enter Bundamba Creek at a defined location (rather than multiple locations) which must be stabilised. If erosion is to occur at the outlets on the floodplain it can be easily rectified, rather than rectifying large scale erosion in the creek that may occur as a result of the stormwater outlets in the creek invert. The preferred solution is to install the bioretention systems above the floodplain to allow suitable drainage. b) Construct the bioretention basins generally in accordance with part a) of this condition c) Submit to the ULDA as constructed drawings and certification from an RPEQ (Civil) that the bioretention basins have been constructed and established in accordance with part a) and Water by Design guidelines.	Prior to commencement of site works Prior to survey plan endorsement Prior to survey plan endorsement
44. Stormwater Management a) Submit to the ULDA designs and hydraulic calculations for the proposed stormwater drainage system checked and certified by a Registered Professional Engineer Queensland (RPEQ).	Prior to commencement of site works

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
b) Stormwater design must incorporate the following:- • Rock lining is to be constructed downstream of the proposed eastern culverts sufficient to protect the land surface from erosion during flood events. • Open drains/swales – All open drainage systems must be design to minimise the contact of stormwater with the dispersive soils and minimise the risk of erosion. This will require dispersive soils to be covered with compacted clay, topsoil and vegetation as a minimum with rock protection as required. • In the case where the piped system is carrying part of the flow, the overland flow paths must be designed to cater for that volume which is represented by the difference between the predicted volume from the storm event with an ARI of 100 years and the capacity of the pipe system • A suitable roofwater and allotment drainage system must be designed in accordance with QUDM, for allotments that do not have adequate fall from within the allotment to the design invert level of the kerb and channel. The design standard for the development must be not less than QUDM Level II • All stormwater flows within and adjacent to the development, other than inter-allotment drainage, must be confined to dedicated roads, drainage reserves, registered drainage easements or within parkland. Registered drainage easements, if related to piped drainage, must be centrally located over such underground pipe system and must be not less than 4.0m wide, except for drainage easements required for side boundaries which may be 3.0m wide where approved by the assessing authority. In addition, the easements must be of suitable width to contain the predicted overland flow from the storm event with an ARI of 100 years in that location. • No ponding, concentration or redirection of stormwater may occur onto adjoining land c) Construct works in accordance with part (a) & (b) of this condition. d) Connect the development to the Ipswich City Council's stormwater system in accordance with part (a) of this condition. Upon completion and certification of the works the developer shall prepare and provide to the ULDA "As Constructed" plans including an asset register, checked by a Registered Professional Engineer Queensland (RPEQ-Civil), certifying that the works have been completed in accordance with Ipswich City Council construction standards.	Prior to survey plan endorsement Prior to survey plan endorsement
45. Filling and Excavation Submit to the ULDA a Earthworks Management Plan checked and certified by a Registered Professional Engineer Queensland (RPEQ), specialising in geotechnical engineering, generally in accordance with the following documents: 1) Cardno Bowler Report 'Preliminary Geotechnical Assessment Ripley valley – Secondary Urban Centre East. Job No. 9268gs.10 dated 5th February 2010 2) Cardno Drawing No. 7901-47-001-SK001/1 titled 'Proposed Indicative Disposal Areas for Excess Cut from Stage 1' dated 14th June 2011, all works are to be contained within Lots 58-61 on S151855 only.	Prior to the commencement of site works

