



AGENDA

Coordination Committee Meeting

Tuesday 7 May 2019
commencing at 10.30am

Strathpine Chambers
220 Gympie Road, Strathpine

COUNCILLOR:

NOTICE IS HEREBY GIVEN, that a meeting of the Coordination Committee will be held on Tuesday 7 May 2019 commencing at 10.30am in Strathpine Chambers, 220 Gympie Road, Strathpine to give consideration to the matters listed on this agenda.

Daryl Hitzman
Chief Executive Officer

2 May 2019

Membership = 13
Mayor and all Councillors

Quorum = 7

[Agenda for public distribution](#)

LIST OF ITEMS

1 GOVERNANCE SESSION (Cr A Sutherland, Mayor)

2 PLANNING & DEVELOPMENT SESSION (Cr M Gillam)

ITEM 2.1

DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4

6

REPORT DETAIL

SUPPORTING INFORMATION

#1 Locality Map

#2 Zoning Map

#3 Aerial Photograph

#4 Frayne's Land South Structure Plan

#5 Referral Agency Response

ITEM 2.2

DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4

112

REPORT DETAIL

SUPPORTING INFORMATION

#1 Locality Map

#2 Zoning Map

#3 Aerial Photograph

#4 Sector Plan

#5 Properly Made Submission

#6 Concurrence Agency Response

3 CORPORATE SERVICES SESSION (Cr M Constance)

4 ASSET CONSTRUCTION & MAINTENANCE SESSION (Cr A Hain)

ITEM 4.1

NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4

202

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation

ITEM 4.2

210

ARANA HILLS - LESLIE PATRICK PARK - ALL-ABILITIES PLAYGROUND DEVELOPMENT
- CIVIL CONSTRUCTION - DIVISION 10

REPORT DETAIL

SUPPORTING INFORMATION

Confidential #1 Tender Evaluation

5 PARKS, RECREATION & SPORT SESSION (Cr K Winchester)

6 LIFESTYLE & AMENITY SESSION (Cr D Sims)

7 ECONOMIC DEVELOPMENT, EVENTS & TOURISM SESSION (Cr P Flannery)

8 REGIONAL INNOVATION (Cr D Grimwade)

9 GENERAL BUSINESS

ATTENDANCE & APOLOGIES

Attendance:

Committee Members:

Cr Allan Sutherland (Mayor) (Chairperson)

Officers:

Apologies:

The Mayor is the Chairperson of the Coordination Committee.

Coordination Committee meetings comprise of Sessions chaired by Council's nominated Spokesperson for that portfolio, as follows:

Session	Spokesperson
1 Governance	Cr Allan Sutherland (Mayor)
2 Planning & Development	Cr Mick Gillam
3 Corporate Services	Cr Matt Constance
4 Asset Construction & Maintenance	Cr Adam Hain
5 Parks, Recreation & Sport	Cr Koliانا Winchester
6 Lifestyle & Amenity	Cr Denise Sims
7 Economic Development, Events & Tourism	Cr Peter Flannery
8 Regional Innovation	Cr Darren Grimwade
9 General Business	Cr Allan Sutherland (Mayor)

1 GOVERNANCE SESSION

(Cr A Sutherland, Mayor)

No items for consideration.

2 PLANNING & DEVELOPMENT SESSION

(Cr M Gillam)

ITEM 2.1

DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4

APPLICANT: STOCKLAND NORTH LAKES C/- ENVIRONMENTAL RESOURCES MANAGEMENT AUSTRALIA PTY LTD
OWNER: STOCKLAND NORTH LAKES PTY LTD

Meeting / Session: 2 PLANNING & DEVELOPMENT
Reference: A18383290: 7 May 2019 – Refer Supporting Information A18387345, A18462848, A18460707
Responsible Officer: GH, PED (Development Services)

Executive Summary

APPLICATION DETAILS	
Applicant:	Stockland North Lakes C/- Environmental Resource Management
Lodgement Date:	4 December 2019
Properly Made Date:	6 December 2019
Confirmation Notice Date:	17 December 2019
Information Request Date:	7 January 2019
Info Response Received Date:	16 January 2019
Public Notification Dates:	25 January 2019 until 11 March 2019
No. of Submissions:	Nil
Decision Due Date:	7 May 2019
Prelodgement Meeting Held:	No

PROPERTY DETAILS	
Division:	Division 4
Property Address:	49 Stapylton Street and Lot 909 Stapylton Street, North Lakes
RP Description	Lot 904 on SP266245 and Lot 909 on SP253422
Land Area:	1.5094ha
Property Owner	Stockland North Lakes

STATUTORY DETAILS	
Planning Legislation:	<i>Planning Act 2016</i>
Planning Scheme:	MBRC Planning Scheme (Varied by the Fraynes Land South Structure Plan - DA/22209/2009/VCHG/1)
Planning Locality / Zone	Centre zone, District centre precinct (MBRC Planning Scheme)
Level of Assessment:	Impact Assessment

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

This application seeks a Request to Change (Other) - Material Change of Use - Preliminary Approval for Residential and Commercial uses located at 49 and Lot 909 Stapylton Street, North Lakes. It is proposed to vary the existing approved Structure Plan over the site, known as the Frayne's Land South Structure Plan. The proposed variations apply to the Commercial (Town Centre Frame) precinct of the Fraynes's land South Structure Plan only and are summarised as follows:

- Change the level of assessment for Showroom, Service Industry and Warehouse from Impact Assessable to now be Code Assessable;
- Amend the provisions relating to minimum lots size from 3,500m² to now be minimum of 1,000m².
- Increase the maximum building height from maximum 2 storey (10m) to now be maximum 12m.
- Subsequent minor textual addition to the following parts of the structure plan:
 - Section 2.4 Relationship to the *PineRiversPlan*;
 - Section 5 (iv) - Commercial code; and
 - Section 5(v) - Definitions.

The application was publicly advertised with no submissions received. The proposed development is considered to accord with the intent of the Moreton Bay Regional Council Planning Scheme, and is recommended to be approved, subject to conditions.

OFFICER'S RECOMMENDATION

- A. That Council, in accordance with the *Planning Act 2016*, approves a Request to Change (Other) - Material Change of Use - Preliminary Approval for Residential and Commercial uses located at 49 and Lot 909 Stapylton Street, North Lakes, described as Lot 904 SP 266245, Lot 909 SP 253422, subject to the following plans/documents and conditions:

Approved Plans and Documents			
Plan / Document Name	Reference Number	Prepared By	Dated
Fraynes Land South Structure Plan (Document)	-	-	-
Fraynes South Precinct Structure Plan (Land Use Plan)	0102111 Fig 1, Issue B	ERM	4/04/2011

Conditions

PRELIMINARY APPROVAL

MATERIAL CHANGE OF USE – STANDARD CONDITIONS

1. Approved Plan

The approved plans for the development are as follows:

Approved Plans and Documents			
Plan / Document Name	Reference Number	Prepared By	Dated
Fraynes Land South Structure Plan (Document)	-	-	-
Fraynes South Precinct Structure Plan (Land Use Plan)	0102111 Fig 1, Issue B	ERM	4/04/2011

Development shall generally be in accordance with the above listed plans.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

2. Approval Limitations

This approval does not authorise:

- The erection of buildings and/or structures; or
- Imply approval of any other uses of the land.

3. Contributions and Costs

The Developer shall be responsible for meeting all costs associated with:

- The works required by this approval;
- Any alterations to public utilities and services required by such works; and
- Any private services including septic tanks, sullage trenches and stormwater lines.

All works required shall be completed to the satisfaction of the Director, Strategic Planning and Development prior to the commencement of the use, unless otherwise specified by conditions of this permit or by resolution of the Council.

4. Approval - Compliance

The Developer shall be responsible for ensuring that all persons charged with the administration of the permitted use are at all times aware of the conditions of this approval.

5. Amenity

The use shall not, in the opinion of Council, detrimentally affect the existing or prospective amenity of the locality due to, but not limited to noise, vibration, lighting, traffic generation and/or hours of operation.

6. Alterations and Relocation of Services

Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunication authority, electricity authorities, the Council, or other person engaged in the provision of public utility services, must be carried out at no cost to Council prior to the Approved Use commencing.

7. Developer Contributions for all Trunk Infrastructure Networks

Infrastructure contributions will be applicable to future development applications subsequent to this preliminary approval, as follows:

The Developer shall pay a contribution for all Trunk Infrastructure networks, calculated in accordance with Moreton Bay Regional Council's Adopted Infrastructure Charges Resolution for that part of Council's local government area covered by the Pine Rivers Plan.

The actual amount of the contribution will be calculated at the time of payment. Payment is required prior to endorsing the survey plan for each stage.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

MATERIAL CHANGE OF USE – SPECIAL CONDITIONS

S1. Level of Assessment

- a) The level of assessment and applicable codes for future Material Change of Use carried out on land, forming part of this approval shall be in accordance with Tables 1A and 1B of the 'Frayne's Land South Structure Plan' as amended.
- b) The level of assessment and applicable codes for Reconfiguring a Lot, carried out on land, forming part of this approval shall be in accordance with Table 2 of the 'Frayne's Land South Structure Plan' as amended.
- c) The level of assessment and applicable codes for Operational Works – Advertising Devices shall be in accordance with Operation Works Table contained within the Structure plan. All other Operational Works and Building Works shall be in accordance with the Commercial Zone provisions of Part 25, of Chapter 4, of the PineRiversPlan;
- d) The Overlay Codes of the PineRiversPlan are not applicable to future development applications lodged in accordance with this Preliminary Approval, unless stated otherwise in conditions of development.
- e) The 'North Lakes Town Centre Design Essentials' do not form part of this approval. These are subject to implementation by the developer only.

The copy of the Frayne's Land South Land Use Plan and Structure Plan is attached to this permit for reference.

S2. Development in Accordance with Codes

Where the Frayne's Land South Structure Plan varies from the requirements of the PineRiversPlan, the Frayne's Land South Structure Plan will prevail.

In the case where a relevant code has not been specified for any aspect of the subsequent development as part of this Preliminary Approval under the Frayne's Land South Structure Plan, the relevant provisions of the PineRiversPlan will apply to the development (overlays not applicable, unless where stated within a code).

S3. Density

The Medium-Density Residential Zone as indicated on the approved plan, Frayne's Land South Precinct Structure Plan, prepared by Environmental Resource Managers is to achieve a net density of between 25 and 40 dwelling units per hectare (25-40 du/ha).

S4. Buffering

Buffers to any non-residential land use is to occur in accordance with the Option A or B as identified in 'Buffers to Non-Residential Land Uses' prepared by Environmental Resource Managers (ref: 0102111:south) dated 3 November 2010.

S5. Lots Traversing Boundaries

If an allotment created under this Preliminary Approval is proposed to traverse an adjoining structure plan area, the structure plan to which the larger area of the lot is contained will prevail.

S6. Open Space

The Developer shall transfer open space/parkland as follows:

- If an integrated development between part Lots 200 on SP198678 and part Lot 201 on SP236568 occurs, a minimum 8% of the combined area of these lots; or

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

- In the event that Lot 200 on SP198678 develops exclusively, a minimum 8% of part Lot 200 on SP198678.

Parkland should typically be centrally or strategically located and bounded by road on three sides.

The Council shall not incur any obligation under the Law of Trusts or otherwise in connection with the transfer of parkland.

S7. Provisions of Services to adjoining land

The Developer shall ensure through future Operational Works applications that appropriate service connections are provided and made accessible to the adjoining allotment to the west (Lot 1 on RP152513).

S8. Road Location and Construction

The Developer shall provide entry roads into the estate generally as indicated on the approved proposal plan. Allotment access is not to be provided to any lot directly onto the Bruce Highway road reserve or Mason Street. The development must provide a internal road which runs the full length of the vegetated corridor. No allotments are to be endorsed with allotment boundaries bordering on the vegetation corridor.

All internal roads are to be designed and constructed in accordance with the requirements of PineRiversPlan and Planning Scheme Policy PSP28. The developer must undertake a traffic assessment to confirm the classification of any roads within the estate which provide connection to adjoining allotments.

With the submission of any development application over the site, the developer must provide a traffic impact assessment of the anticipated traffic volumes along Mason Street. The developer must provide sufficient road reserve width required to accommodate that traffic in accordance with Council's standards. The developer must construct Mason Street to the approved classification, whilst designing the road to provide a sense of place into that precinct. This 'sense of place' can be achieved by means such as a median divided road, additional road reserve width, alternative cross sections design, or other similar design philosophies. Mason Street is to be constructed from the site boundary to Endeavour Boulevard (including any connection works) in accordance with the requirements of Council's planning scheme.

At the time of any operational works application an assessment of any bring forward requirement for necessary trunk infrastructure in Council's trunk infrastructure plans must be undertaken. Where the delivery of necessary trunk infrastructure is to be brought forward additional contributions may be required to cover the additional financing costs for the trunk infrastructure. At the time of this approval the time for completion of the development is unknown and consequently any possible impact on the timing of delivery of necessary trunk infrastructure to support the development can not be determined.

S9. Existing Overhead Infrastructure

Any existing overhead infrastructure along Mason Street is to be relocated to underground with any operational works application, which requires construction of Mason Street.

S10. Stormwater Management and Drainage

The submitted Stormwater Management Plan prepared by KN Group Pty. Ltd. and dated 31 August 2009 is not accepted.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

A detailed stormwater management strategy is to be submitted with any submission of a development application over the site. The report shall address the planning assumptions and densities over the site, and endeavour to manage the impacts of that density. All recommendations of the approved report are considered mandatory and incorporated in the development.

All stormwater drainage is to be provided in accordance with Council PineRiversPlan and Planning Scheme Policy PSP28.

UNITYWATER CONDITIONS

UW1. Water & Sewerage

Connect the proposed development to Unitywater's reticulated water supply and sewerage systems prior to the issue of a Development Permit for any structure on the land.

UW2. Master Plan for Water and Sewerage

Provide master plan/s for water supply and sewerage works within the proposed development. The master plan/s shall show the method for providing a sewerage service to upstream properties and interconnecting water service to any adjacent properties requiring a service.

REFERRAL AGENCY CONDITIONS

RA1. Department of State Development, Manufacturing, Infrastructure and Planning

Comply with Department of State Development, Manufacturing, Infrastructure and Planning referral agency response (ref:1812-9052) and dated 11 February 2019, or as amended, at all times.

Provide certification to the satisfaction of the Director of Strategic Planning and Development that demonstrates that the requirements of the Department State Development, Manufacturing, Infrastructure and Planning have been met, prior to commencement of use.

ASSESSMENT MANAGER ADVICES

A1. Notice of Indigenous Cultural Heritage Legislation And Duty Of Care Requirement

The Aboriginal Cultural Heritage Act 2003 commenced in Queensland on April 16, 2004. The Act is administered by the Department of Environment and Resource Management (DERM). Under the new Act, Indigenous parties are key in assessing cultural heritage significance.

The Aboriginal Cultural Heritage Act 2003 establishes a Duty of Care for Indigenous cultural heritage. This applies on all land and water, including freehold land. The Cultural Heritage Duty of Care lies with the person or entity conducting an activity.

Penalty provisions apply for failing to fulfil the Cultural Heritage Duty of Care. Those proposing an activity that involves additional surface disturbance beyond that which has already occurred at the proposed site need to be mindful of the Duty of Care requirement.

Details of how to fulfil the Duty of Care are outlined in the Duty of Care Guidelines gazetted with the Act.

Council strongly advises that you contact DERM's Cultural Heritage Coordination Unit to obtain a copy of the Duty of Care Guidelines and further information on the responsibilities of developers under the terms of the Aboriginal Cultural Heritage Act 2003.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

A2. Connection to Natural Gas Reticulation

As part of Council's commitment to reducing greenhouse gas emissions Council is encouraging the expansion of the natural gas reticulation network. In particular the use of natural gas hot water systems will result in significantly less greenhouse gas emissions than equivalent electric storage hot water systems.

It is recommended that you contact the local natural gas authority to arrange an assessment of the suitability of your proposed development for connection to the existing gas reticulation network.

A3. Development Contributions Advice

To ensure accurate calculation and checking of infrastructure charges it is recommended that the developer obtain an "Infrastructure Charges Advice" from Council's Development Services Department immediately prior to paying infrastructure charges.

- B. That the Council report for this application be published to the website as Council's statement of reasons in accordance with Section 63 (5) of the *Planning Act 2016*.
- C. That the development approval be recorded as a Notation on the Moreton Bay Regional Council Planning Scheme due to the approval:
 - Being a variation approval given under section 61 of the *Planning Act 2016*.
- D. That all external Referral Agencies for the development application be provided with a copy of the Council's Decision Notice.
- E. That the following information be included in the Decision Notice.

Decision Notice information

	Details to Insert
Application Type	Request to Change (Other) - Material Change of Use - Preliminary Approval for Residential and Commercial uses
Relevant Period of Approval	Material Change of Use – 6 years
Section 64(5) Deemed Approval	Not applicable
Superseded Planning Scheme	Not applicable
Variation approval affecting the Planning Scheme	Applicable. Development resulting from this approval will be in accordance with the Table of Assessment and Assessment benchmarks of the Frayne's Land South Structure Plan.
Other Necessary Permits	Not applicable
Codes for Accepted Development	Not applicable
Referral Agencies	Department of State Development, Manufacturing, Infrastructure and Planning
Submissions	There were no properly made submissions about this application.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

REPORT DETAIL

1. Background

On 29 March 2011, Council approved a Preliminary Approval for a Material Change of Use to Vary the Effect of the Local Planning Instrument to allow Residential and Commercial Uses. This approval is known as the Frayne's Land South Structure Plan. (Council reference: DA/22209/2009/DA)

On 5 June 2012, Council's Delegate approved a Change to Development Approval relating to a Material Change of Use - Preliminary Approval to Override Council's Planning Scheme to Allow Residential and Commercial uses. The nature of the changes related to the removal of Planning Scheme Policy Infrastructure Charges conditions and replaced with reference to Adopted Charges. (council reference: DA/22209/2009/VCHG/1).

On 19 December 2013, Council's delegate approved a Reconfiguration of a Lot – Development Permit for Subdivision (1 Lot into 1 Lot plus Balance Lot). (Council reference: DA/28260/2013/V3C)

On 29 October 2015, Council delegate approved a Request to Change the Development approval relating to a Reconfiguration of a Lot – Development Permit for Subdivision (1 Lot into 1 Lot plus Balance Lot). (Council reference: DA/28260/2013/VCHG/1).

On 6 October 2015, Material Change of Use – Development Permit for Coordinated Signage Plan for a Motel (Council reference: DA/30288/2015/V2L).

On 14 January 2016, Council's delegate approved a Material Change of Use – Development Permit for Motel. (Council reference DA/30109/2015/V2L).

On 16 February 2018, Council's delegate approved a Reconfiguring a Lot - Development Permit for Subdivision (1 into 3 Lots) (Council reference: DA/35321/2017/V3C).

On 6 November 2018, Council's delegate approved a Material Change of Use - Development Permit for Retail Showroom, Shop and Warehouse (Council reference: DA/36644/2018/V2L).

On 5 December 2018, an application for Request to Change (Other) - Material Change of Use - Preliminary Approval for Residential and Commercial Uses was received by Council. This application seeks to align the Frayne's land South Structure Plan with the variations proposed as part of this application to the Town Centre Frame Sector Plan. This application is being assessed currently with the subject application. (Council reference: DA/22209/2009/VCHG/2).

2. Explanation of Item

2.1 Description of the Site and Surrounds

Directions	Planning Scheme Zone	Current Land Use
North	General residential zone, Next generation neighbourhood precinct	Dwelling houses
South	N/A	Bruce Highway
East	MHIDCP - Precinct Plan 045 & Sector Plan 045-1000	Service Station, Vehicle Hire
West	Centre zone, District centre precinct	Dwelling house (approved residential subdivision)

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

2.2 Assessment Benchmarks related to the Planning Regulation 2017

The Planning Regulation 2017 (the Regulation) prescribes Assessment Benchmarks that the application must be carried out against, which are additional or alternative to the Assessment Benchmarks contained in Council’s Planning Scheme.

These Assessment Benchmarks are prescribed as being contained in:

- the South East Queensland Regional Plan and Part E of the State Planning Policy; and
- Schedule 10 of the Regulation.

Applicable Assessment Benchmarks:	<u>State Planning Policy</u> <ul style="list-style-type: none"> • State Planning Policy, Part E <u>Regional Plan</u> <ul style="list-style-type: none"> • South East Queensland Regional Plan
SEQ Regional Plan Designation:	<ul style="list-style-type: none"> • Urban Footprint
Koala Habitat Designation:	<ul style="list-style-type: none"> • Priority Koala Assessable Development Area

2.2.1 *State Planning Policy*

A new State Planning Policy came into effect on 3 July 2017, and is not currently integrated into the MBRC Planning Scheme. The following assessment benchmarks are to be applied to the assessment of development applications until the State interests have been appropriately integrated into Council’s planning scheme. Assessment against the SPP assessment benchmarks is as follows:

Assessment benchmark - livable communities		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable
Assessment benchmark - mining and extractive resources		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable
Assessment benchmarks - water quality		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

Assessment benchmarks - natural hazards, risk and resilience		
Applicable to Development	SPP Requirement	Comment
Yes	<p>Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:</p> <p>(1) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.</p> <p>All natural hazard areas:</p> <p>(2) Development supports and does not hinder disaster management response or recovery capacity and capabilities.</p> <p>(3) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.</p> <p>(4) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.</p> <p>(5) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.</p>	<p>The subject site has been identified as being within the Flood Hazard Area – Local Government Flood Mapping Area.</p> <p>An assessment of the proposed development has been undertaken against the applicable SPP requirements and the proposal has been determined to comply</p> <p>Council’s Flood Mapping indicates that the subject is not affected by flooding therefore the provisions do not need to be considered further</p>
Assessment benchmarks - strategic airports and aviation facilities		
Applicable to Development	SPP Requirement	Comment
No	None	Not applicable

2.2.2 South East Queensland Regional Plan

The site is located in the Urban Footprint. The development proposal is for an urban activity in the Urban Footprint, and there are no requirements in the State Planning Regulatory Provisions applicable to the development proposal.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

2.2.3 Schedule 10, Part 10 of the Regulation –Koala Habitat Area

The site is located in a Priority Koala Assessable Development Area or Koala Assessable Development Area. An assessment as to how the development satisfies the provisions in the Regulation has been undertaken, and the proposal is consistent

2.3 Assessment Against Local Categorising Instrument

2.3.1 Proposed Variations

It is proposed to vary the existing approved Structure Plan over the site, known as the Frayne's Land South Structure Plan. The proposed variations apply to the Commercial (Town Centre Frame) precinct of the Frayne's Land South Structure Plan only and are summarised as follows:

- Change the level of assessment for Showroom, Service Industry and Warehouse from Impact Assessable to now be Code Assessable;
- Amend the provisions relating to minimum lots size from 3,500m² to now be minimum of 1,000m².
- Increase the maximum building height from maximum 2 storey (10m) to now be maximum 12m.
- Subsequent minor textual addition to the following parts of the structure plan:
 - Section 2.4 Relationship to the *PineRiversPlan*;
 - Section 5 (iv) - Commercial code; and
 - Section 5(v) - Definitions - Inclusion of land use definitions of Retail Showroom, Service Industry and Warehouse that are not currently provided for.

2.3.2 Assessment of Proposed Variations against the Moreton Bay Regional Council Planning Scheme

The subject site is partially located within the Centre zone, District centre precinct of the Moreton Bay Regional Council Planning Scheme and partially within the Mango Hill Infrastructure Development Control Plan Area (Town Centre Frame "Q" Sector One).

The proposed variations sought to the existing Frayne's Land South Structure Plan are intended to generally align with the provisions of the current MBRC Planning Scheme, as it relates to the Centre zone, District centre precinct, as well as ensure a consistent planning frameworks for the part of the site contained within the Mango Hill Infrastructure Development Control Plan Area (Town Centre Frame Precinct).

Within the District centre precinct of the MBRC Planning Scheme, Showrooms and Service Industry are listed as Code Assessable development, the minimum lot size under the Reconfiguring a Lot Code is minimum 1000m² and minimum frontage of 20m and the maximum building height is shown as 12m on Overlay map - Building height. These aspects are consistent with the current provisions of the MBRC Planning Scheme. A Warehouse, however, is an Impact Assessable (Policy Neutral) within the Centre zone, District centre precinct of the MBRC Planning Scheme. The proposed variations seek to make a Warehouse Code Assessable as opposed to Impact Assessable. In the context of the site, a Warehouse is a low intensity land use that can could be co-located retail and commercial uses within the District centre precinct and would be required to demonstrate compliance with built form, design and siting requirements as contained within the Structure Plan Code. Furthermore, it is noted that the subject site (contained with the MHIDCP portion of the site) contains an existing approval for a Warehouse, demonstrating that a Warehouse is capable of being an appropriate use of the land (refer Council Reference: DA/36644/2018/V2).

The proposed variation also seeks to include the land use definitions of Retail Showroom, Service Industry and Warehouse into the Frayne's Land South Structure Plan as they are currently not included. It is noted the land uses definitions are taken from the MHIDCP as opposed to the MBRC Planning Scheme, to ensure consistency with the existing land use definition set and with the balance of the site contained within the MHIDCP area.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

2.4 Trunk Infrastructure

In accordance with section 4 of the Moreton Bay Regional Council Planning Scheme, the subject site is located in the identified Priority Infrastructure Area. Infrastructure charges applying to the land, where applicable, are to be applied in accordance the Council's Charges Resolution No. 6 commencing on 3 July 2017 (CR).

2.4.1 *Levied Charge*

A Levied Charge is not applicable to the development proposal as it does not authorize development to occur. Subsequent development made under this Preliminary Approval will be subject to infrastructure charges in accordance with the policy applicable at the time of development.

2.5 Recording of particular approvals on the MBRC Planning Scheme

In accordance with section 89 of the *Planning Act 2016*, the approval is required to be noted on Schedule 4 of the MBRC Planning Scheme as the development approval would:

- Be a variation approval given under section 61 of the *Planning Act 2016*.

2.6 Referrals

2.6.1 *Council Referrals*

Not applicable in this instance.

2.6.2 *Referral Agencies*

2.6.2.1 Concurrence Agencies - Department of State Development, Manufacturing, Infrastructure and Planning

The application was referred to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) for the following:

- (a) Matters relating to State Transport Infrastructure and State Transport Corridors. Council was advised on 11 February 2019 that DSDMIP (Reference: 1812-9052 SRA) has no objection to the development application subject to a number of conditions being attached to Council's Decision Notice.

2.6.2.2 Advice Agencies

There were no Advice Agencies involved in assessing this application.

2.6.2.1 Third Party Agencies

There were no Third Party Agencies involved in assessing this application.

2.7 Public Consultation

2.7.1 *Public Notification Requirements under the Development Assessment Rules*

- (a) Public Notification was served on all adjoining landowners on 23 January 2019;
- (b) The development application was advertised in the North Lakes Times on 24 January 2019.

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - (Cont.)

- (c) A notice in the prescribed form was posted on the relevant land on 24 January 2019 and maintained for a period of thirty (30) business days until 11 March 2019.

2.7.2 Submissions Received

There were no submissions received about this development application.

2.7.3 Notice of Compliance

The Notice of Compliance was received by Council on 12 March 2019. The Notice of Compliance identifies that the public notification requirements for the development application were correctly undertaken in accordance with the requirements of Part 4, of the Development Assessment Rules.

2.8 Other Matters

None identified.

3. **Strategic Implications**

3.1 Legislative/Legal Implications

The applicant has appeal rights in accordance with the *Planning Act 2016*.

3.2 Corporate Plan / Operational Plan

Creating Opportunities: Well-planned growth - a sustainable and well-planned community.

3.3 Policy Implications

The proposal is consistent with the existing Moreton Bay Region planning provisions and relevant policies.

3.4 Risk Management Implications

Development occurs efficiently and effectively in the region in a manner that reduces potential risk implications to Council and the community

3.5 Delegated Authority Implications

There are no delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

- a) In the event that an appeal is made to the Planning & Environment court against Council's decision, the Council will incur additional costs in defending its position.
- b) Permit conditions require infrastructure contributions to Council.

3.7 Economic Benefit

Appropriate development supports the growing Moreton Bay region.

3.8 Environmental Implications

New development contributes to sustainable management and protection of the natural environment in the region through compliance with the planning schemes policies and provisions.

3.9 Social Implications

Appropriately designed and located development contributes to diverse, vibrant and safe communities and facilities.

3.10 Consultation / Communication

Refer to clause 2.8.

SUPPORTING INFORMATION

Ref: [A18387345](#), [A18462848](#), [A18460707](#)

The following list of supporting information is provided for:

ITEM 2.1

DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4

#1 Locality Map

#2 Zoning Map

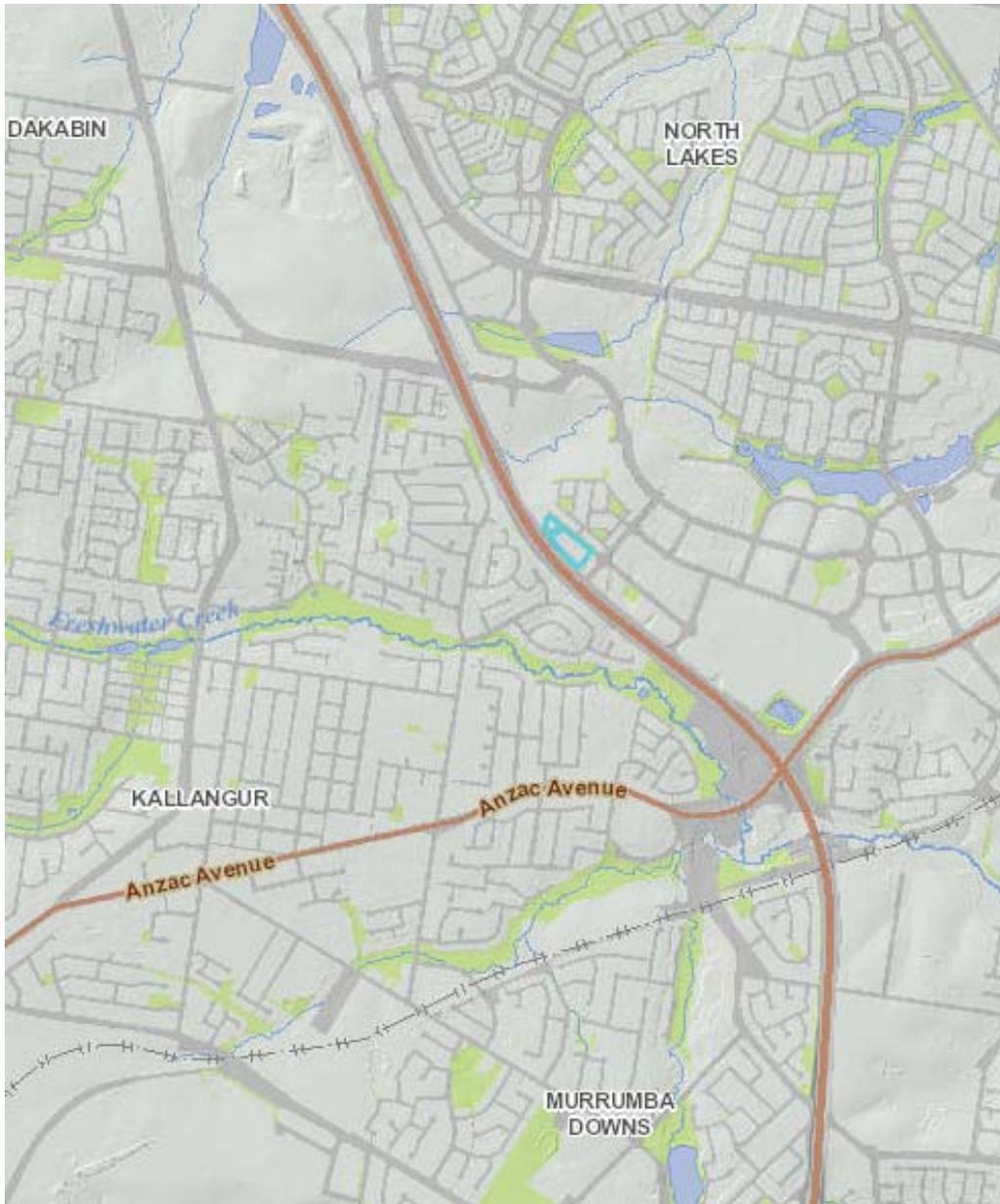
#3 Aerial Photograph

#4 Frayne's Land South Structure Plan

#5 Referral Agency Response

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

#1 Locality Plan



Moreton Bay Regional Council

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

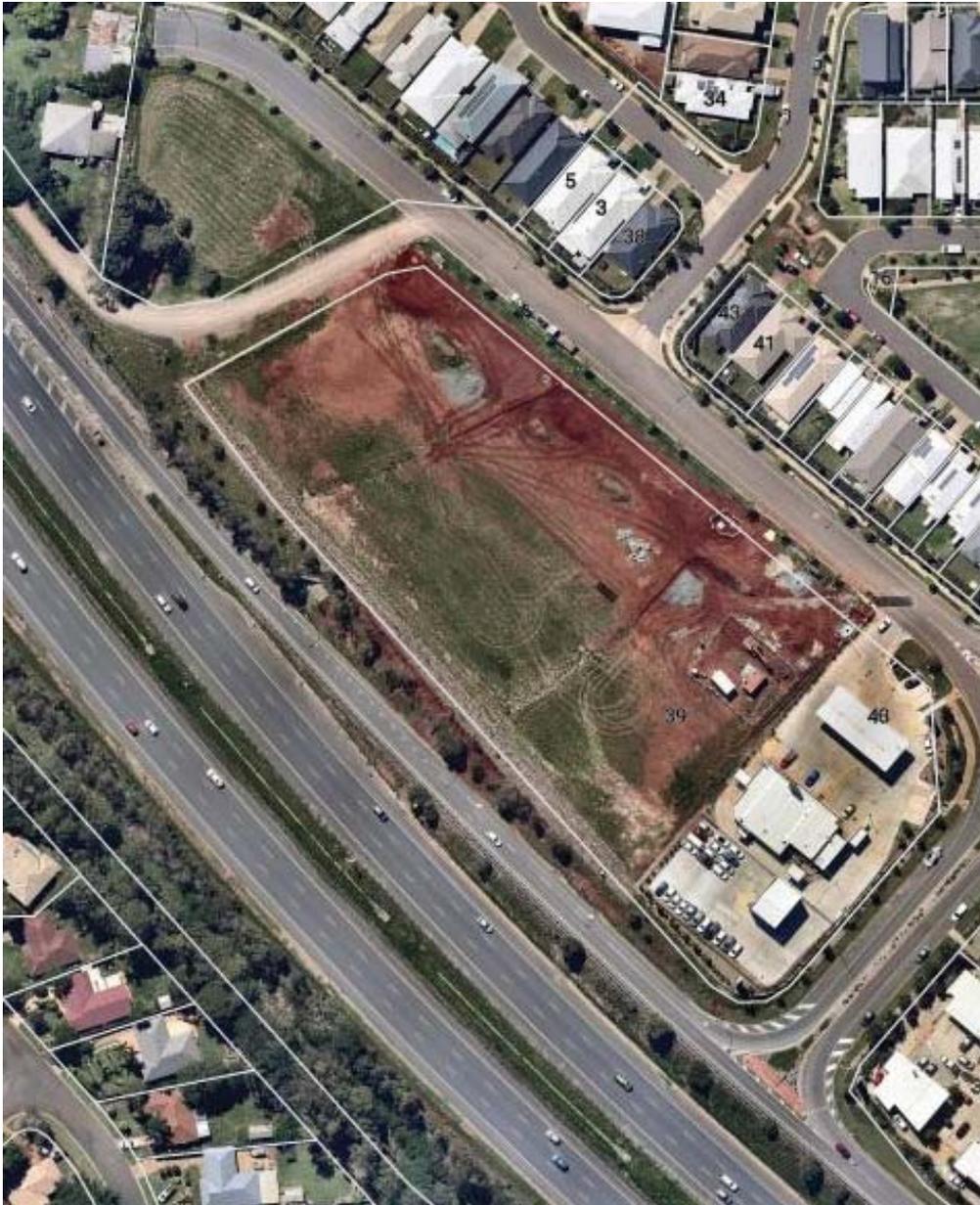
#2 Zoning Map



- | North Lakes Locality | |
|---|---|
| ■ | General residential |
| ■ | Centre |
| ■ | Recreation and open space |
| ■ | Environmental management and conservation |
| ■ | Industry |
| ■ | Community facilities |
| ■ | Emerging community |
| ■ | Extractive industry |
| ■ | Limited development |
| ■ | Rural |
| ■ | Rural residential |
| ■ | Township |

ITEM 2.1 DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

#3 Aerial Photograph



*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*
#4 Frayne's Land South Structure

FRAYNE'S SOUTH STRUCTURE PLAN

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

CONTENTS

1.0	INTRODUCTION	3
2.0	ADMINISTRATIVE PROVISIONS	3
2.1	CONTENT OF THE STRUCTURE PLAN	3
2.2	IMPLEMENTATION	3
2.3	LAND USE, ALLOTMENT TYPES AND STAGING	5
2.4	RELATIONSHIP TO PINE RIVERS SHIRE PLANNING SCHEME	5
3.0	LEVEL OF ASSESSMENT TABLES	6
4.0	SUBDIVISION CODE	9
4.1	INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT REQUIREMENTS	9
4.2	ASSESSMENT REQUIREMENT	9
4.3	DEVELOPMENT REQUIREMENTS TABLE	9
5.0	DETACHED HOUSE CODE	16
5.1	INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT CODE	16
5.2	APPLICATION OF THE CODE	16
5.3	DEVELOPMENT REQUIREMENTS TABLE	16
(ii)	DUPLEX CODE	23
a.	INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT REQUIREMENTS	23
b.	APPLICATION OF THE CODE	23
c.	DEVELOPMENT REQUIREMENTS TABLE	23
(iii)	Townhouse Unit Code	26
a.	INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT REQUIREMENTS	26
b.	APPLICATION OF THE CODE	26
c.	DEVELOPMENT REQUIREMENTS TABLE	26
(iv)	COMMERCIAL CODE	33
a.	INTRODUCTION / OVERALL OUTCOMES AND DEVELOPMENT REQUIREMENTS	33
b.	APPLICATION OF CODE	33
c.	DEVELOPMENT REQUIREMENTS TABLE	33
(v)	DEFINITIONS	40

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

1.0 INTRODUCTION

The purpose of the Frayne's South Structure Plan is to provide a planning and management framework to guide future development and facilitate the establishment of a new liveable community within a defined development boundary.

The objectives of the Structure Plan are to:

- Establish a statutory planning framework and design principles for the Precinct;
- Describe and set criteria for the type and form of development within the Precinct;
- Provide a degree of flexibility within the structure and form of development in the Precinct to achieve the desired outcomes for the Precinct; and
- Provide greater certainty to stakeholders over the outcomes and development of the uses in the Precinct.

For the purposes of this Structure Plan, reference to the "Precinct" refers to the area shown on *Figure 1 – Frayne's South Precinct Structure Plan*.

This Structure Plan contains additional local planning requirements and controls to those already outlined in the Pine Rivers Shire Planning Scheme. Where the Frayne's South Structure Plan varies the requirements set out in the Planning Scheme, the Frayne's South Structure Plan will prevail. A form of development that is not specifically mentioned in the Level of Assessment Tables will revert back to the level of assessment provisions under the Planning Scheme.

This site shares a common boundary with the Mango Hill Infrastructure Development Control Plan area (North Lakes) and although covered by the provisions of the Pine Rivers Planning Scheme, the Structure Plan is viewed as a logical extension of the ~~MH~~DCP area. This Structure Plan is accordingly designed to reflect the provisions of Precinct Plan 0452 (Town Centre Frame "~~NQ~~" Precinct) and Sector Plan 0452-1000.

2.0 ADMINISTRATIVE PROVISIONS

2.1 CONTENT OF THE STRUCTURE PLAN

The Frayne's South Structure Plan provides the statutory planning framework for the land defined on *Figure 1 – Frayne's South Precinct Structure Plan* and described as part of Lot 200 on SP198678. The Frayne's South Structure Plan includes the following components:

- Structure Plan Map;
- Level of Assessment Tables;
- Subdivision Code;
- Residential Design Codes; and
- Commercial Code.

2.2 IMPLEMENTATION

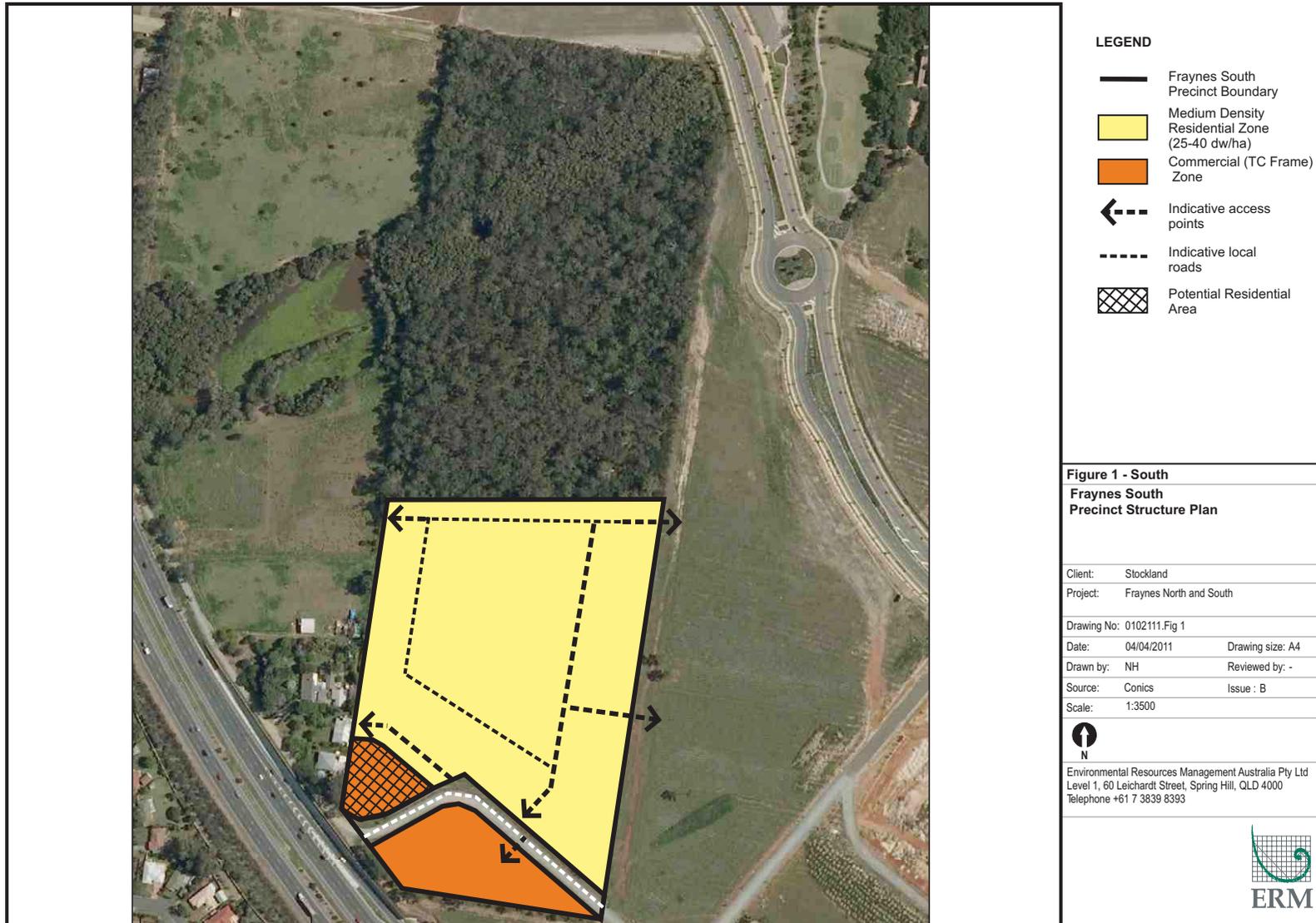
The Structure Plan applies to all development located within the Precinct (as shown on *Figure 1 – Frayne's South Precinct Structure Plan*) indicated as Exempt, Self, Code or Impact Assessable in the Level of Assessment Tables (see Section 3.0). These tables identify the level of assessment for development occurring within the Zones and Use Areas.

The Specific Outcomes and Probable Solutions applying to Development for Material Change of Use or Reconfiguration of a Lot are contained in the Level of Assessment Tables in Section 3.0 of this Structure Plan.

The Level of Assessment Tables refer to various codes that are included in the Frayne's South Structure Plan. Additional hydraulic, ecological and acoustic assessment may be required in conjunction with the detailed assessment of these Design Codes.

To the extent that the application does not or cannot provide specific development outcomes and solutions then the provisions of the Planning Scheme, in terms of levels of assessment and design intent of the particular form of development, will apply.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)



*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

2.3 LAND USE, ALLOTMENT TYPES AND STAGING

The Frayne's South Precinct may be developed over a number of stages; with the ensuing development applications to demonstrate the indicative staging intent. An application for Reconfiguration of a Lot will need to be supported by a Plan of Development, where the plan will nominate proposed land uses and for these uses illustrate a building envelope to serve as a control and to provide a level of guidance in terms of the ultimate form of development on the lot. For residential land uses, the Plan of Development will nominate a lot type based on the criteria outlined in this document as well as establishing the siting of a house, ancillary buildings and private open space to guide the ultimate form of development on the lot.