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
3) The maximum height of any retaining wall which adjoins the side and / or rear boundary of any lot must not exceed 2.0 metres. 4) Retaining walls, including footings and drainage systems, must be constructed entirely within the boundaries of the lot and in accordance with the requirements of Planning Scheme Policy 3 – General Works. 5) Any fill within a Building Location Envelope must be compacted in accordance with Section 5 (Compaction Criteria) of AS 3798 – 1996 <i>“Guidelines on Earthworks for Commercial and Residential Developments”</i>. 6) All retaining walls 1.0 m in height or greater must be designed and constructed as a cantilevered type wall that has a minimum design life of 50 years. i) Once constructed, a RPEQ must provide certification that the walls are structurally sound. ii) Gravity type retaining walls (i.e. boulder wall) may only be constructed where the height of the wall is less than 1.0m or a maximum height not exceeding quantity two (2) saw cut face A-grade boulders. iii) Retaining walls greater than 1.0 metre in public places must be provided with railings or other barriers to provide pedestrian safety. In addition to the above the Earthworks Management Plan shall: - Link and support the Soil and Erosion Plan - Fully detail areas where dispersive soils will be disturbed, treatment of dispersive soils and their rehabilitation + - Full details of any areas where surplus areas are to be stockpiled Where earthworks are proposed within three metres of the property boundary or are likely to affect adjoining property owners, the developer must notify the affected property owners in writing, and obtain written comments from them, as detailed in Part 12, Div 15 - Specific Outcome 19 and Note 12.15.4K. Submit certification to the ULDA by a RPEQ specialising in geotechnical engineering stating that all constructed cut/fill batters and/or retaining structures have achieved adequate stability with a factor of safety greater than 1.5 and that all cut and fill operations have been carried out in accordance with AS3798 and any unsuitable material encountered has been treated or replaced with suitable replacement material.	Prior to endorsement of survey plan for each stage
46. Rehabilitation Plan Submit to the ULDA a Rehabilitation Plan for all disturbed areas checked and certified by a Suitable Qualified professional. The rehabilitation Plan shall detail how the areas of high risk such as areas of dispersive soils shall be treated and rehabilitated.	Prior to commencement of site works
47. Erosion and Silt Management Submit to the ULDA a Soil and Erosion Plan checked and certified by a Registered Professional Engineer Queensland (RPEQ) in accordance with the following:-	Prior to commencement

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
(a) A Sediment and erosion control in accordance with “<i>Best Practice Erosion and Sediment Control</i>” published by the International Erosion Control Association (Australasia) November 2008 must be approved by the assessing authority. (b) The developer must install silt management facilities at commencement of construction and maintain these facilities until development work is complete and adequate grass cover is obtained. (c) Silt traps must be sited upstream from any park or reserve area discharge point preferably on land comprising future allotments, such that no silt impinges on the park or reserve areas. The silt trap areas may be phased out after the development work is complete and adequate grass cover is obtained. (d) Diversion drains and ponds, as necessary, must be installed on the site before any other work is undertaken on site to ensure that water containing silt, clay, solids or contaminants is contained and/or isolated. (e) The sediment and erosion control must include, but not be limited to the following:- (i) Show contours on, and surrounding, the site so that catchment boundaries can be seen. (ii) Provide background information including site boundaries, contour maps, existing vegetation, location of site access and other impervious areas and existing and proposed drainage pathways with discharge points. (iii) Provide a program of works containing details on the nature and specific location of works (revegetation, cut and fills, run-off diversions, stockpile management, access protection), timing of measures to be implemented and maintenance requirements. (iv) Include E&SC plans to indicate the staging of works, and scheduling of progressive and final rehabilitation as works progress. Revegetation must take place immediately after earthworks are complete in any given part / stage of the site. (v) Identify the riparian buffers and areas of vegetation which are to be protected and fenced off to prevent vehicle access. (vi) The location and engineering details with supporting design calculations for all necessary sediment basins. (vii) Provide details of chemical flocculation proposed, including equipment, chemical, dosing rates and procedures, quantities to be stored and storage location, and method of decanting any sediment basin. (viii) The location and diagrammatic representations of all other necessary erosion and sediment control best management practice. (ix) Identify the clean and disturbed catchments, and flow paths, showing diversion of clean water runoff, collection drains and banks, and location of discharge outlet points. (x) Show calculated flow velocities, sizing and channel lining protection, and velocity/energy checks required for all stormwater diversion and collection drains, banks, chutes, and downstream outlets.	of site works