Each application may incorporate a range of land uses as follows:

IN THE MEDIUM DENSITY RESIDENTIAL ZONE:

2.3.1 Detached Houses, on lots ranging in size from:

- i. Medium Density Terrace – 250m² +;
- ii. Medium Density - Town Villa – 262.5m²+;
- iii. Medium Density - Town Premium Villa Lots – 312.5m² + ;
- iv. Villa Lots – 320m² +;
- v. Patio Lots – 350m² +;
- vi. Premium Villa Lots – 400m² +;
- vii. Courtyard Lots – 450m² +;
- viii. Premium Courtyard Lots – 512m² +;
- ix. Traditional Lots – 575m² +;
- x. Premium Traditional Lots – 640m²+;

2.3.2 Duplex Dwelling (two dwelling units on one lot);

2.3.3 Townhouse Units (three or more dwelling units on one lot); and

IN THE COMMERCIAL ZONE

- Commercial related uses, on lots ranging in size from 3,51,000m²+.

2.4 RELATIONSHIP TO PINE RIVERS SHIRE PLANNING SCHEME

The Structure Plan comprises a complete, and 'stand alone' document for the purposes of development assessment for future development applications within the Frayne's South Development Site for:

- Material Change of Use for Amusement Premises;
- Material Change of Use for Car Park;
- Material Change of Use for Car Wash;
- Material Change of Use for Catering Premises;
- Material Change of Use for Commercial Services;
- Material Change of Use for Communication Station;
- Material Change of Use for Detached House;
- Material Change of Use for Display Home;
- Material Change of Use for Domestic Storage and Recreational Structures;
- Material Change of Use for Duplex Dwelling;
- Material Change of Use for Estate Sales Office;
- Material Change of Use for Hardware Centre;
- Material Change of Use for Indoor Recreation;
- Material Change of Use for Occasional Market;
- Material Change of Use for Office;
- Material Change of Use for Outdoor Recreation;
- Material Change of Use for Outdoor Sales;
- Material Change of Use for Place of Worship;
- Material Change of Use for Public Utilities;
- Material Change of Use for Restaurant;
- Material Change of Use for Retail Nursery;
- Material Change of Use for Service Industry;
- Material Change of Use for Service Station;
- Material Change of Use for Shop;
- Material Change of Use for Shopping Centre;
- Material Change of Use for Special Use;
- Material Change of Use for Tourist Facility;
- Material Change of Use for Townhouse Units;
- Material Change of Use for Vehicle Hire Depot;
- Material Change of Use for Vehicle Sales Yard;

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

- Material Change of Use for Veterinary Clinic;
- Material Change of Use for Warehouse;
- Reconfiguration of a Lot; and
- Operational Works for Advertising Devices

This Structure Plan contains additional local planning requirements and controls to those already outlined in the Pine Rivers Shire Planning Scheme. Where the Frayne's South Structure Plan varies the requirements set out in the Planning Scheme, the Frayne's South Structure Plan will prevail. A form of development that is not specifically mentioned in the Frayne's South Development Level of Assessment Tables will revert back to the level of assessment provisions under the Planning Scheme.

3.0 LEVEL OF ASSESSMENT TABLES

The Level of Assessment Tables identify the level of assessment for development as either Exempt, Self Assessable, Code Assessable or Impact Assessable. Unless otherwise exempt from the planning process, the Level of Assessment Tables apply to all development within the Precinct.

The Level of Assessment Tables also specify the relevant codes against which the development must be assessed. Additional hydraulic, ecological and acoustic assessment may be required in conjunction with the detailed assessment of these Design Codes.

To the extent that the application does not or cannot provide specific development outcomes and solutions then the provisions of the Planning Scheme in terms of levels of assessment and design intent of the particular form of development will apply.

The terms outlined in the Level of Assessment Tables are defined in the Structure Plan (see Section 8). Where no definition is provided the term will have the same meaning as that provided in the Planning Scheme.

TABLE 1A: Level of Assessment – Material Change of Use: Medium Density Residential Zone

COLUMN 1 USE	COLUMN 2 Assessment Category	COLUMN 3 Relevant Assessment Criteria
MATERIAL CHANGE OF USE		
<i>Detached House (refer to Section 2.3.1 for Detached House types)</i>	Self assessable – if 1. Maximum of 1 <i>detached house</i> on a lot AND 2. The probable solutions of the applicable design requirements are complied with.	<ul style="list-style-type: none"> • <i>Detached House Code</i> (Section 5.3) <p>Note: for self-assessable development that does not comply with one or more of the probable solutions contained within the <i>Detached House Code</i>, Council may act as a concurrence agency for building works approval.</p>
<i>Display Home</i>	Self assessable (where operating for less than 24 months).	<ul style="list-style-type: none"> • <i>Detached House Code</i> (Section 5.3)
<i>Duplex Dwellings</i>	Code assessable - if 1. The probable solutions of the applicable design requirements are complied with; and 2. On corner allotments and of 450m ² or greater; OR	<ul style="list-style-type: none"> • <i>Duplex Code</i> (Section 6.3)
	Code assessable - if 1. Where nominated on a Plan of Development; AND 2. The probable solutions of the applicable design requirements are complied with; OR	<ul style="list-style-type: none"> • <i>Duplex Code</i> (Section 6.3)
	Code assessable - if 1. Where nominated on Plan of Development; AND 2. The specific outcomes of the applicable design requirements are complied with; OR	<ul style="list-style-type: none"> • <i>Duplex Code</i> (Section 6.3)

Moreton Bay Regional Council

**ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)**

COLUMN 1 USE	COLUMN 2 Assessment Category	COLUMN 3 Relevant Assessment Criteria
MATERIAL CHANGE OF USE		
	Impact assessable - if 1. Not previously nominated on Plan of Development.	<ul style="list-style-type: none"> • <i>Duplex Code</i> (Section 6.3)
<i>Townhouse Units</i>	Code assessable - if 1. Where nominated on Plan of Development; AND 2. The probable solutions of the applicable design requirements are complied with; OR	<ul style="list-style-type: none"> • <i>Townhouse Code</i> (Section 7.0)
	Code assessable - if 1. Where nominated on Plan of Development; AND 2. The specific outcomes of the applicable design requirements are complied with; OR	<ul style="list-style-type: none"> • <i>Townhouse Code</i> (Section 7.0)
	Impact assessable - if 1. Not previously nominated on Plan of Development.	<ul style="list-style-type: none"> • <i>Townhouse Code</i> (Section 7.0)
<i>Local Utilities</i>	Exempt	None
<i>Park</i>	Exempt	None
<i>Road Purposes</i>	Exempt	None
<i>All Other Defined and Undefined Uses not covered above</i>	Impact assessable	Pine Rivers Shire Planning Scheme

TABLE 1B: Level of Assessment – Material Change of Use: Commercial Zone

COLUMN 1 USE	COLUMN 2 Assessment Category	COLUMN 3 Relevant Assessment Criteria
MATERIAL CHANGE OF USE		
<i>Amusement Premises</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Caretakers Residence</i>	Exempt	None
<i>Car Park</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Car Wash</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Catering Premises</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Commercial Services</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Communication Station</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Domestic Storage and Recreational Structures where <8% of the site area</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Hardware Centre</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Indoor Recreation</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Local Utilities</i>	Exempt	None
<i>Occasional Market</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Office</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Outdoor Recreation</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Outdoor Sales</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Park</i>	Exempt	None
<i>Place Of Worship</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Public Utilities</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Restaurant</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Retail Nursery</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)
<i>Retail Showroom</i>	<u>Code assessable</u>	<ul style="list-style-type: none"> • <u><i>Commercial Code</i> (Section 7.3)</u>
<i>Estate Sales Office</i>	Code assessable	<ul style="list-style-type: none"> • <i>Commercial Code</i> (Section 7.3)

Moreton Bay Regional Council

**ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)**

COLUMN 1 USE	COLUMN 2 Assessment Category	COLUMN 3 Relevant Assessment Criteria
MATERIAL CHANGE OF USE		
<u>Service Industry</u> <i>(no external air, noise or odour emissions from the site and can be suitably located with other non-industrial uses)</i>	<u>Code assessable</u>	• <u>Commercial Code</u> (Section 7.3)
Service Station	Code assessable	• <u>Commercial Code</u> (Section 7.3)
Shop <300m ² GFA	Code assessable	• <u>Commercial Code</u> (Section 7.3)
Shopping Centre <1,500m ² GLA	Code assessable	• <u>Commercial Code</u> (Section 7.3)
Special Use	Code assessable	• <u>Commercial Code</u> (Section 7.3)
Tourist Facility	Code assessable	• <u>Commercial Code</u> (Section 7.3)
Vehicle Hire Depot	Code assessable	• <u>Commercial Code</u> (Section 7.3)
Vehicle Sales Yard	Code assessable	• <u>Commercial Code</u> (Section 7.3)
Veterinary Clinic	Code assessable	• <u>Commercial Code</u> (Section 7.3)
<u>Warehouse</u>	<u>Code assessable</u>	• <u>Commercial Code</u> (Section 7.3)
All Other Defined and Undefined Uses not covered above	Impact assessable	Pine Rivers Shire Planning Scheme.

TABLE 2: Level of Assessment – Reconfiguration of a Lot:

COLUMN 1	COLUMN 2 Assessment Category	COLUMN 3 Relevant Assessment Criteria
RECONFIGURATION OF A LOT (#) (Standard Format Lots)		
<i>Reconfiguration of a Lot (#)(*)</i>	Code assessable – where the specific outcomes of the applicable design code are complied with.	<ul style="list-style-type: none"> • <u>Subdivision Code</u> (Section 4.3); • Material Change of Use (Preliminary Approval); and • Material Change of Use (Development Approval – Medium Density Development) – Frayne’s South Structure Plan (Subdivision Code)

(#)An application for Reconfiguration of a Lot will need to be supported by a Plan of ~~Development~~Subdivision, where the plan will illustrate the siting of a building envelope to serve as a control and to provide a level of guidance in terms of the ultimate form of development on the lot.

() where generally in accordance with the Structure Plan and ~~Future Subdivision Lot Layout Plan of Subdivision~~, and where the applicant can demonstrate that any minor change to the plan of reconfiguration would not constitute the likelihood of additional third party submissions and/or the introduction of a new concurrence or advice agency as defined under provisions of the Integrated Planning Act 1997);*

TABLE 3: Level of Assessment – Operational Works: Advertising Devices

COLUMN 1	COLUMN 2 Assessment Category	COLUMN 3 Relevant Assessment Criteria
<i>Advertising Devices</i>	Self Assessable – where complying with the Probable Solutions of the applicable code.	• <i>Signage Guideline</i>
	Code Assessable – where not meeting the Probable Solutions of the applicable code.	• <i>Signage Guideline</i>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

4.0 SUBDIVISION CODE

4.1 INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT REQUIREMENTS

The Overall Outcome sought by the Subdivision Code are to facilitate the creation of a range of lot types and sizes to suit all end users whilst providing for a level of identity and individuality that will serve to produce a unique, well planned, master community. The lot design will present an opportunity for energy efficient building design in turn producing a sustainable development. With the creation of legible road networks where the hierarchy of each is clearly demonstrated the final design will improve the functionality and purpose of the development in terms of the end users. The design should also promote a high level of walking and cycling through the inclusion of safe access routes and points of interest.

These subdivision requirements will apply to any subsequent reconfiguration application lodged with the Moreton Bay Regional Council that will bring about development of the Precinct. All lot development must be considered consistent with the provisions of the Subdivision Code.

4.2 ASSESSMENT REQUIREMENT

An application for Reconfiguration of a Lot will need to be supported by a Plan of Development.

4.3 DEVELOPMENT REQUIREMENTS TABLE

Assessment Criteria

Specific Outcomes	Probable Solutions						
Lot layout – Single Detached Housing and Community Titled Residential Development(Standard Format Lots)							
SO 1 Residential lots have appropriate area and dimensions for:- (1) siting and construction of a dwelling and ancillary outbuildings; (2) the provision of private open space; (3) convenient and safe vehicle access; and (4) on site car parking.	PS 1.0 The residential lot reconfiguration must conform to Table 4.						
SO 2 Residential lots do not contain major drainage flow paths.	PS 2.0 The residential lots do not contain overland flow paths for the 100 year ARI storm event.						
SO 3 Residential lots have adequate freeboard to major flood levels in rivers, creeks, watercourses and engineered open drains to facilitate dwelling construction without the need for levies or special dwelling design for flotation.	PS 3.0 The residential lots are developed to the following finished surface levels: <table border="1" data-bbox="810 1346 1324 1525"> <thead> <tr> <th>Location</th> <th>Minimum Development Level Requirements</th> </tr> </thead> <tbody> <tr> <td>Adjacent rivers, creeks and watercourses</td> <td>Q100 flood level + 750mm</td> </tr> <tr> <td>Adjacent engineered channels</td> <td>Q100 flood level + 500mm</td> </tr> </tbody> </table>	Location	Minimum Development Level Requirements	Adjacent rivers, creeks and watercourses	Q100 flood level + 750mm	Adjacent engineered channels	Q100 flood level + 500mm
Location	Minimum Development Level Requirements						
Adjacent rivers, creeks and watercourses	Q100 flood level + 750mm						
Adjacent engineered channels	Q100 flood level + 500mm						
SO 4 Residential lot road frontages have sufficient width to allow easy and safe access.	PS 4.0 The provision of sufficient access arrangements must be demonstrated where applicable on the Plan of Development for each stage or precinct of the Frayne's South Development. The lot frontages must be compliant with the requirements for lot sizing set out in Table 4.						
SO 5 The layout ensures that residents are not exposed to unreasonable electromagnetic fields (from powerlines) exceeding 2m G is minimised.	PS 5.0 Residential lots are not exposed to electro-magnetic fields (from powerlines >33kV) exceeding 2mG (average).						
Lot layout – Medium Density Terrace Lots (250m²), Medium Density Town Villa Lots (265.5m²) and Medium Density Town Premium Villa Lots (312.5m²)							
SO 6 The majority of lots are situated close to public open space.	PS 1.0 Lots are located adjacent to or within 200m walking distance of public parkland.						
SO 7 Lots are to be varied in size so as to support a mix of housing options.	PS 7.0 Lots are utilised in precincts with a mix of larger lot sizes.						
SO 8 Lots are not to be located on steep slopes.	PS 8.0 Lots are to be located on slopes <10%						
SO9 The lot layout supports housing that achieves sustainable design for climate principles.	PS 9.0 The majority of long boundaries are within the following orientation ranges						

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	<ul style="list-style-type: none"> • 20° west of true north to 30° east of true north (340° - 30°); or • 20° north of true east to 30° south of true east (70° - 120°); or • 20° east of true south to 30° west of true south (160° - 210°); or • 20° south of true west to 30° north of true west (250° - 300°).
Lot Layout – Other Land Uses	
<p>SO 10 Lots other than residential lots, detailed in Table 4, are to have appropriate area and dimensions for:-</p> <ol style="list-style-type: none"> (1) siting and construction of the proposed use; (2) the provision of landscaping on site; (3) convenient and safe vehicle access; and (4) on site car parking. 	<p>PS 10.0 Lots other than residential lots, detailed in Table 4, are to be have appropriate area and dimensions consistent with the Reconfiguration of a Lot provisions under the PineRiversPlan, if applicable.</p>
Storm water Management	
<p>SO 11 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon residential lots.</p>	<p>PS 11.0 The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the 100 year ARI storm event without allowing the flows to encroach upon residential lots. Overland flow paths (for any storm event) from roads and public open space areas do not pass through residential lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.</p>
<p>SO 12 Stormwater drainage pipes and structures through or within private land are protected by easements in favour of Council with sufficient area for practical access for maintenance.</p>	<p>PS 12.0 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with areas and dimensions conforming to Council's Standards in the PineRiversPlan.</p>
<p>SO 13 The stormwater quality management system:</p> <ol style="list-style-type: none"> (1) Optimises the inception, retention and removal of waterborne pollutants prior to discharge to receiving waters. (2) Minimises the environmental impact of stormwater on surface and underground receiving water quality. (3) Minimises the environmental impact of stormwater on natural waterway configuration. (4) Minimises the environmental impact of stormwater on existing natural wetlands and vegetation. 	<p>PS 13.0</p> <ol style="list-style-type: none"> (a) The stormwater management system complies with Council's standards and the relevant requirements for Saltwater Creek. (b) Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.
Road Networks	
<p>SO 14 The road network has clear structure and component streets conforming to their function in the network.</p> <p>SO 15 The road network has clear physical distinctions between each type of street. The distinctions are to be based on function, legibility, convenience, traffic volume, vehicle speeds, public safety and amenity.</p> <p>SO 16 The road network accommodates the following primary functions:</p> <ol style="list-style-type: none"> (1) access to residences; (2) car parking for visitors; (3) social and activity space; (4) stormwater drainage paths (minor and major storms); (5) public transport on Collector Streets; (6) utility services location; and (7) setting and approach (streetscape and landscape) for adjoining residences. <p>SO 17 The road network is sufficient to accommodate adequate verge and carriageway width for the primary functions listed in specific outcomes above.</p>	<p>PS 14.0 – 17.0 The overall road network must be generally in accordance with that shown on the Frayne's South Structure Plan. For the provision of full carriageway and verges with construction to include all associated works being services, street lighting and line marking. Testing of the existing pavement is also to be carried out to confirm whether the works meet Council's <i>Planning Scheme Policy PSP 28</i> of the PineRiversPlan.</p>
<p>SO 18 The road network has a high degree of "legibility" to road users</p>	<p>PS 18.0 Carriageway widths decrease with lower order streets as per Council's <i>Planning Scheme Policy PSP28</i> of the PineRiversPlan.</p>
<p>SO 19 The road network provides more than one access route (at all stages of development) for residential areas containing a significant number of residential lots.</p>	<p>PS 19.0 The residential area is served by more than one access route to the Major Road system when the number of residential lots exceeds 100.</p>

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
SO 20 The road network facilitates walking and cycling within the neighbourhood and to local activity centres.	PS 20.0 Wherever practicable pathways are provided to link streets giving direct convenient pedestrian and cyclist access within the neighbourhood.
SO 21 All new <i>Council</i> controlled roads are fully constructed to meet user requirements with minimum maintenance costs.	PS 21.0 All new Council controlled roads are fully constructed to Council's standards in <i>Planning Scheme Policy PSP 28</i> .
SO 22 Sealed and flood free road access during minor storms is available to the <i>site</i> from the nearest Major Road.	PS 22.0 Sealed and flood free road access (being to Q 100 levels) is to be available to the <i>site</i> from the nearest Major Road.
SO 23 Access roads to the development remain trafficable during major storm events.	PS 23.0 Access roads or streets to the development have drainage systems that conform with Council's <i>Planning Scheme Policy PSP 28 - Civil Infrastructure Design, Part 2, Section 4.7.0 of the PineRiversPlan</i> .
SO 24 The road network is designed with due consideration to the existing natural environment.	PS 24.0 The road network design takes into account:- (a) streetscapes that may be created; (b) protection of topography and vegetation; (c) opportunities for views and vistas; and (d) protection of natural drainage and open space systems.
SO 25 Residential streets do not operate as through traffic routes for externally generated traffic while limiting the length of time local drivers need to spend in a low speed environment.	PS 25.0 The street layout discourages through traffic by the use of speed control and road alignment.
SO 26 Residential streets are designed to reduce traffic speeds and volume to acceptable levels with most dwellings fronting streets with low traffic volumes.	PS 26.0 All residential lots have a frontage road maximum design speed of 40km/h.
SO 27 The road network provides for the cost-effective provision of public utilities.	PS 27.0 The roads accommodate appropriate corridors for all public utilities in accordance with the <i>PineRiversPlan</i> .
Pedestrian and Cyclists Networks	
SO 28 The minor roads and pathway network provides pedestrian and cyclist routes with connections to adjoining minor roads and major roads, open spaces and activity centres. SO 29 The pedestrian and cyclist routes are designed to provide the shortest and most convenient links between each residential precinct and major attractions such as schools, shops, sporting facilities, bus routes (existing and planned) and railway stations.	PS 28.0 Pathways are provided between roads to allow safe and convenient access for pedestrians and cyclists. Routes are to be incorporated into the road verge (through line marking) where no separate pathway has been provided. PS 29.0 Pathways are provided between roads to allow safe and convenient access for pedestrians and cyclists. Routes are to be incorporated into the road verge (through line marking) where no separate pathway has been provided.
SO 30 Public access is provided to all public open space areas.	PS 30.0 Rivers and water bodies when necessary to be consistent with and complement existing access arrangements and in accordance to the function of those areas.
SO 31 Pedestrian and cyclist routes are designed to provide for safe, attractive and convenient movement of cyclists between each residential precinct and major attractions such as schools, shops, sporting facilities, bus routes (existing and planned) and railway stations. SO 32 The pedestrian and cyclist routes are safe, attractive and efficient, running largely along public spaces (streets, park and open space) where a high level of surveillance is possible.	PS 31.0 Pedestrian and cyclist routes are in accordance with Council's Standards and Bikeways Plan as per <i>Planning Scheme Policy PSP27</i> and <i>Planning Scheme Policy PSP28</i> . PS 32.0 Pedestrian and cyclist routes are in accordance with Council's Standards and Bikeways Plan as per <i>Planning Scheme Policy PSP27</i> and <i>Planning Scheme Policy PSP28</i> .
Public Transport	
SO 33 The majority of residential lots are within convenient walking distance of an existing or potential bus route.	PS 33.0 Pedestrian links are to be utilised to encourage connectivity to public transport nodes.
SO 34 The alignment and geometry of roads that form identified bus routes allow for efficient and unimpeded movement of buses without facilitating high traffic speeds. <i>Note: Bus routes should be design and provided in accordance with the Bus Route Plan.</i>	PS 34.0 Bus routes have a minimum road width of 20m and carriageway width of 9.5m. The maximum grade of the bus route is 12%. PS 34.1 Bus routes are to comply with Schedule 1 of the <i>Transport Planning and Coordination Regulation 2005</i> , as per Council's <i>Planning Scheme Policy PSP28</i> of the <i>PineRiversPlan</i> .
Landscaping	

Moreton Bay Regional Council

**ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)**

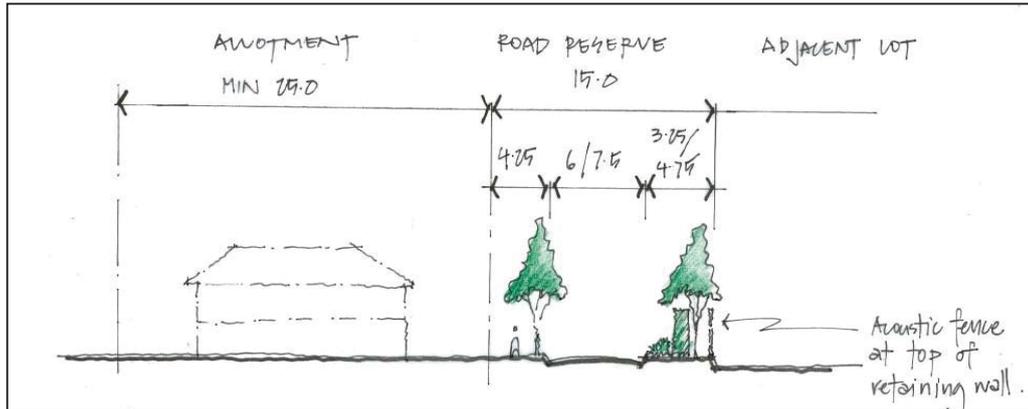
Specific Outcomes	Probable Solutions
SO 35 All associated Landscaping must be consistent with the overall landscape intent and design principles for the greater Frayne's South Development.	<p>PS 35.1 Landscaping within the development must:-</p> <ul style="list-style-type: none"> (a) be predominantly native planting species; (b) unify the sector through planting type, texture, colour and hard landscaping elements; (c) be in scale with the buildings and outdoor spaces; (d) create a comfortable and attractive environment; (e) screen utility installations from public view; (f) ensure that planting effects are contextually appropriate within the broader landscape strategy for the development; (g) achieve an aesthetic balance of en masse groundcover planting, shrub planting and canopy tree planting; (h) ensure that if plant species are chosen which are different for the purpose of creating visual and horticultural interest, they are nevertheless compatible aesthetically and ecologically with each of the other species chosen for the various areas as per Council's <i>Planning Scheme Policy PSP30 and Planning Scheme Policy PSP33</i> of the PineRiversPlan. <p>PS35.2 The species of trees, shrubs and ground covers used road reserves are to be selected from the Plant List in <i>Annex B</i>. Plants of similar characteristics may be substituted for a species in the Plant List and other plant types may be permitted, if approved by Council and the Developer.</p>
SO 36 Streetscape landscaping design must be consistent with the overall landscape intent and design principles for the greater Frayne's South Development.	<p>PS 36.1 The locations of street planting along the residential streets within the stages are shown indicatively on the staged Landscape Plan. This plan also shows the indicative locations and alignments of carriageways and pathways which may be provided.</p> <p>PS 36.2 The final landscaping and planting within road reserves of the stage, including details on planting size, layout and density, must be carried out in conformity with Landscape and Planting Plans prepared in accordance with the requirements of this code by a qualified Landscape Architect. These plans must be submitted to, and approved by, the Council at the time of lodging a development application for operational works or building works.</p>
Public Open Space	
SO37 Sufficient public open space is provided that is centrally located to service the needs of residents.	<p>PS 37.1 A minimum of 8% of open space/parkland is required as follows:</p> <ul style="list-style-type: none"> (a) if an integrated development between the combined part Lot 200 SP198678 and part Lot 201 on SP236568, over the combined residential area of those lots; or (b) The residential area within Lot 200 on SP198678 in the event the lot develops exclusively. <p>PS 37.2 Active parkland is to be bounded by road on three sides.</p>
Buffers to Non-Residential Land Uses	
SO 38 Appropriate buffers are in place to provide attenuation and visual separation where there are adjoining non-residential properties.	<p>PS 38.0 Separation between lots with non-compatible land uses is adhered by either of the following:</p> <p>Option A: Road Reserve – Using standard engineering cross sections and with all services located within the verge adjacent the housing the opposite verge is entirely available for landscape planting. This will result in no net change to the road reserve width/depth and deliver not less than a 3m landscape buffer integrated within a neighbourhood street. Refer to the Option A diagram below.</p> <p style="text-align: center;">OR</p> <p>Option B: Landscape Buffer within a Residential Lot -</p>

Moreton Bay Regional Council

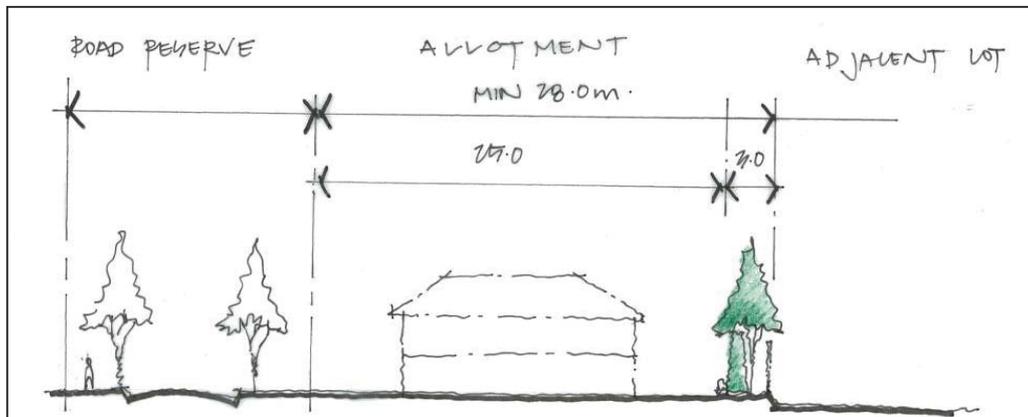
ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	Where lots adjoin the acoustic fence, additional 3 metres width/depth is added beyond the standard setback provisions to accommodate landscape buffer planting. Refer to the Option B diagram below.

Option A: Illustration of a road reserve acting as a buffer.



Option B: Illustration of a 3m landscape buffer within a residential lot.



Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

TABLE 4: KEY RESIDENTIAL DESIGN & SITING REQUIREMENTS SUMMARY

LOT TYPE	MIN. LOT SIZE (m ²)	MINIMUM BUILDING SETBACKS (Refer to Note 1)										PRIVATE OPEN SPACE (POS)			MINIMUM CAR PARKING PROVISION (Refer to Note 2)		OTHER REQUIREMENTS (Refer to Note 3)	
		Typical Av. Lot Width (m)	Mandatory Zero Lot Line [as shown on Sector Plan Map]	FIRST STOREY				SECOND STOREY				Indicative Location of POS shown on Sector Plan Map	Minimum Area (m ²)	Minimum Circle Diameter (m)	On-site	Visitor parks	Maximum Building Site Cover (%)	Indicative Driveway Location shown on Sector Plan Map
				Front (m) [Subject to additional garage setbacks where relevant]	Rear (m)	Side Setback (m) [for non ZLL boundary]	Secondary Street Setback (for corner lots)	Front (m)	Rear (m)	Zero Lot Line	Side Setback (m)							
Medium Density - Terrace	250.0	8.5	Yes	3	3	1.0	1.5	3	3	1.0 ¹	1.5	Yes	20	4.5	2	0.5	50	Yes
Medium Density - Town Villa	262.5	10.5	Yes	3	3	1.0	1.5	3	3	1.0	1.5	Yes	20	4.5	2	0.5	50	Yes
Medium Density - Town Premium Villa	312.5	12.5	Yes	3	3	1.0	1.5	3	3	1.0	1.5	Yes	20	4.5	2	0.5	50	Yes
Villa	320.0	10	Yes	3	3	1.0	1.5	3	3	1.0	1.5	Yes	25	5	2	0.5	50	Yes
Patio	350.0	14	No	3	3	1.5	1.5	3	3	1.0	1.5	Yes	25	5	2	0.5	50	Yes
Premium Villa	400.0	12.5	Yes	3	6 ²	1.0	1.5	3	6	1.0	1.5	Yes	40	5	2	0.5	50	Yes
Courtyard	450.0	14	No	3	6 ²	1.5	1.5	3	6	1.5	2	Yes	40	5	2	0.5	50	Yes
Premium Courtyard	512.0	16	No	3	6 ²	1.5	1.5	3	6	1.5	2	Yes	40	5	2	0.5	50	Yes
Traditional	575.0	18	No	4.5	6 ²	1.5	3.0	4.5	6	1.5	2	Yes	60	5	2	0.5		
Premium Traditional	640.0	20	N/A	4.5	6 ²	1.5	3.0	4.5	6	N/A	2	No	-	-	3	0.5	50	No (except where specific access location required)
Duplex Dwelling	450.0	158	No	3	3	1.05	1.5	3	3	1.0	1.5	No	20m ² (per unit)	5 (per unit)	2 (per unit)	0.5	50 (per unit)	Yes
Townhouse Units	800.0	18	N/A	4	6 ²	1.5	1.5	4	6	N/A	1.5	No	40 (ground lvl)	4	1.5	0.5	50	Yes

1 The side setback distance to the second storey may be reduced to ZLL where the side boundary adjoins the ZLL of another Terrace Lot or where exclusively to accommodate a stairwell access, for a length of not more than 6m.

2 Where a 6m setback is required a portion of the dwelling may extend to an absolute minimum rear setback of 3m. Where the portion of the dwelling (including patios, verandahs and pergolas) located between the 6m and 3m rear setback zone is not permitted to exceed 60% of the lot width measured across the rear boundary.

3 The side setback may be reduced to 1m exclusively to accommodate a stairwell access, for a length of not more than 5m.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

**SUMMARY OF PROBABLE SOLUTIONS FOR LOT TYPES
IMPORTANT NOTES ON TABLE 4**

Note 1. MINIMUM BUILDING SETBACKS

- The minimum building setbacks outlined in Table 4 and illustrated on any Plan of Development do not take into account any features of the land, existing or proposed easements, and/or other underground services which may require increased building setbacks;
- The design of the development has taken into consideration the visibility at intersections and the amenity of the proposed neighbourhood. Consequently, for the purposes of the Queensland Development Code and Standard Building Regulations (i.e. corner truncations setbacks), further application for corner truncation setbacks is not required, provided that the setback is specifically dimensioned and referenced on the Plan of Development;
- Where a setback is specifically dimensioned and referenced on the Plan of Development, the Plan of Development will prevail over Table 4;
- On Traditional lots, unenclosed spaces such as verandahs, terraces, balconies, and pergolas may project into the front setback by a maximum distance of 1.5 metres provided the outermost projection is no closer than 3 metres from the front boundary.
- Where a non-mandatory zero lot line is not utilised on a Traditional, Premium Courtyard and Courtyard lot or for the balance of any dwelling not built to this boundary, it must comply with the relevant side setback requirement for that lot type. A zero lot line tolerance of up to 250mm is permitted to accommodate a gutter overhang. Where the 250mm tolerance is used, fencing to the zero lot line boundary must not be provided for this length of external wall.
- Eaves excluding gutters are permitted to extend up to 600mm within setback areas (other than where buildings are built to a zero lot line boundary), provided that a minimum side boundary clearance from eaves and gutters of 400mm is provided.
- Where a lot contains an acoustic fence, setbacks are to be from the alignment of the fence (not the boundary).

Note 2. CAR PARKING PROVISION

- At least one on-site parking space is to be covered;
- Villa, Medium Density- Terrace, Medium Density – Town Villa lot are only permitted to have a single width garage, (however, a second covered car parking space may be provided in a tandem garage arrangement) except where a two storey dwelling is provided.
- Where a single garage is proposed on any lot, a minimum front setback of 5.5 metres is required for the garage.
- Where a double garage (including tandem) is proposed on any lot (not including Traditional and Premium Traditional Lots) a minimum front setback of 4m is required for the garage.
- Where a third on-site parking space is required (i.e. For Premium Traditional Lots), the minimum front setback for a double garage will be 4.5 metres.
- On-street car parking is to be provided at the rate of one space per two lots.

Note 3. BUILDING SITE COVERAGE

- Except for Premium Traditional lots, pergolas, gazebos, verandahs, shade structures and other leisure and recreational purpose areas (whether fully roofed or not) are permitted as additional building site coverage to a further maximum of 10% of the total site area.

**ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)**

5.0 DETACHED HOUSE CODE

5.1 INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT CODE

The Overall Outcome sought by the Detached House Code is to facilitate the creation of housing product range to suit a wide range of lot sizing. The Code allows for a variation in the built form to achieve a level of individuality that will serve to create a sense of place for the end user. Particular aspects of the Code provide an extensive list of options in terms of materials and building methods to realize a built form that will promote a welcoming community. The Frayne's South Structure Plan incorporates the requirements for detached housing on Terrace Lots, Town Villa Lots, Traditional Lots, Premium Traditional, Courtyard Lots, Premium Courtyard, Town Premium Villa Lots, Villa Lots, Patio Lots and Premium Villa Lots with the Design Code providing specific requirements relating to setbacks and car parking provision for each specific lot type.

The following requirements provides for a level of regulation in terms of the built form and as indicated previously are considered to represent a range of probable solutions in terms of housing design.

5.2 APPLICATION OF THE CODE

These requirements will apply to any lot as nominated on the Plan of Development lodged with the Moreton Bay Regional Council as part of an application for Reconfiguration of a Lot that will bring about residential development of the Precinct.

5.3 DEVELOPMENT REQUIREMENTS TABLE

Assessment Criteria – Detached House

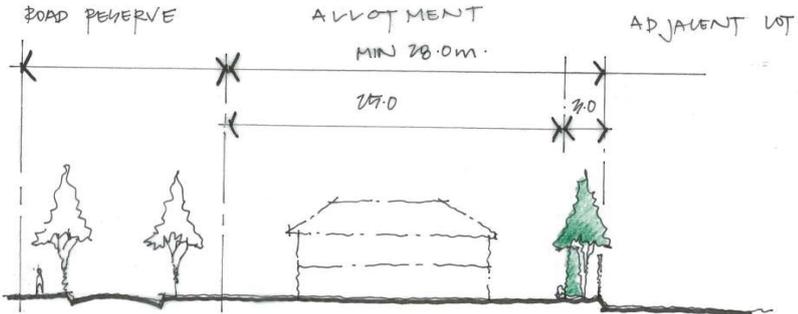
Specific Outcomes	Probable Solutions
Overall Site Cover	
<p>SO 1 The development takes a form which gives recognition to, and does not detract from, the character of development on adjacent land and other land in the general vicinity of the site. Building size is consistent with that prevailing in the locality and buildings are of a domestic scale in their footprint and height.</p>	<p>PS 1.1 Buildings shall be restricted to a maximum height of 2 storeys (10 metres) above natural ground surface. Attics which are wholly contained within the roof space are not defined as a storey.</p> <p>AND</p> <p>PS 1.2 Where a two storey dwelling is proposed, the upper storey must extend for at least 50% of the total width of the dwelling (including the garage and verandahs) as viewed from all street frontage.</p> <p>AND</p> <p>PS 1.3 The building footprint does not exceed the percentage stated in Table 4.</p> <p><i>Site coverage, as specified for each lot type in Table 4, is defined as that portion of a site covered by a building (including garages), fixed structure, or outdoor storage area, but not including unroofed parking areas and roof eaves. Pergolas, gazebos, verandahs, shade structures and other leisure and recreational purpose areas (whether fully roofed or not) are included in site coverage. Except for Premium Traditional lots, the above semi-enclosed outdoor structures are permitted to a further maximum building site coverage of 10% of the total lot area.</i></p> <p>AND</p> <p>PS 1.4 Where the Plan of Development nominates the Patio lot type, patio lots may be one or two storeys.</p>

Moreton Bay Regional Council

**ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)**

Specific Outcomes	Probable Solutions
Setbacks:	
<p>SO 2 The proximity of the house to each frontage and side or rear boundary:- (1) does not adversely impact on the existing or desired streetscape for the area; (2) is in keeping with the desired or established character of the area; and (3) does not result in adverse effects on the safe and efficient operation of the vehicle carriageways and pedestrian thoroughfares within the frontage road.</p>	<p><i>Where the Plan of Development Nominates the Lot Type: <u>For Traditional and Premium Traditional Lots:</u></i> PS 2.1 For sites with a single road frontage, front setback requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply. AND PS 2.2 For sites with more than one road frontage, the house is located from other secondary roads no closer than 3m to the road boundary, unless nominated otherwise on the Plan of Development. <i>For Courtyard Lots, Premium Villa Lots, Villa Lots, Terrace Lots, Patio Lots, Premium Courtyard, Town Villa Lots and Town Premium Villa Lots:</i> PS 2.3 For sites with a single road frontage, front setback requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply. AND PS 2.4 For sites with more than one road frontage, the house is located from other secondary roads no closer than 1.5m to the road boundary, unless nominated otherwise on the Plan of Development.</p>
<p>SO 3 The proximity of the house to the side and rear boundaries of the land does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the site.</p>	<p><i>Where the Plan of Development Nominates the Lot Type: <u>For Traditional and Premium Traditional Lots:</u></i> PS 3.1 For Rear Boundary Setbacks requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply, unless nominated otherwise on the Plan of Development. AND PS 3.2 For all Side Boundary Setbacks the requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply, unless nominated otherwise on the Plan of Development. <i>For Courtyard Lots, Premium Villa Lots, Villa Lots, Terrace Lots, Patio Lots, Premium Courtyard, Town Villa Lots and Town Premium Villa Lots:</i> PS 3.3 For all Rear Boundary Setbacks the requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply, unless nominated otherwise on the Plan of Development. AND/OR PS 3.4 For all Side Boundary Setbacks the requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply. <i>It is noted that Side entry canopies or gateway structures over dwelling entries are permitted within the side boundary setback area.</i></p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
Private Open Space and Landscaping	
<p>SO 4 All private open space and landscaping is to be designed to ensure useability and amenity is enhanced in terms of the built environment.</p>	<p>PS 4.1 The preferred location of the private open space nominated in Table 4 for each lot type is shown on the Plan of Development. Although other locations are acceptable having regard to the natural features of the lot, desirable northerly orientation, view opportunities and housing layout.</p> <p>AND</p> <p>PS 4.2 All private open space is to be designed to ensure useability, e.g. entry courts, outdoor living areas or service areas must demonstrate a clear relationship to the internal living area of the dwelling.</p> <p>AND</p> <p>PS4.3 The preferred location of the private open space nominated in Table 4 for each lot type other than Premium Traditional lots is shown on the future Plan of Development (equivalent to the Sector Plan Maps in North Lakes), although other locations within each lot are acceptable having regard to the natural features of the lot, desirable northerly orientation, view opportunities and housing layout.</p> <p>AND</p> <p>PS4.4 Major private open space is to have a maximum gradient of 1 in 10.</p>
<p>SO 5 Appropriate buffers are to be in place to provide attenuation and visual separation where there are adjoining non-residential properties.</p>	<p>PS 5.0 Where lots adjoin non-residential properties, an additional 3 metres width is added beyond the standard setback provisions to accommodate landscape buffer planting. See Option A diagram below.</p>
 <p>Option A: Illustration of a 3m landscape buffer within a residential lot.</p>	
Building and Streetscape Appearance	
<p>SO 6 All dwellings are required to present appropriate rooms and windows to the street</p>	<p>PS 6.0 All lots are required to present appropriate rooms and windows to the street, according to the lot type as listed below:</p> <p>PS 6.1 Where the site frontage is 18.0 metres or greater, dwellings are required to satisfy one of the following:</p> <p>(a) Two habitable rooms and windows facing the street; or</p> <p>(b) One or more habitable rooms which comprise a minimum internal width of 5.4 metres (excluding the width of the entry foyer), to be measured in the same plane as the front alignment of the garage. Significant glazing must be provided to this frontage proportional to the size of the room provided.</p> <p>OR</p> <p>PS 6.2 Where the site frontage is less than 18.0 metres with one or more habitable rooms; significant glazing must be provided to this frontage proportional to the size of the room provided.</p>

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	<p>AND</p> <p>PS 6.3 Where a two-storey dwelling is proposed, the requirement for habitable rooms and windows can be either fully or partly satisfied on the second storey.</p> <p>OR</p> <p>PS 6.4 Where a two-storey dwelling is proposed on a site with a frontage between 8.6m and 10.5m inclusive, and the requirement for the habitable rooms is fully satisfied on the second storey, dwellings are required to satisfy the following additional criteria:</p> <p>(a) to provide for appropriate presentation to the street the dwelling must either:</p> <ol style="list-style-type: none"> 1. recess the garage at least 1m behind the alignment of the second storey and have a minimum of 20% of the facade area of each dwelling (including garage or car port) facing the street shall be windows or glass; <p>OR</p> <ol style="list-style-type: none"> 2. where the garage or carport is not recessed, the façade must: <ol style="list-style-type: none"> (a) have a minimum of 20% of the facade area of each dwelling (including garage or car port) facing the street shall be windows or glass; and (b) include a second storey verandah with a minimum width of 50% of the dwelling and minimum depth of 1200mm, and must not protrude into the front setback identified in Table 1. <p>OR</p> <p>PS 6.5 Where the site frontage is 8.5m or less, dwellings must:</p> <p>(a) have a minimum of 15% of the facade area of each dwelling (including garage or car port) facing the street or other public area as window or glass;</p> <p>(b) one or more habitable rooms (with windows) facing the street; and</p> <p>(c) the front entry must be identifiable from the lot frontage, either through:</p> <ol style="list-style-type: none"> 1. location of a portico (minimum area of 4m² and depth of 1.5m) not less than one (1) metre in front of the main building line (note: columns and other support elements are to be light weight/slim profile with limited masonry); or 2. where the door is more than 2m behind the main building line, the provision of a roof element, portico, façade extension or other lightweight entry feature at the building line (note: the door must face the street, side facing doors are not permitted). <p>AND/OR</p> <p>(d) where a two-storey dwelling is proposed, and the requirement for the habitable rooms is fully satisfied on the second storey, dwellings are required to satisfy the following additional criteria:</p> <ol style="list-style-type: none"> 1. to provide for appropriate presentation to the street the dwelling must either:

Moreton Bay Regional Council

**ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)**

Specific Outcomes	Probable Solutions
	<p>(a) recess the garage at least 1m behind the alignment of the second storey and have a minimum of 20% of the facade area of each dwelling (including garage or car port) facing the street shall be windows or glass;</p> <p>OR</p> <p>(b) where the garage or carport is not recessed, the façade must:</p> <p>(i) have a minimum of 20% of the facade area of each dwelling (including garage or car port) facing the street shall be windows or glass; and</p> <p>(ii) include a second storey verandah with a minimum width of 50% of the dwelling and minimum depth of 1200mm, and must not protrude into the front setback identified in Table 1.</p> <p>PS 6.6 Identical facades must not be located adjacent to or opposite each other.</p>
External Structures (sheds, pergolas and sails) (#)	
SO 7 Provision of a ground level pergola.	<p>PS 7.1 Ground level open type pergolas may be built abutting any side boundary. No part of any such structure abutting a side boundary is to be attached to the wall of an adjoining building.</p> <p>PS 7.2 Parapet walls are not permitted if a dwelling is required to be built to a side boundary.</p>
Boundary Fencing and retaining walls	
SO 8 Provision of boundary fencing must not dominate landscaping or built form.	<p>PS 8.1 In order to ensure a predominance of landscaping in front of buildings and hence more attractive streetscapes, front fencing is not permitted other than for:</p> <p>(a) secondary street frontages on corner lots (PS 8.3); or</p> <p>(b) screening to front courtyards for individual dwellings (PS 8.2); or</p> <p>AND</p> <p>PS 8.2 Where the lot is identified as a Medium Density – Terrace, Medium Density – Town Villa or a Medium Density – Town Premium Villa the following additional elements are required to enclose a front private courtyard and not exceed 50% of the lot width.</p> <p>AND</p> <p>PS 8.3 Fencing on the secondary street frontage of corner blocks must:</p> <p>(a) Be a maximum of 1.8 metres high (except where in accordance with an approved acoustic report);</p> <p>(b) Not extend for greater than 50% of the length of the secondary street boundary if solid fencing (less than 25% transparent when viewed directly on) is proposed; and</p> <p>Note: Solid pre coloured metal fencing is not permitted on the secondary street frontage of a corner block.</p> <p>AND</p> <p>PS 8.4 All side and rear fencing must be:</p> <p>(a) A maximum of 1.8 metres high (except where in accordance with an approved acoustic report);</p> <p>(b) Constructed of treated timber paling; and</p> <p>(c) Set back 1 metre behind the front wall of the dwelling.</p>
SO 9 Provision of boundary fencing must not dominate landscaping or built form.	<p>PS 9.1 Vertical retaining walls must be no more than 1 metre above natural ground level. All earthworks greater than 1</p>

Moreton Bay Regional Council

**ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)**

Specific Outcomes	Probable Solutions
	<p>metre in height must be stepped with a minimum 500mm landscape area between the walls. Retaining walls facing the street must be constructed from stone or masonry to match the dwelling. Timber retaining walls may be constructed along side boundaries and rear boundaries. Timber retaining walls may protrude forward of the front building line provided the wall tapers to meet the finished ground line at the front property boundary.</p> <p>AND</p> <p>PS 9.2 An integrated front private courtyard fence and retaining wall is permitted, provided that the total height of the combined front fence and retaining wall does not exceed 1.8m in height. Alternatively, the front private courtyard fence must be setback a minimum of 1.0m from the top of the retaining wall and incorporated with landscaping to the street frontage.</p> <p>PS 9.3 A building or structure and any retaining wall on a lot is to be structurally independent of a building or structure or retaining wall on an adjoining lot.</p>
Vehicle Parking and Access (all lot types)	
SO 10 Adequate car parking facilities within a reasonable walking distance of an access door to the detached house are provided on the site for use by residents and visitors to the land.	PS 10.1 For all Car Parking, the requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply.
Garage and Carport Design (all lot types)	
SO 11 All garage and carports must complement the built form but not detract from or dominate the façade of the detached house.	<p>PS 11.1 All garages and carports must incorporate the following design parameters:</p> <p>(a) Be set back a minimum one (1) metre from the front building line (the front building line is a line containing no less than 3.4 metres of the dwelling excluding unenclosed spaces) or where a two storey section extends over no less than 50% of the garage, the garage may be in line with second floor; and</p> <p>(b) Occupy no more than 55% of the length of the frontage of single storey homes;</p>
On Site Driveway (all lot types)	
SO 12 One driveway is required for each lot, and must be completed prior to occupation of the dwelling. The driveway must facilitate access whilst complementing the built form.	<p>PS 12.1 One driveway is required for each lot, and must be completed prior to occupation of the dwelling.</p> <p>AND</p> <p>PS 12.2 Indicative Vehicular Access locations are shown on the Plan of Development for certain traditional lots where special locational circumstances dictate the need for more specific access requirements and must be complied with unless otherwise approved. Other access point locations are acceptable where:</p> <p>(a) The garage is not built to a zero lot line; or</p> <p>(b) Site specific issues warrant a different driveway location (e.g. as a response to land form, streetscape works or manoeuvrability requirements for vehicles).</p> <p>AND</p> <p>PS 12.3 The maximum grade for driveways is 1:5 except for lots which have a single garage, where additional carparking spaces are to be provided on the driveway, a maximum grade of 1:8 is required. The profile of the section of driveway between the front property boundary and the kerb is to follow the Council approved grade.</p> <p>AND</p> <p>PS 12.4 If a footpath has been constructed in front of the property the driveway must abut and not cut through the footpath. The balance of the driveway between the footpath and the kerb may be either plain concrete to match the footpath.</p> <p>AND</p> <p>PS 12.5 If a crossover is provided and not used then it must</p>

Moreton Bay Regional Council

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Specific Outcomes	Probable Solutions
	be removed and the verge and kerb must be constructed at the owners cost, to Council's standard.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

(ii) DUPLEX CODE

a. INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT REQUIREMENTS

The following requirements provide for a level of regulation in terms of the built form and are considered to represent a range of probable solutions in terms of housing design for Duplexes.

The Assessment Criteria apply to both the Reconfiguration of a Lot and the Material Change of Use component for duplexes. Duplex sites must first be nominated in a Plan of Development (refer to Section 4) as part of a Reconfiguration of a Lot application. An application for reconfiguring a lot is only required to address the "Development Site Limitations" and "Boundary Setback" requirements in the table in Section 6.3. The balance of the requirements in the table in Section 6.3 applies to a Material Change of Use application for a Duplex Dwelling site on an approved Plan of Development.

b. APPLICATION OF THE CODE

These Requirements will apply to any subsequent Material Change of Use lodged with the Moreton Bay Regional Council that will bring about residential development in the form of a duplex. The approved Plan of Development will nominate in the first instance the location of these land uses. To the extent that the application does not or cannot provide specific development outcomes and solutions or where a Duplex is proposed on a lot not previously nominated for such a use then the provisions of the Planning Scheme in terms of levels of assessment and design intent of the particular form of development will apply.

c. DEVELOPMENT REQUIREMENTS TABLE

Assessment Criteria

Specific Outcomes	Probable Solutions
Development Site Limitations	
<p>SO 1 The overall development site is of a size and shape which adequately accommodates the siting and use of all buildings, structures and other facilities in a manner which:-</p> <p>(1) does not adversely impact on the existing or desired streetscape for the area; and</p> <p>(2) is in keeping with the desired or established character of the area; and</p> <p>(3) Provides for the open space and recreational needs of the occupants and their bonafide visitors.</p>	<p>PS 1.1 The development site has been nominated on an approved Plan of Development.</p> <p>AND</p> <p>PS 1.2 Buildings shall be restricted to a maximum height of 2 storeys (being 10.0 metres) above natural ground surface.</p> <p>AND</p> <p>PS 1.3 Each dwelling unit has a landscaped recreation area equivalent to at least 30% of the area of the lot, which is completely open to the sky. This recreation area may include pathways, swimming pools and other facilities for recreational purposes, but does not include clothes drying areas, car parking and driveways.</p> <p><i>Note: Each dwelling unit is to be provided with an internal storage area with a minimum volume of 8m³. Freestanding sheds are not permitted for Duplex's.</i></p> <p>AND</p> <p>PS1.4 Where a duplex dwelling is developed a separate driveway will be required for each dwelling unit (i.e. one from the frontage and one from the secondary frontage) and must be completed prior to occupation of the dwelling. Plain concrete driveways are not permitted, or an expanse of plain concrete on the driveway must not be visible (e.g. A plain concrete driveway with a border and/motif only is not permitted).</p>

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Boundary Setbacks	
<p>SO 2 All buildings and other structures are located on the site in a manner which:- (1) does not adversely impact on the existing or desired streetscape for the area; (2) is in keeping with the desired or established character of the area; and (3) does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the site.</p>	<p>Setbacks for Road Boundaries PS 2.1 For Rear Boundary Setbacks requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply. AND Setbacks for Side and Rear Boundaries PS 2.2 For all Side and Rear Boundary Setbacks the requirements outlined in Table 4 (Key Residential Subdivision Design and Siting Requirements) will apply.</p> <p><i>Note: Side entry canopies or gateway structures over dwelling entries are permitted within the side boundary setback area. Eaves excluding gutters are permitted to extend up to 600mm within setback areas (other than where buildings are built to a zero lot line boundary), provided that a minimum side boundary clearance from eaves and gutters of 400mm is provided. Setbacks other than a zero lot line are to ensure unrestricted pedestrian access around the dwelling.</i></p>
Construction	
<p>SO 3 The Duplex must be constructed as an integrated (and not piecemeal) residential development.</p>	<p>PS 3.1 A proposed Duplex for a specific lot is designed at the one time by the same designer. AND PS 3.2 A proposed duplex is built at the same time. Approval of the plan of survey (and community management statement where applicable) creating the allotments occurs after individual building plans have been submitted and approved for all terraces and associated structures.</p>
Building Form and Appearance	
<p>SO 4 The built form shall take account of the context and character of the area in which it is located with Architectural design elements to be utilised to reduce the appearance of building bulk.</p>	<p>PS 4.1 The outside walls of duplex's on the same parent lot, where attached, are on the same alignment or up to but not including a 2m step in the same alignment. AND PS 4.2 The building bulk must be reduced by a combination of: (a) verandahs; and (b) recesses. AND PS 4.3 Dwellings are designed to face public roads. AND PS 4.4 The front façade of each dwelling unit is to incorporate an entry portico or porch with a minimum area of 4m² and a minimum depth of 1.5m. AND PS 4.5 Each dwelling is to have a separate letter box. AND PS 4.6 Each dwelling unit is to provide a covered outdoor area with a minimum area of 10m² and a minimum depth of 2.5m. AND PS 4.7 Where fencing is proposed along the secondary frontage of a lot where a duplex dwellings are proposed, the fence is permitted to extend for that entire frontage (excluding vehicular access points), provided it is the same quality as a private courtyard fence.</p>
Roofing and Guttering	
<p>SO 5 No Specific Outcome prescribed</p>	<p>PS 5.1 Gutters and downpipes are to be prefinished or painted to match the dwelling, or to provide appropriate colour accents.</p>
Recreation Facilities and Landscaping	
<p>SO 6 The development provides private open space and landscaping to meet the needs of residents.</p>	<p>PS 6.1 The preferred location of the private open space nominated in Table 4 with the location to have regard to the natural features of the lot, desirable northerly orientation, view opportunities, housing layout, privacy considerations and the</p>

Moreton Bay Regional Council

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

	<p>influence of neighbouring buildings or open space. AND PS 6.2 All private open space is to have a maximum gradient of 1 in 10;</p>
Car Parking and Garages	
<p>SO 7 Sufficient space is available on site to accommodate the likely parking demand of residents of the site and occasional visitors to the site.</p>	<p>PS 7.1 Refer to Table 4</p>
On site Driveway	
<p>SO 8 One driveway is required for each dwelling, and must be completed prior to occupation of the dwelling. The driveway must facilitate access whilst complementing the built form.</p>	<p>PS 8.1 Indicative Vehicular Access locations are shown on the proposal plan for all duplexes. Other access point locations are acceptable where: (a) The garage is not built to a zero lot line; or (b) Site specific issues warrant a different driveway location (e.g. as a response to land form, streetscape works or manoeuvrability requirements for vehicles). (c) Where a duplex dwelling is developed a separate driveway will be required for each dwelling unit (i.e. one from the frontage and one from the secondary frontage) AND PS 8.2 The maximum grade for driveways is 1:5 except for lots which have a single garage, where additional car parking spaces are to be provided on the driveway, a maximum grade of 1:8 is required. The profile of the section of driveway between the front property boundary and the kerb is to follow the Council approved grade. AND PS 8.3 If a footpath has been constructed in front of the property the driveway must abut and not cut through the footpath. The balance of the driveway between the footpath and the kerb may be plain concrete to match the footpath. AND PS 8.4 If a crossover is provided and not used then it must be removed and the verge and kerb must be constructed at the owners cost, to Council's standard.</p>

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

(iii) **Townhouse Unit Code**

a. INTRODUCTION / OVERALL OUTCOME AND DEVELOPMENT REQUIREMENTS

The following requirements provide for a level of regulation in terms of the built form and are considered to represent a range of probable solutions in terms of housing design for Townhouse development.

The Assessment Criteria apply to both the Reconfiguration of a Lot and the Material Change of Use component for Townhouse Units. Townhouse Units must first be nominated in a Plan of Development (refer to Section 4) as part of a Reconfiguration of a Lot application. An application for reconfiguring a lot is only required to address the "Development Site Limitations" and "Boundary Setback" requirements in the table in Section 6.3. The balance of the requirements in the table in Section 6.3 applies to a Material Change of Use application for a Townhouse Unit site on an approved Plan of Development.

b. APPLICATION OF THE CODE

These Requirements will apply to any subsequent Material Change of Use lodged with the Moreton Bay Regional Council that will bring about residential development in the form of a Townhouse Unit. The approved Plan of Development will nominate in the first instance the location of these land uses. To the extent that the application does not or cannot provide specific development outcomes and solutions or where a Townhouse Unit is proposed on a lot not previously nominated for such a use then the provisions of the Planning Scheme in terms of levels of assessment and design intent of the particular form of development will apply.

c. DEVELOPMENT REQUIREMENTS TABLE

Assessment Criteria

Specific Outcomes	Probable Solutions
Development Site Limitations	
SO 1 The overall development site has:- (1) a size which adequately accommodates the siting and use of the buildings and other associated facilities comprising the townhouse units while maintaining the established or desired character of the area; and (2) a road frontage of sufficient length to cater for:- (a) vehicular movement to and from the <i>site</i> by vehicles appropriate to the scale of the facility; (b) vehicular movements on the development site; and (c) on-site accommodation facilities adequately buffered from adjacent land uses.	PS 1.1 For Townhouse Units, the site area and building frontages etc. need to comply with Table 4 of this Structure Plan.
Development Density and Site Coverage	
SO 2 The development is of a density and in a form which gives recognition to and does not detract from the character of development on adjacent land and other land in the general vicinity of the site.	PS 2.1 For Townhouse Units, the gross floor area does not exceed 50% of the <i>site</i> areas.
Building Height	
SO 3 All building work on the site is of a scale and form which:- (1) does not adversely impact on the existing or desired streetscape for the area; and (2) is in keeping with the desired or established character of the area.	PS 3.1 For Townhouse Units, the building height does not exceed 2 storeys above natural ground surface.
Setbacks	
SO 4 All buildings, other structures and car parking facilities are located on the site in a manner which:- (1) does not adversely impact on the existing or desired streetscape for the area; (2) is in keeping with the desired or established character of the area; (3) does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the site, having regard to:-	PS 4.1 Dwellings are to comply with Table 4 of the Structure Plan.

Moreton Bay Regional Council

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Specific Outcomes	Probable Solutions
<p>(a) overshadowing; (b) privacy and overlooking; and (c) natural light and ventilation; and</p> <p>(4) does not result in adverse effects on the safe and efficient operation of the vehicle carriageways and pedestrian thoroughfares within the frontage road.</p>	
Car Parking and Service Vehicle Facilities	
<p>SO 5 Sufficient space is available on the <i>site</i> to accommodate:- (1) the parking needs of residents; (2) the likely demand of visitors to the <i>site</i> in terms of numbers and location of visitor parking bays; (3) the need for service vehicle access, manoeuvring and standing areas; and (4) the carriage of vehicles between the vehicular access point to the <i>site</i> and each vehicle standing area on the land.</p>	<p>PS 5.1 Dwellings are to comply with Table 4 of the Structure Plan.</p>
<p>SO 6 Garages, driveways and parking structures do not visually dominate the street frontage.</p>	<p>PS 6.1 Driveways providing access to parking areas (i.e. being either a shared basement car parking arrangement or individual garages/carports) must be completed prior to occupation of dwelling units. Acceptable finishes for driveways are: (a) coloured concrete pavers constructed on a concrete base, clay pavers or natural stone pavers constructed on a concrete base; or (b) stencilled concrete; or (c) exposed aggregate. Plain concrete driveways are not permitted except within the road reserve to finish between a public footpath and the kerb. Other driveway finishes may be considered on their merits by Council in consultation with the principal developer and, if acceptable, are to be recorded in Council's '<i>North Lakes Register of Alternative Acceptable Design Solutions</i>': AND PS 6.2 The maximum grade for driveways is 1:5. All driveway grades from the property boundary (not the kerb) to the garage are to conform with the North Lakes standard drawings for residential driveway layout and construction. The profile of the section of driveway between the front property boundary and the kerb is to follow the Council approved grade. AND PS 6.3 If a crossover is provided and not used then it must be removed and the verge and kerb must be constructed at the owners cost, to Council's standard. AND PS 6.4 If a footpath has been constructed in front of the property the driveway must abut and not cut through the footpath. The balance of the driveway between the footpath and the kerb may be plain concrete to match the footpath. AND PS 6.5 All dwelling units are to provide under cover car parking spaces in accordance with the rate specified in Table 4.</p>

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions										
<p>SO 7 Vehicle access driveways permit safe and convenient pedestrian and vehicular circulation.</p>	<p>PS 7.1 Internal loop roads and access roads within the development have a minimum width of 6.5m. AND PS 7.2 Shared driveways have a minimum width as set out in the table below:-</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Number of bays gaining access to driveway</th> <th style="text-align: left;">Minimum width of driveway</th> </tr> </thead> <tbody> <tr> <td>4 to 6 parking bays</td> <td>3.0m*</td> </tr> <tr> <td>8 to 20 parking bays</td> <td>5.0m*</td> </tr> <tr> <td>22 to 40 parking bays</td> <td>5.5m*</td> </tr> <tr> <td>Greater than 40 parking bays</td> <td>6.5m*</td> </tr> </tbody> </table> <p>*Except that for the purpose of the access and manoeuvring of a vehicle from a garage or parking space, other than a parallel parking space, the driveway shall have a minimum width of 6.5m for that section from which access is gained to the garage or parking space.</p>	Number of bays gaining access to driveway	Minimum width of driveway	4 to 6 parking bays	3.0m*	8 to 20 parking bays	5.0m*	22 to 40 parking bays	5.5m*	Greater than 40 parking bays	6.5m*
Number of bays gaining access to driveway	Minimum width of driveway										
4 to 6 parking bays	3.0m*										
8 to 20 parking bays	5.0m*										
22 to 40 parking bays	5.5m*										
Greater than 40 parking bays	6.5m*										
<p>SO 8 Vehicle access and parking design and location minimise impacts on neighbouring dwellings.</p>	<p>PS 8.1 Vehicle parking is:- (a) screened, by means of a fence, wall or vegetation, a minimum of 1.8m high to minimise the reflection of car headlights onto dwelling windows and also to aid in noise attenuation; (b) separated from habitable windows to minimise noise and fumes disturbance; and (c) no closer than 2m from any habitable room window unless such window is of fixed glass. AND PS 8.2 Vehicle parking structures are designed and located:- (a) behind the building setback; or (b) behind or below the building so they are not visually dominant from a public street; (c) to be compatible with overall building design in terms of height, roof form, detail, material and colours; and (d) as close as possible to the dwelling unit being served. AND PS 8.3 The location of visitor parking must be clearly signposted from the entry driveway to the development. AND PS 8.4 Next to any vehicle movement or vehicle parking area, the following is provided along the side or rear boundary:- (a) acoustic screening; or (b) a 2m wide vegetated buffer;</p>										
Landscaping and Recreation Facilities											
<p>SO 9 The development is provided with sufficient landscaped open space and recreation facilities to cater for the needs of residents.</p>	<p>PS 9.1 Landscape planting is to be provided, wherever practicable, to soften the appearance and give scale to buildings and a 3 metre landscape setback to all street frontages of each lot in the Structure Plan area. AND PS 9.2 Private Open space is to be provided in accordance with QRDG for buildings less than 40 dwellings/hectare at ground level will have a total minimum area of 20% of the site with a minimum dimension of 3 m and directly accessibly from a living area of the dwelling; a maximum gradient of 1 in 10; and screening provided where necessary to ensure privacy to users of the open space. AND PS 9.3 (a) screen car parking areas from roads and other areas readily accessible to the public but occasional views of key elements of each proposed building may be provided;</p>										

Moreton Bay Regional Council

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Specific Outcomes	Probable Solutions
	<ul style="list-style-type: none"> (b) provide adequate landscaped areas so as to create a landscape setting and passive recreation space for development; (c) allow for pedestrian linkages and landscape planting extending from entry points to development sites within the Sector to connect, where possible, through car park areas to the pedestrian pathway associated with internal driveways; (d) be employed to reduce reflected glare from building facades; (e) not compromise pedestrian safety from vehicles accessing sites within the Structure Plan area or in surrounding development; (f) screen services such as electricity substations and transformers in a way that does not affect the streetscape; (g) delineate between the pedestrian and vehicular environments, as well as to provide some relief from headlight glare and visual monotony; (h) where retaining walls or batters are required, provide a landscape buffer located clear of these works to reduce the impact of the wall if visible from a street. Retaining walls and batters must be of a scale and materials that complement the surrounding built environment while responding to landform; (i) provide a minimum landscaped strip 1.5 metres along internal boundaries to separate parking areas; and (j) reduce the appearance of an expanse of car parking areas by providing advanced shade trees at the rate of not less than one (1) tree per six (6) parking spaces and by providing low plantings along car parking aisles which do not impact on driver's sightlines.
SO 10 The development provides private open space to meet the needs of residents.	PS 10.1 Refer to Table 4
SO 11 The location, design, height, extent and materials of retaining walls minimises visual impact.	PS 11.1 Retaining walls constructed along side boundaries and protruding forward of the nearest building line on the lot must be tapered to meet the profile of the finished ground line. Sleeper retaining walls are not permitted to any street front boundary.
SO 12 Fencing and walls: (1) enable surveillance of the street and entry areas; (2) enable the use of private open space abutting the street; and (3) assists in highlighting entrances.	<p>PS12.1 Noise attenuation fencing is not to exceed 1.8 metres in height and is to be setback at least 3 metres from the front boundary and appropriately screened by landscaping. Where a height greater than 1.8 metres is required this height is to be achieved through landscaped mounds with a 1.8 metre fence on top.</p> <p>AND</p> <p>PS12.2 Retaining walls constructed along side boundaries and protruding forward of the nearest building line on the lot must be tapered to meet the profile of the finished ground line. Sleeper retaining walls are not permitted to any street front boundary.</p> <p>AND</p> <p>PS12.3 Fencing along road frontages shall be provided behind the 3m landscape buffer and shall be of a harmonious design throughout the development. If constructed, a front wall or fence (including gates) is to be:</p> <ul style="list-style-type: none"> (a) a maximum of 1.8 metres high; (b) constructed of rendered and painted masonry piers and infills of matching masonry, coloured metal tube and painted or treated timber lattice or battens (except where acoustic fence treatment is required); (c) a minimum 25% transparent (except where acoustic fence treatment is required); and (d) Solid pre-coloured metal fencing is not permitted.

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	<p>AND PS12.4 All side and rear fencing must be: (a) A maximum of 1.8 metres high; (b) constructed of face brickwork or rendered and painted masonry piers (either with or without masonry base) and/or hardwood timber posts; and (c) infills of coloured metal tube.</p> <p>AND PS12.5 Where the principal developer has constructed a fence, it must be maintained by the owner to the standard at which it was constructed.</p> <p>AND PS12.6 Fences atop of retaining walls are to be stepped back with a minimum of 0.5 metres of landscaping to provide screening to the fence.</p>
Infrastructure Provision	
<p>SO 13 The <i>site</i> has access to infrastructure capable of adequately catering for the reasonable everyday demand of the development in regard to:- (1) road access; (2) stormwater drainage; (3) water supply; (4) sewerage disposal; (5) electricity supply; and (6) telecommunications.</p>	<p>PS 13.1 The <i>site</i> has direct vehicular access to a dedicated road constructed to a standard which includes:- (a) concrete kerb and channel; (b) a 1.2m wide concrete footpath; (c) sealed road pavement; (d) line marking; and (e) road drainage works; on the ultimate alignment prescribed in <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> for the full frontage of the <i>site</i>.</p> <p>AND PS 13.2 The development is connected to a stormwater drainage system which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p>AND PS 13.3 The development has access to a reticulated potable water supply which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p>AND PS 13.4 The development is connected to a reticulated sewerage system.</p> <p>AND PS 13.5 The development is connected to an electricity supply and telecommunications facilities.</p>
Building Form and Appearance	
<p>SO 14 Architectural design elements are utilised to reduce the appearance of building bulk.</p>	<p>PS 14.1 Each dwelling unit within a building is to have: (a) At least one habitable room and windows of appropriate proportions facing the primary street frontage; and (b) At least one habitable room and windows of appropriate proportions on each storey facing a secondary street.</p> <p>AND PS14.2 Buildings are required to address the site frontage where visible from the street; and</p> <p>AND PS14.3 The building façade fronting the primary street frontage must incorporate the following design elements: (a) A minimum of 20% of the façade area of each dwelling unit must be either windows or glass; and (b) Include verandahs, terraces, balconies or pergolas in order to achieve interesting treatments.</p> <p>AND PS14.4 The building façade facing a secondary street or have a common boundary with a park must incorporate the following design elements: (a) A substantial balcony, verandah, patio or other covered outdoor entertaining area for each dwelling unit in a building; (b) A minimum of 20% of the façade area of each dwelling unit must be either windows or glass; and</p>

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	(c) Where a horizontal length of a wall has a height of three or more storeys, it is not to be greater than 15 metres in length in one plane (i.e. where external faces offset one metre or more are not provided for that the length of wall).
SO 15 Balconies are designed and orientated to: (1) prevent line of sight intrusion to neighbouring properties; (2) avoid the need for screening or enclosing; and (3) allow for the passive surveillance of the surrounding area.	PS 15 No solution provided.
Privacy	
SO 16 Habitable spaces do not directly overlook dwellings on adjacent land.	PS 16 Each dwelling unit within a building is to have: (a) At least one habitable room and windows of appropriate proportions facing the primary street frontage; and (b) At least one habitable room and windows of appropriate proportions on each storey facing a secondary street.
Energy Efficiency	
SO17 All townhouse units are so orientated and constructed as to maximise opportunities for the use of natural forms of heating, cooling and lighting while facilitating the efficient use of energy for artificial heating and cooling of those areas.	PS 17 The "acceptable construction practice" set out in the following parts of Volume 2 of the <i>Building Code of Australia</i> and the prescriptive requirements of the "acceptable construction manuals" nominated in those same parts are achieved for all building work comprising serviced hostel units within the townhouse units despite the fact that those units would not comprise buildings of Class 1:- (1) Part 3.12.1 - "Building Fabric"; (2) Part 3.12.2 - "External Glazing"; (3) Part 3.12.3 - "Building Sealing"; (4) Part 3.12.4 - "Air Movement"; and (5) Part 3.12.5 - "Services".
Artificial Lighting	
SO 18 An adequate level of illumination is provided at all times at the pedestrian entry point to the <i>site</i> and within the communal areas of the <i>site</i> .	PS 18 The pedestrian entry point to the site, the designated pedestrian thoroughfares within the site and communal recreation areas are at all times illuminated to a level no less than that prescribed under <i>Australian Standard AS 1158.3.1 (1999) Road Lighting</i> .
SO 19 Artificial lighting associated with the use of land as accommodation units is operated in such a manner as not to cause unreasonable disturbance to any adjoining land use.	PS 19 Artificial lighting within the site is directed and shielded in such a manner to comply with the requirements of <i>Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting</i> . For purposes of these requirements, "curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Noise Impacts	
SO 20 Noise from the development does not unreasonably affect existing or likely future dwellings on adjacent land.	PS 20.1 Vehicle movement areas are located at least 3m from any adjoining dwellings. Alternatively, if the communal open space is closer than 3m to an adjoining dwelling, a solid brick or masonry wall, or double butted paling fence, at least 1.8m high, is erected on the property boundary. AND PS 20.2 Communal open space is located at least 3m from adjoining dwellings or provided with acoustic screening.
Waste Storage, Recycling and Disposal Facilities	
SO 21 Waste storage, recycling, disposal and bin washout facilities, adequately catering for the everyday on-site activities of residents, managers/operators and maintenance staff, are:- (1) conveniently located in terms of the waste generating activities; (2) appropriately screened from recreation areas, internal thoroughfares, reception areas and adjacent land; (3) of sufficient size to accommodate the everyday anticipated load of the waste generating activity; (4) located as to not have a significant adverse effect on the amenity of occupants of the <i>site</i> and adjacent land; (5) readily accessible to waste collection vehicles; and (6) located so that required reversing manoeuvres by waste	PS 21 Development within the area must provide: (a) if required, loading zone parking which is to be accessed from the internal vehicle circulation areas; (b) storage for refuse and recyclable materials which are suitably screened from circulation areas; (c) service connection points incorporated into hard and soft landscaping areas; (d) service connections that do not protrude from paving or driveways or cause any hazard for pedestrians or vehicles; and (e) where appropriate, provide landscaping and other screening devices to undesirable views of service areas, loading bays, refuse areas and plant and machinery.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
collection vehicles are minimised in terms of number and travel distance and are restricted to areas where sight distances are not overly constrained.	
Emergency Vehicle Access and Signage	
<p>SO 22 A complete and readily understood directory system of on-site facilities which facilitates the effective operation of emergency services personnel in carrying out their designated duties, and aids in the direction of other visitors to the site, is provided at the vehicular entry point to the site.</p>	<p>PS 22.1 A sign is provided at the vehicular entry point to the site, adjacent to a sealed layby no smaller than 11m x 3.5m wide, incorporating and identifying the following:- (a) the overall layout of the development (to scale); (b) internal road names; (c) all communal facilities identified by name; (d) reception area and any on-site managers office; (e) on-site hydrant facilities including hydrant points, booster points, on-site pumps and hydrant water storage facilities; and (f) physical constraints within the internal roadway system which would restrict access by fire fighting appliances and other emergency vehicles; AND PS 22.2 The sign prescribed under <i>PS 26.1</i> and the graphics thereon are:- (a) in a form; (b) of a size; and (c) illuminated to a level; which allows the information on the sign to be readily understood, at all times, by an average person either standing, or seated in a vehicle, 4.5m from the sign.</p>

¹ The designation for the road opening in the Priority Infrastructure Plan and Councils Integrated Local Transport Plan (ILTP).

² Legislation administered by the Queensland Fire and Rescue Service prescribes the width, unobstructed height, clearance and standard of construction required for access to all of the operational components of the on-site hydrant facilities.

³ Those codes identified in the assessment table and any overlay code relevant to the land.

⁴ Physical attributes of parking facilities are set out in detail in the Access and Parking Code.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

(iv) COMMERCIAL CODE

a. INTRODUCTION / OVERALL OUTCOMES AND DEVELOPMENT REQUIREMENTS

The following requirements provide for a level of regulation in terms of the built form and are considered to represent a range of probable solutions for commercial development. It would be considered that commercial uses for the Precinct incorporate commercial uses such as amusement premises; car park; car wash; catering premises; commercial services; communication station; domestic storage and recreation structures where <8% of the site; hardware centre; indoor recreation; occasional market; outdoor sales; place of worship; public utilities; restaurant; retail nursery; retail showroom; sales and information centre; service industry; service information centre; service station; shop <300m² GFA; Shopping Centre <1,500m² GLA; Tourist facility; Vehicle hire depot; vehicle sales yard; ~~and~~ veterinary clinic; and warehouse, etc.

b. APPLICATION OF CODE

These requirements will apply to any subsequent application lodged to the Moreton Bay Regional Council for a Material Change of Use that will bring about industrial development within the Precinct. To the extent that the application does not or cannot provide specific development outcomes and solutions then the provisions of the Planning Scheme in terms of levels of assessment and design intent of the particular form of development will apply.

c. DEVELOPMENT REQUIREMENTS TABLE

Assessment Criteria

Specific Outcomes	Probable Solutions
Site Configuration and Layout	
<p>SO 1 Lots have appropriate area and dimensions to accommodate:-</p> <p>(1) siting and construction of commercial buildings;</p> <p>(2) outdoor storage areas;</p> <p>(3) convenient and safe access;</p> <p>(4) on-site car parking;</p> <p>(5) service vehicle access and manoeuvring; and</p> <p>(6) landscaping and buffer areas</p>	<p>AS1.1 Be generally no less than five (5) metres from all street frontages.</p> <p>AS1.2 Generally be developed up to any pedestrian thoroughfares (not being road);</p> <p>AS1.3 If integrated with development in adjoining allotments, be built up to the side and rear boundary of the commercial sector area</p> <p>AS1.4 In case of a service station use, petrol bowsers (including canopies and awnings) must be setback a minimum of ten (10) metres from either frontage.</p> <p>AS1.5 Site coverage and associated plot ratio are not restricted, provided the following elements are appropriately and adequately addressed by the design of the development:</p> <p>(a) architectural articulation and an appropriate level of design;</p> <p>(b) attractive frontages;</p> <p>(c) development is in context with, and visually compatible with the appearance of, any neighbouring buildings;</p> <p>(d) pedestrian facilities including pedestrian shelters are provided at ground level; and</p> <p>(e) sufficient on-site car parking is provided.</p>
Building Design	
<p>SO 2 Building design and orientation positively contribute to the visual amenity of the surrounding landscape and achieve a high standard of industrial urban design</p>	<p>AS2.1 be generally in accordance with the measures referred to in section 5.4 of the Mango Hill DC (refer to <i>Annex D</i>);</p> <p>AS2.2 be in context with and visually compatible with the height, scale and bulk of surrounding development and streetscape patterns;</p> <p>AS2.3 be of a low to medium rise, with a minimum height of one (1) storey, and not exceed three (3) storeys <u>or 12 metres</u> in height but;</p> <p>AS2.4 include a combination of design elements such as projections, recesses, openings and variations in light/shade and three (3) dimensional form to reduce building bulk, scale</p>

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	<p>and mass;</p> <p>AS2.5 integrate building design, an outdoor forecourt to the building, landscaping, pedestrian movement along the front of the building, car parking and manoeuvring aisles (including any proposed drive thru lanes) to ensure an attractive presentation to all road frontages and external pedestrian thoroughfares;</p> <p>AS2.6 orientate main entrances to address the street frontage or outdoor forecourt and clearly identify and define the main entry, well-lit pedestrian access and vehicular access to the street environment;</p> <p>AS2.7 allow sensitive environmental responses to slope, access and integration requirements;</p> <p>AS2.8 be designed with attractive roofscapes that complement the overall building design and include varying elements for visual interest;</p> <p>AS2.9 ensure overall unity throughout the Sector, as well as a relationship with the broader DCP area, while providing sufficient flexibility for corporate identification and marketing purposes;</p> <p>AS2.10 incorporate materials and colours that will not be highly reflective in order to avoid unreasonable glare nuisance to surrounding development;</p> <p>AS2.11 incorporate horizontal and vertical variations in the façade and attractive facades and entries; and</p> <p>AS2.12 be designed to include architectural responses to the South-East Queensland climate. For fast-food restaurant uses this includes the use of external shade structures (such as roof cover, canopies and/or awnings) over outdoor dining areas, play areas and outdoor servery areas and for a service station use, external shade structures and ventilated spaces must be provided for petrol bowser areas.</p> <p>AS2.13 Include an innovative contemporary building design derivative from Queensland building traditions, and designed to suit the climate, light and local culture.</p> <p>AS2.14 Ensure that the design and locations of any buildings and structure buildings in the Development Area take account of:</p> <ul style="list-style-type: none"> (a) topography and the preference to minimise site earthworks; (b) drainage; (c) soil conditions; (d) services; (e) orientation towards focal points and aspect to achieve energy savings; (f) microclimate considerations; (g) pedestrian movement patterns; (h) vehicular access to avoid or minimise the conflict points with pedestrians; (i) streetscape and landscape design; (j) adjoining developments in terms of design; (k) minimising the effect of overshadowing on pedestrian areas; (l) the functioning of the internal service road, Anzac Avenue and Discovery Drive; (m) landscape screening of retaining walls and other elements with low visual amenity; and (n) views and vistas to prominent built and topographic features. <p>AS2.15 Building design within the Sector is encouraged to:</p> <ul style="list-style-type: none"> (a) reflect a distinctive contemporary architectural style, with buildings sharing a palette of compatible finishes, colours

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	<p>and details that create a strong sense of place;</p> <p>(b) use materials and colours relating to those in the local environment, including the use of key character elements, for example, block stone work may be incorporated into the base of buildings to relate to the stone detailing within South Lakes. Other key character elements may include the use of timber detailing, earthy tones, heavy plinth bases and feature species planting;</p> <p>(c) incorporate brighter colour accents for minor detail elements such as window and door frames, columns, handrails, ornamental features and signage details;</p> <p>(d) include the integrated use of elements such as timber, glass and tin; and</p> <p>(e) incorporate materials that:</p> <ul style="list-style-type: none"> (i) are robust, durable and resistant to vandalism; (ii) present a suitable finish to pedestrian areas; (iii) incorporate walls which present as solid and permanent elements; (iv) are of a high quality, clean and free of defects; (v) are low maintenance, resulting in minimum use of detergents for cleaning; and (vi) assist with thermal performance and energy efficiencies, where practicable. <p>AS2.16 Building Design is encouraged to:</p> <p>(a) maximise ventilation by taking advantage of prevailing breezes and the use of adequate and effective insulation materials in roof cavities and wall spaces of buildings in order to minimise demands for energy required for air-conditioning;</p> <p>(b) articulate and shade external walls, and particularly the longer external walls, with eaves, over-hangs, sills or other treatments to reduce the exposure to direct sunlight, heat and glare, while windows in external walls should be recessed or shaded wherever possible to achieve energy savings;</p> <p>(c) restrict the use of highly reflective materials on external walls or windows as a means of minimising energy requirements and excessive sunlight, glare and heat into adjoining developments;</p> <p>(d) incorporate the use of gas or solar hot water heaters and solar energy devices;</p> <p>(e) implement energy efficient management systems for the building;</p> <p>(f) where possible, orientate buildings to respond to westerly sun exposure, northerly exposure and solar access in the winter, potential impacts of cold westerly winds in winter and limited cooling breezes from the south in summer; and</p> <p>(g) design, site and landscape car parking areas to reduce the impacts of reflected heat and glare into adjacent buildings, and to reduce the effects of heat storage during summer months.</p>
Traffic, Access and Parking	
<p>SO 3 Traffic, access and parking arrangements accommodate the following primary functions:</p> <ul style="list-style-type: none"> (1) functional and safe access to lots; (2) on-site car parking; (3) loading facilities; and (4) heavy vehicle parking and manoeuvring areas. <p><i>Note: "Where a proposed use is not clearly consistent with a use in the Planning Scheme for the purposes of calculating car parking rates, the car parking rate for a substantively similar use is to be applied. Where a substantively similar use is not identifiable, or is disputed, an assessment by a</i></p>	<p>AS3.1 Car parking in the development area must be controlled to minimise its impact on the surrounding road network, any internal circulation and other development adjacent to the development area;</p> <p>AND</p> <p>AS3.2 Provision is made for vehicular access to and from the development site by the service vehicles required for each of the land uses in the Planning Scheme, the DCP and the Council's Design Manual.</p> <p>AND</p> <p>AS3.3 Car Parking on the site must:</p> <ul style="list-style-type: none"> (a) be in accordance with the PineRiversPlan and the

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
<p><i>suitably qualified traffic engineer is to be submitted in support of the proposed car parking rate."</i></p>	<p>Council's Design Manual (or as amended from time to time);</p> <p>(b) be controlled to minimise its impact on the surrounding road network, any internal circulation and other development adjacent to the site;</p> <p>(c) provide safe pedestrian routes which focus on the connectivity; and</p> <p>(d) as part of the total car parking requirements, provide not less than one (1) car park per fifty (50) spaces (or part thereof) for people with disabilities, located as close as possible to the main building entrance.</p> <p>AND</p> <p>AS3.4 Adequate measures to achieve a high level of public safety on the shared access laneways / driveways is to be provided and, where appropriate, should include:</p> <p>(a) good visibility at all pedestrian crossings and establishing pedestrian priority, where appropriate;</p> <p>(b) distinction in the paving treatments of pedestrian environments such as between intensive pedestrian areas, general footpath areas and pathways within car parking areas;</p> <p>(c) pavement treatments which achieve a very low traffic speed, while permitting easy and even-surfaces for desirable walking conditions for pedestrians;</p> <p>(d) finishes that are in keeping with existing finishes within the road or the road verge;</p> <p>(e) suitable barrier treatments at the entrance points;</p> <p>(f) the provision of continuous pedestrian access between buildings, car parks and pedestrian areas; and</p> <p>(g) the provision of site and building illumination within car park areas, pedestrian areas and along pedestrian paths during the hours of operation of any component of the development and, at other times, by the provision of security lighting.</p> <p>AND</p> <p>AS3.5 pedestrian access points via car parking areas at the rear of any development should be clearly identified and designed to maximise safety and convenience;</p> <p>AND</p> <p>AS3.6 access for all people including people with a disability is to be achieved by ensuring that development complies with Council provisions relating to access for people with disabilities</p> <p>AND</p> <p>AS3.7 direct access for emergency vehicles is to be provided to every building within the Development Area by the provision of a minimum 3.5 metre clear carriageway width.</p> <p>AND</p> <p>AS3.8 End of trip facilities for bicycles shall be provided at a rate 1 staff shower, with ancillary change rooms, per 10 bicycle spaces for both men and women.</p> <p>AND</p> <p>AS3.9 Development within the commercial portion of the development area must provide:</p> <p>(a) loading zone parking which is to be accessed from the internal vehicle circulation areas;</p> <p>(b) storage for refuse and recyclable materials which are suitably screened from circulation areas;</p> <p>(c) service connection points incorporated into hard and soft landscaping areas;</p> <p>(d) service connections that do not protrude from paving or driveways or cause any hazard for pedestrians or vehicles;</p> <p>(e) where appropriate, provide landscaping and other</p>

Moreton Bay Regional Council

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Specific Outcomes	Probable Solutions
	<p>screening devices to undesirable views of service areas, loading bays, refuse areas and plant and machinery, within the Sector and in adjacent Sectors; and</p> <p>(f) sharing of service areas, where possible.</p>
Landscaped and Open Space Areas and Fencing	
<p>SO 4 Development creates a pleasant streetscape environment and landscaped open space enhances the attractiveness of the development. The landscaped treatment to the road frontages must acknowledge the scale of buildings and their highway setting.</p> <p>Development protects the amenity of adjoining development, reducing the impact of the built form on the landscape and ensures an attractive view of the development from adjoining major roads.</p>	<p>AS4.1 Provide a minimum landscaped strip of three (3) metres along the service road frontage;</p> <p>AND</p> <p>AS4.2 Where retaining walls or batters are required, provide a landscape buffer located clear of these works to reduce the impact of the wall if visible from a street;</p> <p>AND</p> <p>AS4.3 Street canopy trees are intended to provide visual continuity to the street, reduce the road scale and provide shade to on-street car parking and adjacent pedestrian areas;</p> <p>AND</p> <p>AS4.4 Shade trees shall be planted in car parks at a rate of one (1) tree per six (6) car parking spaces;</p> <p>AND</p> <p>AS4.5 Landscaping shall not block sightlines for vehicles access to the site;</p> <p>AND</p> <p>AS4.6 Screen services such as electricity substations and transformers in a way that does not affect the streetscape;</p> <p>AND</p> <p>AS4.7 Screen car parking areas from roads and other areas readily accessible to the public;</p> <p>AND</p> <p>AS4.8 Delineate between the pedestrian and vehicular environments as well as to provide some relief from headlight glare and visual monotony;</p> <p>AND</p> <p>AS4.9 If fencing is proposed to side and rear boundaries, the height of fencing must not exceed 1.8 metres and must be transparent through use of spaces timber palings or similar.</p>
Advertising Devices	
<p>SO5 Advertising devices, business identification signs and estate signage does not dominate the built environment.</p>	<p>AS5.1 Signage on the site must:</p> <ul style="list-style-type: none"> (a) with respect to signage that identifies the Development Area and associated development, be generally integrated with any frontage walls, entry statements or entry structures, if provided. This signage may be located along the frontage of all streets adjoining this Plan of Development *; (b) be limited to the indicative free-standing primary signage locations noted on the Plan of Development and to signage integrated into any proposed buildings; (c) where appropriate, include directional signage for visitors which may include logos/names of the business; (d) consist of high quality materials, form, scale and proportions and be coordinated to the built form throughout the Development Area, while providing sufficient flexibility for corporate identification and marketing purposes; (e) ensure that lighting of any signage will not cause a nuisance to drivers or pedestrians; (f) be visible, legible and not result in a cluttered or discordant streetscape; (g) provide limited use of highly reflective finishes; (h) incorporate professional and coordinated graphics; (i) not permit permanent bunting, streamers and other low-quality, temporary, or opportunistic signs; and (j) ensure that any support structure or cabling to illuminate

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
	<p>signs will not be visible.</p> <p>(k) signs above pedestrian areas must have a minimum clearance of 2.4 metres ;</p> <p>(l) signage must not obscure more than 25% of the window on which it is displayed. Any support structure to a sign must not be visible unless treated as an integral part of the visual design;</p> <p>(m) the use of the North Lakes logo as an integral but subordinate element of the signage and graphics is encouraged, subject to the agreement of the principal developer;</p> <p>(n) provide for signage which allows for materials and colours related to potential end users' commercial requirements modified as necessary to ensure a degree of harmony between development sites and the overall visual character of the town centre frame;</p> <p>(o) ensures external walls and surfaces of buildings in the town centre frame are compatible with the overall visual character of the town centre core;</p> <p>(p) ensure overall unity and harmony in major materials and colours in buildings and exterior signage throughout the precinct, while providing sufficient flexibility for corporate identification and marketing purposes;</p> <p>(q) ameliorate the visual impact of lengthy facades through combination of materials and colours coordinated with building detail treatments and landscaping themes;</p> <p>(r) ensure that external graphics contributes to the visual character of the North Lake's Town Centre Frame and are designed as an integral element of the architectural design; and</p> <p>(s) not impact on traffic safety.</p> <p>AND</p> <p>AS 5.2 The application is to submit to the Department of Transport and Main Roads (formerly, Department of Main Roads Metropolitan Office) for approval, detailed plans of any advertising that is to be visible from the Bruce Highway, prior to the placement of any advertising signage/devices. Any advertising sign or device associated with the development is to be in accordance with Transport and Main Roads' "Guide to the Management of Roadside Advertising".</p> <p>A Coordinated Signage Plan is to be submitted with any development application for Material Change of Use on the site. The Coordinated Signage Plan must distinguish between artworks/murals, onsite business advertising, animated signage, and "third party" advertising in terms of sign dimension, location, illumination, and animation on the face of the sign.</p> <p><i>Note: Signage Guidelines are included in Annex A of this document. The Signage Guidelines are to be taken into consideration, along with other relevant issues, when considering matters regarding signs and architectural graphics of all kinds. They are not to be interpreted as giving rights to any number or types of signs.</i></p>
Site Operation	
SO 6 Commercial land uses are to operate at respectable hours.	AS 6.0 Commercial land uses shall operate within the hours of 7am to 10pm unless compliant with the noise criteria specified below or otherwise stipulated in an approved noise report
Amenity	
SO 7 Land use and development does not interfere with the amenity of the area by reason of dust, smoke, soot, ash, odour, glare, lighting or other emissions.	AS 7.0 No probable solution provided.
Noise Impacts	

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 61
Agenda

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Specific Outcomes	Probable Solutions
SO 8 Uses are operated in a manner that does not detrimentally impact the amenity of surrounding sites in terms of noise generation.	AS 8.0 Development shall adopt effective noise pollution mitigation measures to comply with the <i>Environmental Protection Act, Environmental Protection Policy (Noise)</i> and other relevant legislation, where necessary.
Containment	
SO 9 The adverse effects of development are contained within sites to the extent practicable to avoid spillage of effects across boundaries and undue detrimental impact on neighbouring properties.	AS 9.0 No probable solution provided.