CONDITIONS – RECONFIGURATION OF A LOT	TIMING
(xi) Location of topsoil stockpiles. (xii) Provide a site based management plan (SBMP) setting out maintenance and monitoring measures including monitoring of sediment basin releases. The SBMP should include adaptive and contingency management measures for the site to ensure E&SC measures are effective at all times, particularly prior to, during and after wet weather. (xiii) The ESCP must be supported by an Erosion and Sediment Control Plan Checklist in accordance with Chapter 5.10 of the above referred publication for Best Practice Erosion and Sediment Control for building and construction sites.	
48. Electricity Submit to the ULDA either: a) written evidence from Energex confirming that existing underground low-voltage electricity supply is available to the newly created lots or b) written evidence from Energex confirming that the applicant has entered into an agreement with an authorised electricity supplier (e.g. Energex) to provide underground electricity services. c) Confirmation that electricity and telecommunications have been constructed in the approved allocation as detailed in Ipswich City Council Standard Drawings SR.22 and SR.23 (Electricity and telecommunications drawings must be co-ordinated with civil engineering design documents, to ensure that service conflicts are avoided)	Prior to survey plan endorsement for each stage
49. Telecommunications Submit to the ULDA documentation from an authorised telecommunication service provider confirming that satisfactory agreements have been made for the provision of underground telecommunication services to each new lot within the proposed subdivision. (Telephone and cable services may be laid in a combined trench with electricity cables, subject to the approval of the relevant energy provider and the authorised telephone or cable service provider)	Prior to survey plan endorsement for each stage
50. Broadband Provide infrastructure within the development to accommodate NBN services in accordance with NBN Co Limited <i>'New Developments: Deployment of the NBN Co Conduit and Pit Network – Guidelines for Developers'</i>, Doc. No NBN-TE-CTO-194, issue date 1st April 2011.	Prior to survey plan endorsement for each stage
51. Service Conduits & Mains Submit confirmation from the relevant authorities: a) That service allocation arrangements within the road verges meet the reasonable	Prior to commencement

CONDITIONS – RECONFIGURATION OF A LOT		TIMING												
	requirements of each of the Utility Authorities. b) Supply and install all reasonable service conduits and meet the cost of any alterations to public utility mains, existing mains, services or installations required in association with the approved development. Joint use service trenches are to be utilised where possible. <i>(The developer must provide appropriate road crossing conduits in accordance with Ipswich City Council Standard Drawings SR.22 and SR.23. Where concrete footpaths are to be constructed, the conduits must be extended to the property boundaries)</i>	of works on site. Prior to survey plan endorsement for each stage												
52.	Infrastructure Contributions Pay to the Urban Land Development Authority a monetary contribution towards the cost of the provision of essential infrastructure. The contribution has been calculated based on the <i>ULDA Infrastructure Funding Framework – 2011-12 Financial Year Infrastructure Charges – Ripley Valley</i>. The charge will be adjusted each July in accordance with the 5 year rolling average of the Road and Bridge Construction Queensland Index. The current applicable general infrastructure charge is: <table><tr><td>Dwelling Type</td><td>Number of Lots</td><td>Cost per Lot</td><td>Sub-total</td></tr><tr><td>Residential (per lot)</td><td>142</td><td>\$28,000</td><td>\$3,976,000.00</td></tr><tr><td colspan="3">Total</td><td>\$3,976,000.00</td></tr></table> A general infrastructure charge has been applied to each lot at the rate applicable for the 2011/12 financial year. A credit will be applied when infrastructure charges are payable for the development of each lot. A credit will also apply for creditable trunk infrastructure works. Infrastructure contributions (trunk works constructed) may be offset against infrastructure charges in accordance with the ULDA Trunks works policy and the Infrastructure Offset Plan for Ripley Valley. Alternatively, enter into an infrastructure agreement with the ULDA.	Dwelling Type	Number of Lots	Cost per Lot	Sub-total	Residential (per lot)	142	\$28,000	\$3,976,000.00	Total			\$3,976,000.00	Prior to endorsement of survey plan for each stage
Dwelling Type	Number of Lots	Cost per Lot	Sub-total											
Residential (per lot)	142	\$28,000	\$3,976,000.00											
Total			\$3,976,000.00											
53.	Municipal Works – As Constructed Information As Constructed" information and final construction issue engineering design drawings, compiled in accordance with <i>Planning Scheme Policy 2 for Municipal Works</i>, with a Contributed Assets Financial Apportionment Form, must be submitted to the assessing authority. This data must be submitted electronically on a compact disk labelled appropriately to indicate the contents.	Prior to endorsement of survey plan												

CONDITIONS – PLAN OF DEVELOPMENT (POD) RESIDENTIAL		TIMING
54.	Infrastructure Contributions Infrastructure contributions must be paid to the Planning Entity in respect of each building constructed on the site (the Infrastructure Contributions).	Prior to endorsement of community management statement or