* Note: Signage adjoining the Bruce Highway requires sign off from the Department of Main Roads.

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

(v) DEFINITIONS

Amusement Premises Any premises which contain six or more amusement machines for the enjoyment of the public, other than on premises used for hotel, indoor recreation, or outdoor recreation.

Caretaker's Residence Any dwelling unit used for accommodation of a caretaker and family in connection with an industry or other non-residential use.

Car Park The use of premises for the temporary parking of motor vehicles where such parking is not an ancillary activity on-site. The term does not include heavy vehicle parking or a vehicle hire depot.

Car Wash Any premises used for the mechanical washing of motor vehicles.

Catering Premises Any premises with seating for less than 40 people used for the preparation of meals for sale to the public whether or not other refreshments are also sold. The term does not include an indoor recreation, licensed club or hotel.

Commercial Services Definition for uses within the Mixed Industry and Business Area (MIBA) extension are those as set out in the Mango Hill Infrastructure Development Control Precinct No. 14.

Communication Station Any premises used for the transmission of signals unless the transmission is ancillary to some other use of the premises. The term does not include public utilities.

Detached House (Refer to Section 2.3.1 for lot types) Any premises consisting of one dwelling on a single allotment used for the accommodation of a single family. The term includes where carried out on the same site:-

- a) the keeping of animals for the enjoyment of the occupants other than as defined in the Mango Hill Infrastructure DCP 14;
- b) the growing of crops, fruit, vegetables or other plants for sale, domestic use or enjoyment where:
 - 1. the area of land so used does not exceed 200m²;
 - 2. the gross floor area of any associated building or structure does not exceed 50m²;
 - 3. has only one sign no greater than 0.3m²;
 - 4. no produce is publicly displayed;
 - 5. only employs person resident on the site; and
 - 6. the carrying out of the activity does not involve powered machinery or otherwise prejudice the amenity of the locality.

The term does not include a duplex dwelling, townhouse units.

Display Home Any premises used to display a type of dwelling unit or accommodation unit to the public to show the type of construction or design offered by the builder. The term includes ancillary car parking and the making of a sale arising from an inspection.

The term does not include an estate sales office or office.

Domestic Storage and Recreational Structures Any premises having an aggregate floor area greater than 9m² used for non recreation structures habitable purposes either in association with, but not forming part of a detached house or for the maintenance of vacant land. The term does not include shade houses, gazebos, pergolas and patios.

Duplex Dwelling Any premises consisting of two dwelling units within one building used for accommodation by families. The term includes where carried out on the same site:-

- a) the keeping of animals for the enjoyment of the occupants other than as defined in the Mango Hill Infrastructure DCP 14;

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

- b) the growing of crops, fruit, vegetables or other plants for sale, domestic use or enjoyment where:-
 - 1) the area of land so used does not exceed 200m²;
 - 2) the gross floor area of any associated building or structure does not exceed 50m²;
 - 3) has only one sign no greater than 0.3m²;
 - 4) no produce is publicly displayed;
 - 5) only employs person resident on the site; and
 - 6) the carrying out of the activity does not involve powered machinery or otherwise prejudice the amenity of the locality.

- c) The conduct of a trade, business or profession, not being a home occupation, which:-
 - 1) only employs persons resident on the site;
 - 2) does not involve display of articles likely to be seen from beyond the site;
 - 3) has only one sign no greater than 0.3m²;
 - 4) the gross floor area so used does not exceed thirty (30) square metres;
 - 5) does not involve the parking or storage on or in the vicinity of the site of any heavy vehicle or more than one vehicle which is not a heavy vehicle; and
 - 6) does not in the opinion of the Council detrimentally affect the amenity of the locality due to factors including but not limited to noise, dust, vibration, lighting, fumes, odours, appearance, traffic generation and/or hours of operation.

The term does not include a dwelling house with an associated unit, or townhouse unit.

Estate Sales Office

Any premises including a caravan, erected on land subdivided and released as one estate and used or intended for use for the purpose of promoting and selling that and only. The term does not include a display home, or an office as herein defined.

Hardware Centre

Premises exceeding 300m² total use area, used for the sale of domestic:-

- a) hardware;
- b) gardening equipment and materials;
- c) electrical and plumbing fittings and materials;
- d) light building materials; and
- e) small machinery and appliances.

The term does not include a retail showroom.

Indoor Recreation

Any premises used primarily for live, recorded, sports-based, static or technology based entertainment purposes where such entertainment is provided principally indoors. The term includes activities such as auditoria, gymnasia, indoor sports halls, interactive and technology-based entertainment, theatres, cinemas, unlicensed clubs and the like, and the sale of associated merchandise and light refreshments. The term does not include amusement premises.

Local Utilities

The use of premises in the course of a public utility undertaking for the supply of water or electricity, or the provision of telecommunications, sewerage or drainage services where these activities do not involve either of the following:-

- a) The construction of electricity power lines, transformers or switching stations operating at or in excess of 60,000 volts; or
- b) The construction of any building or other structure having a floor area greater than 50m² or a height greater than five metres.

Occasional Market

Any premises used for the sale of goods, light refreshments, prepared food, and produce from temporary stalls on weekends and public holidays unless otherwise approved by Council. The term also includes the ancillary provision of entertainment whether indoors or

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

not, for the enjoyment of patrons of the market.

Office

Any premises used for the provision of professional services, or advice, for the carrying on of administrative work whether or not in the course of a business. Without limiting the generality of the foregoing, the term includes any of the following:-

- a) the consulting rooms of any professional person including medical practitioners, dentists, and paramedical practitioners,
- b) a local surgery and an incidental dispensary;
- c) a photographic studio, an artist's studio, but not a dance studio;
- d) a bank or other financial institution;
- e) a betting shop;
- f) a post office;
- g) a real estate agent's office; or
- h) Administrative functions of Commonwealth, State, Local or semi Government Departments, statutory authorities or Government owned corporations.

The term includes ancillary storage of articles where:-

- a) except for vehicles other than heavy vehicles, all the articles are stored fully enclosed within a building;
- b) the total area used for storage of heavy vehicles, and storage of articles other than vehicles, is less than one-third of the gross floor area; and
- c) the total number of vehicles stored on the site does not exceed three per 100 square metres of gross floor area.

The term does not include use for administrative purposes of premises which use is ancillary to another use of that site, a veterinary clinic, veterinary hospital, or home occupation.

Outdoor Recreation

Any premises used primarily for viewing or participating in entertainment, structured recreation, or sports principally conducted outdoors, together with any buildings, grandstands and other structures necessary for the comfort, enjoyment and health of patrons and participants. The term includes a riding school and the sale of associated merchandise and light refreshments. The term does not include convention centre, indoor recreation, motor sport or shooting, or simulated conflict.

Outdoor Sales

Any premises used for the purpose of sale of goods wholly or partly outdoors not otherwise defined in the Mango Hill Infrastructure DCP 14.

Park

The use of premises, not elsewhere defined herein, to which the public is admitted, primarily for informal recreation, where the premises:-

- a) have been ornamentally laid out or prepared; and/or
- b) are maintained so as to preserve or enhance its cultural heritage values and or natural qualities, including the quality of its flora, fauna and geological or physiographical features; and/or
- c) have been prepared or is maintained as a grassed area either with or without trees or shrubbery; and/or
- d) are used:-
 - i. for organised sporting activities of a primary school or secondary school, and any form of athletics where such activity is not organised or controlled by any club or organisation, nor as a business undertaking, nor for fee or reward; and/or
 - ii. infrequently for events, fairs, exhibitions or similar activities.

Facilities for park users may include kiosks, shelters, play equipment, car parking areas, public conveniences, picnic places, places for enjoying views, routes for nature study, cycleways and footways, information and display areas for the promotion of such land, structures, surfaces or equipment for informal sport or physical exercise e.g. playing field, playground or ornamental garden areas.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

- Place of Worship** Any premises used primarily for the public religious activity of a religious organisation, community or association. The term includes the ancillary use of part of the premises for a columbarium. The term does not include an educational establishment or institution.
- Public Utilities** Any premises used for major facilities relating to the provision of services such as water supply, electricity, gas, telephone, sewerage, drainage, waste and refuse disposal or transmission of signals. The term does not include local utilities or communication station.
- Restaurant** Any premises with seating for more than 40 people used for the preparation of meals for sale to the public whether or not other refreshments are also sold. The term does not include indoor recreation or hotel.
- Retail Nursery** Any premises used for the sale of plants. The term includes where carried out on the same site:
 - a) the propagation of plants for sale, from the premises or elsewhere; and/or
 - b) the sale of landscaping and gardening supplies, provided the area so used does not exceed the total area used for the propagation of plants for sale;

where the area used for the display or storage of articles for sale is not fully enclosed within a building.

Retail Showroom Any premises in excess of 300m2 total use area used for the display and sale of large or bulk goods, large stocks of similar goods or related goods including food and groceries except fruit and vegetables.

Service Industry Any premises used to conduct an industry included in but not limited to:

- a) Table 13.1 of the DCP, which does not conform with the provisions of the definition of commercial services;
- b) Table 13.3 of the DCP where:-
 - 1) the use of the premises does not detrimentally affect the existing or prospective amenity of the area; and
 - 2) the activity is carried out in the course of a trade or businesses.

Table 13..3 (extracted from the DCP)

Cabinet making or shopfitting

Cutting and finishing glass

Engraving, not being commercial services as defined herein

Fibre-glass repairs

French polishing

Outdoor Storage of –

Building supplies, hardware, fence post, fence palings, plumbing supplies, sawn timber, new (unused) tyres, boats, caravans, trailers and other goods which Council may approve from time to time, and where the storage area exceeds 50m in area.

Picture framing

Repairing, servicing or modifying –

Boats

Furniture

Gas appliances

Motor mowers

Motor vehicles

Outboard motors

Trailers

Saw sharpening

Sign writing

Self storage facility.

The term does not include bulk garden supplies, car depot, car park, hardware centre, heavy vehicle parking, heavy vehicle sales, home occupation, service station or vehicle

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

- Service Station** sales yard.
Premises used for the fuelling of motor vehicles involving the sale by retail of petrol or automotive distillate or any other fuel capable of use in internal combustion engines whether or not the premises are also used for one or more of the following purposes:-
- a) The sale by retail of:-
 - lubricating oils and greases;
 - batteries and tyres;
 - accessories and other products associated with motor vehicles;
 - power and lighting kerosene;
 - mower fuel; and
 - goods for the comfort and convenience of travellers by motor vehicle including food and beverages;
 - b) The carrying out of:-
 - the fitting, removal, and exchange of tyres;
 - the repairing of tubes;
 - the supply of air; the charging or replacement of batteries;
 - the lubrication and greasing of motor vehicles;
 - the cleaning, adjustment and replacement of spark plugs;
 - the adjustment, cleaning or replacement of filters or carburettors or fuel injection systems;
 - the reception and return of tyres deposited for repair on other premises;
 - running repairs of a minor nature and of a type which do not normally immobilise a vehicle for a period longer than four hours;
 - the hiring of trailers not exceeding one tonne capacity. The number of trailers for hire on site must be limited to five (5); and
 - the hiring of motor vehicles. The number of vehicles for hire on site must be limited to three (3).
 - c) The rendering of minor services incidental to any of the above.

The term does not include an industry, or a shop.

Shop Any separate area of occupation, not elsewhere defined in this DCP used for the sale of articles, including food, by retail.

Shopping Centre Any premises which:-

- a) function as an integrated unit;
- b) are used principally for retailing;
- c) contain one or more buildings:-
 1. having a total floor area of not less than 300m² GLA;
 2. erected:-
 - i. at the one time as one complete entity or in stages where each succeeding stage forms one complete entity with any earlier stage or stages; and
 - ii. to a coordinated layout; and
 3. comprising separate areas of occupation:-
 - i. which may be used for purposes such as:-
 - shop;
 - office;
 - commercial services;
 - indoor recreation;
 - restaurant;
 - catering premises;
 - amusement premises;

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

- entertainment library;
- community premises and
- ii. where a majority of those separate areas of occupation are used for shop purposes; and

- d) contain at least one shop of the kind normally described as a supermarket (with a minimum floor area of 1000m²), discount department store or a department store, or a similar major anchor tenant.

The term does not include retail nursery or retail showroom.

Special Use	Any premises used for Commonwealth, State, Local Government, semigovernment, statutory authority or Government owned corporation purposes, except for a child care centre, dwelling units, educational establishment, hospital, institution, local utilities, office, community premises or public utilities.
Tourist Facility	Any premises used primarily for the purpose of providing recreation, entertainment or attractions for the general touring public. The term includes accommodation or eating facilities for tourists as an ancillary use.
Townhouse Units	Any premises consisting of more than two (2) dwelling units for use by separate households where at least one habitable room in each dwelling unit and a private court yard directly accessible to each dwelling unit is situated at ground level. The term includes, where carried out on the same site, the conduct of a trade, business or profession, not being a home occupation, which:- <ul style="list-style-type: none">a) only employs persons resident on the site;b) does not involve display of articles likely to be seen from beyond the site;c) has only one sign no greater than 0.3m²;d) the gross floor area so used does not exceed 30m²;e) does not involve the parking or storage on or in the vicinity of the site of any heavy vehicle or more than one vehicle which is not a heavy vehicle;f) does not in the opinion of the Council detrimentally affect the amenity of the locality due to factors including but not limited to noise, dust, vibration, lighting, fumes, odours, appearance, traffic generation and/or hours of operation.
Vehicle Hire Depot	Any premises used for the hire, storage or parking of vehicles other than heavy vehicles. The term includes the servicing of those vehicles and any administrative work carried out in connection with the activity but does not include an office.
Vehicle Sales Yard	Any premises used for the sale of vehicles (other than heavy vehicles), or vessels less than nine metres in length and where conducted in conjunction with the use and includes the sale of tools, spare parts, and accessories, and cleaning, customising, panel beating and spray painting.
Veterinary Clinic	Any premises used in which a veterinarian or veterinary surgeon treats the minor ailments of domestic animals and no animal remains on the premises after treatment overnight, except in emergencies.

Warehouse

Any premises used for the storage of goods in large quantities pending their sale, or distribution, to persons who purchase only for the purpose of resale or for use in the course of an industry. The term does not include a shop, hardware centre or retail showroom.

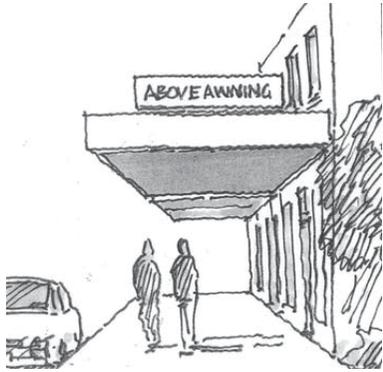
*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Annex A

SIGNAGE GUIDELINE

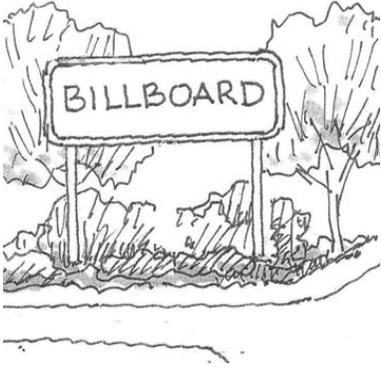
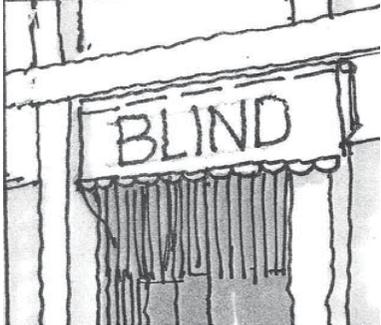
ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>ABOVE AWNING SIGN An Above Awning Sign is an advertisement above an awning, verandah roof or the like.</p>		<p>Maximum size</p> <p>Maximum height above awning</p> <p>Extent</p> <p>Other requirements</p>	<p>Length - 2.7 metres</p> <p>Height - 0.6 metres</p> <p>Width - 0.3 metres</p> <p>1.0 metre</p> <p>Not to project beyond the edges of the awning</p> <p>No unsightly supports or rear view of sign.</p> <p>Any unsightly supports required for structural reasons are to be set back behind edges of sign</p>
<p>AWNING/FASCIA SIGN An Awning/Fascia Sign is an advertisement painted or otherwise affixed to the fascia of a building, an awning, verandah or return end of an awning.</p>		<p>Maximum extent</p> <p>Maximum height</p> <p>Maximum thickness</p>	<p>Not projecting above or below the fascia</p> <p>0.6 metre</p> <p>0.1 metre out from fascia</p>

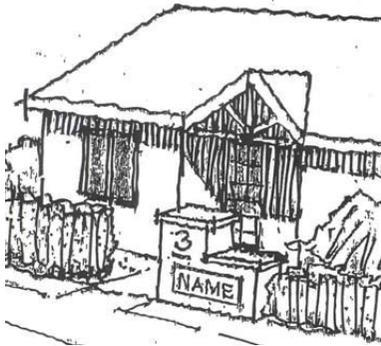
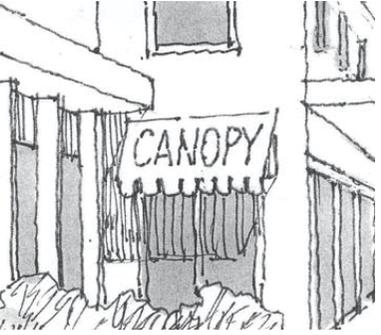
ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BILLBOARD SIGN A Billboard Sign is a freestanding display surface, the width of which is greater than the height and which may be positioned on the ground or mounted on one or more vertical supports.</p>		<p>Maximum area</p> <p>Maximum height above ground to top of sign</p> <p>Setting</p> <p>Minimum setback from side boundary</p> <p>Front setback</p> <p>Maximum</p>	<p>20 square metres per side for a maximum of 2 sides</p> <p>6.5 metres or the height of a building in close proximity whichever is the lesser</p> <p>As a free standing structure within a landscaped environment and so as not to expose an unsightly back view of the sign to a road or other public places</p> <p>3.0 metres</p> <p>Not to project beyond front property alignment</p> <p>Generally no billboard shall be erected on a site along which are located Pylon or Large Pylon signs unless the frontage exceeds 100m in which case a separation of 60m must be achieved.</p>
<p>BLIND SIGN A Blind Sign is an advertisement painted on or otherwise affixed to solid or flexible material suspended from the edge of an awning, verandah or wall.</p>		<p>Minimum clearance between the lower most point of the sign and the footway</p> <p>Maximum number</p>	<p>2.4 metres</p> <p>1 per tenancy frontage</p>

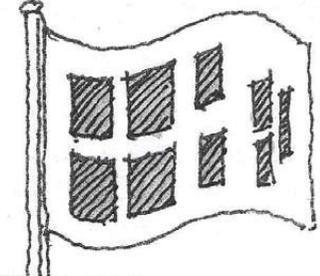
ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BUSINESS PLATE A Business Plate is a small advertisement identifying the name and/or trade, business or calling of the occupant or business premises. A Business Plate may be painted or affixed to a wall.</p>		<p>Maximum surface area of sign residence in a residential area Maximum surface area per business occupant of premises in commercial and mixed use areas</p>	<p>0.3 square metres 0.3 square metres</p>
<p>CANOPY SIGN A Canopy Sign is an advertisement, painted or otherwise affixed, to a canopy, whether the canopy is constructed from flexible or solid material.</p>		<p>Minimum clearance between the lower most part of the sign and the footway Maximum number</p>	<p>2.4 metres 1 per tenancy frontage</p>

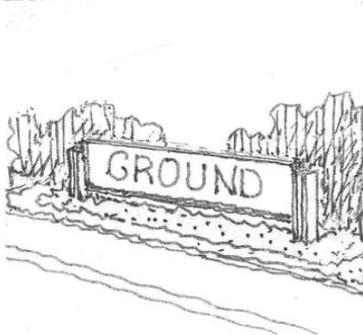
ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>CREATED AWNING LINE SIGN A Created Awning Line Sign is an advertisement attached to and extending beyond a fascia of an awning or the like.</p>		<p>Extent</p> <p>Maximum area</p> <p>Minimum clearance</p>	<p>Not more than 0.6 metre above the fascia to which it is attached</p> <p>The created area is not to exceed 25% of the fascia</p> <p>2.4 metres to the footpath pavement</p>
<p>FLAG POLE SIGN A Flag Pole Sign is a fabric sign hung from a pole.</p>		<p>Maximum surface area</p> <p>Maximum height above ground</p>	<p>3.0 square metres</p> <p>6.5 metres if planted in the ground</p>

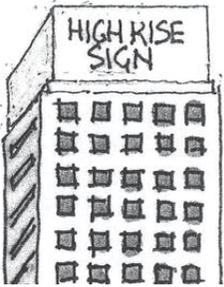
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- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>FOOTWAY SIGN A Footway Sign is a portable, freestanding advertisement, normally supported by an 'A' or inverted 'T' frame, and typically displayed on a footway.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Location</p> <p>Other requirements</p>	<p>Height - 1.0 metre Width - 0.6 metre Depth - 0.6 metre</p> <p>1 per tenancy</p> <p>A Footway Sign on a footway is to be positioned near the kerb (but not closer than 0.25 metre) so as to leave clear passage for pedestrians along the footway, particularly the visually disadvantaged who rely on clear passage along the frontage of shops.</p> <p>No footway sign is to be positioned so as to obstruct, clutter or detract from street landscaping, furniture or artwork</p> <p>A Footway Sign not to be located on a public road.</p> <p>A Footway Sign is not to have moving, rotating or animated parts, such as a spinner sign. A Footway Sign is to be displayed only during trading hours and is not to be used for the display of merchandise</p>
<p>GROUND SIGN A Ground Sign is a monolithic sign which, in effect, sits on or rises out of the ground.</p>		<p>Setting</p> <p>Maximum height</p> <p>Maximum surface area</p> <p>Maximum setback from side boundary</p> <p>Maximum number</p>	<p>Erected within a landscaped environment.</p> <p>Not erected to expose an unsightly back view of the sign.</p> <p>When in a residential area, only permitted where used in a name of a multi-unit development site</p> <p>1.8 metres</p> <p>10 square metres</p> <p>3 metres</p> <p>One per frontage for frontages up to 100 metres</p> <p>For frontages over 100 metres, spacing of signs to be no less than 60 metres</p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>HAMPER SIGN A Hamper Sign is an advertisement, painted or otherwise affixed, between a door head and an awning, or their equivalent levels.</p>		<p>Maximum thickness Maximum Extent</p>	<p>0.3 metre from the face of the wall The size and form are to be compatible with the building on which they are located.</p>
<p>HIGH RISE BUILDING SIGN A High Rise Building Sign is an advertisement naming or identifying a high rise building by the use of a logo or the like.</p>		<p>Maximum extent Maximum number Other requirements</p>	<p>Contained within the actual or created outline of a building or appears as if it was part of the original building if part of a structure creating a changed building outline One per building frontage A High Rise Building Sign is not to contain third party advertising</p>

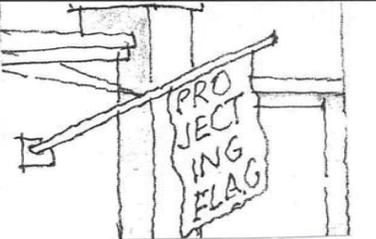
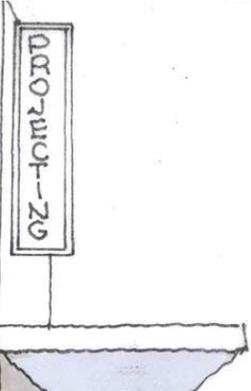
ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>LANTERN SIGN A Lantern Sign is a translucent lighting fixture displaying the name and/or trade, business or calling of the occupant.</p>		<p>Maximum number for a Home Occupation or Business</p> <p>Maximum edge dimension of lantern</p> <p>Maximum height</p> <p>Maximum illumination</p>	<p>One</p> <p>0.5 metre (ie to fit into a Cube of 0.5 x 0.5 x 0.5 metres)</p> <p>2 metres</p> <p>Not greater than a standard 100 watt incandescent bulb</p>
<p>POLE SIGN A Pole Sign is a freestanding sign mounted on one or more vertical supports which has a smaller surface area and a lower height than a Pylon/Column sign.</p>		<p>Maximum number</p> <p>Aspect</p> <p>Maximum surface area</p> <p>Maximum height above ground</p> <p>Minimum setback from side boundary</p> <p>Setting</p>	<p>One two-sided pole sign per allotment street frontage</p> <p>Not erected to expose an unsightly back view of the sign</p> <p>2.4m² per side, except along Anzac Avenue where it may be increased to 8m² per side for a maximum of two sides.</p> <p>4.5 metres, except along Anzac Avenue, where the maximum height may be 10 metres and along Discovery Drive where the maximum height may be 6 metres.</p> <p>3 metres</p> <p>Erected within a landscaped environment</p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>PROJECTING FLAG SIGN A Projecting Flag Sign is a non-illuminated, wall-mounted corporate flag.</p>		<p>Maximum size Maximum number Minimum spacing Minimum clearance</p>	<p>0.3 square metre per face 4 per site 2 metres 2.4 metres to the footpath pavement.</p>
<p>PROJECTING SIGN A Projecting Sign is a double-faced sign projecting at right angles to a wall and fixed to the wall. A Projecting Sign is not an Under Awning Sign.</p>		<p>Minimum clearance between the lowermost point of the sign and the footway Maximum number Orientation Extent Maximum size</p>	<p>2.4 metres One per building frontage Vertical Not projected above the height of the wall to which it is attached Height - 3.0 metres Width - 0.75 metre</p>

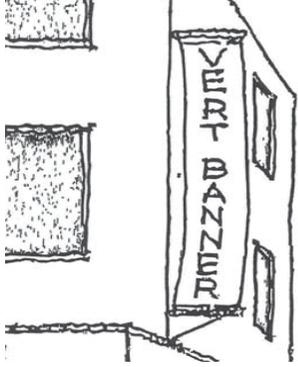
ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>STALLBOARD SIGN A Stallboard Sign is an advertisement, painted or otherwise affixed, at the base of a shopfront, normally below a shop window</p>		<p>Fixing</p> <p>Maximum Extent</p>	<p>Fitted flush</p> <p>The size and form are to be compatible with the building on which they are located.</p>
<p>UNDER AWNING SIGN An Under Awning Sign is an advertisement suspended under an awning or verandah.</p>		<p>Orientation</p> <p>Minimum clearance between the lowermost point of the sign and footway</p> <p>Extent</p> <p>Location</p> <p>Minimum distance between under awning signs</p> <p>Maximum dimensions</p> <p>Minimum setback from side boundary</p>	<p>At right angles to the building frontage</p> <p>2.4 metres</p> <p>Not to project beyond the awning or verandah</p> <p>Central to each shop or tenancy or shopping arcade entrance</p> <p>3.0 metres</p> <p>Length - 2.7 metres or not greater than 75% of the width of the awning or verandah which ever is lesser</p> <p>Height - 0.6 metres</p> <p>Width - 0.3 metres</p> <p>1.5 metres</p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
NORTH LAKES TOWN CENTRE

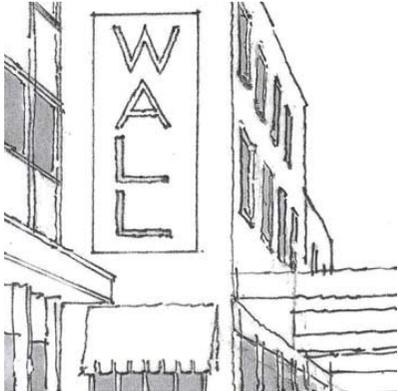
SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>VERTICAL BANNER BUILDING SIGN A Vertical Banner Building Sign is an advertisement of non-rigid material normally fixed at the top and bottom to brackets projecting from a building.</p>		<p>Maximum height</p> <p>Maximum width</p> <p>Minimum clearance between lowermost point of the sign and the footway</p> <p>Maximum area</p> <p>Minimum spacing between signs</p> <p>Minimum setback from side or rear boundary</p>	<p>Not to project above the height of the adjacent part of the building to which it is fixed and not to exceed 5 metres above ground level</p> <p>0.75 metre</p> <p>2.4 metres</p> <p>2.4 square metres</p> <p>6.0 metres</p> <p>3.0 metres</p>
<p>VERTICAL BANNER FREESTANDING SIGN A Vertical Banner Freestanding Sign is an advertisement of non-rigid material normally supported at two or more locations from brackets extending from a freestanding pole.</p>		<p>Maximum height (above ground level to top most support)</p> <p>Maximum width</p> <p>Minimum clearance between lowermost point of the sign and the footway</p> <p>Minimum spacing between signs</p> <p>Minimum setback from side boundary</p> <p>Maximum surface area</p>	<p>5.0 metres</p> <p>0.75 metre</p> <p>2.4 metres</p> <p>6.0 metres</p> <p>3.0 metres</p> <p>2.4 square metres</p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

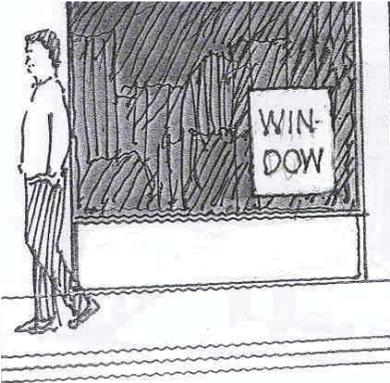
SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>WALL SIGN A Wall Sign is an advertisement, painted or otherwise affixed, flat to a wall.</p>		<p>Maximum thickness (or projection from wall) Maximum number Maximum surface area Location</p>	<p>0.3 metre One per tenancy 20% of wall space or 6 m², whichever is the lesser Ground floor level and first floor level and not to project beyond the edge of the wall.</p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

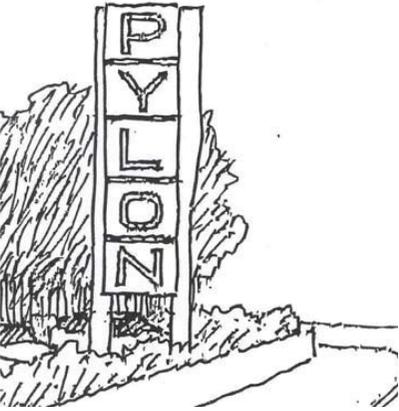
SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>WINDOW SIGN A Window Sign is an advertisement, painted or otherwise affixed, to the glass of a display window.</p>		<p>Maximum surface area of sign</p>	<p>25% of the area of the glass panel or panels on which it is displayed</p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

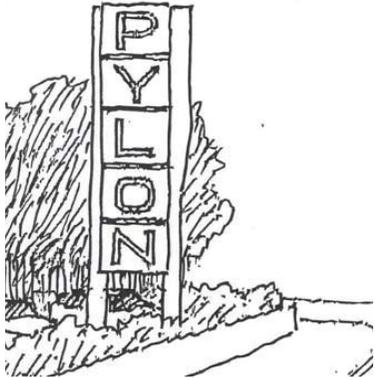
SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>SMALL PYLON SIGN Small Pylon Signs shall be considered on merit and streetscape context in consideration of architectural and landscaping themes and overall site signage.</p>		<p>Aspect</p> <p>Maximum surface area of sign</p> <p>Maximum height above the ground</p> <p>Setting</p> <p>Maximum number</p> <p>Minimum setback from side boundary</p>	<p>Not be erected to expose an unsightly back view of the sign</p> <p>5 square metres per side, for a maximum of two sides.</p> <p>The maximum height is to be 3.0 metres.</p> <p>Erected within a landscaped environment</p> <p>No Small Pylon Sign shall be erected on a site along which are located Billboard signs unless the frontage exceeds 100 metres in which case such signs are to be no closer than 60 metres. Location and maximum number as per Sector Plan</p> <p>3.0 metres</p>
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>PYLON/COLUMN SIGN A Pylon/Column Sign is a large display surface with its height being greater than its width. It may be erected on the ground or mounted on one or more vertical supports.</p>		<p>Aspect</p> <p>Maximum surface area of sign</p> <p>Maximum height above the ground</p> <p>Setting</p> <p>Maximum number</p> <p>Minimum setback from side boundary</p>	<p>Not be erected to expose an unsightly back view of the sign</p> <ul style="list-style-type: none"> • 20 square metres per side, for a maximum of two sides along Anzac Avenue. • 15 square metres per side, for a maximum of two sides elsewhere in the Town Centre Frame. • For development fronting Anzac Avenue, the maximum height is to be 5.0 metres, or the height of a building in close proximity, but is not to exceed 10.0 metres. • For development elsewhere in the Town Centre Frame, the maximum height is to be 5.0 metres, or the height of a building in close proximity, but is not to exceed 6.0 metres. <p>Erected within a landscaped environment</p> <p>No Pylon/Column Sign shall be erected on a site along which are located Billboard signs unless the frontage exceeds 100 metres in which case such signs are to be no closer than 60 metres.</p> <p>Location and maximum number as per Sector Plan</p> <p>3.0 metres</p>

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

Note:

1. *Signage within the road reserves of the stages must provide:*
 - a. *visible and legible signs;*
 - b. *an uncluttered streetscape;*
 - c. *professional and co-ordinated graphics for the identification of different uses within the sector (if required);*
 - d. *signs compatible with their surroundings; and*
 - e. *generally simple, robust and low maintenance signage elements.*
2. *The location, form, scale, materials and colour selection of signage must be in keeping with the residential environment and must not dominate the urban landscape at ground level.*
3. *Works of high quality urban art, including paving patterns, water features and sculptures, are encouraged. These artworks must contribute strongly to enhancing the architecture and landscape of the residential environment, and achieve humanising elements.*
4. *The applicant is to submit to the Department of Transport and Main Roads (Metropolitan Office) for approval, detailed plans of any advertising that is to be visible from the Bruce Highway, prior to the placement of any advertising signage/devices. Any advertising sign or device associated with the development is to be in accordance with Transport and Main Roads' "Guide to the Management of Roadside Advertising".*

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Annex B

PLANT LIST

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 85
Agenda

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Plant List

Botanical Name	Common Name
Trees & Palms	
<i>Acmena smithii</i>	Lilly Pilly
<i>Agathis robusta</i>	Kauri Pine
<i>Allocasuarina littoralis</i>	Black She Oak
<i>Allocasuarina torulosa</i>	Forest She Oak
<i>Alphananthe philippensis*</i>	Native Elm
<i>Alphitonia excelsa*</i>	Red Ash
<i>Araucaria cunninghamia</i>	Hoop Pine
<i>Archontophoenix cunninghamia</i>	Pickabean Palm
<i>Backhousia citriodora*</i>	Lemon Scented Myrtle
<i>Backhousia myrtifolia*</i>	Carrol
<i>Banksia integrifolia</i>	Coast Banksia
<i>Barklya syringifolia*</i>	Crown of Gold Tree
<i>Brachychiton acerifolium</i>	Flame Tree
<i>Brachychiton rupestre</i>	Bottle Tree
<i>Buckinghamia celsissima</i>	Ivory Curl Flower
<i>Callistemon salignus*</i>	Pink Tips
<i>Callistemon viminalis*</i>	Weeping Bottlebrush
<i>Callitris columellaris</i>	Bribie Island Pine
<i>Castanospermum australe*</i>	Black Bean
<i>Casuarina cunninghamiana</i>	River She Oak
<i>Casuarina glauca</i>	Swamp She Oak
<i>Corymbia intermedia*</i>	Pink Bloodwood
<i>Cupaniopsis anacardioides*</i>	Tuckeroo
<i>Elaeocarpus eumundii*</i>	
<i>Eucalyptus citriodora</i>	Lemon Scented Gum
<i>Eucalyptus microcorys*</i>	Tallowwood
<i>Eucalyptus ptychocarpa</i>	Swamp Bloodwood
<i>Eucalyptus curtisii</i>	Plunkett Mallee
<i>Ficus coronata*</i>	Creek Sandpaper Fig
<i>Ficus macrophylla</i>	Moreton Bay Fig
<i>Ficus rubiginosa</i>	Port Jackson Fig
<i>Flindersia australis*</i>	Crows Ash
<i>Flindersia pimenteliana*</i>	Flindersia
<i>Flindersia schottiana*</i>	Bumpy Ash
<i>Glochidion ferinandi*</i>	Buttonwood
<i>Grevillea robusta</i>	Silky Oak
<i>Harpullia pendula*</i>	Tulipwood
<i>Hymenosporum flavum</i>	Native Frangipani
<i>Jagera pseudorhus*</i>	Foambark
<i>Livistona australis</i>	Livistona
<i>Livistona decipiens</i>	Weeping Cabbage Palm

* denotes canopy trees

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 86
Agenda

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Botanical Name	Common Name
Trees & Palms (continued)	
<i>Livistona nitida</i>	Livistona
<i>Lophostemon confertus</i> *	Brush Box
<i>Lophostemon suaveolens</i>	Swamp Box
<i>Mallotus philippensis</i> *	Red Kamala
<i>Macadamia integrifolia</i> *	Queensland Nut
<i>Melaleuca linariifolia</i>	Snow in Summer
<i>Melaleuca quinquenervia</i>	Broadleafed Paperbark
<i>Oreocallis sp. nova (wickhamii)</i>	Tree Waratah
<i>Podocarpus elatus</i> *	Brown Pine
<i>Rhodamnia rubescens</i> *	Swamp Paperbark
<i>Rhodosphaera rhodanthema</i> *	Deep Yellow Wood
<i>Syzygium australe</i> *	Scrub Cherry
<i>Syzygium franchisee</i> *	Giant Water Gum
<i>Syzygium leuhmannii</i> *	Small Leaved Lilly Pilly
<i>Toechima tenax</i> *	Scrub Teak
<i>Tristaniopsis laurina</i> *	Water Gum
<i>Waterhousia floribunda</i> *	Weeping Myrtle
Shrubs	
<i>Baeckea sp. Mt Toza</i>	Dwarf Baeckea
<i>Baeckea virgata</i>	Twiggy Myrtle
<i>Baeckea virgata dwarf</i>	Dwarf Baeckea
<i>Banksia Birthday Candles</i>	Dwarf Banksia
<i>Banksia ericifolia</i>	Heath Banksia
<i>Banksia integrifolia</i>	Coastal Banksia
<i>Banksia robur</i>	Swamp Banksia
<i>Banksia spinulosa var collina</i>	Hairpin Banksia
<i>Callistemon Dawson River</i> *	Dawson River
<i>Callistemon Little John</i>	Little John
<i>Callistemon Ned Kelly</i>	Ned Kelly
<i>Callistemon pachyphyllus</i>	Bottlebrush
<i>Cyathea australis</i>	Rough Tree Fern
<i>Gardenia Florida</i>	Double Gardenia
<i>Grevillea "Coconut Ice"</i>	Coconut Ice
<i>Grevillea "Majestic"</i>	Majestic
<i>Grevillea "Robyn Gordon"</i>	Grevillea
<i>Grevillea "Superb"</i>	Superb
<i>Grevillea banksii</i>	Red Silky Oak
<i>Grevillea Honey Gem</i>	Honey Gem
<i>Grevillea Ned Kelly</i>	Ned Kelly
<i>Hibiscus rosa sinensis</i>	Hibiscus
<i>Hovea acutifolia</i>	Pointed Leaf Hovea
<i>Leptospermum flavescens</i>	Tantoon Tea Tree

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 87
Agenda

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Botanical Name	Common Name
Trees & Palms (continued)	
Leptospermum petersonii	Lemon Scented Tea Tree
Leptospermum Pink Cascade	Pink Cascade
Melaleuca linariifolia Snowflake	Dwarf Tea Tree
Murraya paniculata	Orange Jessamine
Pittosporum revolutum	Brisbane Laurel
Pittosporum undulatum*	Mock Orange
Syzygium Blaze	Dwarf Lilly Pilly
Syzygium Elite	Compact Lilly Pilly
Syzygium Tiny Trev	Dwarf Lilly Pilly
Tibouchina jules	Tibouchina
Westringea fruticosa	Wynyabbie Gem

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Annex C

TCW DESIGN ESSENTIALS

(NON STATUTORY GUIDE ONLY)

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

NORTH LAKES

Town Centre

Design Essentials

For Lots 70 & 200

May 2011

(NON STATUTORY GUIDE ONLY)

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

THE DESIGN ESSENTIALS

Glazing to the street	<ul style="list-style-type: none"> • A minimum of 10% of the façade area of each dwelling (including garage or carport) facing the street or public area must be either windows or glass. This includes facades to lakes, parks and secondary street frontages to dwellings on corner lots. • All entrance foyers must include either sidelight or highlight windows in the entry alcove. The only exceptions are as follows: <ul style="list-style-type: none"> ○ Where one large door with integrated glazing is used (the door is to be a minimum of 1.2m wide and contain no less than 20% of the door area as glazing); or ○ Where a set of double doors is provided.
Front Façade Articulation	<ul style="list-style-type: none"> • Front façades for all dwellings must incorporate at least one of the following design elements: <ul style="list-style-type: none"> ○ A veranda with a minimum area of 6m² and minimum depth of 1.5m, or ○ An entry portico with a minimum area of 4m² and minimum depth of 1.5m. • Where the site frontage is 8.5m or less, dwellings must: <ul style="list-style-type: none"> ○ Have a minimum of 15% of the façade area (including garage or carport) facing the street as windows or glass; ○ Have one or more habitable rooms (with windows) facing the street); and ○ The front entry must be identifiable from the lot frontage, either through: <ul style="list-style-type: none"> ▪ Location of a portico (minimum area of 4m² and depth of 1.5m) not less than 1 metre in front of the main building line (note: columns and other support elements are to be lightweight/slim profile with limited masonry) or ▪ Where the door is more than 2m behind the main building line, the provision of a roof element, portico, façade extension or other lightweight entry feature at the building line (note: the door must face the street, side facing doors are not permitted); and ○ Where a two-storey dwelling is proposed, and the requirement for habitable rooms is fully satisfied on the second storey, dwellings are required to satisfy the following additional criteria: <ul style="list-style-type: none"> ▪ Recess the garage at least 1m behind the alignment of the second storey and have a minimum of 20% of the façade area (including garage or carport) facing the street as windows or glass; or ▪ Where the garage or carport is not recessed: <ul style="list-style-type: none"> • Have a minimum of 20% of the façade area (including garage or carport) facing the street as windows or glass; and • Include a second storey veranda with a minimum width of 50% of the dwelling and minimum depth of 1200mm, and must not protrude into the front setback. ○ Identical facades must not be located adjacent to or opposite

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

each other.

- All other lots are required to present appropriate rooms and windows to the street, as listed below:
 - Where the site frontage is less than 18.0m, one or more habitable rooms; with significant glazing proportional to the size of the room provided.
 - Where the site frontage is 18.0m or greater, dwellings are required to satisfy one of the following:
 - Two habitable rooms and windows facing the street; or
 - One or more habitable rooms which comprise a minimum internal width of 5.4 metres (excluding the width of the entry foyer), to be measured in the same plane as the front alignment of the garage. Significant glazing must be provided to this frontage proportional to the size of the room provided.
- Where a two-storey dwelling is proposed, the requirement for habitable rooms and windows can be either fully or partly satisfied on the second storey.
- Where a two-storey dwelling is proposed on a site with a frontage between 8.51m and 10.5m inclusive, and the requirement for habitable rooms is fully satisfied on the second storey, dwellings are required to satisfy the following additional criteria:
 - Recess the garage at least 1m behind the alignment of the second storey and have a minimum of 20% of the façade area (including garage or carport) facing the street as windows or glass; or
 - Where the garage or carport is not recessed:
 - Have a minimum of 20% of the façade area (including garage or carport) facing the street as windows or glass; and
 - Include a second storey veranda with a minimum width of 50% of the dwelling and minimum depth of 1200mm, and must not protrude into the front setback.
- Where the site frontage is 18.0m or greater, unless the façade contains a step of a minimum depth of 1 metre (excluding the step at the garage), one of the following additional elements will be required:
 - An entry portico and veranda with a minimum depth of 1.5m and a total minimum area of 10m²; or
 - A full front veranda with a minimum depth of 1.5 metres for the length of the frontage of the dwelling (not including the garage); or
 - An entry portico with columns that have a minimum width of 350mm and recess the doorway a minimum of 230mm.
- Where a two storey dwelling is proposed, the upper storey must extend for at least 50% of the total width of the dwelling (including garage and verandahs) as viewed from all street frontage.

**Secondary
Feature**

- For lots fronting and having a common boundary with a secondary street, park, lake, or containing dual street frontage the façade facing these

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Façade Articulation	<p>features must mimic the design features and detail of the main façade of the dwelling, (i.e. through replicating the design, scale and dimension of roof style, windows and verandahs).</p>																																																						
Garages and Carports	<ul style="list-style-type: none"> • The garage/carport requirements for each lot type are summarised in the table below: <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Patio</th> <th colspan="2">Medium Density - Town Villa & Villa</th> <th colspan="2">Medium Density - Town Premium Villa & Premium Villa</th> <th colspan="2">Courtyard & Premium Courtyard</th> <th colspan="2">Traditional & Premium Traditional</th> </tr> <tr> <th>1 storey</th> <th>2 storey</th> </tr> </thead> <tbody> <tr> <td>Single Garage</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✗</td> <td>✗</td> </tr> <tr> <td>Double Garage</td> <td>✓</td> <td>✓</td> <td>✗</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Minimum Garage Setback</td> <td colspan="8"> Single garage - minimum setback of 5.5 metres Double garage - minimum of 4 metres. </td> <td>5.4m</td> <td>4.5m*</td> </tr> </tbody> </table> <p style="text-align: center;">*two storey section must extend over no less than 50% of the garage</p> <ul style="list-style-type: none"> • All garages and carports must: <ul style="list-style-type: none"> ○ Be set back a minimum of 1 metre from the front building line, or where a two storey section extends over not less than 50% of the garage, the garage may be inline with the second floor; ○ Occupy no more than 55% of the length of the frontage for single-storey homes; ○ Incorporate tilt up, panel lift or single roller doors. Double roller doors will be considered on their architectural merit where they complement the design of the dwelling. ○ A single storey dwelling on a Villa or Medium Density - Town Villa lot is only permitted to have a single width garage, however, a second covered car parking space may be provided in a tandem garage arrangement. • Triple garages are only permitted where a two storey home is provided on lots with a minimum 20m frontage and must: <ul style="list-style-type: none"> ○ Have one garage door fully integrated within the front façade where a two-storey section extends over no less than 100% of this garage. The garage may be inline with the second floor; ○ Have all other garage doors set back a minimum 1 metre from the alignment of the garage integrated within the front façade. 		Patio		Medium Density - Town Villa & Villa		Medium Density - Town Premium Villa & Premium Villa		Courtyard & Premium Courtyard		Traditional & Premium Traditional		1 storey	2 storey	Single Garage	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	Double Garage	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	Minimum Garage Setback	Single garage - minimum setback of 5.5 metres Double garage - minimum of 4 metres.								5.4m	4.5m*								
	Patio		Medium Density - Town Villa & Villa		Medium Density - Town Premium Villa & Premium Villa		Courtyard & Premium Courtyard		Traditional & Premium Traditional																																														
	1 storey	2 storey	1 storey	2 storey	1 storey	2 storey	1 storey	2 storey	1 storey	2 storey																																													
Single Garage	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗																																													
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Minimum Garage Setback	Single garage - minimum setback of 5.5 metres Double garage - minimum of 4 metres.								5.4m	4.5m*																																													
External Wall Finishes	<ul style="list-style-type: none"> • The major wall materials are to be one or a combination of the following: <ul style="list-style-type: none"> ○ Rendered painted masonry or bagged and painted masonry; ○ Fibre cement with rendered and painted texture finish; ○ Facebrick; 																																																						

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

	<ul style="list-style-type: none"> ○ Painted or stained weatherboard; ○ Stone or prefinished materials provided they have a natural appearance. ● Where a wall extends to the underside of eaves in a gabled roof or where the roof design incorporates a gable, it is to be treated as a wall extension rather than a roof gable for the purpose of building material selection. Fibre cement cladding used to this part of the wall or gable is therefore required to be finished with a rendered and painted texture finish. ● The materials and colours to be used to infill above windows and doors on a façade facing a street or public area must be the same materials and colours used on the remainder of that façade.
<p>Roof Pitch Hip or Gable</p>	<ul style="list-style-type: none"> ● Buildings shall be restricted to a maximum height of 2 storeys (10 metres) above natural ground level. ● A minimum roof pitch of 25 degrees is to apply for all lot types. ● Innovative roof designs incorporating curved, flat or skillion elements will be assessed on their individual architectural merits by Council in consultation with the principal developer. ● Parapet walls are not permitted along a wall built to a zero lot line boundary.
<p>Roof Pitch Skillion</p>	<ul style="list-style-type: none"> ● A skillion roof is permitted on a two storey dwelling provided the roof design includes the following elements: <ul style="list-style-type: none"> ○ The roof pitch is a minimum of 15 degrees; ○ A minimum of two roof planes are required. i.e. One continuous roof plane across the entire width of the dwelling is not permitted. A separate portico or veranda roof will be considered as a separate roof plane; ○ Overhangs/eaves not less than 600mm (excluding gutters) are to be incorporated except where a zero lot line has been utilised; and ○ Articulation and variation of materials used for the external walls. ● Where a skillion roof is proposed on a single storey dwelling, the roof design will be assessed on its individual architectural merit by Council in consultation with Stockland. As a guide, the following elements should be considered: <ul style="list-style-type: none"> ○ The roof pitch is a minimum of 15 degrees and it must be demonstrated that the skillion roof has a similar ridge height to that which would be achieved with a 25 degree pitch roof; ○ A minimum of two roof planes are required. i.e. One continuous roof plane across the entire width of the dwelling is not permitted. A separate portico or verandah roof will be considered as a separate roof plane; ○ Where two roof planes form a clerestory or similar, the height of this feature is to be in the order of 500mm; ○ Overhangs/eaves not less than 600mm (excluding gutters) are to be incorporated except where a zero lot line has been utilised; and ○ Articulation and variation of materials used for the external walls.
<p>Roof Finishes</p>	<ul style="list-style-type: none"> ● Roof materials are limited to the following: <ul style="list-style-type: none"> ○ Corrugated prefinished and coloured metal sheets (e.g. colorbond); or

Moreton Bay Regional Council

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

	<ul style="list-style-type: none"> ○ Clay, concrete or slate tiles. ● Gutters and downpipes are to be pre-finished or painted to match the dwelling, or to provide appropriate colour accents.
Non-Ground Mounted Plant or Equipment	<ul style="list-style-type: none"> ● Roof mounted items visible from the street or public spaces must be minimal including but not limited to: satellite dishes, TV aerials, external hot water services, water tanks, air conditioning units, heating units, spa and pool pumps, dependent person units etc. ● Solar panels and collectors for hot water units are the exception to this standard when orientated to maximise their effectiveness.
Driveways	<ul style="list-style-type: none"> ● All crossovers and driveways are to be completed prior to occupation. ● Driveways to have a minimum 0.5m landscaping to the side property boundary. ● Plain concrete driveways are not permitted. ● All driveways must extend continuously for their full width and be no wider than 3m for a single garage or carport or no wider than 5m for all other garages or carports. <p>Where a footpath has been constructed in front of the lot, the driveway must abut and not cut through the footpath. The balance of the driveway between the footpath and the kerb may be plain concrete to match the footpath.</p>
Landscaping	<ul style="list-style-type: none"> ● For lots less than 14m wide, the front and external side garden (for corner lots) must include the following as a minimum at the time of planting: <ul style="list-style-type: none"> ○ 1 plant at a minimum of 2m in height; ○ 5 plants, each at a minimum of 1m in height; ● For lots 14m or wider, the front and external side garden (for corner lots) must include the following as a minimum at the time of plating: <ul style="list-style-type: none"> ○ 3 plants, each at a minimum of 2m in height; ○ 5 plants, each at a minimum of 1m in height. ● All lots are to include the following: <ul style="list-style-type: none"> ○ Garden beds mulched and edged; ○ Turf to the remainder of the front garden area. ● The minimum landscape requirements are to be retained and maintained to an acceptable standard.
Construction Obligations	<ul style="list-style-type: none"> ● Provide a bin or enclosure on site for the duration of the construction period. ● Site cleanliness is to be maintained.
Fencing to Front & Secondary Streets	<ul style="list-style-type: none"> ● A wall or fence required to enclose a front private courtyard must: <ul style="list-style-type: none"> ○ Must extend a minimum of 1m behind the front wall of the dwelling; ○ Be a maximum of 1.8m in height; ○ Be constructed of face brickwork or rendered and painted masonry piers (with a minimum 300mm base), and include infill panels of complementary masonry, coloured metal tube; painted or treated timber battens; ○ Not exceed 50% of the lot width. ● Where the lot is identified as a Medium Density -Town Villa, Medium

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Density -Town Premium Villa or Medium Density – Town Premium Courtyard, , the following additional elements are required to enclose a front private courtyard:

- be a maximum of 1.8 metres high and constructed of face brickwork or rendered and painted masonry piers and base (minimum 400mm base);
- include infills of coloured metal tube, painted or treated timber lattice or battens set at the rear of the fence piers with a minimum of 25% transparency;
- include dense or feature landscaping planted within the 400mm strip between front boundary and courtyard fence infills;
- provide a screen to the frontage of the nominated bin storage area set back a minimum of 2.0 metres, with dense or feature landscaping planted between the frontage and the bin storage; and not exceed 50% of the lot width.

Fencing on the secondary street frontage must:

- Be a maximum of 1.8m in height.
- Not extend for greater than 50% of the length of the secondary street boundary if solid fencing (i.e. less than 25% transparent);
- Be constructed of:
 - Painted or treated timber palings with capping and feature posts; or
 - Open style coloured metal tube fencing complemented by hardwood timber posts (minimum 125mm x 125mm size posts); or
 - As per the requirements for a front private courtyard (constructed either with or without a base).
- Where no front fence is used, the secondary street fence must return to the house a minimum of 1m behind the front wall of the dwelling.

**Fencing to
Side & Rear
Boundaries**

- Is to be a maximum of 1.8m in height;
- Constructed of treated timber palings;
- Return to the house a minimum of 1m behind the front wall of the dwelling.
- Where a zero lot line boundary is utilised, fencing is not permitted to be constructed along the boundary adjacent to this length of external wall (including when the 250mm tolerance is used).

For lots having a common boundary with a park, fencing along the common boundaries is to be :

- A maximum of 1.8m in height;
- Constructed of face brickwork or rendered and painted masonry piers (either with or without masonry base) and/or hardwood posts;
- Infills of coloured metal tube; and
- Any side fence must match the style, height and finish of the fence fronting the park extending no less than 1.0 metre behind the adjacent wall of the dwelling.

Please discuss your proposed fencing with the adjoining owner prior to construction and refer to the relevant 'The Dividing Fences' legislation and guidelines in your State and Local Government Area.

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Developer Works	<ul style="list-style-type: none"> Where the developer has constructed a fence, entry statement or retaining wall, it is to be maintained by the owner to the standard to which it was constructed.
Retaining Walls	<p>Retaining walls visible from the street or public space:</p> <ul style="list-style-type: none"> Are limited to 1m in height before use of a 0.5m wide landscape terrace. Must be constructed from stone or masonry to match the dwelling. Timber retaining walls may be constructed along side boundaries (excluding secondary street frontages) and rear boundaries. Timber retaining walls along side boundaries may protrude forward of the front building line provided the wall tapers to meet the finished ground line at the front of the property. <p>Please discuss any proposed retaining walls with your adjoining neighbour prior to construction to ensure that the height of the retaining is appropriate to suit the finished ground levels on adjacent blocks.</p>
Outbuildings	<ul style="list-style-type: none"> Unfinished metal shed of any size are not permitted. All outbuilding and garden sheds must be constructed behind the front or secondary street building line unless it can be shown that they are not visible from the adjacent street or public area. Sheds greater than 9m² are considered as an extension of the main dwelling and must therefore satisfy the building setbacks and external material finish requirements as per the main dwelling.
Ground Mounted Plant or Equipment	<p>All ground mounted services are to be screened where visible from any street or public space. This includes but is not limited to:</p> <ul style="list-style-type: none"> heating and cooling units, rubbish disposal containers, swimming pools & equipment, rain water tanks, clothes hoists and washing lines. A screened enclosure, suitable to accommodate 2 x 240L wheelie bins (no higher than 1.5m and no wider than 2m), shall be provided to the side of the dwelling, or forward of the main building line. Where forward of the main building line, the enclosure shall be no closer than 1m to the front property boundary and suitably screened by landscaping between the enclosure and the boundary.
Signs	<ul style="list-style-type: none"> Signs and hoarding for advertising products and businesses are not permitted on residential lots with the exception of businesses being undertaken from home within the definition of a detached house, approved home occupations or display home signage, which may only be erected with the prior approval of Stockland. Builders/tradespersons' signs are permitted where they are required on lots but only during construction.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

GLOSSARY OF TERMS

Front Building Line	<ul style="list-style-type: none">• The line of the house where a minimum enclosed width of 3.4m is provided.
Façade Area	<ul style="list-style-type: none">• Façade Area is calculated as a square meter measure of the entire vertical surface of the elevation of the house visible from the Street or Public Area.
Glazing	<ul style="list-style-type: none">• Any fixed or opening panel made from glass.
Eave Line	<ul style="list-style-type: none">• The edge of the roof or parapet.
Setback	<ul style="list-style-type: none">• The distance measured from adjacent boundary of the lot to the wall or outermost projection of the home as per Council's requirements.

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

APPENDIX A – BUILDING SETBACKS

The following information is provided as a guide to assist with locating a home on the lot and has been extracted from the Moreton Bay Regional Council's Sector Plan for Lot 70 and Structure Plan for Lot 200 of the Town Centre Precinct. This provides a summary of the key residential design and siting requirements in relation to the range of lot types proposed within this area.

Building setbacks for all lots must comply with the setback requirements outlined in the following table (unless dimensioned otherwise on the Sector Plan Map or Plan of Development). Where a setback is specifically dimensioned and referenced on the Sector Plan Map or Plan of Development, the Sector Plan Map or Plan of Development will prevail.

Lot Type	Min. Building Setbacks – First Storey				Min. Building Setbacks – Second Storey				Private Open Space (POS) ^G		Max. Site Cover (%) ^E
	Front ^A (m)	Rear (m)	Side ^C (m)	Secondary Street ^D (m)	Front (m)	Rear (m)	Side (m)	Side (ZLL) (m)	Min. Area (m ²)	Min. Diameter (m)	
MD - Terrace	3	3	1.0	1.5	3	3	1.5 ^I	1.0 ^H	20	4.5	50
MD - Town Villa	3	3	1.0	1.5	3	3	1.5	1.0	20	4.5	50
MD - Town Premium Villa	3	3	1.0	1.5	3	3	1.5	1.0	20	4.5	50
Patio	3	3	1.5	1.5	3	3	1.5	1.0	25	5	50
Villa	3	6 ^B	1.0	1.5	3	6 ^B	1.5	1.0	25	5	50
Premium Villa	3	6 ^B	1.0	1.5	3	6 ^B	1.5	1.0	40	5	50
Courtyard	3	6 ^B	1.5	1.5	3	6 ^B	1.5	1.5	40	5	50
Premium Courtyard	3	6 ^B	1.5	1.5	3	6 ^B	2.0	1.5	40	5	50
Traditional	4.5 ^F	6 ^B	1.5	3.0	4.5	6 ^B	2.0	1.5	60	5	50

Notes Relating To Setbacks:

A - Subject to additional garage setbacks where relevant. Where a single garage is provided, it is to be set back a minimum of 5.5m from the front boundary to facilitate off-street parking.

B - Where a 6m setback is required, a portion of the dwelling may extend to an absolute minimum rear setback of 3m where the portion of the dwelling (including patios, verandahs and pergolas) located between the 6m and 3m rear setback zone is not permitted to exceed 60% of the lot width measured across the rear boundary. Where a lot contains an acoustic fence, the setbacks are measured from the alignment of the fence.

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

C(i) - Eaves excluding gutters are permitted to extend up to 600mm within setback areas (other than where buildings are built to a zero lot line boundary), provided that a minimum side boundary clearance from eaves and gutters of 400mm is provided.

(ii) - Where lots have a mandatory zero lot line nominated on the Sector Plan Map, the dwelling must be built to this boundary. Where a wall is built to a zero lot line boundary, it is to be constructed with materials and finishes consistent with the balance of the dwelling, extending 150mm below the anticipated level of the adjacent lot's platform in accordance with Council's requirements. A zero lot tolerance of up to 250mm is permitted to accommodate a gutter overhang. Where a non-mandatory zero lot line nominated on the Sector Plan Map is not used, or for the balance of any dwelling not built to this boundary, it must comply with the relevant side setback requirements for that lot type. Notwithstanding the above, a side garage wall (max 9m in length with no openings) may be built a minimum of 1m from an unutilised zero lot line boundary on a Courtyard lot only.

D - The design of the development has taken into consideration the visibility at intersections and the amenity of the proposed neighbourhood. Consequently, for the purposes of Part 3 of the Standard Building Regulations (i.e. corner truncation setbacks), further application for corner truncation setbacks is not required, provided that the setback specifically dimensioned and referenced on the Sector Plan Map is complied with.

E - Site coverage is defined as that portion of a site covered by a building (including garages), fixed structure, or outdoor storage area, but not including unroofed parking areas and roof eaves. Pergolas, gazebos, verandahs, shade structures and other leisure and recreational purpose areas (whether fully roofed or not) are included in site coverage; however the above semi-enclose outdoor structures are permitted to a further maximum building site coverage of 10% of the total lot area.

F - For Traditional lots, unenclosed spaces such as verandahs, terraces balconies and pergolas may project into the front setback by a maximum distance of 1.5m provided the outermost projection is no closer than 3m from the front boundary.

G - The preferred location of private open space is shown on the Sector Plan Map. Major private open space is to have a maximum gradient of 1 in 10 and is to be designed to ensure useability, e.g. entry courts, outdoor living areas or service areas must demonstrate a clear relationship to the internal living area of the dwelling.

H The side setback distance to the second storey may be reduced to ZLL where the side boundary adjoins the ZLL of another Terrace Lot or where exclusively to accommodate a stairwell access, for a length of not more than 6m.

I The side setback may be reduced to 1m exclusively to accommodate a stairwell access, for a length

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 100
Agenda

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

of not more than 5m

For additional information or to obtain a copy of the Sector Plan or Structure Plan for the Town Centre Precinct, please refer to the Moreton Bay Regional Council website (www.moretonbay.qld.gov.au.)

*ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)*

Annex D

SECTION 5.4 OF THE MANGO HILL DEVELOPMENT CONTROL
PLAN (DCP)

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

Most medium density residential development will be in low to medium rise buildings set in generous areas of landscaped private open space. The design and siting of this development, while reflecting the town centre location, will have a human scale and offer visual interest to the street. Car parking generally is to be provided under cover within the building envelope, except for visitor car parking.

Residential development occurring as part of mixed use development will provide an acceptable standard of residential amenity with separate and secure vehicle and pedestrian access, car parking and areas of private open space. The location and design of such development must also respond to the proximity of uses or activity which may conflict with or impose adverse impacts upon the residential amenity. Impacts might include intrusive night lighting, noise, loss of privacy, overshadowing, or the loss of breezes or aspect.

5.3.4 Public Transport Corridor

Preliminary planning by the Department of Transport indicates that a possible public transport corridor might pass through the DCP area, and specifically through the town centre core and frame. No detailed planning has been undertaken by the Department of Transport to refine the location or timing of the possible route. The feasibility of this corridor and station will be the subject of a State Government public transport study to commence in the 1998/99 financial year. However, if the Department of Transport has not adopted an implementation program for the corridor by the 30 June 2000 the accommodation of the possible route notionally shown on the structure plan will no longer be required in the planning and development of the town centre.

5.4 Design and Siting Measures

Design and siting measures will ensure a comprehensive and integrated approach to development and so achieve the character intention for the town centre frame. Design and siting measures will be provided in the sector plans. Design and siting issues to be addressed in the sector plans include:

(a) **Building set backs**

- (1) Buildings in the town centre frame (mixed use area) are to be developed generally up to the alignment of a pedestrian thoroughfare, except to permit the integration of street landscaping with areas of private open space;
- (2) Buildings may be developed up to a road frontage within the town centre frame (mixed use area) providing that building services are adequately screened from the street and all other areas are landscaped in a comprehensive and integrated manner;
- (3) Buildings in the town centre frame (transition area) are to be developed in accordance with standard residential set-backs unless otherwise provided for in an approved sector plan.

(b) **Site Coverage**

- (1) Buildings may occupy a total site within the town centre frame (mixed use area), providing that:
 - development is in context with, and visually compatible with the appearance of, any neighbouring buildings;
 - any planned pedestrian thoroughfare is accommodated within the site;
 - adequate pedestrian facilities including pedestrian shelters are provided at ground level;
 - open space is provided in accordance with the infrastructure agreement; and
 - sufficient on-site car parking is provided.
- (2) Buildings within the town centre frame (transition area) may occupy only that proportion of the site permitted by a sector plan.

(c) **Building design**

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

- (1) Preferred building forms will include:
 - open framed appearance possibly with layered facade treatments;
 - recessed windows in external walls;
 - outward orientation of shop fronts to provide integration with the major shopping centre and other core and frame uses;
 - articulation in lengthy facades; and
 - continuous landscaping for the frontage to a pedestrian thoroughfare;
 - (2) The primary facade of a building preferably will address the street. The facade of a building addressing a street must be attractive and varied in keeping with adjacent development;
 - (3) Preferred building forms will complement and integrate with those of adjacent buildings in terms of their architecture, height and bulk, and generally will avoid the use of heavy mass building forms, particularly on sites fronting a pedestrian thoroughfare;
 - (4) Building heights generally will be low to medium rise with occasional high rise development on sites identified on a sector plan as being suitable for such development;
 - (5) Orientation to reduce energy requirements so that the long side of buildings align wherever possible on an east-west axis.
- (d) **Landscaping /Townscaping**
- (1) Adequate landscaped areas are to be provided to create a landscape theme consistent with, and extending the setting of, the town centre core, as well as to provide passive recreation space and to break up the scale of the buildings and car parking areas;
 - (2) Landscaping/townscaping in pedestrian thoroughfares, streets and public spaces is to provide visual themes linking different activity areas within the town centre frame;
 - (3) Highly visible areas, such as those fronting pedestrian thoroughfares and streets in the town centre frame, are to be landscaped to provide a high degree of visual interest;
 - (4) Landscaping for surface car parking areas is to include advanced shade trees planted at a rate not less than 1 tree per 6 vehicle spaces, and screening trees and shrubs planted so as to screen car parking areas from roads and other areas readily accessible to the public;
 - (5) High quality urban art, including paving patterns, water features and sculptures, are encouraged to enhance the architecture and landscape of the town centre frame.
- (e) **Car parking, service areas and loading docks**
- (1) Car parking and loading docks are to be sited so as to be screened from either a pedestrian thoroughfare, the street frontage of the site or from other areas readily accessible to the public;
 - (2) Loading docks and service vehicle storage areas are to be screened to ameliorate such impacts as unsightly appearance, noise, headlight glare and unpleasant odours;
 - (3) Pedestrian and vehicle circulation is to be designed to reduce potential conflict points;

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

- (4) Appropriate lighting is to be provided for after hours safety and security purposes;
 - (5) Circulation systems for transport vehicles such as taxis and buses are to be designed to be convenient and reduce potential conflicts with pedestrians and other vehicles.
- (f) **Signage, colours and materials**
- (1) The form, scale, materials and colour selection of signage must be in keeping with the character of the town centre frame and must not dominate the urban landscape at ground level;
 - (2) Roof-top and pylon signage may be permitted where it lends to the town centre frame image of an intensive activity centre;
 - (3) Signage may provide for materials and colours related to potential end users' commercial requirements modified as necessary to ensure a degree of harmony between development sites and the overall visual character of the town centre frame;
 - (4) Colours for external walls and surfaces of buildings in the town centre frame must be compatible with the overall visual character of the town centre frame;
 - (5) Highly reflective finishes are not encouraged as the major building materials for development in the town centre frame.
- (g) **Environmental management**
- (1) Building services, plant rooms and equipment rooms located on roofs or externally around buildings are to be sited, designed and constructed in order to:
 - form an integral part of the overall development on an allotment;
 - generally not be visible from pedestrian thoroughfares, streets or other areas readily accessible to the public; and
 - protect the amenity of the area from noise, vibration, smells, fumes, electrical interference or otherwise.
- (2) Environmental management structures or control devices, such as gross pollutant traps, waste disposal bins, flues and the like, are to be designed so as not to detract from the overall visual character of the town centre frame or the immediate locality.
- (h) **Transit centre pedestrian access**
- While provision for the possible future rail link to the town centre referred to in sub-section 10.3.1 of this DCP remains, the pedestrian system within the town centre core and frame must also remain sufficiently flexible to include a high standard safe and direct connection from the possible rail station to the heart of the town centre area. In particular, development will reasonably allow for pedestrian traffic to pass through its site area, along clearly defined and legible pathways external to the buildings rather than diverting pedestrians to indirect paths.
- (i) **Residential development**
- (1) Residential components of mixed use developments are to be designed to offer an acceptable level of residential amenity, in terms of noise, vibration, fumes, glare, privacy, security and identity, by responding to non-residential development characteristics such as:
 - hours of operation;
 - location of loading bays, delivery docks, service areas, waste storage and disposal facilities,

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

- flues, air conditioners and the like; and
- access arrangements;

(2) In general the performance criteria specified for the range of housing types in Queensland Residential Design Guidelines and AMCORD provide the design and siting principles and criteria to be addressed in medium and high density residential development. While the acceptable solutions provided in these publications may generally satisfy the performance criteria for development in the town centre frame they do not preclude other solutions and may also be modified by an approved sector plan.

"Council will have regard to the outcomes achieved in the application of these design and siting measures and sector plan development standards and codes to determine the suitability for their continued application in subsequent Sector Plans for achieving a high quality of amenity."

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 106
Agenda

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)
#5 Referral Agency Response

RA29-N



Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

SARA reference: 1812-9052 SRA
Applicant reference: 0304582_Lot 904
Council reference: DA/22209/2009/VCHG/s

11 February 2019

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture Qld 4510
mbrc@moretonbay.qld.gov.au

Attention: Glenn Hammill

Dear Sir/Madam

Referral agency response—with conditions

(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning (the department) on 4 January 2019.

Applicant details

Applicant name: Stockland North Lakes Pty Ltd c/- Environmental Resources Management Australia Pty Ltd (ERM)
Applicant contact details: ERM – Elaine Wong
PO Box 1400
Spring Hill QLD 4004
elaine.wong@erm.com

Location details

Street address: 49 and 909 Stapylton Street, North Lakes
Real property description: 904SP266245; 909SP253422
Local government area: Moreton Bay Regional Council

Application details

Preliminary approval: Material change of use for Request to Change (Other) - Preliminary Approval for Residential and Commercial Uses

South East Queensland (North) regional
office
Mike Ahern Building, Level 3, 12 First
Avenue, Maroochydore
PO Box 1129, Maroochydore QLD 4558

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

1812-9052 SRA

Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure
- 10.9.4.2.4.1 State transport corridors and future State transport corridors

Conditions

Under section 56(1)(b)(i) of Planning Act 2016, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Advice to the assessment manager

Under section 56(3) of the Act, the department offers advice about the application to the assessment manager as follows:

Roadside Advertising (Bruce Highway)	
	Advertising devices have the potential to cause unsafe distraction, glare or other nuisance to drivers, which affects safety on the state-controlled road. Under section 43 of the <i>Transport Infrastructure Act 1994</i> (TIA) a local government authority needs to obtain the Department of Transport and Main Roads written approval if it intends to approve the erection, alteration or operation of an advertising device that is visible from a motorway, beyond the boundaries of a motorway and reasonably likely to create a traffic hazard. Any advertising sign or device visible from the state-controlled road should be in accordance with the Department of Transport and Main Roads <i>Roadside Advertising Manual 2017</i> which can be accessed here: https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Roadside-advertising-guide.aspx .

A copy of this response has been sent to the applicant for their information.

For further information please contact Luke Farrelly, Senior Planning Officer, on 0753529774 or via email SEQNorthSARA@dsmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Garth Nolan
Manager (Planning)

- cc Stockland North Lakes Pty Ltd, elaine.wong@erm.com
- enc Attachment 1—Changed conditions to be imposed
- Attachment 2—Changed reasons for decision to impose conditions

Moreton Bay Regional Council

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

1812-9052 SRA

Attachment 1—Changed conditions to be imposed

No.	Conditions	Condition timing
Material change of use		
10.9.4.1.1.1 Infrastructure - state transport infrastructure and 10.9.4.2.4.1 state transport corridors and future state transport corridors — The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	<p>Stormwater Management</p> <p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> (i) create any new discharge points for stormwater runoff onto the state-controlled road; (ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; (iii) surcharge any existing culvert or drain on the state-controlled road; (iv) reduce the quality of stormwater discharge onto the state-controlled road. 	Prior to the commencement of the works
2.	<p>Noise Attenuation Measures</p> <p>Noise attenuation measures, for development involving an accommodation activity, to achieve the following external noise criteria at all facades of the building envelope must be provided:</p> <ul style="list-style-type: none"> • ≤60 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am ≤40 dB(A)) • ≤63 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am >40 dB(A)) 	Prior to commencement of use and to be maintained at all times
3.	<p>Public Passenger Transport</p> <p>Bus Route</p> <p>The applicant shall ensure that 90% of the proposed residential dwellings are located within 400m walking distance from the bus route and that the bus routes can service the proposed development efficiently. The proposed bus route must be developed and designated to comply with the Transport Planning and Coordination Regulation 2005, Schedule 1.</p>	Prior to the commencement of the use

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

1812-9052 SRA

Attachment 2—Changed reasons for decision to impose conditions

The reasons for this decision are:

- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor.
- To minimise noise intrusions on a development from a state-controlled transport corridor.
- To encourage the use of public transport and to ensure that public Passenger Transport options are available.

Findings on material questions of fact

- The Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) as a referral agency (concurrence) recommends three conditions to attach to the request to change (other).

Evidence or other material on which the findings were based

- Development application material uploaded to MyDAS2
- State Development Assessment Provisions published by the Department of State Development, Manufacturing, Infrastructure and Planning
- *Planning Act 2016*
- Planning Regulation 2017

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

GE78-N



Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

Department of State Development, Manufacturing, Infrastructure and Planning

Statement of reasons for application 1812-9052 SRA

(Given under section 56 of the *Planning Act 2016*)

Departmental role: Referral agency

Applicant details

Applicant name: Stockland North Lakes Pty Ltd c/- Environmental Resources
Management Australia Pty Ltd (ERM)

Applicant contact details: ERM – Elaine Wong
PO Box 1400
Spring Hill QLD 4004
elaine.wong@erm.com

Location details

Street address: 49 and 909 Stapylton Street, North Lakes

Real property description: 904SP266245; 909SP253422

Local government area: Moreton Bay Regional Council

Development details

Preliminary approval Material change of use for Request to Change (Other) - Preliminary
Approval for Residential and Commercial Uses

Assessment matters

Aspect of development requiring code assessment	Applicable codes
10.9.4.1.1.1 Infrastructure - state transport infrastructure	Version 2.4 of the State Development Assessment Provisions (SDAP) which commenced 16 November 2018 – State Code 6: Protection of state transport networks.
10.9.4.2.4.1 State transport corridors and future State transport corridors	Version 2.4 of the State Development Assessment Provisions (SDAP) which commenced 16 November 2018 – State Code 1: Development in a state-controlled road environment.

South East Queensland (North) regional
office
Mike Ahern Building, Level 3, 12 First
Avenue, Maroochydore
PO Box 1129, Maroochydore QLD 4558

ITEM 2.1 - DA/22209/2009/VCHG/2 - REQUEST TO CHANGE (OTHER) - MATERIAL CHANGE OF USE
- PRELIMINARY APPROVAL FOR RESIDENTIAL AND COMMERCIAL USES - 49 AND LOT 909 STAPYLTON
STREET, NORTH LAKES - DIVISION 4 (Cont.)

1812-9052 SRA

Reasons for the department's decision

The reasons for the decision are:

- The applicant advises the request to change (other) to the existing preliminary approval DA/22209/2009, is to facilitate amendments to the structure plan to allow showroom, service industry and warehouse uses to be considered code assessable, and to reduce the minimum commercial lot size to 1,000m².
- DTMR previously included 9 conditions (Referral Agency Response dated 14 July 2010 ref: 2009/12331/MCU) to include in the preliminary approval.
- The request to change does not affect DTMRs core interests and of the previous nine conditions, only three conditions continue to be relevant.
- The three relevant conditions are related to stormwater management, noise attenuation and public passenger transport interests.

Response

- The Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) as a referral agency (concurrence) recommends three conditions to attach to the request to change (other).

Relevant Material

- Development application material uploaded to MyDAS2
- State Development Assessment Provisions published by the Department of State Development, Manufacturing, Infrastructure and Planning
- *Planning Act 2016*
- Planning Regulation 2017

ITEM 2.2

DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4

APPLICANT: STOCKLAND NORTH LAKES C/- ENVIRONMENTAL RESOURCES MANAGEMENT PTY LTD

OWNER: STOCKLAND NORTH LAKES

Meeting / Session: 2 PLANNING & DEVELOPMENT
Reference: A18455080 : 7 May 2019 – Refer Supporting Information A18455081, A18462786, A18459008, A18458108
Responsible Officer: GH, PED_DS (Development Planning)

Executive Summary

APPLICATION DETAILS	
Applicant:	Stockland North Lakes C/- Environmental Resources Management Pty Ltd.
Lodgement Date:	4 December 2019
Properly Made Date:	6 December 2019
Confirmation Notice Date:	17 December 2019
Information Request Date:	7 January 2019
Info Response Received Date:	16 January 2019
Public Notification Dates:	25 January 2019 until 11 March 2019
No. of Submissions:	Properly Made: one (1) Not Properly Made: Nil
Decision Due Date:	7 May 2019
Prelodgement Meeting Held:	No

PROPERTY DETAILS	
Division:	Division 4
Property Address:	49 Stapylton Street, North Lakes
RP Description	Lot 904 SP266245
Land Area:	1.2620 ha (application area approx. 6,590m ²)
Property Owner	Stockland North Lakes

STATUTORY DETAILS	
Planning Legislation:	Planning Act 2016
Planning Scheme:	Mango Hill Infrastructure Development Control Plan No.14
Planning Locality / Zone	Precinct Plan 045 Sector Plan 045-1000 - Town Centre Frame
Level of Assessment:	Impact Assessment

This application seeks a Material Change of Use - Preliminary Approval that includes a Variation Approval to Vary Sector Plan 045-1000 to allow Retail Showroom, Service Industry and Warehouse as Permitted Development Subject to Conditions, located at 49 Stapylton Street, North Lakes and described as Lot 904 on SP266245.

Moreton Bay Regional Council

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

The application seeks to vary the existing Sector Plan 045-1000 (Town Centre Frame "Q" Sector One), within the Mango Hill Infrastructure Development Control Plan No.14 (DCP) to allow the following:

- Amend the Tables of Assessment to allow Retail Showroom, Service Industry and Warehouse to be Code Assessable development (currently Impact Assessable);
- Amend Reconfiguring a Lot provisions to allow minimum lot size to be 1,000m² and minimum frontage of 20m (currently minimum 3,000m² and minimum frontage 20m);
- Amend maximum building height to be 12m or 3 storeys (currently maximum 3 storeys).

The application was publicly advertised with one (1) submission received. The proposed development is considered to accord with the intent of the Mango Hill Infrastructure Development Control Plan No.14, Precinct Plan 045 and Sector Plan 045-1000 - Town Centre Frame, and is recommended to be approved, subject to conditions.

OFFICER'S RECOMMENDATION

- A. That Council, in accordance with the *Planning Act 2016*, approves the development application Material Change of Use - Preliminary Approval that includes a Variation Approval to vary Sector Plan 045-1000 to allow Retail Showroom, Service Industry and Warehouse as Permitted Development Subject to Conditions, located at 49 Stapylton Street, North Lakes and described as Lot 904 on SP266245, subject to the following plans/documents and conditions:

Approved Plans and Documents			
Plan / Document Name	Reference Number	Prepared By	Dated
Town Centre Frame "Q" Precinct North lakes development	"Sector Plan 045-1000 Town Centre Frame "Q" - Sector One - Variation Request (April 2019)	ERM Pty Ltd on behalf of Stockland North Lakes Pty Ltd	April 2019

Conditions

CONDITION		TIMING
DEVELOPMENT PLANNING		
1.	Relevant Period	
	The relevant period for this approval is 5 years, unless written approval has been obtained from Council for an extension of this period.	To be maintained at all times.
2.	DPU Defined Terms	
	Interpret all land use and administrative definitions in accordance with the Mango Hill Infrastructure Development Control Plan No. 14 or as amended.	To be maintained at all times.
3.	Level of Assessment & Assessment Benchmarks	
A	The level of assessment and assessment benchmarks shall be in accordance with the <i>Sector Plan 045-1000 Town Centre Frame "Q" - Sector One - Variation Request (April 2019)</i> , or as amended.	To be maintained at all times.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

B	For any purpose included within <i>Sector Plan 045-1000 Town Centre Frame "Q" - Sector One - Variation Request (April 2019)</i> , the provisions of the Mango Hill Infrastructure Development Control Plan will prevail.	To be maintained at all times.
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ADVICES	
1.	Aboriginal Cultural Heritage Act 2003
	<p>The <i>Aboriginal Cultural Heritage Act 2003</i> commenced in Queensland on April 16, 2004. The Act provides blanket protection of Aboriginal cultural heritage sites and places, including significant areas and objects, as well as archaeological remains. The Act also recognises that Aboriginal cultural heritage parties are key stakeholders in the assessment and management of Aboriginal cultural heritage.</p> <p>Under the Act, if a proposed activity involves disturbance of the ground surface, cultural heritage Duty of Care must be considered. This involves consideration of whether an activity is <i>likely</i> to harm Aboriginal cultural heritage. This may require involvement from the relevant Aboriginal cultural heritage party.</p> <p>Cultural heritage Duty of Care compliance ultimately lies with the person or entity conducting the activity, and penalty provisions apply for failing to fulfil this Duty of Care.</p> <p>Council strongly advises that before undertaking the land use activity, you refer to the cultural heritage duty of care - Department of Aboriginal and Torres Strait Islander Partnerships (Queensland Government) for further information regarding the responsibilities of the developer.</p>
2.	Referral Agency Response
	A copy of Referral Agency Response from the Department of State Development, Manufacturing, Infrastructure and Planning (Ref: 1812-8957 SRA), dated 6 February 2019, is attached to this Decision Notice.

- B. That the Council report for this application be published to the website as Council's statement of reasons in accordance with Section 63 (5) of the *Planning Act 2016*.
- C. That the development approval be recorded as a Notation on the Moreton Bay Regional Council Planning Scheme due to the approval:
- Being a variation approval given under section 61 of the *Planning Act 2016*.
- D. That all external Referral Agencies for the development application be provided with a copy of the Council's Decision Notice.
- E. That the following information be included in the Decision Notice.

Decision Notice information

	Details to Insert
Application Type	Material Change of Use - Preliminary Approval that includes a Variation Approval to vary Sector Plan 045-1000 to allow Retail Showroom, Service Industry and Warehouse as Permitted Development Subject to Conditions

Moreton Bay Regional Council

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

	Details to Insert
Relevant Period of Approval	Material Change of Use – 5 years
Section 64(5) Deemed Approval	Not applicable
Superseded Planning Scheme	Not applicable
Variation approval affecting the Planning Scheme	Applicable. Development resulting from this approval will be subject to the Table of Assessment and Assessment Benchmarks in accordance with Sector Plan 045-1000.
Other Necessary Permits	Not applicable
Codes for Accepted Development	Not applicable
Referral Agencies	Department of State Development, Manufacturing, Infrastructure and Planning
Submissions	There was one (1) properly made submissions about this application.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

REPORT DETAIL

1. Background

On 19 September 2012, Sector Plan 045-1000 - Town Centre Frame "Q" Precinct, Sector One was approved by Council.

On 29 March 2011, Council approved a Preliminary Approval for a Material Change of Use to Vary the Effect of the Local Planning Instrument to allow Residential and Commercial Uses. This approval is known as the Frayne's Land South Structure Plan. (Council reference: DA/22209/2009/DA)

On 5 June 2012, Council's Delegate approved a Change to Development Approval relating to a Material Change of Use - Preliminary Approval to Override Council's Planning Scheme to Allow Residential and Commercial uses. The nature of the changes related to the removal of Planning Scheme Policy Infrastructure Charges conditions and replaced with reference to Adopted Charges. (council reference: DA/22209/2009/VCHG/1).

On 19 December 2013, Council's delegate approved a Reconfiguration of a Lot – Development Permit for Subdivision (1 Lot into 1 Lot plus Balance Lot). (Council reference: DA/28260/2013/V3C)

On 29 October 2015, Council delegate approved a Request to Change the Development approval relating to a Reconfiguration of a Lot – Development Permit for Subdivision (1 Lot into 1 Lot plus Balance Lot). (Council reference: DA/28260/2013/VCHG/1).

On 6 October 2015, Material Change of Use – Development Permit for Coordinated Signage Plan for a Motel (Council reference: DA/30288/2015/V2L).

On 14 January 2016, Council's delegate approved a Material Change of Use – Development Permit for Motel. (Council reference DA/30109/2015/V2L).

On 16 February 2018, Council's delegate approved a Reconfiguring a Lot - Development Permit for Subdivision (1 into 3 Lots) (Council reference: DA/35321/2017/V3C).

On 6 November 2018, Council's delegate approved a Material Change of Use - Development Permit for Retail Showroom, Shop and Warehouse (Council reference: DA/36644/2018/V2L).

On 5 December 2018, an application for Request to Change (Other) - Material Change of Use - Preliminary Approval for Residential and Commercial Uses was received by Council. This application seeks to align the Frayne's land South Structure Plan with the variations proposed as part of this application to the Town Centre Frame Sector Plan. This application is being assessed currently with the subject application. (Council reference: DA/22209/2009/VCHG/2).

2. Explanation of Item

2.1 Proposal Description

The application seeks to vary the existing Sector Plan 045-1000 (Town Centre Frame "Q" Sector One), within the Mango Hill Infrastructure Development Control Plan No.14 (DCP) to allow the following:

- Section 3.2 Development Concept - Amend existing wording to make reference to service industry and warehouse as follows:

Retail showrooms, service industry and warehouse uses, ~~while impact assessable~~, may be considered where it can be demonstrated not to have a negative impact on the Town Centre Core.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

- Section 3.4.3 Building Design - Insert additional wording to (iii) as follows:

Not exceed three (3) storeys or 12 metres in height.

- Section 5.0 Subdivision Requirements - Amend minimum lots size provisions as follows:

Any future subdivision of the site must ensure a minimum lot size of ~~3,000m²~~ 1,000m² and a minimum frontage width of 40m.

- Appendix A - Amend the Tables of Assessment in the following ways:
 - Service Industry (with no external air, noise or odour emissions from the site and can be suitable located with other non-industrial uses) to be made Code Assessable instead of Impact Assessable.
 - Retail Showroom to be made Code Assessable instead of Impact Assessable; and
 - Warehouse to be made Code Assessable instead of Impact Assessable.

- Document Title - Amend all document title references throughout the document as follows:

*Sector Plan No. 045-1000 – Town Centre Frame “Q” Sector One ~~Approved 19 September 2012~~
Variation Request (April 2019)*

All other aspects of the Sector Plan 045-1000 (Town Centre Frame “Q” Sector One), within the Mango Hill Infrastructure Development Control Plan No.14 (DCP) will remain unchanged. A track changes version of the proposed amendments to Sector Plan 045-1000 - Town Centre Frame “Q: Sector One is included within the attachments to this report.

The site is currently contained within both the Mango Hill Infrastructure Development Control Plan Area (DCP) area and within the MBRC Planning Scheme area. The part of the site included within the MBRC Planning Scheme is included within the Centre zone, District centre precinct however is also subject to a Preliminary Approval to vary the effect of Council’s Planning Scheme, known as the Frayne’s Land South Structure Plan. The proposed variations are intended to ensure a consistent planning framework for the site and adjoining land, proposed to generally align with the provisions of the current MBRC Planning Scheme, as it relates to the Centre zone, District centre precinct. Within the District centre precinct, Showrooms and Service Industry are listed as Code Assessable development, the minimum lot size under the Reconfiguring a Lot Code is minimum 1000m² and minimum frontage of 20m and the maximum building height is shown as 12m on Overlay map - Building height, consistent with the variations sought.

It is noted that a Warehouse is an Impact Assessable (Policy Neutral) within the Centre zone, District centre precinct of the MBRC Planning Scheme. The proposed variations seek to make a Warehouse Code Assessable as opposed to Impact Assessable under the MCRC Planning Scheme and under the Town Centre Frame Sector Plan. In the context of the site, a Warehouse is a low intensity land use that can could be co-located retail and commercial uses within the Town Centre Frame sector and would be able to comply with the design and siting criteria contained within the sector plan. Furthermore, it is noted that the subject site contains an existing approval for a Warehouse that is yet to be acted upon (refer Council Reference: DA/36644/2018/V2L - approved 6 November 2018).

With respect to the proposed altered level of assessment for Retail Showrooms, the existing provisions of Sector Plan 045-1000 contemplates that Retail Showroom may occur within the precinct by stating “Retail showrooms, while impact assessable, may be considered where it can be demonstrated not have a negative impact on the Town Centre Core”. As part of the application, the applicant has provided an Economic Impact Assessment in support of the proposed amendment to the level of Assessment for Retail Showroom from Impact Assessment to Code Assessment. The Economic Impact Assessment identifies that the site could accommodate a maximum of 1,800-2,000m² of Retail Showroom floor

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

space. The report concludes there is capacity in the market for additional retail showroom uses in the catchment, there is strong forecast growth for additional floor space and that the proposed floor space would have an immaterial trading impact of existing Showroom uses within the North Lakes Town Centre.

2.2 Description of the Site and Surrounds

Directions	Planning Scheme Zone	Current Land Use
North	General residential zone, Next generation neighbourhood precinct	Dwelling houses
South	N/A	Bruce Highway
East	MHIDCP - Precinct Plan 045 & Sector Plan 045-1000	Service Station, Vehicle Hire
West	Centre zone, District centre precinct	Vacant land

2.3 Assessment Benchmarks related to the Planning Regulation 2017

The *Planning Regulation 2017* (the Regulation) prescribes Assessment Benchmarks that the application must be carried out against, which are additional or alternative to the Assessment Benchmarks contained in Council's Planning Scheme.

These Assessment Benchmarks are prescribed as being contained in:

- the South East Queensland Regional Plan and Part E of the State Planning Policy; and
- Schedule 10 of the Regulation.