CONDITIONS – PLAN OF DEVELOPMENT (POD) RESIDENTIAL				TIMING														
	The Infrastructure Contributions will be calculated at the time of payment as follows: i. For any part of a building used for non-residential use in accordance with the formula $A \times B$, where: A = the Contribution Rate (as indexed) on the date of payment of the Infrastructure Contributions; and B = the Gross Floor Area of the building endorsed through “Compliance Assessment” divided by 100. ii. For any part of a building used for residential use, the total of the Infrastructure Contributions for each type of dwelling unit where the Infrastructure Contributions for each type of dwelling unit will be calculated in accordance with the formula $A \times B$, where: A = the Contribution Rate for each type of dwelling unit being constructed i.e. small, medium or large (as indexed) on the date of payment of the Infrastructure Contributions; and B = the number of dwelling units of that type being constructed. iii. The Contribution Rate means the applicable rate set out in Table 1 below (as indexed). iv. Gross Floor Area means the total floor area of all storeys of a building, including mezzanines, measured from the outside of external walls or the centre of a common wall, excluding areas used for: • building services, plant, vertical transportation systems; • ground floor public lobby or access way; • a public mall in a shopping complex; • the parking, loading docks and manoeuvring of vehicles and bicycles; • end of trip facilities for pedestrians and cyclists; and • private balconies whether roofed or not. Table 1 – Infrastructure Contribution Rates <table><tr><th>2010/11</th><th>Small(1)</th><th>Medium(1)</th><th>Large(1)</th></tr><tr><td>Residential Units</td><td></td><td></td><td></td></tr><tr><td>Contribution Rates</td><td>\$18,000</td><td>\$23,000</td><td>\$28,000</td></tr></table> (1) $S < 60\text{m}^2$ GFA, $M = 60\text{--}100\text{m}^2$ GFA & $L > 100\text{m}^2$ GFA A credit will be applied where infrastructure charge/s have been paid at the ROL stage.			2010/11	Small(1)	Medium(1)	Large(1)	Residential Units				Contribution Rates	\$18,000	\$23,000	\$28,000	commencement of use whichever occurs first.		
2010/11	Small(1)	Medium(1)	Large(1)															
Residential Units																		
Contribution Rates	\$18,000	\$23,000	\$28,000															
55.	Indexation of Infrastructure Contributions The Infrastructure Contribution Rates in table 1 will be reviewed on 1 July each			As indicated														

CONDITIONS – PLAN OF DEVELOPMENT (POD) RESIDENTIAL	TIMING
year (the “Review Date(s)”) and will be increased by the amount calculated by multiplying the Infrastructure Contribution Rate. Review Date by the annual compounding average for the Queensland Roads and Bridges Construction Index for the preceding five (5) calendar years with this average to be calculated in accordance with the following formula:- C/B to be converted to an annual compounding average Where:- B = the Queensland Roads and Bridges Construction Index for the last quarter of the calendar year immediately prior to the relevant Review Date C = the Queensland Roads and Bridges Construction Index for the last quarter of the calendar year five (5) years prior to the relevant Review Date but the amounts will not be reduced below those prior to the Review Date.	

STANDARD ADVICE

Flood Assessment

Following the finalisation of the overall 2D/1D flood model being developed by KBR for Ipswich City Council the impacts of this application will be assessed

Waterway Stability:

As part of detailed design of future stages of the development a complete quantitative assessment of the waterway stability objectives in accordance with SEQ Regional Plan Implementation Guideline No. 7 and the State Planning Policy for Healthy Waters. Specifically Method B provided in Appendix C of the Developing Design Objectives for Urban Development in SEQ (Water by Design 2007) must be used.

Prior to the submission of any future development applications for the site the following is to be completed:

- Waterway stabilisation/geomorphic assessment of the reach of Bundamba Creek for the whole site to:
 - Define current waterways stability issues including type of erosion and location.
 - Complete a quantitative assessment to define the risk of further erosion and incision.
 - Recommend a stabilisation strategy for the waterway including locations and typical methods of stabilisation and link this with the proposal Bundamba Creek Habitat Restoration Strategy.
 - Identify how stormwater flows from the development will enter the creek in a stable manner without erosion.
 - Identify hydrologic controls to ensure the waterways stability objective (preserve the 1yr ARI) is achieved along the Bundamba Creek through the site and for a distance of 2km downstream.

This will form the basis of the stabilisation design to be undertaken as part of future detailed design

Flooding Masterplan

The context of the stormwater management strategy for Precinct A in relation to the broader site is not well communicated. Prior to the submission of any further development stages it is recommended a

Urban Land Development Authority DEV2010/092
Barrams Road, South Ripley
ROL (3 Lots into 142 Lots – 132 Residential Lots, 7 Management Lots, 3 Balance Lots, New Road & Park) &
Material Change of Use (Plan of Development - 132 Houses including Display Homes & 5 Multiple Residential)
masterplan stormwater management plan is submitted to the ULDA. This will allow decision to be made
easily regarding the suitability of precinct scale stormwater strategies.