Applicable Assessment Benchmarks:	<u>State Planning Policy</u> <ul style="list-style-type: none"> • State Planning Policy, Part E <u>Regional Plan</u> <ul style="list-style-type: none"> • South East Queensland Regional Plan
SEQ Regional Plan Designation:	<ul style="list-style-type: none"> • Urban Footprint
Koala Habitat Designation:	<ul style="list-style-type: none"> • Priority Koala Assessable Development Area

2.3.1 *State Planning Policy*

A new State Planning Policy came into effect on 3 July 2017, and is not currently integrated into the MBRC Planning Scheme. The following assessment benchmarks are to be applied to the assessment of development applications until the State interests have been appropriately integrated into Council's planning scheme. Assessment against the SPP assessment benchmarks is as follows:

Moreton Bay Regional Council

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

Assessment benchmark - livable communities		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable
Assessment benchmark - mining and extractive resources		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable
Assessment benchmarks - water quality		
Applicable to Development	SPP requirement	Comment
No	None	Not applicable
Assessment benchmarks - natural hazards, risk and resilience		
Applicable to Development	SPP Requirement	Comment
Yes	<p>Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:</p> <p>(6) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.</p> <p>All natural hazard areas:</p> <p>(7) Development supports and does not hinder disaster management response or recovery capacity and capabilities.</p> <p>(8) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.</p> <p>(9) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.</p>	<p>The subject site has been identified as being within the Flood Hazard Area – Local Government Flood Mapping Area.</p> <p>An assessment of the proposed development has been undertaken against the applicable SPP requirements and the proposal has been determined to comply</p> <p>Council's Flood Mapping indicates that the subject is not affected by flooding therefore the provisions do not need to be considered further</p>

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

	(10)The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.	
Assessment benchmarks - strategic airports and aviation facilities		
Applicable to Development	SPP Requirement	Comment
No	None	Not applicable

2.3.2 South East Queensland Regional Plan

The site is located in the Urban Footprint. The development proposal is for an urban activity in the Urban Footprint, and there are no requirements in the State Planning Regulatory Provisions applicable to the development proposal.

2.3.3 Schedule 10, Part 10 of the Regulation - Koala Habitat Area

The site is located in a Priority Koala Assessable Development Area or Koala Assessable Development Area. An assessment as to how the development satisfies the provisions in the Regulation has been undertaken, and the proposal is consistent

2.4 Local Planning Instruments Assessment - Mango Hill Infrastructure Development Control Plan No.14 (MHIDCP) and Mango Hill Infrastructure Agreement 1999 (MHIA)

2.4.1 Mango Hill Infrastructure Development Control Plan No. 14 (MHIDCP)

The proposed development has been assessed against the broader development and planning intent and DEOs of the MHIDCP. The proposed development is considered to be consistent with the overarching development strategy of the MHIDCP to develop a master planned community encompassing a wide range of physical, social and economic needs of the community and attracting employment generating activities.

The proposal is also consistent with the intent of the MHIDCP for the Town Centre Frame to provide support facilities and services to the town centre core, and to provide a transition between the town centre core and the MIBA and urban residential areas. The town centre frame will accommodate higher levels of activity than the surrounding land use elements but a slightly lower level of activity than the town centre core. This differentiation will be reflected in the spatial arrangement, type and intensity of land uses and the physical form of development. The proposed development is also considered to be generally consistent or otherwise compatible with the specific DEOs for the Town Centre Frame as outlined below.

MHIDCP – DEOs	Comment
5.0 Town Centre Frame	Consistent with the overarching development strategy for a major employment centre
(a) Reinforce the role of town centre by providing a range of complementary employment opportunities, facilities and services typically not provided in the core.	Complies.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

MHIDCP – DEOs	Comment
(b) Provide for mixed use development and employment as part of a Major Employment Centre in locations highly accessible to the town centre core and regional transport network.	Complies.
(c) To reinforce and complement the role and function of the town centre core as a key component of the Major Activity Centre in the northern growth corridor.	Complies.
(d) To provide opportunities for a wide range of high order employment ... which may not be appropriate to a town centre core location having regard to their particular character.	Complies.
(e) To provide small scale incidental retail facilities generally intended to service the town centre workforce and residents as part of a mixed use development.	Complies.
(f) To maintain a high standard of flexibility in planning for future development for a range of activities which are expected to change.	Complies.
(g) To retain opportunities for specialty retailing and business services, which do not require a town centre core location, without compromising the role and function of the town centre core.	Complies.
(h) To ensure retail development such as stand alone shopping centres, department stores, discount department stores supermarkets and other major retail facilities which would compromise or diminish the role or function of the major shopping centre in the town centre core are not established in the town centre frame.	Complies.

2.4.2 Assessment of Precinct and Sector Plan

In accordance with the plan making process prescribed by the MHIDCP, Precinct Plans provide planning statements, principles and guidelines to achieve DEO's for a precinct area. Sector Plans allocate land use rights, provide indicative subdivision layout and staging and provide the code for development in a sector plan area. The proposal has been assessed against the relevant Precinct and Sector Plans as outlined below and is considered to generally comply and be consistent with the intent of these planning documents.

The primary function of the town centre frame is to reinforce the role of the town centre core and provide a range of complementary employment opportunities, facilities and services, not typically found in the core. To this end, a range of retail/commercial uses is identified as permitted development (code assessable) in the MHIDCP (and the approved Sector Plans). The planning intent of the MHIDCP, *Section 5 – Town Centre Frame* makes provision for specialty retailing and/or other major retail facilities where such use is demonstrated not to compromise or diminish the role or function of the major shopping centre in the town centre core.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

Precinct Plan 045 - Applicable DEO's	Compliance	Comments
2.2 Desired Environmental Outcomes	<input checked="" type="checkbox"/>	Development generally complies with all relevant requirements.
3.0 Development, Planning & Design Principles	<input checked="" type="checkbox"/>	
4.0 Landscape Concept	<input checked="" type="checkbox"/>	
5.0 Environmental Management	<input checked="" type="checkbox"/>	
6.0 Generic Land Uses	<input checked="" type="checkbox"/>	
7.0 Infrastructure	<input checked="" type="checkbox"/>	
Precinct Plan Map		
Sector Plan 045-1000 - Applicable Codes	Compliance	Comments
2.0 Land Use Rights	<input checked="" type="checkbox"/>	Development generally complies with all relevant requirements.
3.0 Development Requirements & Guidelines	<input checked="" type="checkbox"/>	
4.0 Environmental Management	<input checked="" type="checkbox"/>	
5.0 Subdivision Requirements	N/A	
6.0 Infrastructure	<input checked="" type="checkbox"/>	
7.0 Detailed Infrastructure Program	<input checked="" type="checkbox"/>	
Sector Plan Map	<input checked="" type="checkbox"/>	

2.4.3 Assessment of Variations Sought

The application seeks to vary the existing Sector Plan 045-1000 (Town Centre Frame “Q” Sector One), within the Mango Hill Infrastructure Development Control Plan No.14 (DCP) to allow the following:

- Section 3.2 Development Concept - Amend existing wording to make reference to service industry and warehouse as follows:

Retail showrooms, service industry and warehouse uses, while impact assessable, may be considered where it can be demonstrated not to have a negative impact on the Town Centre Core.

- Section 3.4.3 Building Design - Insert additional wording to (iii) as follows:

Not exceed three (3) storeys or 12 metres in height.

- Section 5.0 Subdivision Requirements - Amend minimum lots size provisions as follows:

Any future subdivision of the site must ensure a minimum lot size of ~~3,000m²~~ 1,000m² and a minimum frontage width of 40m.

- Appendix A - Amend the Tables of Assessment in the following ways:
 - Service Industry (with no external air, noise or odour emissions from the site and can be suitable located with other non-industrial uses) to be made Code Assessable instead of Impact Assessable.
 - Retail Showroom to be made Code Assessable instead of Impact Assessable; and
 - Warehouse to be made Code Assessable instead of Impact Assessable.
- Document Title - Amend all document title references throughout the document as follows:

Sector Plan No. 045-1000 – Town Centre Frame “Q” Sector One ~~Approved 19 September 2012~~ Variation Request (December 2018)

All other aspects of the Sector Plan 045-1000 (Town Centre Frame “Q” Sector One), within the Mango Hill Infrastructure Development Control Plan No.14 (DCP) will remain unchanged.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

The site is currently contained within both the Mango Hill Infrastructure Development Control Plan Area (DCP) area and within the MBRC Planning Scheme area. The part of the site included within the MBRC Planning Scheme is included within the Centre zone, District centre precinct however is also subject to a Preliminary Approval to vary the effect of Council's Planning Scheme, known as the Frayne's Land South Structure Plan. The proposed variations are intended to ensure a consistent planning framework for the site and adjoining land, proposed to generally align with the provisions of the current MBRC Planning Scheme, as it relates to the Centre zone, District centre precinct. Within the District centre precinct, Showrooms and Service Industry are listed as Code Assessable development, the minimum lot size under the Reconfiguring a Lot Code is minimum 1000m² and minimum frontage of 20m and the maximum building height is shown as 12m on Overlay map - Building height, consistent with the variations sought.

It is noted that a Warehouse is an Impact Assessable (Policy Neutral) within the Centre zone, District centre precinct of the MBRC Planning Scheme. The proposed variations seek to make a Warehouse Code Assessable as opposed to Impact Assessable under the MCRC Planning Scheme and under the Town Centre Frame Sector Plan. In the context of the site, a Warehouse is a low intensity land use that can could be co-located retail and commercial uses within the Town Centre Frame sector and would be able to comply with the design and siting criteria contained within the sector plan. Furthermore, it is noted that the subject site contains an existing approval for a Warehouse that is yet to be acted upon (refer Council Reference: DA/36644/2018/V2L - approved 6 November 2018).

With respect to the proposed altered level of assessment for Retail Showrooms, the existing provisions of Sector Plan 045-1000 contemplates that Retail Showroom may occur within the precinct by stating "*Retail showrooms, while impact assessable, may be considered where it can be demonstrated not have a negative impact on the Town Centre Core*". As part of the application, the applicant has provided an Economic Impact Assessment in support of the proposed amendment to the level of Assessment for Retail Showroom from Impact Assessment to Code Assessment. The Economic Impact Assessment identifies that the site could accommodate a maximum of 1,800-2,000m² of Retail Showroom floor space. The report concludes there is capacity in the market for additional retail showroom uses in the catchment, there is strong forecast growth for additional floor space and that the proposed floor space would have an immaterial trading impact of existing Showroom uses within the North Lakes Town Centre.

2.5 Trunk Infrastructure

2.5.1 *Levied Charge*

Water supply and sewerage capacity (ET and EP) have been allocated to the subject lot in accordance with the provisions of the MHIA 1999 and the general rates for commercial uses identified therein. The method for calculation of charges or credits for infrastructure is set out in the MHIA 1999.

All payment for infrastructure charges have been made at the time of endorsement of the Survey Plan.

2.6 Recording of particular approvals on the MBRC Planning Scheme

In accordance with section 89 of the *Planning Act 2016*, the approval is required to be noted on Schedule 4 of the MBRC Planning Scheme as the development approval would;

- Be a variation approval given under section 61 of the *Planning Act 2016*.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

2.7 Referrals

2.7.1 Council Referrals

N/A

2.7.2 Referral Agencies

2.7.2.1 Concurrence Agencies - Department of State Development, Manufacturing, Infrastructure and Planning

The application was referred to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) for the following:

- (b) Matters relating to State Transport Infrastructure and State Transport Corridors. Council was advised on 6 February 2019 that DSDMIP (Reference: 1812-8957 SRA) has no objection to the development application subject to a number of conditions being attached to Council's Decision Notice.

2.7.2.2 Advice Agencies

There were no Advice Agencies involved in assessing this application.

2.7.2.3 Third Party Agencies

There were no Third Party Agencies involved in assessing this application.

2.8 Public Consultation

2.8.1 Public Notification Requirements under the Development Assessment Rules

- (d) Public Notification was served on all adjoining landowners on 23 January 2019.
- (e) The development application was advertised in the North Lakes Times on 24 January 2019.
- (f) A notice in the prescribed form was posted on the relevant land on 25 January 2019 and maintained for a period of Thirty (30) business days until 11 March 2019.

2.8.2 Submissions Received

Council received the following types of submissions in respect to this development application.

Type		Number of Signatures	Number of Submissions
Properly Made	Letter, Email, Fax		1
	Petition		-
Not Properly Made	Letter, Email, Fax		-
	Petition		-
Total			1

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

The matters raised within the submission(s) are outlined below:

Assessment of Submissions
<p><u>Issue - Economic Need</u></p> <ul style="list-style-type: none"> • Appropriately designed and located development contributes to diverse, vibrant and safe communities and facilities • The proposed development will prejudice the intent and commercial viability of the Bulky Goods Centre planned for the Town Centre Core in accordance with Section 3.3.1 of the DCP; • The proposed development will compromise the intended function of the Town Centre Frame and the accommodation of incidental retail facilities and services that support the Town Centre Core and adjacent MIBA and residential area; • The material supporting the development application fails to adequately address the contrasting objectives in the Development Control Plan and Sector Plan regarding the • intended hierarchy, role and function of the Town Centre Core and Town Centre Frame; and • The economic needs assessment supporting the development application does not provide an accurate assessment of economic impact of the development application and fails to demonstrate that there is an overwhelming need for the proposed development and no impact to the Town Centre Core.
<p><u>Discussion</u></p> <p>The existing provisions of Sector Plan 045-1000 contemplates that Retail Showrooms may occur within the precinct by stating “Retail showrooms, while impact assessable, may be considered where it can be demonstrated not have a negative impact on the Town Centre Core”. As part of the application, the applicant has provided an Economic Impact Assessment in support of the proposed amendment to the level of Assessment for Retail Showroom from Impact Assessment to Code Assessment. The Economic Impact Assessment identifies that the site could accommodate a maximum of 1,800-2,000m² of Retail Showroom floor space. The report concludes there is capacity in the market for additional retail showroom uses in the catchment, there is strong forecast growth for additional floor space and that the proposed floor space would have an immaterial trading impact of existing Showroom uses within the North Lakes Town Centre.</p> <p>It is noted that since the time of the preparation of the DCP, Town Centre Core has expanded from the intended 60,000m² floor space contemplated within the DCP, to currently be approximately 80,000m². This reiterates that development that diverges from the DCP is not necessarily detrimental. In fact, this demonstrates the continued operation of the Town Centre Core that has not been compromised by retail showroom development occurring in the Town Centre Frame. Likewise, the Town Centre Frame has also matured over time, by and provides additional support to the Town Centre Core, as demonstrated by filling a gap in the market by providing areas for retail showroom and service industry uses to establish, given the large footprint these uses typically occupy.</p> <p>In addition, Economic Impact Assessment outline a number of economic and community benefits, including :</p> <ul style="list-style-type: none"> • <i>The addition of further retail showroom facilities will provide the community with additional choice of products and service;</i> • <i>Expansion of the retail offer in the town centre improves convenience and reduces the need to travel to other locations to access goods and service;</i>

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

Assessment of Submissions

- The introduction of further retail facilities creates positive competition, with other existing retailers improving their quality and service and reducing prices in response;
- The development will create increased employment opportunities, both during construction of the showrooms and through their ongoing operation; and
- Occupation of a currently vacant site will deliver the added benefit of consolidating the precinct as the primary large format retail destination, and as the key retail destination more broadly in the area.

This is not sufficient grounds for refusal of the application.

2.8.3 Notice of Compliance

The Notice of Compliance was received by Council on 12 March 2019. The Notice of Compliance identifies that the public notification requirements for the development application were correctly undertaken in accordance with the requirements of Part 4, of the Development Assessment Rules.

2.9 Other Matters

None identified.

3. Strategic Implications

3.1 Legislative/Legal Implications

The applicant and submitter has appeal rights in accordance with the *Planning Act 2016*.

3.2 Corporate Plan / Operational Plan

Creating Opportunities: Well-planned growth - a sustainable and well-planned community.

3.3 Policy Implications

The proposal is consistent with the existing Moreton Bay Region planning provisions and relevant policies.

3.4 Risk Management Implications

Development occurs efficiently and effectively in the region in a manner that reduces potential risk implications to Council and the community

3.5 Delegated Authority Implications

There are no delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

- c) In the event that an appeal is made to the Planning & Environment court against Council's decision, the Council will incur additional costs in defending its position.
- d) Permit conditions require infrastructure contributions to Council.

3.7 Economic Benefit

Appropriate development supports the growing Moreton Bay region.

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

3.8 Environmental Implications

New development contributes to sustainable management and protection of the natural environment in the region through compliance with the planning schemes policies and provisions.

3.9 Social Implications

Appropriately designed and located development contributes to diverse, vibrant and safe communities and facilities.

3.10 Consultation / Communication

Refer to clause 2.8.

SUPPORTING INFORMATION

Ref: [A18455081](#), [A18462786](#), [A18459008](#), [A18458108](#)

The following list of supporting information is provided for:

ITEM 2.2

DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4

#1 Locality Map

#2 Zoning Map

#3 Aerial Photograph

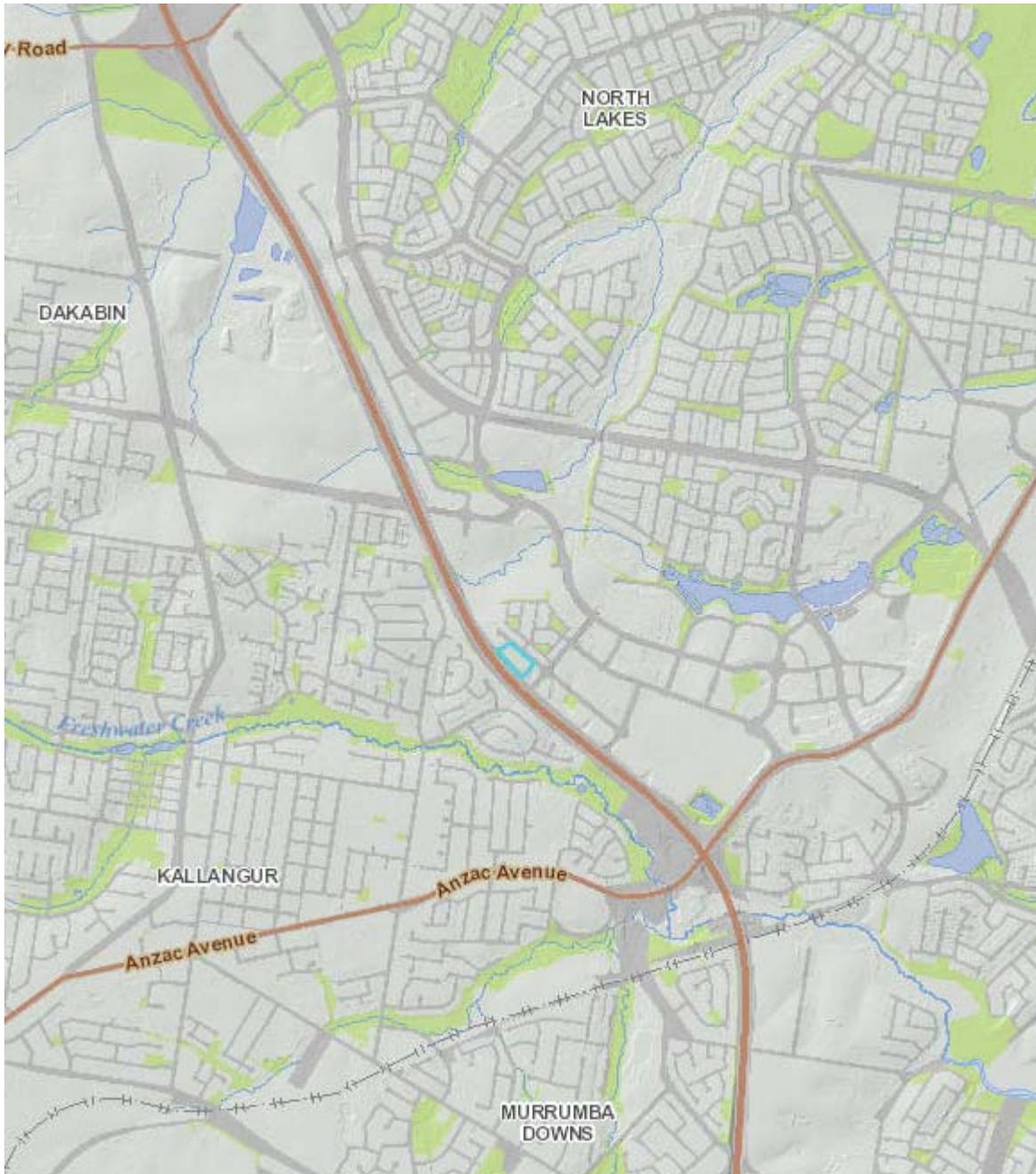
#4 Sector Plan

#5 Properly Made Submission

#6 Concurrence Agency Response

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

#1 Locality Plan



ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

#2 Zoning Map

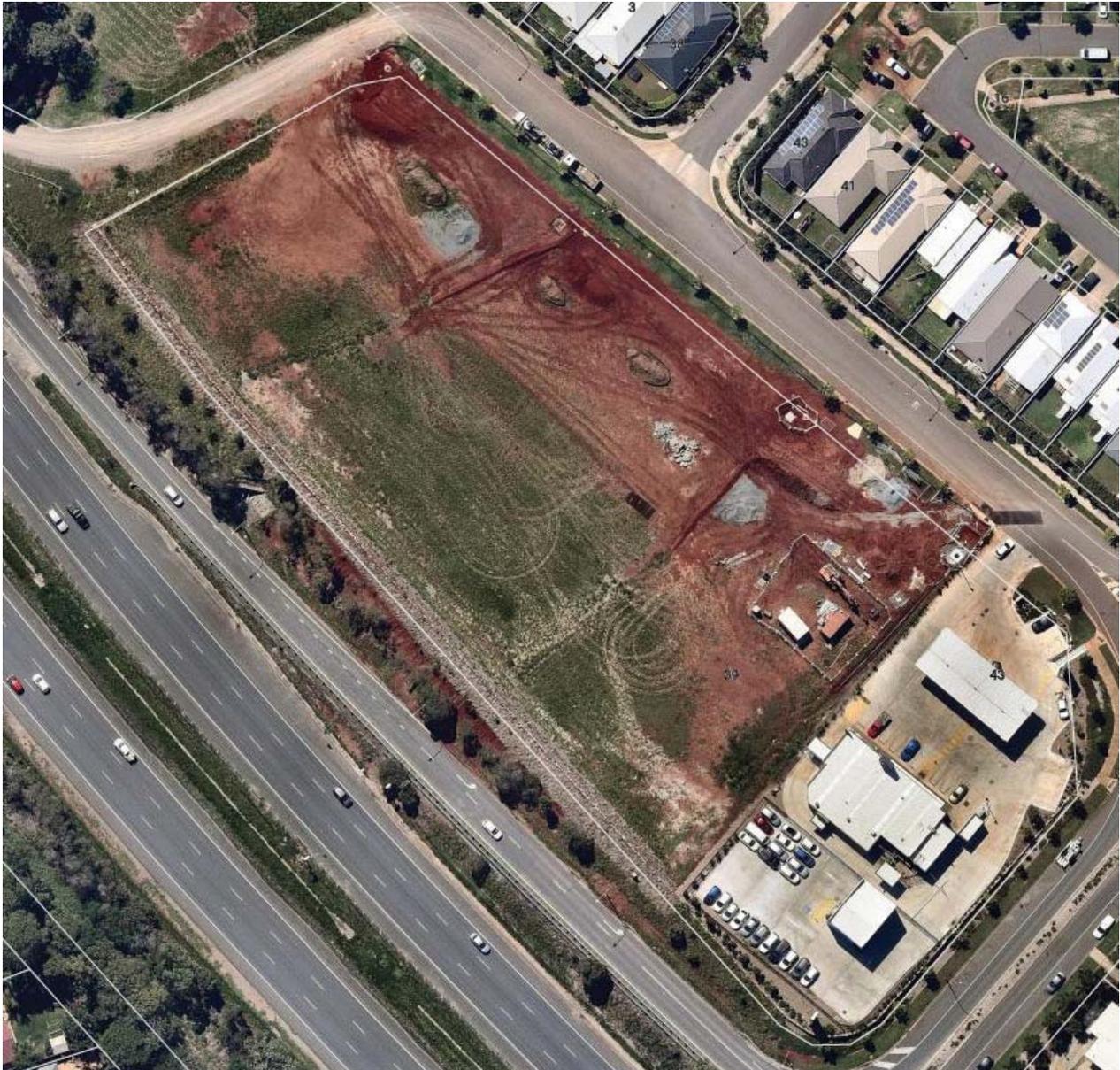


North Lakes
- Refer to
Part 10.1

- North Lakes Locality
- General residential
- Centre
- Recreation and open space
- Environmental management and conservation
- Industry
- Community facilities
- Emerging community
- Extractive industry
- Limited development
- Rural
- Rural residential
- Township

ITEM 2.2 DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 - A18455080 (Cont.)

#3 Aerial Photograph



ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

#4 Sector Plan No. 045-1000

Town Centre Frame "Q" Sector One - Bruce Highway Frontage

Sector Plan 045 - 1000

MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Sector Plan No. 045-1000

For

**Town Centre Frame "Q" Sector One
Bruce Highway Frontage**

Town Centre Frame "Q" Precinct

North Lakes Development

**~~19 September 2012~~ Variation Request (April
2019)**

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

Contents

1.0 Introduction and Statutory Context.....	4
2.0 Land Use Rights.....	4
3.0 Development Requirements & Guidelines.....	5
3.1 Introduction.....	5
3.2 Development Concept	5
3.3 Development Requirements.....	6
3.4 Design & Siting Measures	6
3.5 Landscaping/Townscaping	12
3.6 Carparking, Service Areas & Loading Docks	14
3.7 Signage	16
4.0 Environmental Management	18
5.0 Subdivision Requirements	18
6.0 Infrastructure	19
6.1 Infrastructure To Be Provided	19
6.2 Infrastructure Affected Or Required By Development Of The Sector.....	21
6.3 How The Required Infrastructure Relates To The Infrastructure Agreements	21
7.0 Detailed Infrastructure Program.....	21
7.1 Estimated Date For Provision Of Infrastructure	21
7.2 Intended Provider.....	22
7.3 Other Works Dependent On Infrastructure Provision	22
7.4 Other Relevant Information.....	22

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

Contents

FIGURES:

Figure		Reference	Date
1.	Planning Context	TCFLSectorFig1	April 2010
2.	Cadastral Boundaries	TCFLSectorFig2	July 2010
3.	Precinct Plan Map	TCFLSectorFig3	September 2010
4.	Sector Plan Map	TCFLSectorFig4	September 2010
5.	Sector Landscape Plan	TCFLSectorFig5	September 2010
6.	Indicative Plan of Subdivision	TCFLSectorFig6	October 2012
7.	Road Layout	TCFLSectorFig7	April 2010
8.	Water Supply Headworks	TCFLSectorFig8	April 2010
9.	Sewerage Headworks	TCFLSectorFig9	April 2010

APPENDICES:

- A. Final Specification of Land Use for the Sector
- B. Plant List
- C. Bicycle Parking Requirements
- D. Town Centre Signage Guidelines
- E. Proposed Metes and Bounds Description
- F. Streetscape / Character Images

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame “Q” Sector One – Bruce Highway

Sector Plan 045 - 1000

1.0 Introduction and Statutory Context

- 1.1 The Mango Hill Infrastructure Development Control Plan (DCP) provides a process for development of land in the DCP area and for the creation of a Sector within a Precinct and the preparation by the Principal Developer of a Sector Plan in accordance with the relevant provisions of the DCP.
- 1.2 This document constitutes the Sector Plan for the **Town Centre Frame “LQ” Sector One – Bruce Highway Frontage** (Sector Plan).
- 1.3 The location of the Sector within the DCP area is shown on **Figure 1 – Planning Context**. As illustrated on **Figure 2 – Cadastral Boundaries**, the Sector is bounded by:
 - (i) Land outside the DCP to the north which will be incorporated into future development within this Precinct Plan;
 - (ii) Kerr Road connection to the west;
 - (iii) Precinct Plan 040: Town Centre Frame “L” to the east; and
 - (iv) The Bruce Highway to the south.
- 1.4 The location of the Sector within the Precinct Plan area is shown on **Figure 3 – Precinct Plan Map**.
- 1.5 This Sector Plan is the code of development for the land in the Sector. In the event that this Sector Plan does not provide development requirements, then the Planning Scheme provisions relevant to the particular form of development apply.
- 1.6 The DCP, approved Precinct Plans and approved Sector Plans are to be read in conjunction with the planning scheme and Council’s local laws, policies and codes and to the extent the DCP, Precinct Plans and Sector Plans do not modify provisions of the Council’s planning scheme, local laws, policies and codes they will apply to the DCP area.
- 1.7 To the extent the provision of Council’s planning scheme, local laws, policies or codes are modified by the DCP, Precinct Plans or Sector Plans, then the provisions of the DCP, the Precinct Plans or Sector Plans will prevail.
- 1.8 Development in the Sector must comply with the provisions of the Sector Plan.
- 1.9 The Sector has an area of approximately 1.069 hectares.

2.0 Land Use Rights

The final specification of land use rights for land in this Sector is contained in **Appendix A – Final Specification of Land Use for the Sector**.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

3.0 Development Requirements & Guidelines

3.1 INTRODUCTION

Clause 2.4.2 of the DCP states that a Sector Plan must specify the requirements for development and car parking and the guidelines for design and siting, landscaping and signage for land in the Sector.

3.2 DEVELOPMENT CONCEPT

The development concept for this Sector is for generally low to medium density, low-rise commercial development. It is anticipated that this Sector may provide vehicle sales yard, hardware centre and retail related uses (for example, fast-food) businesses that integrate with the overall Town Centre with respect to functional outcomes and urban design.

Retail showrooms, service industry and warehouse uses, ~~while impact assessable~~, may be considered where it can be demonstrated not to have a negative impact on the Town Centre Core.

The Sector is located adjacent to the Bruce Highway and serves as part of the entry statement for North Lakes. The Sector is therefore highly visible and accessible by local and regional residents.

Access to the Sector is restricted to the Secondary Street Frontage on the northern boundary.

Where lots are located both within the Sector Plan and the adjoining area to the north that falls outside the DCP area, cognizance of the planning approval and conditions relating to the area outside the DCP must be taken.

Development in the Sector should:

- (i) ensure connectivity, integration and strong functional and architectural relationships with the commercial developments within the Sector, Precinct and the balance of the Town Centre;
- (ii) incorporate a key entry statement at the corners of Bruce Highway Service Road and the western boundary and the Secondary Street Frontage and the western boundary;
- (iii) ensure that car parking areas in the Sector are enhanced by landscaped vehicular and pedestrian links. Potential conflict points between vehicular and pedestrian movements are to be minimised through considerate design; and
- (iv) where possible, provide opportunities for shared use of car parking and service areas between different developments and uses.

Figure 4 – Sector Plan Map is one illustration of how these requirements may be satisfied.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

3.3 DEVELOPMENT REQUIREMENTS

3.3.1 In respect of every development in this Sector which involves the erection of a building, the person who undertakes that development or uses the site must as part of that development or use, unless already provided:

- (i) construct a full width pedestrian pavement to Council's specification for the full length of those road frontages required by Council to the development site;
- (ii) construct concrete kerb and channeling to the Council's specification for the full length of each road frontage to the development site;
- (iii) construct reinforced concrete industrial crossings to the Council's specification from the kerb and channeling to the property alignment of the development site at approved locations where vehicular access to the development site is required;
- (iv) provide drainage work specified by the Council as necessary in connection with the works set out above including debris traps where drainage discharges directly or indirectly to the lake and/or waterway system;
- (v) provide reticulated sewerage and water supply adequate for the purpose of the development by connection to the Council's services in accordance with the requirements of the Council; and
- (vi) bear the cost of any alteration necessary to public utility mains, services or installations involved in the construction of the works referred to in this clause.

3.3.2 In respect of every development in this Sector the person who undertakes that development or uses the site must:

- (i) have all buildings designed by a registered architect and all landscaping designed by a qualified landscape architect;
- (ii) not impose a load on any public utility including the disposal of wastes, greater than that which is contemplated by the provisions of this Sector Plan; and
- (iii) not cause interference with the amenity of the area by the operation of machinery or electrical equipment, or from light, noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, grit, oil, dust, waste water, waste products, electrical interference or otherwise.

3.4 DESIGN & SITING MEASURES

3.4.1 Building Setbacks

Building setbacks are to:

- (i) be generally no less than five (5) metres from all street frontages;
- (ii) generally be developed up to any pedestrian thoroughfares (not being a road);
- (iii) if integrated with development in adjoining allotments, be built up to the side and rear boundary of the Sector; and

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

- (iv) in the case of a service station use, petrol bowsers (including canopies and awnings) must be setback a minimum of ten (10) metres from either frontage.

3.4.2 Site Coverage

Site coverage and associated plot ratio are not restricted, provided the following elements are appropriately and adequately addressed by the design of the development:

- (i) architectural articulation and an appropriate level of design;
- (ii) attractive frontages;
- (iii) development is in context with, and visually compatible with the appearance of, any neighbouring buildings;
- (iv) pedestrian facilities including pedestrian shelters are provided at ground level; and
- (v) sufficient on-site car parking is provided.

3.4.3 Building Design

Buildings within the Sector must:

- (i) be generally in accordance with the measures referred to in section 5.4 of the DCP;
- (ii) be in context with and visually compatible with the height, scale and bulk of surrounding development and streetscape patterns;
- (iii) not exceed three (3) storeys or 12 metres in height;
- (iv) include a combination of design elements such as projections, recesses, openings and variations in light/shade and three (3) dimensional form to reduce building bulk, scale and mass;
- (v) integrate building design, an outdoor forecourt to the building, landscaping, pedestrian movement along the front of the building, car parking and manoeuvring aisles (including any proposed drive thru lanes) to ensure an attractive presentation to all road frontages and external pedestrian thoroughfares;
- (vi) orientate main entrances to address the street frontage or outdoor forecourt and clearly identify and define the main entry, well-lit pedestrian access and vehicular access to the street environment;
- (vii) allow sensitive environmental responses to slope, access and integration requirements;
- (viii) be designed with attractive roofscapes that complement the overall building design and include varying elements for visual interest;
- (ix) ensure overall unity throughout the Sector, as well as a relationship with the broader DCP area, while providing sufficient flexibility for corporate identification and marketing purposes;
- (x) incorporate materials and colours that will not be highly reflective in order to avoid unreasonable glare nuisance to surrounding development;

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

- (xi) incorporate horizontal and vertical variations in the façade and attractive facades and entries; and
- (xii) be designed to include architectural responses to the South-East Queensland climate. For fast-food restaurant uses this includes the use of external shade structures (such as roof cover, canopies and/or awnings) over outdoor dining areas, play areas and outdoor serving areas and for a service station use, external shade structures and ventilated spaces must be provided for petrol bowser areas.

3.4.3.1 Building Design Guidelines

Building design within the Sector is encouraged to:

- (i) be of low to medium rise, with a minimum height of one (1) storey;
- (ii) include innovative contemporary building design derivative from Queensland building traditions, and designed to suit the climate, light and local culture;
- (iii) be designed to be multi-purpose and easily adapted for future changes;
- (iv) ensure that buildings relate physically and functionally with each other in terms of their architecture, location of major entries and any changes of level across the Sector; and
- (v) ensure that the design and location of any buildings or structures within the Sector take account of:
 - (a) topography and the preference to minimise site earthworks;
 - (b) drainage;
 - (c) soil conditions;
 - (d) services;
 - (e) orientation towards focal points and aspect to achieve energy savings;
 - (f) microclimate considerations;
 - (g) pedestrian movement patterns;
 - (h) vehicular access to avoid or minimise the conflict points with pedestrians;
 - (i) streetscape and landscape design;
 - (j) adjoining developments in terms of design;
 - (k) minimising the effect of overshadowing on pedestrian areas;
 - (l) the functioning of the internal service road;
 - (m) landscape screening of retaining walls and other elements with low visual amenity; and
 - (n) views and vistas to prominent built and topographic features.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

3.4.3.2 Material, Finish and Colour Guidelines

Building design within the Sector is encouraged to:

- (i) reflect a distinctive contemporary architectural style, with buildings sharing a palette of compatible finishes, colours and details that create a strong sense of place;
- (ii) use materials and colours relating to those in the local environment, including the use of key character elements, for example, block stone work may be incorporated into the base of buildings to relate to the stone detailing within North Lakes. Other key character elements may include the use of timber detailing, earthy tones, heavy plinth bases and feature species planting;
- (iii) incorporate brighter colour accents for minor detail elements such as window and door frames, columns, handrails, ornamental features and signage details;
- (iv) include the integrated use of elements such as timber, glass and tin; and
- (v) incorporate materials that:
 - (a) are robust, durable and resistant to vandalism;
 - (b) present a suitable finish to pedestrian areas;
 - (c) incorporate walls which present as solid and permanent elements;
 - (d) are of a high quality, clean and free of defects;
 - (e) are low maintenance, resulting in minimum use of detergents for cleaning; and
 - (f) assist with thermal performance and energy efficiencies, where practicable.

3.4.3.3 Design for Climate and Energy Efficiency Guidelines

Building design within the Sector is encouraged to:

- (i) for any other proposed use not listed in 3.4.3(xii) above, include the use of external shade structures, ventilated spaces, overhangs and screens to allow enjoyment of the outdoors while also providing relief from the sun, wind and rain;
- (ii) maximise ventilation by taking advantage of prevailing breezes and the use of adequate and effective insulation materials in roof cavities and wall spaces of buildings in order to minimise demands for energy required for air-conditioning;
- (vi) articulate and shade external walls, and particularly the longer external walls, with eaves, overhangs, sills or other treatments to reduce the exposure to direct sunlight, heat and glare, while windows in external walls should be recessed or shaded wherever possible to achieve energy savings;
- (vii) restrict the use of highly reflective materials on external walls or windows as a means of minimising energy requirements and excessive sunlight, glare and heat into adjoining developments;
- (viii) incorporate the use of gas or solar hot water heaters and solar energy devices;
- (ix) implement energy efficient management systems for the building;
- (x) where possible, orientate buildings to respond to westerly sun exposure,

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

northerly exposure and solar access in the winter, potential impacts of cold westerly winds in winter and limited cooling breezes from the south in summer; and

- (xi) design, site and landscape car parking areas to reduce the impacts of reflected heat and glare into adjacent buildings, and to reduce the effects of heat storage during summer months.

3.4.4 Safety and Crime Prevention

The design and siting of any structures, landscaping, buildings and public spaces must:

- (i) avoid obscured corners and narrow or dead-end alleys;
- (ii) maximise the opportunity for casual surveillance of public spaces and car parking areas from surrounding buildings, roads and pedestrian areas;
- (iii) include lighting of public places; and
- (iv) include for a use with a gross floor area of 2,500m² or more, an Environmental Design assessment such as Crime Prevention Through Environmental Design (CPTED) or similar crime prevention safety audit, which must be undertaken by applicants during the design phase and properly taken into account in the final design of the project. A copy of the assessment shall be provided to Council at the time of lodging each development application for a Material Change of Use. This assessment is to have due regard to the design and maintenance of buildings and external areas within the Sector, as well as the factors outlined in this sub-section.

3.4.5 Lighting & Glare

Lighting and Glare Management within the Sector must:

- (i) wherever possible, architectural floodlighting of a building or space is achieved through the integration of the luminaries into the fabric of the building;
- (ii) ensure lighting systems are designed to prevent direct and/or reflected glare to surrounding areas. This applies particularly to disabling and uncomfortable glare to pedestrian and vehicular movement or at entrances, steps, stairs and pedestrian paths;
- (iii) where provided within landscaped areas, the choice and location of lighting must allow for plant and tree growth and, conversely, not become obscured as the landscape matures;
- (iv) include safety lighting in open space and car parking areas which may be used at night-time;
- (v) ensure permanent strobe, laser, flashing, oscillating, moving or alternating lights are not permitted in locations within the Sector where they are likely to cause a nuisance;

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

- (vi) have regard to the efficiency of energy consumption in the design of lighting systems; and
- (vii) comply with the requirements of *AS4282 - Control of Obtrusive Effects of Outdoor Lighting*.

3.4.6 Plant & Equipment

The design and siting of plant and equipment must comply with the following requirements:

- (i) all air conditioning and ventilation plant and other equipment located on the roof or externally around the building are to be treated as an integral part of the building form and be suitably screened from view to match with surrounding materials;
- (ii) where lift motor rooms, plant rooms and the like are proposed, they are to be treated as an integral part of the building form in order to create a coherent roofscape;
- (iii) environmental management structures or control devices, such as gross pollutant traps, waste disposal bins, flues and the like are to be designed so as not to detract from the overall visual character of the town centre or the immediate area;
- (i) contain design elements and buffer treatments to control any obtrusive effects where it is likely to adversely affect residential amenity, visual aesthetics, public safety and traffic safety;
- (ii) if necessary, adopt effective air pollution mitigation measures to comply with the *Environmental Protection Act, Environmental Protection Policy (Air)* and other relevant legislation in relation to dust, smoke, fumes and gases, where necessary; and
- (iii) if necessary, adopt effective noise pollution mitigation measures to comply with the *Environmental Protection Act, Environmental Protection Policy (Noise)* and other relevant legislation, where necessary.

3.4.7 Telecommunications Equipment

Telecommunications equipment is to be:

- (i) generally co-located with other telecommunications equipment installed in the Sector;
- (ii) constructed in a form complementary to the façade and roofline of the building on which it is to be mounted; and
- (iii) where possible, coloured so as to blend in with the background of the building on which it is to be mounted.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

3.4.8 Regrading

The earthworks approach for the Sector must:

- (i) ensure that changes of level at the site boundary allow non-discriminatory access to each allotment from the road frontage/s and to adjoining allotments;
- (ii) take into account the efficient management of earthworks;
- (iii) consider the visual impact of batters and/or retaining walls along the Bruce Highway and Unnamed Road on the Western boundary frontages;
- (iv) be generally in accordance with surrounding approved Sector Plans; and
- (v) achieve a high level of functional and visual integration between the Town Centre Core and the Town Centre Frame.

3.5 LANDSCAPING/TOWNSCAPING

3.5.1 Landscape/Townscaping Concept

The landscape framework for the Sector is represented by the design principles shown indicatively on *Figure 5 – Sector Landscape Plan*.

3.5.2 Character

The key purpose of the Sector is the functionality of the commercial uses and the entry statement into the DCP area. Landscaping should therefore be designed to create an attractive, yet functional and highly permeable environment. The landscape character of the Sector is to be established by integrating plantings with the street lighting, furnishings, paving treatments, built form, materials and colours of development in the Sector.

3.5.3 Requirements

Landscaping in the Sector must:

- (i) correspond with the design principles illustrated on *Figure 5 – Sector Landscape Plan*;
- (ii) generally achieve the landscape character described above and the landscape concept described in section 4.2 of the Precinct Plan;
- (iii) provide a minimum landscaped strip of three (3) metres along the Bruce Highway service road frontage of the Sector;
- (iv) where retaining walls or batters are required, provide a landscape buffer located clear of these works to reduce the impact of the wall if visible from a street;
- (v) be designed to complement and integrate with the landscaping and design character of adjoining Sectors and Precincts;
- (vi) include canopy trees. Street trees are intended to provide visual continuity to the street, reduce the road scale and provide shade to on-street car parking and adjacent pedestrian areas;

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

- (vii) reduce the appearance of an expanse of carparking areas by providing advanced shade trees at the rate of not less than one (1) tree per six (6) parking spaces;
- (viii) provide adequate landscaped areas so as to create a landscape setting and passive recreation space for development;
- (ix) allow for pedestrian linkages and landscape planting extending from entry points to development sites within the Sector to connect, where possible, through car park areas to the pedestrian pathway associated with the circulation road;
- (x) be employed to reduce reflected glare from building facades;
- (xi) not compromise the safety of vehicles accessing sites within the Sector or in surrounding development;
- (xii) be capable of efficient and effective maintenance;
- (xiii) generally frame entry areas to sites;
- (xiv) screen services such as electricity substations and transformers in a way that does not affect the streetscape;
- (xv) delineate between the pedestrian and vehicular environments, as well as to provide some relief from headlight glare and visual monotony; and
- (xvi) screen car parking areas from roads and other areas readily accessible to the public.

3.5.4 Fencing

The requirements for fencing within the Sector are set out below:

- (i) if fencing is proposed to side and rear boundaries, the height of fencing must not exceed 1.8 metres and must be transparent through use of spaced timber palings or similar;
- (ii) fencing is not to be provided to any street frontage unless integrated with the landscaping to these frontages and set back at least 2 metres from the frontage. Fencing may not exceed 1.2 metres and needs to be at least 75% transparent;
- (iii) a man proof fence is to be constructed along the allotment boundary adjacent to the Bruce Highway. The fence should be designed, constructed and maintained to prevent pedestrians entering the Bruce Highway road reserve.

3.5.5 Plant Species Guidelines

Planting within the Sector is encouraged to incorporate:

- (i) plant species themes that are consistent and complementary to surrounding development. The species of trees, shrubs, and groundcovers used within the Sector should be selected from the Plant List included in **Appendix B - Plant List**. Plants of similar characteristics may be substituted for a species in the Plant List, if approved by Council. The selection of landscape material is to be cognisant of safety considerations by excluding thorny or poisonous plants that may be hazardous;
- (iii) the use of native species as the predominant plantings to visually reflect the

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

original natural setting of the DCP area, as well as offer benefits of reduced maintenance and water requirements. Exotic and flowering species may be used occasionally as feature planting, to announce entries to the Sector, to provide shade trees in public outdoor spaces, or as accents of colour and texture within the framework of native plant material; and

- (iv) planting densities and heights appropriate for particular areas such as car parking areas, retaining walls and the like are to be shown on a Landscape Plan submitted as part of the Material Change of Use application.

3.6 CARPARKING, SERVICE AREAS & LOADING DOCKS

3.6.1 Carparking

Car parking in the Sector must:

- (i) be in accordance with the Planning Scheme, the DCP and the Council's Design Manual;
- (ii) be controlled to minimise its impact on the surrounding road network, any internal circulation and other development adjacent to the Sector;
- (iii) provide safe pedestrian routes which focus on the connectivity between the individual site, allotments within the Sector, balance of the Town Centre Frame;
- (iv) as part of the total car parking requirements, provide not less than one (1) car park per fifty (50) spaces (or part thereof) for people with disabilities;
- (v) ensure that pedestrian movement areas through car parks to a building are clearly defined;
- (vi) employees bicycle parking spaces and the type of bicycle parking devices are to be generally in accordance with ***Appendix C – Bicycle Parking Requirements***;
- (vii) one (1) shower cubicle with ancillary change room per ten (10) bicycle spaces required by 3.6.1(vi) above. Facilities may be utilised by both males and females provided adequate privacy and accessibility is ensured for both sexes;
- (vi) customer end use facilities at the rate of one (1) bicycle space per 750m² gfa, with the exception of fast-food restaurant uses where one(1) bicycle space per 50m² gfa is required for customer use. The type of bicycle parking device for customer use is to be in accordance with Class 3, low security level of ***Appendix C – Bicycle Parking Requirements***; and
- (vii) if the demand for the bicycle spaces is not consistent with the table contained in ***Appendix C***, Council, on a case by case basis, may permit a reduction of the number of end of trip facilities.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

3.6.2 Access

The requirements for access are set out below:

- (i) indicative vehicular ingress and egress points from major roads within and adjoining the Sector are limited to the number of access points shown on the Sector Plan Map (Figure 4). However, the location of the access points may vary along the road provided other access restrictions noted on Figure 4 are not compromised;
- (ii) restrictions to vehicular access have been noted indicatively on Figure 4 by the inclusion of the "No vehicular access permitted" designation;
- (iii) vehicular access points should ensure no queuing occurs across pedestrian areas or causes interruption to traffic on the surrounding roads;
- (iv) adequate measures to achieve a high level of public safety on the shared access laneways / driveways is to be provided and, where appropriate, should include:
 - (a) good visibility at all pedestrian crossings and establishing pedestrian priority, where appropriate;
 - (b) distinction in the paving treatments of pedestrian environments such as between intensive pedestrian areas, general footpath areas and pathways within car parking areas;
 - (c) pavement treatments which achieve a very low traffic speed, while permitting easy and even-surfaces for desirable walking conditions for pedestrians;
 - (d) finishes that are in keeping with existing finishes within the road or the road verge;
 - (e) suitable barrier treatments at the entrance points;
 - (f) the provision of continuous pedestrian access between buildings, car parks and pedestrian areas; and
 - (g) the provision of site and building illumination within car park areas, pedestrian areas and along pedestrian paths during the hours of operation of any component of the development and, at other times, by the provision of security lighting.
- (v) pedestrian access points via car parking areas at the rear of any development should be clearly identified and designed to maximise safety and convenience;
- (vi) access for all people including people with a disability is to be achieved by ensuring that development complies with Council provisions relating to access for people with disabilities;
- (vii) direct access for emergency vehicles is to be provided to every building within the Sector by the provision of a minimum 3.5 metre clear carriageway width;
- (viii) vehicular access to allotments within the sector must not compromise the Bruce Highway or Bruce Highway Service Road. Direct access to the Bruce Highway or Bruce Highway Service Road is not permitted;
- (ix) all access is to be via the local road network, the Kerr Road Connection as per Sector Plan Map Figure 3, to ensure no queuing onto the Bruce Highway or Bruce Highway Service Road; and

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

- (x) The Department of Transport and Main Roads should be advised if there are potential traffic issues that may cause safety and/or efficiency issues to the state-controlled road network.

3.6.3 Servicing Requirements

Development within the Sector must provide:

- (i) loading zone parking which is to be accessed from the internal vehicle circulation areas;
- (ii) storage for refuse and recyclable materials which are suitably screened from circulation areas;
- (iii) service connection points incorporated into hard and soft landscaping areas;
- (iv) service connections that do not protrude from paving or driveways or cause any hazard for pedestrians or vehicles;
- (v) where appropriate, provide landscaping and other screening devices to undesirable views of service areas, loading bays, refuse areas and plant and machinery, within the Sector and in adjacent Sectors; and
- (vi) sharing of service areas, where possible.

3.7 SIGNAGE

Objectives

To create a distinctive, vibrant, urban landscape appropriate to the Town Centre Frame. To provide a coordinated system of signs that make it easy for the public to orient themselves and identify key attractions and facilities, as well as contributing to the overall visual identity of the Town Centre Frame Precinct.

Signage in the Sector must:

- (i) with respect to signage that identifies the Sector and associated development, be generally integrated with any frontage walls, entry statements or entry structures, if provided. This signage may be located along the frontage of the Bruce Highway Frontage and the Kerr Road connection and all other streets adjoining this Sector;
- (ii) be limited to the indicative primary signage locations noted on the Sector Plan and to signage integrated into any proposed buildings;
- (iii) where appropriate, include directional signage for visitors which may include logos/names of the business;
- (iv) consist of high quality materials, form, scale and proportions and be coordinated to the built form throughout the Sector, while providing sufficient flexibility for corporate identification and marketing purposes;
- (v) ensure that lighting of any signage will not cause a nuisance to drivers or pedestrians;

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

- (vi) be visible, legible and not result in a cluttered or discordant streetscape;
- (vii) provide limited use of highly reflective finishes;
- (viii) incorporate professional and coordinated graphics;
- (ix) not permit bunting, streamers, sandwich boards and other low-quality, temporary, or opportunistic signs;
- (x) ensure that any support structure or cabling to illuminate signs will not be visible;
- (xi) signs above pedestrian areas must have a minimum clearance of 2.4 metres (refer image 10);
- (xii) signage must not obscure more than 25% of the window on which it is displayed. Any support structure to a sign must not be visible unless treated as an integral part of the visual design;
- (xiii) the use of the North Lakes logo as an integral but subordinate element of the signage and graphics is encouraged, subject to the agreement of the principal developer;
- (xiv) provide for signage which allows for materials and colours related to potential end users' commercial requirements modified as necessary to ensure a degree of harmony between development sites and the overall visual character of the town centre frame;
- (xv) ensures external walls and surfaces of buildings in the town centre frame are compatible with the overall visual character of the town centre core;
- (xvi) ensure overall unity and harmony in major materials and colours in buildings and exterior signage throughout the precinct, while providing sufficient flexibility for corporate identification and marketing purposes;
- (xvii) ameliorate the visual impact of lengthy facades through combination of materials and colours coordinated with building detail treatments and landscaping themes;
- (xviii) ensure that external graphics contributes to the visual character of the Town Centre Frame and are designed as an integral element of the architectural design; and
- (xix) not impact on traffic safety.

In addition, the following measures should be achieved:-

- (a) Key gateway signage statements are to be provided along major road frontages to identify the major uses within the precinct. These gateway signs are to be attractive entry statements and of an appropriate scale and nature;
- (b) Architectural graphics may be designed as part of the architectural character of the major shopping centre;
- (c) Signs should be relative to the scale and proportion of buildings.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

3.7.1 Signage Guidelines

- (i) Signage guidelines are included at *Appendix D - Town Centre Signage Guidelines*. The Signage Guidelines are to be taken into consideration, along with other relevant issues, when considering matters regarding signs and architectural graphics of all kinds. They are not to be interpreted as giving rights to any number or types of signage. The guidelines provide for a range of sign types anticipated within the Town Centre Frame. The assessment of a coordinated signage plan will at least address the extent and number of sign to be used; the proximity of a sign to other sign's; and the relationship of the sign with the landscaping.
- (ii) A Coordinated Signage Plan is to be submitted with any development application for Material Change of Use within this Sector. The Coordinated Signage Plan must distinguish between artworks/murals, on-site business advertising, animated signage, and "third party" advertising in terms of sign dimension, location, illumination, and animation on the face of the sign.
- (iii) The Queensland Department of Transport and Main Roads has authority over advertising devices that are beyond the boundaries of, but visible from, the Bruce Highway frontage of the sector, where such devices may create a traffic hazard. Where proposed advertisements may create such a hazard, an application will be referred to the Department of Transport and Main Roads for written approval.
- (iv) Advertising signs within private property, but visible from the state-controlled road, must comply with the *Guide to the Management of Roadside Advertising*.

4.0 Environmental Management

There is no Environmental Management Plan having application to this Sector.

Management systems for land within the Sector must be implemented to ensure that the Objectives and Performance Indicators referred in the following sections of the Precinct Plan continue to be met throughout the life of the development and the use of the Sector:

- (i) Section 5.1 – Environmental Management Objectives;
- (ii) Section 5.2 – Stormwater Management Objectives; and
- (iii) Section 5.3 – Earthworks Management Objectives.

5.0 Subdivision Requirements

As shown in *Appendix E – Proposed Metes and Bounds Description* the total area of the Sector is 2.671 hectares.

Any future subdivision of the site must ensure a minimum lot size of 31,000m² and a minimum frontage width of 4020m. Any future subdivision shall provide for legal

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

vehicular access to each lot via the access point shown in this Sector Plan (via easement or common property arrangement) unless the site is amalgamated with the part of Lot 200 on SP198678 immediately north of the site, in which case vehicular access to any future lots is only permitted from the north-eastern frontage (Kerr Road East).

6.0 Infrastructure

6.1 INFRASTRUCTURE TO BE PROVIDED

The infrastructure required to be provided by the Principal Developer to serve the Sector includes internal and external infrastructure provisions in accordance with the Rezoning Conditions, the Mango Hill Infrastructure Agreement 1999 (MHIA) and agreements made with the State Government in accordance with the DCP. These obligations are summarised as follows:

6.1.1 Roads

Unless already constructed, the Principal Developer must construct the following roads including carriageways, stormwater drainage, verges, bus setdowns, footpaths, bikeways, landscaping, traffic control devices, traffic signals and streetlighting as applicable. Any reference to initial construction in this section is a reference to construction approved by Council in accordance with the rezoning conditions, the MHIA and where applicable, the Mango Hill Agreement – Main Roads (MHIA-MR).

- (i) Mason Street to be constructed to the final standard from Endeavour Boulevard to the Bruce Highway service road;
- (ii) Road frontage to the Sector Plan inclusive of the intersection with Mason Street, to be dedicated and constructed to the appropriate standard in accordance with the MHIA;
- (iii) Bikeways and pathways to be provided along constructed roads in accordance with the MHIA.

(refer to *Figure 7 – Road Layout*)

The construction of the abovementioned infrastructure to the final standard is to be undertaken in accordance with the staging and timing outlined in the MHIA. The initial standard of construction referred to above is to be undertaken to suit the rate of development of the Sector. Where initial construction is not stated, the road is to be constructed to the standard described above to suit the rate of development of the Sector.

6.1.2 Water Supply

- (i) Reticulation systems along all internal roads to service all properties in the Sector;

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

- (ii) Those sections of the mains shown on **Figure 8 – Water Supply Headworks**, necessary to service the anticipated demand in the Sector; and
- (iii) Make contribution towards water headworks and bulk water supply in accordance with the MHIA.

6.1.3 Sewerage

- (i) Trunk gravity main from the existing Council sewerage infrastructure to connect with each lot in the Sector as shown on **Figure 9 – Sewerage Headworks**; and
- (ii) Make contribution towards sewerage headworks supply in accordance with the MHIA.

6.1.4 Park

The requirements for park provision throughout the DCP area are provided for in the MHIA. No area within this Sector will be dedicated as park.

6.1.5 Stormwater

- (i) The Principal Developer must comply with the provisions of the Stormwater Management Plans for Freshwater Creek as approved by Council and construct stormwater management works so far as they relate to this Sector.
- (ii) Stormwater management works so far as they relate to the Sector are to be provided in accordance with the MHIA, Council's Design Manual, the Stormwater Management Plan.
- (iii) In addition, the Principal Developer is to construct stormwater drainage systems and stormwater management systems as required by the MHIA and the Environmental Protection (Water) Policy.

6.1.6 Electricity Supply, Lighting and Communications

- (i) Allow for underground electricity distribution to all properties within the Sector, by Energex or another appropriate supplier of electricity.
- (ii) Arrange for the provision of underground conduits along all road verges within the Sector and adjacent roads to meet the anticipated demands of the DCP area.
- (iii) Provide underground electricity to all properties within the Sector through Energex or another appropriate supplier of electricity and to Council standards.
- (iv) Provide public lighting to all roads, streets, parks and other public areas and facilities within the Sector, constructed to relevant Australian Standards and in accordance with the requirements of Energex or alternative supplier of electricity and Council standards.
- (v) Provide high voltage electricity services to the Sector through Energex or another supplier of electricity and to Council standards.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

- (vi) Provide all electricity services and distribution systems as underground services, including conduits along all road verges within the Sector and adjacent roads to meet the anticipated demand of the DCP area.

6.2 INFRASTRUCTURE AFFECTED OR REQUIRED BY DEVELOPMENT OF THE SECTOR

- (i) The development of the Sector may place demands on the following infrastructure:
 - (a) Roads external to the DCP area and the Sector;
 - (b) Water supply infrastructure;
 - (c) Sewerage infrastructure;
 - (d) Stormwater infrastructure;
 - (e) Parks;
 - (f) Community facilities;
 - (g) Electricity and gas supply;
 - (h) Communications systems; and
 - (i) State Government Infrastructure.
- (ii) The infrastructure described in clause 6.1 above, together with the obligations of the Principal Developer under infrastructure agreements will mitigate the adverse affects on the above infrastructure.

6.3 HOW THE REQUIRED INFRASTRUCTURE RELATES TO THE INFRASTRUCTURE AGREEMENTS

The infrastructure agreements describe the infrastructure that must be provided by the Principal Developer as part of its obligations to provide infrastructure, as envisaged by Chapter 12 of the DCP. The works described in clause 6.1 of this document are the Principal Developer's obligations under the rezoning conditions and the infrastructure agreements.

7.0 Detailed Infrastructure Program

7.1 ESTIMATED DATE FOR PROVISION OF INFRASTRUCTURE

- (i) The Principal Developer is to provide the infrastructure referred to in clause 6.1 of this document at times to satisfy the requirements of the MHIA. Initial infrastructure works are estimated to be constructed by December 2010.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

7.2 INTENDED PROVIDER

The Principal Developer is to provide the infrastructure referred to in Section 6.1 at times to satisfy the requirements of the Rezoning Conditions and the MHIA which provides for the infrastructure to be constructed to meet the rate of development in the Sector.

The following items of State Government infrastructure are also to be provided by the Principal Developer in conjunction with the development of the Sector in accordance with Infrastructure Agreements with the State Government. These include the provision of works to State-Controlled Roads.

7.3 OTHER WORKS DEPENDENT ON INFRASTRUCTURE PROVISION

No other works depend on the provision of the infrastructure specified in Section 6.1.

Council is to use its best endeavours, including its powers of resumption if lawful, to obtain all necessary rights to permit the construction of water and sewerage infrastructure if such infrastructure is constructed on land external to the DCP area over which Council does not have such rights.

7.4 OTHER RELEVANT INFORMATION

7.4.1 Estimated Water and Sewerage Demands

As required by the MHIA, the Principal Developer states as follows:

- (i) For the purpose of assessing water supply capacity, the estimated number of equivalent Tenements for this Sector is 16.04ET
- (ii) For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this Sector is 32.07EP

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

APPENDIX A

FINAL SPECIFICATION
OF LAND USE
FOR THIS SECTOR

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

FINAL SPECIFICATION OF LAND USE (TOWN CENTRE FRAME 'Q' PRECINCT) FOR TOWN CENTRE FRAME 'Q' SECTOR ONE

Purposes for which premises may be erected or used without the consent of Council (Permitted Development) COLUMN A	Purposes for which premises may be erected or used without the consent of Council subject to conditions (Permitted Development subject to conditions) COLUMN B	Purposes for which premises may be erected or used only with the consent of Council (Permissible Development) COLUMN C	Purposes for which premises may not be erected or used (Prohibited Development) COLUMN D
Self Assessable	Code Assessable	Impact Assessable Development	
Caretaker's residence Local utilities Park	Amusement premises Car park Car wash Catering premises Commercial services Hardware centre Indoor recreation Office Outdoor recreation Outdoor sales Place of worship Public utilities Restaurant Retail nursery <u>Retail showroom</u> Sales and information centre <u>Service industry (no external air, noise or odour emissions from the site and can be suitably located with other non-industrial uses)</u> Service station Shop Shopping centre <1,500m ² GLA Special use Technology industry Tourist facility Vehicle hire depot Vehicle sale yards Veterinary clinic <u>Warehouse</u>	Any other Use not listed in Column A, B or D	Adult product shop Agriculture Air strip Animal husbandry Aquaculture Bulk garden supplies Camping grounds Caravan park Cattery Cemetery Concrete batching plant Contractor's depot Correctional institution Crematorium Dairy Extractive industry Fuel depot General industry Hazardous industry Heavy vehicle parking Heavy vehicle sales Host farm Junk yard Kennels Lot feeding Motor sport or shooting Piggery Poultry farm Rural industry Shopping centre >1,500m ² GLA Showground Simulated conflict Stable Stock sales yard Transport terminal Transportable home village Turf farming

The provisions of the Supplementary Table of Development are subject to section 2.4.9 of the DCP.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

APPENDIX B

PLANT LIST

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

*Appendix B: Indicative Plant Schedule -
Town Centre Frame "L" – Bruce Highway – Sector One*

Botanical Name	Common Name
Trees & Palms	
<i>Acmena smithii</i>	Lilly Pilly
<i>Agathis robusta</i>	Kauri Pine
<i>Allocasuarina littoralis</i>	Black She Oak
<i>Allocasuarina torulosa</i>	Forest She Oak
<i>Araucaria cunninghamia</i>	Hoop Pine
<i>Archontophoenix cunninghamia</i>	Pickabeam Palm
<i>Backhousia citriodora</i>	Lemon Scented Myrtle
<i>Backhousia myrtifolia</i>	Carrol
<i>Banksia integrifolia</i>	Coast Banksia
<i>Barklya syringifolia</i>	Crown of Gold Tree
<i>Brachychiton acerifolium</i>	Flame Tree
<i>Brachychiton rupestre</i>	Bottle Tree
<i>Buckinghamia celsissima</i>	Ivory Curl Flower
<i>Callistemon salignus</i>	Pink Tips
<i>Callistemon viminalis</i>	Weeping Bottlebrush
<i>Callitris columellaris</i>	Bribie Island Pine
<i>Cassia fistula</i>	Golden Shower Tree
<i>Cassia javanica/Cassia siamea</i>	Cassia
<i>Castanospermum australe</i>	Black Bean
<i>Casuarina cunningghiana</i>	River She Oak
<i>Casuarina glauca</i>	Swamp She Oak
<i>Cupaniopsis anacardioides</i>	Tuckeroo
<i>Elaeocarpus eumundii</i>	
<i>Eucalyptus citriodora</i>	Lemon Scented Gum
<i>Eucalyptus ptychocarpa</i>	Swamp Bloodwood
<i>Eucalyptus curtisii</i>	Plunkett Mallee
<i>Euodia elleryana</i>	Pink Euodia
<i>Ficus Hillii</i>	Hill's Fig
<i>Ficus macrophylla</i>	Moreton Bay Fig
<i>Ficus rubiginosa</i>	Port Jackson Fig
<i>Flindersia australis</i>	Crows Ash
<i>Flindersia pimenteliana</i>	Flindersia
<i>Flindersia schottiana</i>	Bumpy Ash
<i>Grevillea robusta</i>	Silky Oak
<i>Harpullia pendula</i>	Tulipwood
<i>Hymenosporum flavum</i>	Native Frangipani
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Lagerstroemia indica</i>	Crepe Myrtle
<i>Livistona australis</i>	Livistona
<i>Livistona decipiens</i>	Weeping Cabbage Palm
<i>Livistona nitida</i>	Livistona
<i>Lophostemon confertus</i>	Brush Box
<i>Lophostemon suaveolens</i>	Swamp Box
<i>Melaleuca linariifolia</i>	Snow in Summer
<i>Melaleuca leucadendron</i>	Small Leaved Paperbark
<i>Melaleuca quinquenervia</i>	Broadleaved Paperbark
<i>Metrosideros queenslandicus</i>	Queensland Golden Myrtle
<i>Oreocallis sp. nova (wickhamii)</i>	Tree Waratah
<i>Peltophorum pterocarpus</i>	Yellow poinciana
<i>Phoenix canariensis</i>	Canary Island Palm

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

*Appendix B: Indicative Plant Schedule -
Town Centre Frame "L" – Bruce Highway – Sector One*

Botanical Name	Common Name
Trees & Palms	
Podocarpus elatus	Brown Pine
Roystonea regia	Cuban Royal Palm
Syzygium australe	Scrub Cherry
Syzygium franchisee	Giant Water Gum
Syzygium jambos	Rose Apple
Syzygium leuhmanii	Small Leaved Lilly Pilly
Syzygium paniculatum	Dwarf Magenta Cherry
Tristaniaopsis laurina	Water Gum
Waterhousia floribunda	Weeping Myrtle
Xanthostemon chrysanthus	Golden Penda
Shrubs	
Baeckea sp. Mt Toza	Dwarf Baeckea
Baeckea virgata	Twiggy Myrtle
Baeckea virgata dwarf	Dwarf Baeckea
Banksia Birthday Candles	Dwarf Banksia
Banksia ericifolia	Heath Banksia
Banksia integrifolia	Coastal Banksia
Banksia robur	Swamp Banksia
Banksia spinulosa var collina	Hairpin Banksia
Callistemon Dawson River	Dawson River
Callistemon Little John	Little John
Callistemon Ned Kelly	Ned Kelly
Callistemon pachyphyllus	Bottlebrush
Cyathea australis	Rough Tree Fern
Gardenia Florida	Double Gardenia
Grevillea "Coconut Ice"	Coconut Ice
Grevillea "Majestic"	Majestic
Grevillea "Robyn Gordon"	Grevillea
Grevillea "Superb"	Superb
Grevillea banksii	Red Silky Oak
Grevillea Honey Gem	Honey Gem
Grevillea Ned Kelly	Ned Kelly
Hibiscus rosa sinensis	Hibiscus
Hovea acutifolia	Pointed Leaf Hovea
Leptospermum flavescens	Tantoon Tea Tree
Leptospermum petersonii	Lemon Scented Tea Tree
Leptospermum Pink Cascade	Pink Cascade
Melaleuca linariifolia Snowflake	Dwarf Tea Tree
Murraya paniculata	Orange Jessamine
Pittosporum revolutum	Brisbane Laurel
Pittosporum undulatum	Mock Orange
Syzygium Blaze	Dwarf Lilly Pilly
Syzygium Elite	Compact Lilly Pilly
Syzygium Tiny Trev	Dwarf Lilly Pilly
Tibouchina jules	Tibouchina
Westringea fruticosa	Wynyabbie Gem

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

*Appendix B: Indicative Plant Schedule -
Town Centre Frame "L" – Bruce Highway – Sector One*

Botanical Name	Common Name
Groundcovers	
Agapanthus africanus	Lily of the Nile
Agapanthus orientalis	Lily of the Nile
Agapanthus Peter Pan	Dwarf Agapanthus
Anigozanthos hybrids	Kangaroo Paws
Blechnum cartilagineum	Fern
Cissus rhombifolium	Grape Ivy
Cissus Ellen Danica	Grape Ivy
Crinum pendunculatum	River Lily
Dianella revoluta	Flax Lily
Dietes bicolor	Japanese Iris
Dietes grandiflora	Japanese Iris
Evolvulus pilosus	Blue Sapphire
Gardenia radicans	Dwarf Gardenia
Grevillea Bronze Rambler	Bronze Rambler
Grevillea Royal Mantle	Prostrate Grevillea
Hardenbergia violacea	Purple Coral Pea
Hardenbergia violacea Bushy Blue	Bushy Blue
Helichrysum ramosissimum	Yellow Buttons
Hemerocallis species	Day Lily
Hibbertia dentata	Toothed Guinea Flower
Hibbertia scandens	Snake Vine
Liriope "Evergreen Giant"	Liriope
Lomandra hystrix	Creek Mat rush
Lomandra longifolia	Mat Rush
Lomandra multiflora	Long Leaved Mat Rush
Myoporum ellipticum	Creeping Boobialla
Myoporum parvifolium	Myoporum
Pittosporum Miss Muffet	Dwarf Pittosporum
Pittosporum tobira	Miss Muffet
Viola hederacae	Native Violet
Zierra Carpet Star	Carpet Star
Grasses	
Cynodon dactylon	Green Couch
Danthonia induta	Wallaby Grass
Digitaria didactyla	Blue Couch
Greenlees Park	Hybrid Couch
Poa australis	Native Poa
Vines	
Jasminum polyanthum	Jasmine
Pandorea pandorana	Wonga Wonga Vine
Pandorea jasminoides	Bower of Beauty
Trachelospermum jasminoides	Variegated Star Jasmine
Trachelospermum jasminoides	Star Jasmine

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

APPENDIX C

Refer to "Q" Precinct

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

**BICYCLE PARKING REQUIREMENTS
(TOWN CENTRE FRAME 'Q' PRECINCT)
FOR TOWN CENTRE FRAME 'Q' SECTOR ONE**

Land use	Employee Bicycle Parking spaces	Class
Car park	1 space per 750m ² GFA	1
Car Wash	1 space per 750m ² GFA	2
Catering premises	1 space per 750m ² GFA	
Restaurant	1 space per 100m ² GFA (including outdoor dining area)	2
Service station	1 space per 750m ² GFA	2
Shop < 300m ² GFA	1 space per 300m ² GFA	2
Special use	1 space per 750m ² GFA	2
Tourist facility	1 space per 750m ² GFA	2
Veterinary clinic	1 space per 300m ² GFA	2

Notes:-

1. GFA – Gross floor area, as defined in the DCP;
2. The provision of bicycle spaces recommended in the table may be staged initially depending on the demand for use, however space should be set aside to allow 100% provision in the event that the full demand for bicycle parking is realised.

Types of Parking Devices

Class	Security Level	Description	Main User Type
1	High	Fully enclosed individual lockers	Bike and ride commuters at railway and bus stations.
2	Medium	Located compounds fitted with Class 3 facilities. Communal access using duplicate keys or electronic swipe cards	Regular employees, students, regular bike and ride commuters.
3	Low	Facilities to which the bicycle frame and wheels can be locked	Shoppers, visitors to public offices, places of employment where there is security supervision of the parking facilities.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

APPENDIX D

TOWN CENTRE FRAME SIGNAGE GUIDELINES

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000



**NORTH LAKES TOWN CENTRE FRAME
SIGNAGE GUIDELINES**

1.0 OBJECTIVES

The objectives of the signage standards for North Lakes are:

- (i) To implement design standards consistent with the existing and future character of North Lakes
- (ii) To ensure that signs and advertisements complement the attractiveness, safety, legibility and amenity of the North Lakes environment, both day and night
- (iii) To support the role of signs and advertising as an important factor in the marketing of North Lakes and in identifying the commercial character in areas of the development.

2.0 DEFINITIONS

Animated Signage: An animated sign is an advertisement with a changing display, such as flashing or chasing bulbs, or any other non-static illuminated displays.

Third Party Advertising: A "third party" advertising sign is an advertisement for a business not conducted on the land on which the sign is located, or a commodity not available on that land, and includes an advertisement for a particular brand of product sold or distributed from the premises. However, an advertising sign which incorporates the North Lakes logo as an integral element of the signage, or a sign which includes only a generic reference to the type of product available on the land is not a "third party" advertising sign in terms of the inclusion of the North Lakes logo or the generic product reference.

On- Site Business Advertising: An on-site business advertising sign is an advertising sign which is limited in its content to the name of a business premises and the name and services offered by the occupants of the business premises. An on-site business advertising sign may also incorporate the North Lakes logo as an integral element of the signage.

Artworks/Murals: Artwork and murals are architectural graphics and other artworks which do not contain any implied or direct reference to a business undertaking or service or commodity available from a business undertaking. However, artworks and murals may incorporate the North Lakes logo as a supporting or an ancillary element.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway

Sector Plan 045 - 1000

3.0 SIGNAGE GUIDELINES

Except in the case of road signs, the following guidelines will be applied to all advertising signage erected in the North Lakes Town Centre Core. The following guidelines are to be read in association with the guidelines contained in Section 7.9.1 of this Sector Plan.

These guidelines are intended to apply for individual signs, but where they form part of a coordinated signage plan, they can be varied.

3.1 Scale and Location of Signs on Buildings

The scale of the sign shall be compatible with the building and building elements on which it is affixed and to which it is in proximity, as well as nearby buildings, streets and other existing signs. Consideration shall be given to the sign's relationship to the overall appearance of the development as well as surrounding development.

The number and area of signs, if specified, are intended to be maximum standards.

3.2 Principal Developer Signs

Within road reservations and on land in ownership of the Council or the principal developer, signage content is limited to the message requirements of the principal developer and traffic control. Generally content of signs within these areas will be restricted to directional information for identifying locations, buildings, services and events. Commercial business names or logos will generally not be permitted except for sponsorships on temporary event signs.

3.3 Traffic Safety

A sign must not obstruct pedestrians' views of traffic or vehicle drivers' views of pedestrians, other traffic or the road ahead. A sign must not create possible confusion for drivers at critical locations such as intersections, traffic signals, or merging and weaving situations eg. red and green lit signage near traffic intersections.

3.4 Installation Fixings

No support, fixing, suspension or other systems required for the installation of a sign shall be exposed, unless designed as an integral feature of the sign. Conduits, wiring, switches etc shall be discreetly placed out of general view.

3.5 Animated Signs

Animated signs, where parts or all of the sign components move, may be acceptable in non-residential environments where no significant adverse impacts are likely to adjacent or nearby sensitive land uses.

3.6 Clutter

The visual amenity of the local area and the effectiveness of the message on the sign will be enhanced by reducing signage clutter. Proposed signs shall be assessed in the context of the number, type, size and location of existing signs on the site and surrounds.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

3.7. Illumination

The luminance of an externally illuminated advertisement in the Town Centre Core (measured in candelas per square metre) is not to exceed 500 cd/m².

The luminance level of an advertisement may exceed this level where it can be shown that the increase in luminance level is unlikely to contribute to a traffic hazard or cause an inappropriate loss of amenity.

The external illumination of signs is to be carried out in such a way as to minimise the spill effects beyond the target sign. An illuminated sign must be designed to make the best possible use of the energy efficient equipment and light sources available.

At street level sign illumination is to be consistent with the general level of lighting so as to eliminate shadows and promote the safety of adjoining public areas.

The intensity of lighting and hours of illumination must not unreasonably impact on any residential properties or traffic operations.

3.8. Environmental Controls

A sign must not be nailed or similarly fixed to a tree. Every sign shall be maintained and kept in good repair.

3.9. Performance Controls

Unless otherwise approved under the coordinated signage plan, a proposed sign must meet the performance criteria outlined in the following section. The acceptable standards associated with each type of sign are provided as examples and should not be seen as precluding other solutions. However, where alternative solutions are proposed, the onus will be on the proponent to demonstrate that the relevant performance criteria are met.

SIGNS PERFORMANCE CRITERIA	
Signs shall:	
(i)	not create a hazard to traffic or pedestrians
(ii)	be of character and design standard consistent with the objectives and controls for this sector plan
(iii)	complement the streetscape and amenity of the locality by virtue of their size, location, illumination, utilisation of complementary shapes, forms, colours, durable quality materials and design concepts
(iv)	if affixed to a building, complement the architectural style of the building by virtue of their size, location, illumination, utilisation of complementary shapes, forms, colours, durable quality materials and design concepts; and
(v)	not unnecessarily repeat or duplicate similar signs.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway

Sector Plan 045 - 1000

4.0 TYPES OF SIGNS

The following schedule sets out maximum criteria for various types of signs. Such signs may be permitted subject to the overall performance standards being met.

- (i) Above Awning Sign
- (ii) Awning / Fascia Sign
- (iii) Blind Sign
- (iv) Business Plate
- (v) Canopy Sign
- (vi) Created Awning Sign
- (vii) Flag Pole Sign
- (viii) Footway Sign
- (ix) Ground Sign
- (x) Hamper Sign
- (xi) Highrise Building Sign
- (xii) Lantern Sign
- (xiii) Pole Sign
- (xiv) Projecting Flag Sign
- (xv) Projecting Sign
- (xvi) Stallboard Sign
- (xvii) Under Awning Sign
- (xviii) Vertical Banner Building Sign
- (xix) Vertical Banner Freestanding Sign
- (xx) Wall Sign
- (xxi) Window Sign
- (xxii) Pylon/Column Sign
- (xxiii) Large Pylon Sign

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

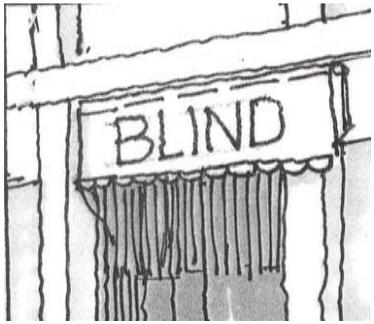
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>ABOVE AWNING SIGN An Above Awning Sign is an advertisement above an awning, verandah roof or the like.</p>		<p>Maximum size</p> <p>Maximum height above awning</p> <p>Extent</p> <p>Other requirements</p>	<p>Length - 2.7 metres Height - 0.6 metres Width - 0.3 metres 1.0 metre Not to project beyond the edges of the awning No unsightly supports or rear view of sign. Any unsightly supports required for structural reasons are to be set back behind edges of sign</p>
<p>AWNING/FASCIA SIGN An Awning/Fascia Sign is an advertisement painted or otherwise affixed to the fascia of a building, an awning, verandah or return end of an awning.</p>		<p>Maximum extent</p> <p>Maximum height</p> <p>Maximum thickness</p>	<p>Not projecting above or below the fascia 0.6 metre 0.1 metre out from fascia</p>

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

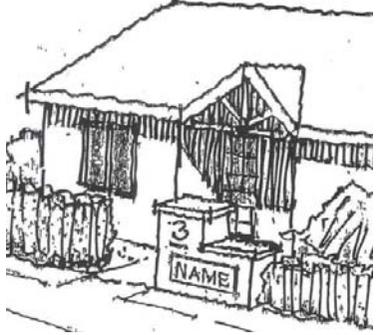
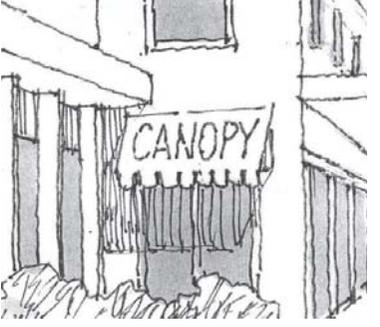
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BLIND SIGN A Blind Sign is an advertisement painted on or otherwise affixed to solid or flexible material suspended from the edge of an awning, verandah or wall.</p>		<p>Minimum clearance between the lower most point of the sign and the footway Maximum number</p>	<p>2.4 metres 1 per tenancy frontage</p>

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

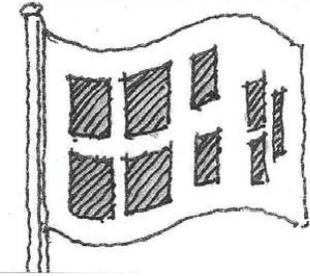
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BUSINESS PLATE A Business Plate is a small advertisement identifying the name and/or trade, business or calling of the occupant or business premises. A Business Plate may be painted or affixed to a wall.</p>		<p>Maximum surface area of sign residence in a residential area Maximum surface area per business occupant of premises in commercial and mixed use areas</p>	<p>0.3 square metres 0.3 square metres</p>
<p>CANOPY SIGN A Canopy Sign is an advertisement, painted or otherwise affixed, to a canopy, whether the canopy is constructed from flexible or solid material.</p>		<p>Minimum clearance between the lower most part of the sign and the footway Maximum number</p>	<p>2.4 metres 1 per tenancy frontage</p>

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

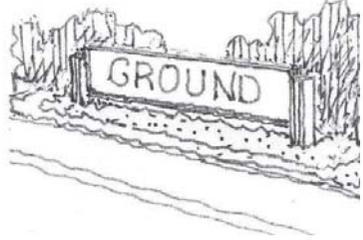
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>CREATED AWNING LINE SIGN A Created Awning Line Sign is an advertisement attached to and extending beyond a fascia of an awning or the like.</p>		<p>Extent</p> <p>Maximum area</p> <p>Minimum clearance</p>	<p>Not more than 0.6 metre above the fascia to which it is attached</p> <p>The created area is not to exceed 25% of the fascia</p> <p>2.4 metres to the footpath pavement</p>
<p>FLAG POLE SIGN A Flag Pole Sign is a fabric sign hung from a pole.</p>		<p>Maximum surface area</p> <p>Maximum height above ground</p>	<p>3.0 square metres</p> <p>6.5 metres if planted in the ground</p>

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>FOOTWAY SIGN A Footway Sign is a portable, freestanding advertisement, normally supported by an 'A' or inverted 'T' frame, and typically displayed on a footway.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Location</p> <p>Other requirements</p>	<p>Height - 1.0 metre Width - 0.6 metre Depth - 0.6 metre</p> <p>1 per tenancy</p> <p>A Footway Sign on a footway is to be positioned near the kerb (but not closer than 0.25 metre) so as to leave clear passage for pedestrians along the footway, particularly the visually disadvantaged who rely on clear passage along the frontage of shops.</p> <p>No footway sign is to be positioned so as to obstruct, clutter or detract from street landscaping, furniture or artwork</p> <p>A Footway Sign not to be located on a public road.</p> <p>A Footway Sign is not to have moving, rotating or animated parts, such as a spinner sign. A Footway Sign is to be displayed only during trading hours and is not to be used for the display of merchandise</p>
<p>GROUND SIGN A Ground Sign is a monolithic sign which, in effect, sits on or rises out of the ground.</p>		<p>Setting</p> <p>Maximum height</p> <p>Maximum surface area</p> <p>Maximum setback from side boundary</p> <p>Maximum number</p>	<p>Erected within a landscaped environment.</p> <p>Not erected to expose an unsightly back view of the sign.</p> <p>When in a residential area, only permitted where used in a name of a multi-unit development site</p> <p>1.8 metres</p> <p>10 square metres</p> <p>3 metres</p> <p>One per frontage for frontages up to 100 metres</p> <p>For frontages over 100 metres, spacing of signs to be no less than 60 metres</p>

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>HAMPER SIGN A Hamper Sign is an advertisement, painted or otherwise affixed, between a door head and an awning, or their equivalent levels.</p>		<p>Maximum thickness Maximum Extent</p>	<p>0.3 metre from the face of the wall The size and form are to be compatible with the building on which they are located.</p>
<p>HIGH RISE BUILDING SIGN A High Rise Building Sign is an advertisement naming or identifying a high rise building by the use of a logo or the like.</p>		<p>Maximum extent Maximum number Other requirements</p>	<p>Contained within the actual or created outline of a building or appears as if it was part of the original building if part of a structure creating a changed building outline One per building frontage A High Rise Building Sign is not to contain third party advertising</p>

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

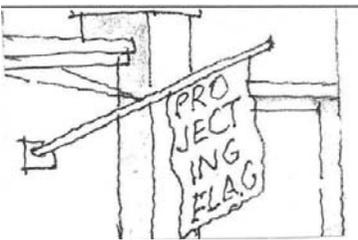
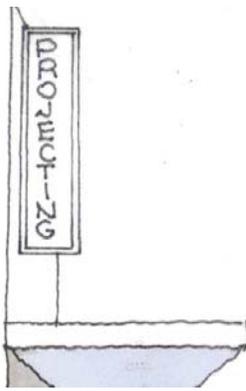
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>LANTERN SIGN A Lantern Sign is a translucent lighting fixture displaying the name and/or trade, business or calling of the occupant.</p>		<p>Maximum number for a Home Occupation or Business</p> <p>Maximum edge dimension of lantern</p> <p>Maximum height</p> <p>Maximum illumination</p>	<p>One</p> <p>0.5 metre (ie to fit into a Cube of 0.5 x 0.5 x 0.5 metres)</p> <p>2 metres</p> <p>Not greater than a standard 100 watt incandescent bulb</p>
<p>POLE SIGN A Pole Sign is a freestanding sign mounted on one or more vertical supports which has a smaller surface area and a lower height than a Pylon/Column sign.</p>		<p>Maximum number</p> <p>Aspect</p> <p>Maximum surface area</p> <p>Maximum height above ground</p> <p>Minimum setback from side boundary</p> <p>Setting</p>	<p>One two-sided pole sign per allotment street frontage</p> <p>Not erected to expose an unsightly back view of the sign</p> <p>2.4m² per side, except along the Bruce Highway Service Road where it may be increased to 8m² per side for a maximum of two sides.</p> <p>4.5 metres, except along Bruce Highway Service Road, where the maximum height may be 10 metres and along Discovery Drive where the maximum height may be 6 metres.</p> <p>3 metres</p> <p>Erected within a landscaped environment</p>

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>PROJECTING FLAG SIGN A Projecting Flag Sign is a non-illuminated, wall-mounted corporate flag.</p>		<p>Maximum size Maximum number Minimum spacing Minimum clearance</p>	<p>0.3 square metre per face 4 per site 2 metres 2.4 metres to the footpath pavement.</p>
<p>PROJECTING SIGN A Projecting Sign is a double-faced sign projecting at right angles to a wall and fixed to the wall. A Projecting Sign is not an Under Awning Sign.</p>		<p>Minimum clearance between the lowermost point of the sign and the footway Maximum number Orientation Extent Maximum size</p>	<p>2.4 metres One per building frontage Vertical Not projected above the height of the wall to which it is attached Height - 3.0 metres Width - 0.75 metre</p>

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

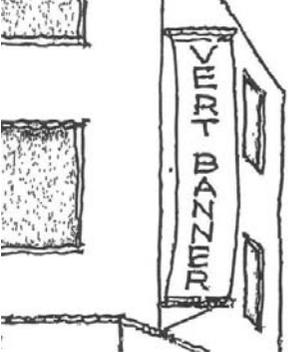
SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>STALLBOARD SIGN A Stallboard Sign is an advertisement, painted or otherwise affixed, at the base of a shopfront, normally below a shop window</p>		<p>Fixing Maximum Extent</p>	<p>Fitted flush The size and form are to be compatible with the building on which they are located.</p>
<p>UNDER AWNING SIGN An Under Awning Sign is an advertisement suspended under an awning or verandah.</p>		<p>Orientation Minimum clearance between the lowermost point of the sign and footway Extent Location Minimum distance between under awning signs Maximum dimensions Minimum setback from side boundary</p>	<p>At right angles to the building frontage 2.4 metres Not to project beyond the awning or verandah Central to each shop or tenancy or shopping arcade entrance 3.0 metres Length - 2.7 metres or not greater than 75% of the width of the awning or verandah which ever is lesser Height - 0.6 metres Width - 0.3 metres 1.5 metres</p>

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

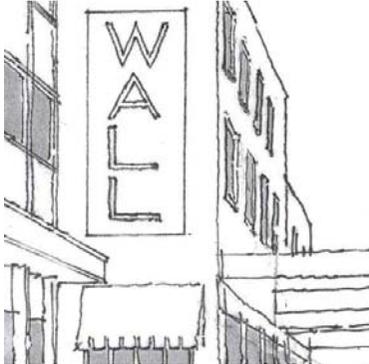
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>VERTICAL BANNER BUILDING SIGN A Vertical Banner Building Sign is an advertisement of non-rigid material normally fixed at the top and bottom to brackets projecting from a building.</p>		<p>Maximum height</p> <p>Maximum width</p> <p>Minimum clearance between lowermost point of the sign and the footway</p> <p>Maximum area</p> <p>Minimum spacing between signs</p> <p>Minimum setback from side or rear boundary</p>	<p>Not to project above the height of the adjacent part of the building to which it is fixed and not to exceed 5 metres above ground level</p> <p>0.75 metre</p> <p>2.4 metres</p> <p>2.4 square metres</p> <p>6.0 metres</p> <p>3.0 metres</p>
<p>VERTICAL BANNER FREESTANDING SIGN A Vertical Banner Freestanding Sign is an advertisement of non-rigid material normally supported at two or more locations from brackets extending from a freestanding pole.</p>		<p>Maximum height (above ground level to top most support)</p> <p>Maximum width</p> <p>Minimum clearance between lowermost point of the sign and the footway</p> <p>Minimum spacing between signs</p> <p>Minimum setback from side boundary</p> <p>Maximum surface area</p>	<p>5.0 metres</p> <p>0.75 metre</p> <p>2.4 metres</p> <p>6.0 metres</p> <p>3.0 metres</p> <p>2.4 square metres</p>

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

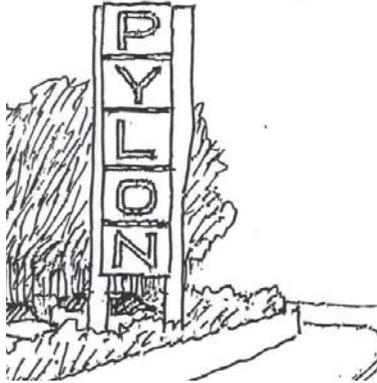
SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>WALL SIGN A Wall Sign is an advertisement, painted or otherwise affixed, flat to a wall.</p>		<p>Maximum thickness (or projection from wall) Maximum number Maximum surface area Location</p>	<p>0.3 metre One per tenancy 20% of wall space or 6 m², whichever is the lesser Ground floor level and first floor level and not to project beyond the edge of the wall.</p>
<p>WINDOW SIGN A Window Sign is an advertisement, painted or otherwise affixed, to the glass of a display window.</p>		<p>Maximum surface area of sign</p>	<p>25% of the area of the glass panel or panels on which it is displayed</p>

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

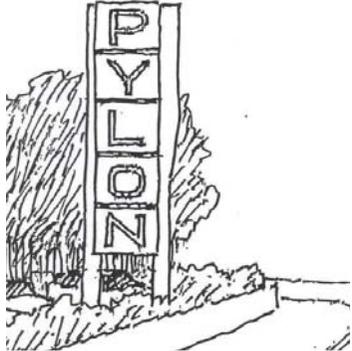
SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>SMALL PYLON SIGN Small Pylon Signs shall be considered on merit and streetscape context in consideration of architectural and landscaping themes and overall site signage.</p>		<p>Aspect</p> <p>Maximum surface area of sign</p> <p>Maximum height above the ground</p> <p>Setting</p> <p>Maximum number</p> <p>Minimum setback from side boundary</p>	<p>Not be erected to expose an unsightly back view of the sign</p> <p>5 square metres per side, for a maximum of two sides.</p> <p>The maximum height is to be 3.0 metres.</p> <p>Erected within a landscaped environment</p> <p>No Small Pylon Sign shall be erected on a site along which are located Billboard signs unless the frontage exceeds 100 metres in which case such signs are to be no closer than 60 metres. Location and maximum number as per Sector Plan</p> <p>3.0 metres</p>

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

NORTH LAKES TOWN CENTRE

SIGNAGE GUIDELINES

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>PYLON/COLUMN SIGN A Pylon/Column Sign is a large display surface with its height being greater than its width. It may be erected on the ground or mounted on one or more vertical supports.</p>		<p>Aspect</p> <p>Maximum surface area of sign</p> <p>Maximum height above the ground</p> <p>Setting</p> <p>Maximum number</p> <p>Minimum setback from side boundary</p>	<p>Not be erected to expose an unsightly back view of the sign</p> <ul style="list-style-type: none"> • 20 square metres per side, for a maximum of two sides along the Bruce Highway Service Road. • 15 square metres per side, for a maximum of two sides elsewhere in the Town Centre Frame. • For development fronting the Bruce Highway Service Road, the maximum height is to be 5.0 metres, or the height of a building in close proximity, but is not to exceed 10.0 metres. • For development elsewhere in the Town Centre Frame, the maximum height is to be 5.0 metres, or the height of a building in close proximity, but is not to exceed 6.0 metres. <p>Erected within a landscaped environment</p> <p>No Pylon/Column Sign shall be erected on a site along which are located Billboard signs unless the frontage exceeds 100 metres in which case such signs are to be no closer than 60 metres.</p> <p>Location and maximum number as per Sector Plan</p> <p>3.0 metres</p>

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One - Bruce Highway Frontage

Sector Plan 045- 1000

APPENDIX E

PROPOSED METES AND BOUNDS DESCRIPTION OF THE SECTOR

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

**METES & BOUNDS
TOWN CENTRE FRAME 'Q' PRECINCT
TOWN CENTRE FRAME 'Q' SECTOR ONE**

FROM THE POINT OF COMMENCEMENT BEING ON AMG COORDINATES
EASTING -500636.315 METRES, NORTHING -6986995.333 METRES, THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 98°43'45"
FOR A DISTANCE OF 137.59 METRES (MORE OR LESS), THENCE
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 129°52'
FOR A DISTANCE OF 41.393 METRES (MORE OR LESS), THENCE
IN A SOUTHERLY DIRECTION AT A BEARING OF 176°0'
FOR A DISTANCE OF 31.942 METRES (MORE OR LESS), THENCE
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 220°41'10"
FOR A DISTANCE OF 58.69 METRES (MORE OR LESS), THENCE
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 236°53'45"
FOR A DISTANCE OF 7.332 METRES (MORE OR LESS), THENCE
IN A WESTERLY DIRECTION AT A BEARING OF 269°19'
FOR A DISTANCE OF 7.376 METRES (MORE OR LESS), THENCE
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 301°44'10"

Moreton Bay Regional Council

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

2

FOR A DISTANCE OF 7.602 METRES (MORE OR LESS), THENCE
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 317°56'45"
FOR A DISTANCE OF 166.835 METRES (MORE OR LESS),
TO THE POINT OF COMMENCEMENT AND CONTAINING AN AREA OF
1.069 HECTARES (MORE OR LESS).