Ipswich City Council (ICC) or Queensland Urban Utilities (QUU) Endorsement

For any conditions in this package that require the consideration of ICC or QUU, you will need to submit the relevant forms, plans and/or reports and fee to the entity nominated in the condition/s. When satisfied that the condition as been met, the applicable entity will issue a response in the manner required by the condition/s (e.g. a letter of endorsement or authorisation, an approval or a permit).

Noise and Dust Emissions

All development involving the emission of noise and dust from building/construction activities requires that the emission be in accordance with the requirements of the *Environmental Protection Act 1994*.

Pursuant to Division 3 Section 440R of the Environmental Protection Act 1994, a builder or building contractor must not carry out building work on a building site in a way that makes or causes audible noise to be made from the building work-

- (a) on a Sunday or public holiday, at any time; or
- (b) on a Saturday or business day, before 6:30am or after 6:30pm.

Certification

Post-Construction certification is required prior to 'On Maintenance'. The format and documents required shall be in accordance with Ipswich City Council standards. The ULDA will require a minimum of 2 copies, bound in an A4 arch folder and 2 electronic copies on disk. Documents to be included, but not limited to:

- 1. A Post Construction Certification form
- 2. A Uncompleted Works Bond form
- 3. Report of Compliance with Development Approval Conditions from Project Coordinator
- 4. As Constructed Drawings
- 5. Compliance Test Records i.e. CCTV results etc
- 6. A list of non-compliance items
- 7. Material testing results

At the completion of the post-construction certification process the work assets will be transferred to Ipswich City Council.

Equitable Access

Ensure that there is equitable access for disabled persons to and within the site in accordance with the Queensland Anti-Discrimination Act 1991, the Federal Disability Discrimination Act 1982 and Australian Standard AS1428 Parts 1-4 Australian Standard for Access and Mobility.

You are notified of your responsibility to ensure that access is appropriately designed and constructed for all users as required by relevant legislation and standards. This development of compliance with these requirements is the sole responsibility of the owner/builder/developer of the proposal.

Please note: The above information has been provided to the applicant as advice only and does not form part of the UDA development approval conditions. This advice has been provided to the applicant

Urban Land Development Authority DEV2010/092
Barrams Road, South Ripley
ROL (3 Lots into 142 Lots – 132 Residential Lots, 7 Management Lots, 3 Balance Lots, New Road & Park) &
Material Change of Use (Plan of Development - 132 Houses including Display Homes & 5 Multiple Residential)
*to inform them of other obligations they may have to comply with (under state legislation or local laws)
prior to their activity commencing.*

Fire Ants

- (a) In accordance with the *Plant Protection Act 1989* and the *Plant Protection Regulation 1990*, a quarantine notice has been issued for the State of Queensland to prevent the spread of the Red Imported Fire Ant (ant species *Solenopsis invicta*) and to eradicate it from the State.
- (b) It is the legal obligation of the land owner or any consultant or contractor employed by the land owner to report the presence or suspicion of Fire Ants to the Queensland Department of Primary

Industries and Fisheries on 132523 within 24 hours of becoming aware of the presence or suspicion, and to advise in writing within seven days to:

Director General
Department of Primary Industries and Fisheries
GPO Box 46, Brisbane QLD 4001

- (c) It should be noted that the movement of Fire Ants is prohibited, unless under the conditions of an Inspectors Approval. More information can be obtained from the Queensland Department of Primary Industries and Fisheries website www.dpi.qld.gov.au.
- (d) The land over which you have made a development application is within a suburb known to have Fire Ants and as such is within a "Restricted Area". The presence of Fire Ants on the site may affect the nature, form and extent of works permitted on the site. In view of this it will be necessary for you to contact the Department of Primary Industries and Fisheries to investigate the site and for you to implement any necessary matters required by that Department prior to the commencement of any works.

Gas Supply

The developer should contact a gas service provider to determine whether the estate may be reticulated with natural gas.

Development Scheme Fee

A Development Scheme Fee will apply at the time of plan sealing (in accordance with Section 128 of the Urban Land Development Authority Act 2007) to recover a proportion of costs incurred by the ULDA in preparing the Development Scheme for Ripley Valley. The fee payable is at the rate prevailing at the time of payment. The current rate is \$750 per dwelling/lot.