We, RPS Australia East Pty Ltd (A.C.N. 140 292 762) hereby certify that the Metes and Bounds description contained herein has been prepared by the company and the AMG connection used for the commencement point has been determined by field survey.


.....
Cadastral Surveyor/
Authorised Delegate

4.10.12
.....
Date

TCFQ_Sector1_Metes

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway Frontage

Sector Plan 045- 1000

APPENDIX F

STREETSCAPE / CHARACTER IMAGES

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway Frontage

Sector Plan 045- 1000

**NORTH LAKES DEVELOPMENT
STREETSCAPE / CHARACTER IMAGES
TOWN CENTRE FRAME "Q" SECTOR ONE (SECTOR PLAN 045-1000)**



Image 1 - Acceptable

Innovative contemporary building design. Includes integrated use of elements such as block work, glass and tin and horizontal and vertical variations in the façade for visual interest.



Image 2 – Acceptable

Attractive, clearly identified and defined entry which allows for pedestrian linkages and landscape planting extending from carparking areas to development.



Image 3 – Acceptable

Landscaping along carparking aisles and between carparking spaces reduces the appearance of an expanse of carparking areas.



Image 4 – Acceptable

Integration of signage possible where commercial alliances or multiple tenancies in an integrated complex.



Image 5 – Acceptable

Directional signage can include business logo. Primary freestanding signage, integrated with landscaping frontage treatment and street trees.



Image 6 – Acceptable

Varied roofline and integration of signage into built form.

Unacceptable

Ill defined access and lack of landscaping.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

Town Centre Frame "Q" Sector One – Bruce Highway Frontage

Sector Plan 045- 1000



Image 7 – Unacceptable
Inappropriate streetscape treatment due to lack of landscaping and signage clutter and exposed carparking.

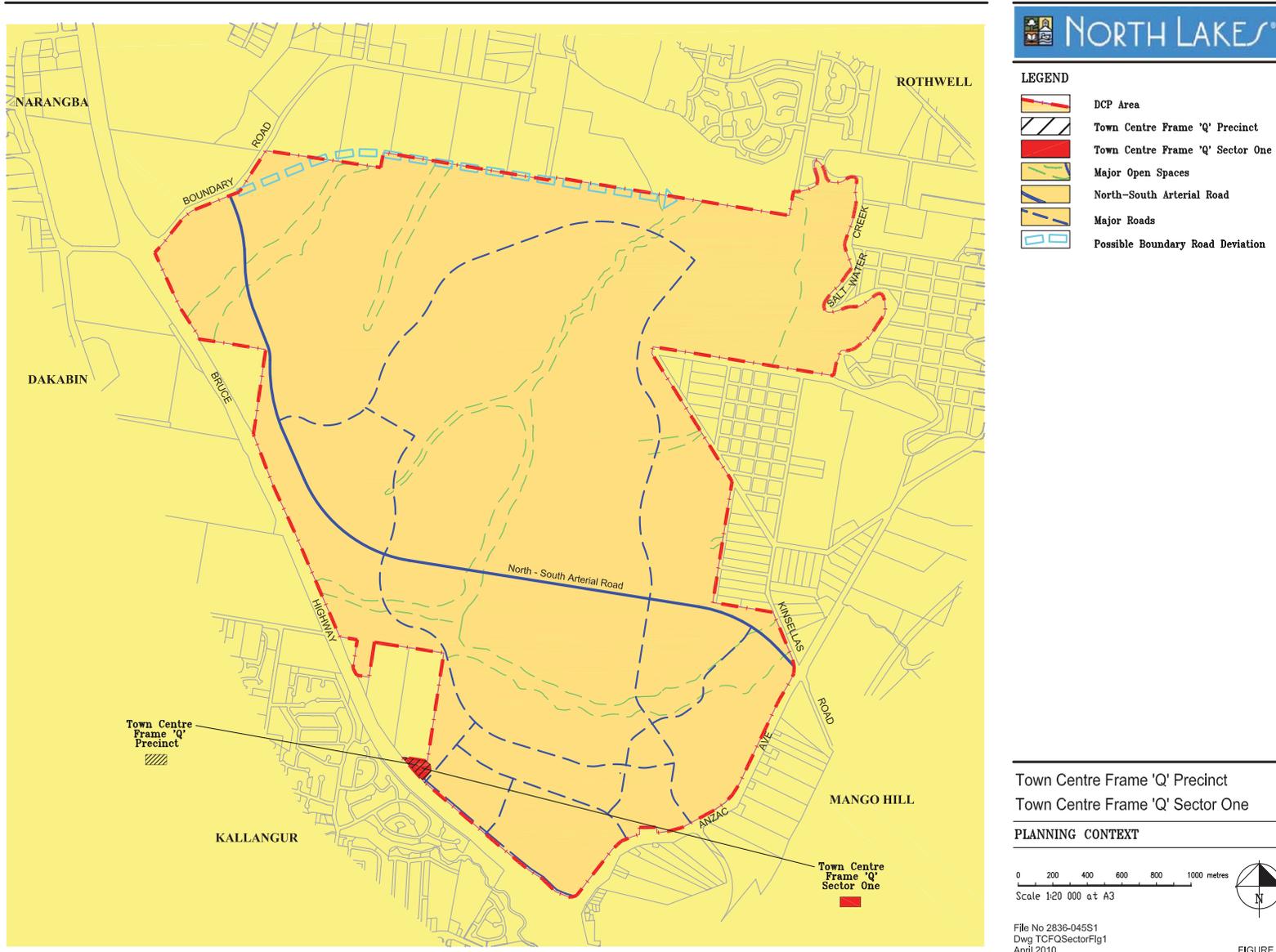


Image 8 – Unacceptable
Multiple signs and repetition.

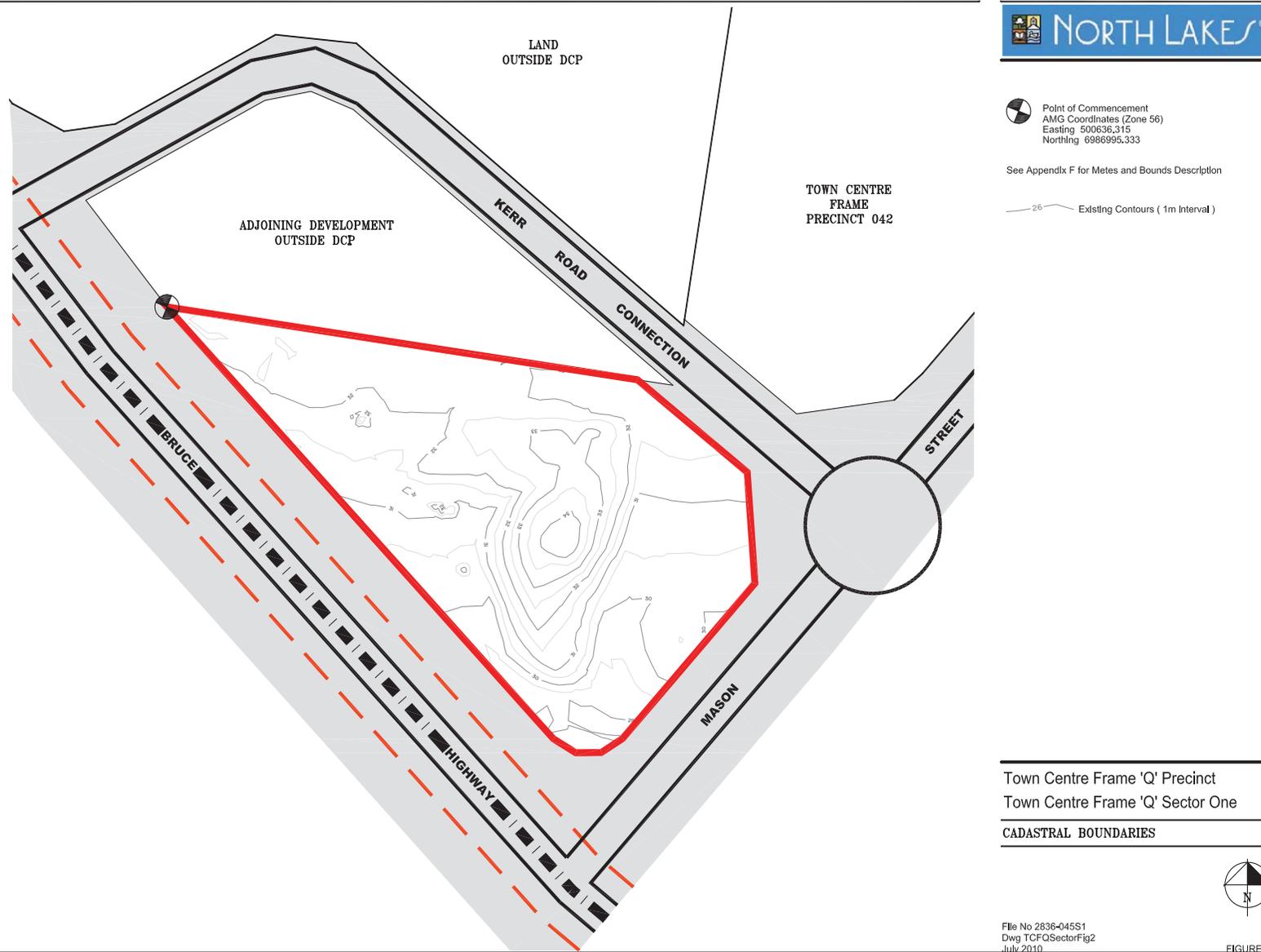


Image 9 – Unacceptable
Incoherent layout and access arrangement with no landscaping to soften and enhance the built form. Unattractive built form and roofscape that does not provide visual relief or provide visual interest for passers by.

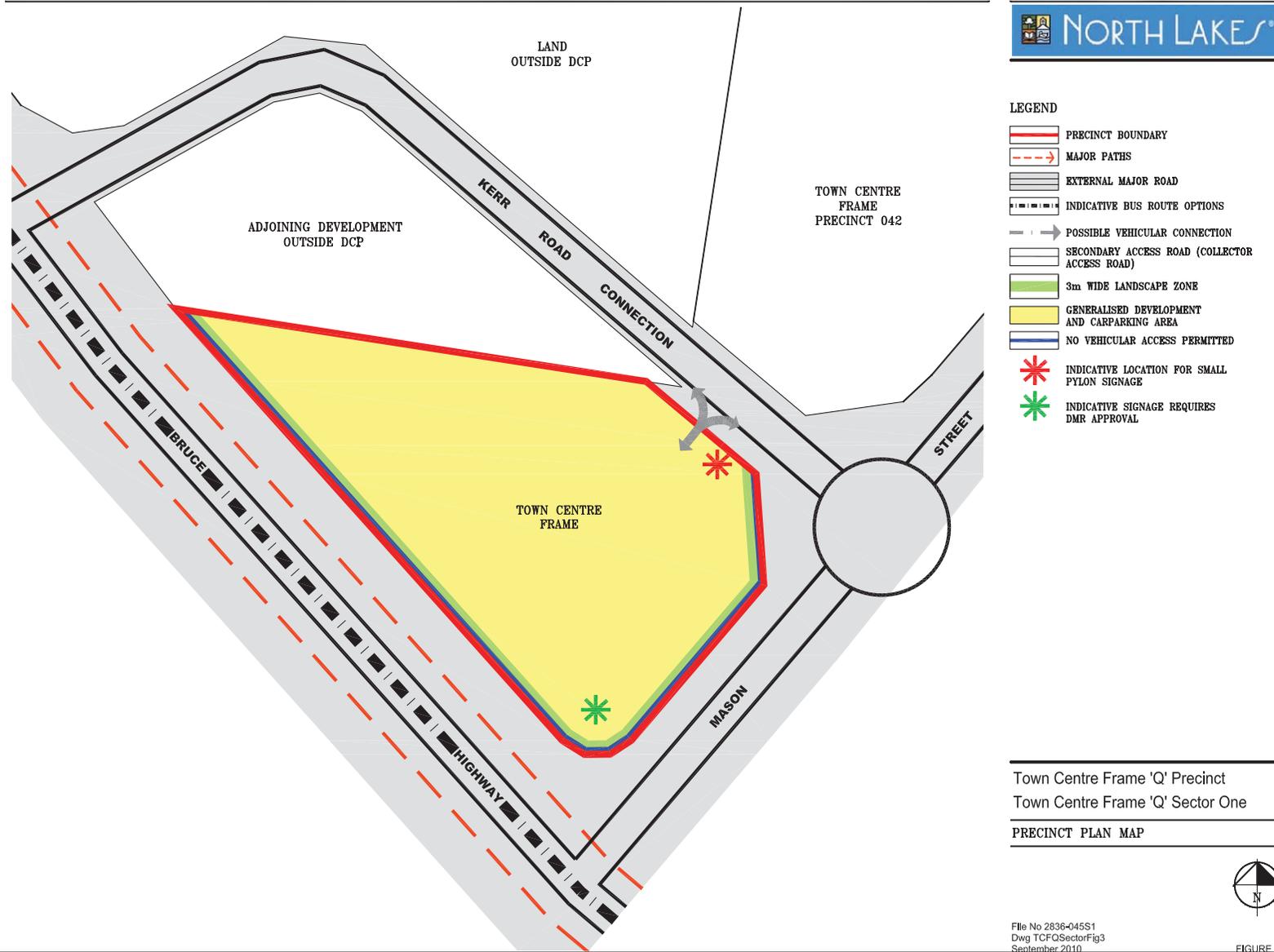
ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)



ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)



ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)



Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 189
Agenda

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

#5 Properly Made Submission M Moreton Bay Regional Council

SCENTRE GROUP



60437861264098

EXPIRES 30 JUL

8 March 2019

The Chief Executive
Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510



Delivered via email: mbrc@moretonbay.qld.gov.au

Dear Sir/ Madam,

SUBMISSION UNDER PLANNING ACT 2016 [SECTION 53(6) OF THE PLANNING ACT 2016]

PRELIMINARY APPROVAL INCLUDING A VARIATION APPROVAL REQUEST (MATERIAL CHANGE OF USE) TO ALLOW 'RETAIL SHOWROOM', 'SERVICE INDUSTRY' AND WAREHOUSE' USES, OVER LAND FORMALLY DESCRIBED AS PART OF LOT 904 ON SP266245 (49 STAPYLTON STREET, NORTH LAKES), AND CONSTRAINED WITHIN SECTOR PLAN 045-1000 – TOWN CENTRE FRAME "Q" SECTOR ONE, NORTH LAKES

APPLICATION NUMBER: DA/37540/2018/V2L

Introduction

Please accept this correspondence as a properly made submission on the abovementioned development application over part of Lot 904 on SP266245 ("**the site**"), made under Section 53(6) of the *Planning Act 2016*.

The submission is made by:

Scentre Group Limited (Scentre Group) ABN 66 001 671 496
85 Castlereagh Street
SYDNEY NSW 2000

Proposed Development

The development application is for a Variation Request to change the local categorising instrument – Sector Plan 045-1000 ("**Sector Plan**") under the Mango Hill Infrastructure Development Control Plan No. 14 ("**DCP**"). Specifically, the development application proposes to vary the Sector Plan to include Retail Showroom, Service Industry and Warehouse as 'Permitted Development subject to Conditions' (i.e. subject to code assessment) under Column B in the Final Specification of Land Use Table under Appendix A of the Sector Plan 045-1000.

Grounds of Submission

The Scentre Group objects to the abovementioned development application on the following grounds:

Owner and Operator of **Westfield** in Australia and New Zealand

SCENTRE LIMITED ABN 95 000 317 279
Level 30, 85 Castlereagh Street, Sydney NSW 2000 Australia · GPO Box 4004 Sydney NSW 2001 Australia · T +61 (02) 9358 7000 · scentregroup.com

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

1. The proposed development is inconsistent with and contrary to the relevant planning scheme for the site, Mango Hill area and the Moreton Bay Regional Council local government area;
2. The proposed development will prejudice the intent and commercial viability of the Bulky Goods Centre planned for the Town Centre Core in accordance with Section 3.3.1 of the DCP;
3. The proposed development will compromise the intended function of the Town Centre Frame and the accommodation of incidental retail facilities and services that support the Town Centre Core and adjacent MIBA and residential area;
4. The material supporting the development application fails to adequately address the contrasting objectives in the Development Control Plan and Sector Plan regarding the intended hierarchy, role and function of the Town Centre Core and Town Centre Frame; and
5. The economic needs assessment supporting the development application does not provide an accurate assessment of economic impact of the development application and fails to demonstrate that there is an overwhelming need for the proposed development and no impact to the Town Centre Core.

Facts and Circumstances Supporting the Grounds

Planning for the Mango Hill area is administered by the DCP. Under the DCP, the site is included in the Town Centre Frame Precinct Plan and the Sector Plan.

DCP Section 3: Mango Hill Strategy

The planning intent for the Town Centre Frame is set out in Section 3.3.2 of the DCP, and reproduced below (emphasis added).

"The town centre frame is intended to provide for a wide range of support activities and services to the town centre core together with various forms of medium and high density residential. A primary focus of development in the town centre frame, like the town centre core, is to support the creation of a Major Employment Centre in the northern growth corridor of the Shire. The range of employment opportunities in the town centre frame is more likely to be oriented towards service and support activities rather than the higher order retailing and business activities found in the town centre core.

The predominant activities and services likely to be found in the town centre frame include:

- (a) medium to high density residential;*
- (b) areas of open space including the town park;*
- (c) further business and commercial support services;*
- (d) lower-order retail to serve the needs of residents and the workforce in the core and frame areas;*
- (e) education, health and community services;*
- (f) service trades;*
- (g) entertainment and recreation facilities;*
- (h) possibly emergency services facilities;*
- (i) specialist retailing and business services, particularly those linked to personal services, product maintenance or distribution, and the like; and*
- (j) other appropriate uses."*

The proposed development seeks to change the Sector Plan to allow Retail Showroom, Service Industry and Warehouse uses to be subject to Code Assessment, rather than Impact Assessment as currently identified in Appendix A of the Sector Plan.

The proposed change is inconsistent with and contrary to the intent of the DCP for the Town Centre Frame, in that:

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

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- It would not *"be oriented towards service and support activities"*, as the change supports higher order retailing, such as retail showrooms, establishing in the Town Centre Frame wherein they are intended to be located within the Town Centre Core.
- The proposed Code Assessable uses are not consistent with retail activities expected in the Town Centre Frame, being:
 - "(c) further business and commercial support activities;*
 - (d) lower-order retail to serve the need of residents and the workforce in the core and frame areas;*
 - ...
 - (f) service trades;*
 - (g) entertainment and recreation facilities;*
 - ...
 - (i) specialist retailing and business services, particularly those linked to personal services, product maintenance or distribution, and the like"*.
- It would potentially compromise the establishment of intended land use activities in the Town Centre Frame, such as medium to high density residential, education and health care services, open space and entertainment and recreation facilities.

DCP Section 5: Town Centre Frame

Further support for the submission is provide in the more detailed planning provisions set out in Section 5 of the DCP, in particular, Section 5.2, which sets out the planning intent and reinforces that *"the town centre frame is intended to provide support facilities and services to the town centre core and to provide a transition between the town centre core and the MIBA and urban residential areas"*.

Section 5.2 identifies the following suitable uses:

"Some of the major activities include:

- (a) administrative office and commercial premises;*
- (b) community infrastructure, such as emergency services facilities, civic and cultural uses including a library and Council offices, convention facilities, educational facilities, and possibly a private hospital;*
- (c) major recreation and leisure facilities such as licensed clubs, art galleries indoor recreation facilities and live performance theatres;*
- (d) areas of medium and high density residential development; and (e) public transit centre (if not located in the town centre core).*

And the following local or convenience facilities:

- (a) cafes, fast food stores and restaurants;*
- (b) child care centres;*
- (c) service stations and service trades; and*
- (d) local surgeries, medical centres and welfare premises.*

The proposed development is contrary to the planning intent for the Town Centre Frame. In particular, the Retail Showroom use does not represent a support facility and service and will not provide the desired transition (in both scale and use) between the Town Centre Core and the MIBA and urban residential area.

Further, the intentions for 'Retail Development' are outlined under a sub-heading in Section 5.3.2 of the DCP. This subsection contains the following statements, with which the proposed development is inconsistent:

- *"The retail development intended for the town centre frame is generally limited to small scale incidental retail facilities."*

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

The proposed development will not support the development of small scale incidental retail facilities. The Retail Showroom use represents a higher order retailing activity that is intended to be accommodated in the Town Centre Core.

- *"opportunities are retained for some speciality retailing and business services, particularly those linked to personal services, product maintenance and distribution, while not requiring a town centre core location, will not compromise the role and function of the town centre core."*

The proposed Warehouse and Services Industry uses are potentially consistent with the above statement. However, the proposed Retail Showroom use does not represent a specialist retail activity and its accommodation in the Town Centre Frame will have an adverse impact on the role and function of the Town Centre Core.

- *"Retail development such as stand alone shopping centres, department stores, discount department stores, supermarkets and other major retail facilities which would compromise or diminish the role or function of the major shopping centre in the town centre core are not intended in the town centre frame."*

The proposed Retail Showroom use represents an 'other major retail facility' as identified in the above extract and establishment of this use (via a Code Assessment approval pathway) is likely to diminish the role and function of the Town Centre Core.

- *Retail development in the town centre frame may include facilities, licensed clubs and certain forms of small scale retailing and personal services, in a main street environment, intended to meet the needs of the workforce and the residents of the frame.*

The proposed Retail Showroom use does not represent a small scale retail activity. It will not service the immediate needs of the workforce and residents of the frame and will attract people to the site beyond the immediate workforce and residents of the frame.

In contrast, the intent for the Town Centre Core, in Section 4.2 of the DCP, specifically identifies that this area is expected to accommodate the highest order of retailing, which includes up to 20,000m² of bulky goods and retail showrooms in a specific 'Bulky Goods Retail and Related Uses Development Area' under Sector Plan 02-1000. The intent for the Town Centre Core reinforces that Retail Showrooms are not intended to be accommodated within the Town Centre Frame.

In our view, the development application fails to give due weight to the contrasting objectives of the Town Centre Core and Town Centre Frame under the DCP. The proposed development directly conflicts with the planning strategy and objectives for the Town Centre Frame by allowing uses that cross over with the function of the Town Centre Core, rather than providing complementary and supporting uses. By allowing the Retail Showroom use within the Town Centre Frame it dilutes the role and function of the 'Bulky Goods Retail and Related Uses Development Area' under Sector Plan 02-1000, which, in Scentre Group's experience, has already occurred as consequence of the Masters approval (2017/34366/V2L) in the Town Centre Frame, amongst other examples within North Lakes. Failure to protect the centre hierarchy within the North Lakes Town Centre will have a direct impact on investment in the 'Bulky Goods Retail and Related Uses Development Area' under Sector Plan 02-1000.

Although not generally a town planning consideration for Council, the land values of the Town Centre Core and Frame should be an 'Other Relevant Matter' in Council's assessment of the development application. The market land value of land within the Town Centre Frame area is likely lower than that of land within the Town Centre Core and therefore more financially viable for developers of Retail Showrooms and other retail development. If Council supports the proposed development, it will actively deter retailers and users of Retail Showroom and Bulky Goods tenancies from pursuing sites within the appropriately zoned areas in the Town Centre Core. This further reinforces the issue of diluting the significance of

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

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the Town Centre Core and prejudicing the achievement of the objectives and role of the Town Centre Core and Town Centre Frame under the DCP.

Sector Plan: Development Concept

Section 3.2 of the Sector Plan, reproduced below, sets out the development concept for the Town Centre Frame "Q" Precinct:

"The development concept for this Sector is for generally low to medium density, low-rise commercial development. It is anticipated that this Sector may provide vehicle sales yard, hardware centre and retail related uses (for example, fast-food) businesses that integrate with the overall Town Centre with respect to functional outcomes and urban design.

Retail showrooms, while impact assessable, may be considered where it can be demonstrated not to have a negative impact on the Town Centre Core."

Scentre Group acknowledges that Retail Showrooms may be development within the Sector Plan area, however pursuant to Section 3.2 of the Sector Plan this is only possible if it is demonstrated that there would be no negative impact on the Town Centre Core.

By identifying Retail Showrooms as subject to Impact Assessment, it requires a proponent to provide a merits based argument and allows the Council the ability to refuse development if it does not satisfactorily demonstrate that there is a need for the use and there is no negative impact on the Town Centre Core. This enables Council to protect the primacy of the centres hierarchy and the role and function of individual centres, and to ensure the appropriate vertical and horizontal spread of retail, commercial and community activities and services across the DCP area and the Local Government Area more broadly.

Changing the level of assessment to Code Assessment removes the need for a merits based assessment as it is assumed that the development is consistent with the intent and overall outcomes for the Sector Plan and DCP. This is not the case for the reasons expressed above. Under the Planning Act, Code Assessment is defined as a bounded assessment and there is a presumption of approval. Scentre Group is concerned that if Council approves the development application it will make it difficult for Council to refuse any future application for a Retail Showroom if it had a negative impact on the Town Centre Core. This has the potential to directly undermine the centre hierarchy and adversely impact on the commercial viability of the Town Centre Core.

For the reasons expressed above Scentre Group requests that Council does not change the level of assessment for a Retail Showroom Use on the site in order to protect the role and function of both the Town Centre Core and Town Centre Frame.

Economic Needs Assessment

In response to Section 3.2 of the Sector Plan, an Economic Needs Assessment report has been provided by the Applicant as part of the development application.

Scentre Group has reviewed the report and for the reasons set out below is of the view that the information contained in the report has not demonstrated that there is an overwhelming need for Retail Showroom development outside of the Town Centre Core and that there will be no negative impact on the Town Centre Core:

- The report submitted with the development application is the same Economic Needs Assessment report that was submitted with the development application for a Retail Showroom, Shop and Warehouse over Part of Lot 904 on SP266246 (approved lot 76 – 4,000m²) (DA/36644/2018/V2L).

The report has not been updated to reflect the development application or new and approved development that has occurred since that approval. Further, there is no commentary in the Town Planning Report that identifies that the same report has been relied upon or providing any reason/s as to why the same report is relevant to this application.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

- The proposed development has been justified on the basis that the site is only capable of accommodating between 1,800m² – 2,000m² of retail showroom floor space. This is based on the site area of the previous application. The area of the site (approximately 6,500m² - within the Sector Plan) subject of this application is substantially larger and hence the potential Retail Showroom floor space that may be accommodated on the site is greater than what has been presented in the report.
- The report has concluded that by 2022 there is still capacity for an 800m² of floor space in the market. The estimated capacity does not demonstrate an overwhelming need for retail showroom floor space within the North Lakes Town Centre.
- The report has not considered the following matters:
 - The capacity assessment in the report has not included the retail showroom floor space approved in DA/36644/2018/V2L. This is relevant to understand if there is a demand for additional retail showroom floor space.
 - The report does not consider the retail showroom floor space that may be developed in the adjacent District Centre Zone. Potential retail showroom development in the District Centre Zone may reduce the capacity/ demand for a retail showroom on the site.
 - The report has not contemplated that under Section 4.2 of the DCP the Town Centre core is contemplated as having up to 20,000m² of bulky good and retail showrooms.

Moreton Bay Regional Council should request the Applicant provide an updated Economic Needs Assessment report that accurately reflects the proposed development and addresses the matters listed above to allow Council to have an accurate understanding of the development's potential impact on the Town Centre Core in order to make the appropriate decision.

Matter of Fact

Scentre Group does not agree with the following statements and matters of fact used in the justification of the proposed development under the Town Planning Report and the response to the Information Request.

- The Town Planning Report states that Westfield North Lakes shopping centre exceeds the gross lettable area allowed under Section Plan 045-1000 and for this reason the development of a Retail Showroom on the site would be of no consequential impact to the Town Centre Core.

Scentre Group seeks to clarify that the gross lettable area for the shopping centre does not exceed the gross lettable area under the DCP and Section Plan 045-1000, which has been increased to 80,000m². Furthermore, the gross lettable area of the shopping centre is not a relevant argument as the bulky goods and retail showrooms anticipated to be developed in the Town Centre Core is separate to the gross lettable area identified for the shopping centre in the context of the application of floor area limits.
- The Town Planning Report argues that the existence of other Retail Showrooms within the Town Centre Frame is a sufficient reason to allow the use more broadly within the Town Centre Frame. This statement fails to give weight to the centre hierarchy and the contrasting objectives for the Town Centre Core and Frame areas under the DCP.
- The Town Planning Report identifies that the recent development application DA/36644/2018/V2L over part of Lot 904 on SP266245 did not attract any submissions and therefore reiterates the appropriateness of the Retail Showroom use on the site. Scentre Group does not agree with this statement as the absence of any submissions does not mean that there would be no adverse impact on the Town Centre Core.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

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- Whilst the Moreton Bay Regional Council Planning Scheme identifies Showroom (i.e. Retail Showroom) as being code assessable in the adjoining District Centre Zone, Scentre Group does not believe that this is sufficient justification to support the proposed development on the site. By allowing a Retail Showroom to be Code Assessable over the whole of Lot 904 on SP266245, a large scale Retail Showroom could be developed that would have a direct impact on the commercial viability of bulky goods and retail showroom development within the Town Centre Core.

Conclusion

We trust that the above grounds, facts and circumstances are of assistance to Council in the assessment of the development application.

Please do not hesitate to contact us should you wish to discuss any of Scentre's concerns in more detail. We would be happy to confer with you accordingly.

Yours sincerely,



Jane Macpherson
Development Executive
Scentre Group Development & Strategic Asset Management

SCENTRE GROUP

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W scentregroup.com

SCENTRE GROUP

Owner and Operator of **Westfield** in Australia and New Zealand

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

#6 Concurrence Agency Response

RA9-N



Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

Our reference: 1812-8957 SRA
Your reference: DA/37540/2018/V2L

6 February 2019

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture Qld 4510
mbrc@moretonbay.qld.gov.au

Attention: Mr Glenn Hammill

Dear Mr Hammill

Referral agency response—no requirements

(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 21 December 2018.

Applicant details

Applicant name:	Stockland North Lakes Pty Ltd
Applicant contact details:	PO Box 1400 Spring Hill QLD 4004 elaine.wong@erm.com

Location details

Street address:	49 Stapylton Street, North Lakes
Real property description:	Lot 904 on SP266245
Local government area:	Moreton Bay Regional Council

Application details

Preliminary approval that includes a variation request	Material change of use - Preliminary Approval that includes a Variation Request to vary Sector Plan 045-1000 to allow retail showroom, warehouse and service industry as permitted development subject to conditions
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South East Queensland (North) regional
office
Mike Ahern Building, Level 3, 12 First
Avenue, Maroochydore
PO Box 1129, Maroochydore QLD 4558

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

1812-8957 SRA

Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure
- 10.9.4.2.4.1 State transport corridors and future State transport corridors

No requirements

Under section 56(1)(a) of the *Planning Act 2016*, the department advises it has no requirements relating to the application.

Variation request

Under section 56(2)(a) of the *Planning Act 2016*, the department advises it has no requirements for the variation request.

Reasons for decision to impose conditions

The department must set out the reasons for the decision. These reasons are set out in Attachment 1.

A copy of this response has been sent to the applicant for their information.

For further information please contact Paul Gleeson, Principal Planning Officer, on 5352 9717 or via email SEQNorthSARA@dsmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Garth Nolan
Manager (Planning)

cc Stockland North Lakes Pty Ltd, elaine.wong@erm.com

enc Attachment 1—Reasons for decision

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

1812-8957 SRA

Attachment 1—Reasons for decision

The reasons for this decision are:

- The proposed changes to the sector plan do not impact the state interest, in particular:
 - o access to the local road only is maintained;
 - o stormwater impacts have been considered as part of the wider North Lakes development;
 - o network upgrades have been considered; and
 - o any subsequent improvement/development over the land will trigger referral to SARA as the subject site is adjacent to the Bruce Highway providing adequate opportunity for subsequent development to be assessed in detail against State Code 1 – Development within a state-controlled road environment.

Evidence or other material on which the findings were based:

- development application;
- State Development Assessment Provisions published by the Department of State Development, Manufacturing, Infrastructure and Planning;
- *Planning Act 2016*;
- Planning Regulation 2017.

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

GE78-N



Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

Department of State Development, Manufacturing, Infrastructure and Planning

Statement of reasons for application 1812-8957 SRA

(Given under section 56 of the *Planning Act 2016*)

Departmental role: Referral agency

Applicant details

Applicant name: Stockland North Lakes Pty Ltd
Applicant contact details: PO Box 1400
Spring Hill QLD 4004
elaine.wong@erm.com

Location details

Street address: 49 Stapylton Street, North Lakes
Real property description: Lot 904 on SP266245
Local government area: Moreton Bay Regional Council

Development details

Preliminary approval that includes a variation request Material change of use - Preliminary Approval that includes a Variation Request to vary Sector Plan 045-1000 to allow retail showroom, warehouse and service industry as permitted development subject to conditions

Assessment matters

Aspect of development requiring code assessment	Applicable codes
1. 10.9.4.1.1.1	State Code 1 – Development within a state-controlled road environment
2. 10.9.4.2.4.1	State Code 1 – Development within a state-controlled road environment

Reasons for the department’s decision

The reasons for the decision are:

- The proposed changes to the sector plan do not impact the state interest, in particular:
 - o access to the local road only is maintained;
 - o stormwater impacts have been considered as part of the wider North Lakes development;
 - o network upgrades have been considered; and
 - o any subsequent improvement/development over the land will trigger referral to SARA as the subject site is adjacent to the Bruce Highway providing adequate opportunity for subsequent development to be assessed in detail against State Code 1 – Development within a state-controlled road environment.

South East Queensland (North) regional office
Mike Ahern Building, Level 3, 12 First Avenue, Maroochydore
PO Box 1129, Maroochydore QLD 4558

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
7 May 2019

PAGE 200
Agenda

ITEM 2.2 - DA/37540/2018/V2L - MATERIAL CHANGE OF USE - PRELIMINARY APPROVAL THAT INCLUDES A VARIATION APPROVAL TO VARY SECTOR PLAN 045-1000 TO ALLOW A RETAIL SHOWROOM, SERVICE INDUSTRY & WAREHOUSE AS PERMITTED DEVELOPMENT SUBJECT TO CONDITIONS LOCATED AT 49 STAPYLTON STREET, NORTH LAKES - DIVISION 4 (Cont.)

1812-8957 SRA

Evidence or other material on which the findings were based:

- development application
- State Development Assessment Provisions published by the Department of State Development, Manufacturing, Infrastructure and Planning
- *Planning Act 2016*
- Planning Regulation 2017

3 CORPORATE SERVICES SESSION

(Cr M Constance)

No items for consideration.

4 ASSET CONSTRUCTION & MAINTENANCE SESSION

(Cr A Hain)

ITEM 4.1

NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4

Meeting / Session: 4 ASSET CONSTRUCTION & MAINTENANCE
Reference: A16845170 : 17 February 2019 - Refer **Confidential Supporting Information A18166294**
Responsible Officer: BB, Manager Project Management (ECM Project Management)

Executive Summary

Tenders were invited for the 'Narangba - Boundary Road - Depot Development and Narangba - Boundary Road - Intersection Upgrade and Road Rehabilitation - Detailed Design (VP104383)' project. The tender closed on 5 February 2019, with five conforming tenders received.

It is recommended that Council award the main tender component being for the detailed design of the depot to Bornhorst & Ward Pty Ltd for the total sum of \$867,171.00 (excluding GST) as this tender submission was evaluated as representing the best overall value to Council.

It is recommended that Council award separable portion 1 of the tender being for the detailed design of the Boundary Road Intersection Upgrade and Road Rehabilitation to Bornhorst & Ward Pty Ltd for the total sum of \$111,424.00 (excluding GST) as this tender submission was evaluated as representing the best overall value to Council.

OFFICER'S RECOMMENDATION

1. That the tender for 'Narangba - Boundary Road - Depot Development - Detailed Design (VP104383 - main tender component)' be awarded to Bornhorst & Ward Pty Ltd for the total sum of \$867,171.00 (excluding GST).
 - a) That the Council enters into an agreement with Bornhorst & Ward Pty Ltd as described in this report.
 - b) That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with Bornhorst & Ward Pty Ltd for the 'Narangba - Boundary Road - Depot Development - Detailed Design (VP104383 - main tender component)' and any required variations of the agreement on Council's behalf.
2. That the tender for 'Narangba - Boundary Road - Intersection Upgrade and Road Rehabilitation - Detailed Design (VP104383 - separable portion 1 component)' be awarded to Bornhorst & Ward Pty Ltd for the total sum of \$111,424.00 (excluding GST).
 - a) That the Council enters into an agreement with Bornhorst & Ward Pty Ltd as described in this report.
 - b) That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with Bornhorst & Ward Pty Ltd for the 'Narangba - Boundary Road - Intersection Upgrade and Road Rehabilitation - Detailed Design (VP104383 - separable portion 1 component)' and any required variations of the agreement on Council's behalf.
3. That to enable Council to enter into arrangements for these projects with Bornhorst & Ward Pty Ltd, Council commits to providing the funding allocation for the project in line with the draft 2019/20 Capital Projects Budget.

ITEM 4.1 NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4 - A16845170 (Cont.)

REPORT DETAIL

1. Background

The project involves the detailed design of a new Council depot on land described as 179 Boundary Road (Lot 595 SL4475) and 135 Boundary Road (Lot 572 CP849525), Narangba, and the detailed design of a signalised intersection to Boundary Road, Narangba (associated with the new depot), as well as associated road rehabilitation of a section of Boundary Road adjacent to the new depot (refer to figures 1 and 3 below.)

Main tender component

The project scope involves the detailed design and documentation for the proposed new depot, including office accommodation, fleet workshop, store, storage sheds, car parking and laydown areas and staff amenities (refer figure 2 below for the initial depot concept plan layout).

Separable portion 1 tender component

The project scope involves the detailed design of a signalised intersection, and upgrade and rehabilitation works to Boundary Road, Narangba.

The project scope involves the detailed design of the signalised intersection and pavement upgrade fronting the new depot. The design will accommodate the future widening of Boundary Road to a 4-lane cross section as well as the design of the pavement rehabilitation of the existing pavement within the limit of works.

The detailed design (for both components) is to commence in May 2019 and be completed by February 2020.

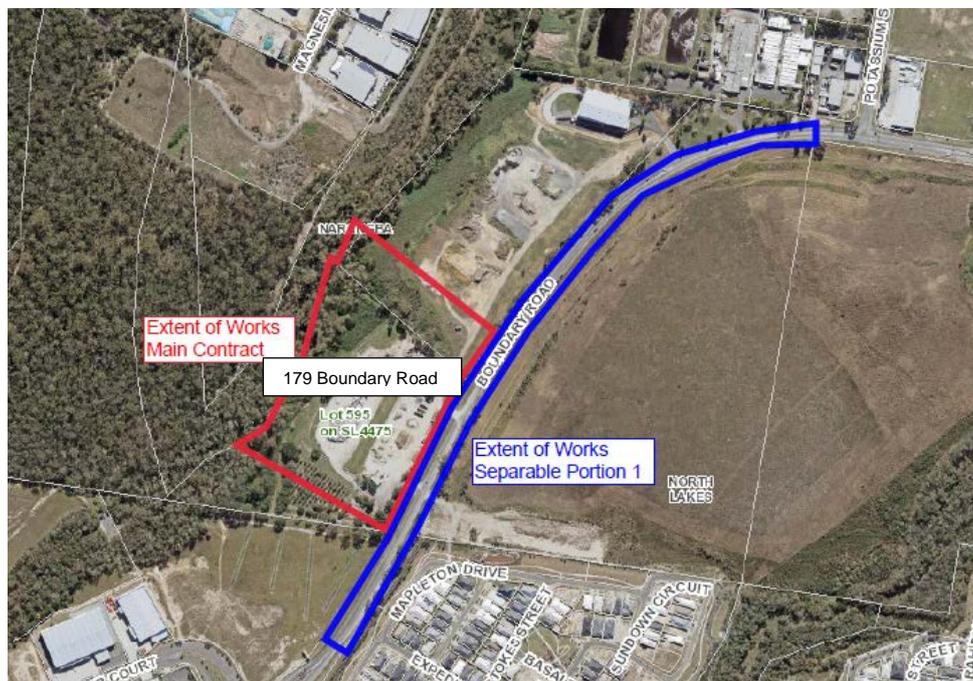


Figure 1: Location plan - Boundary Road - depot development

ITEM 4.1 NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4 - A16845170 (Cont.)

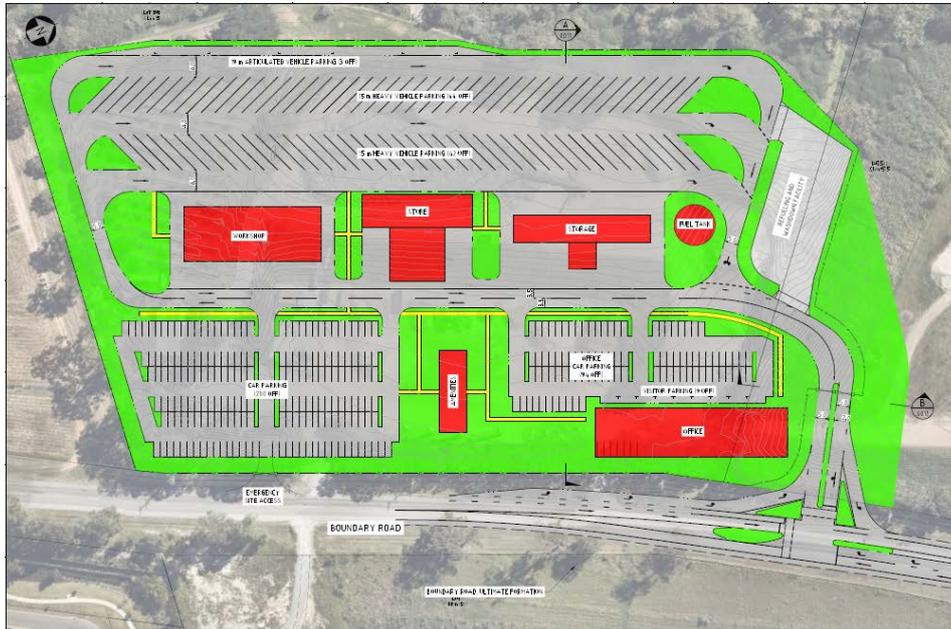


Figure 2: Concept layout - depot development - main contract

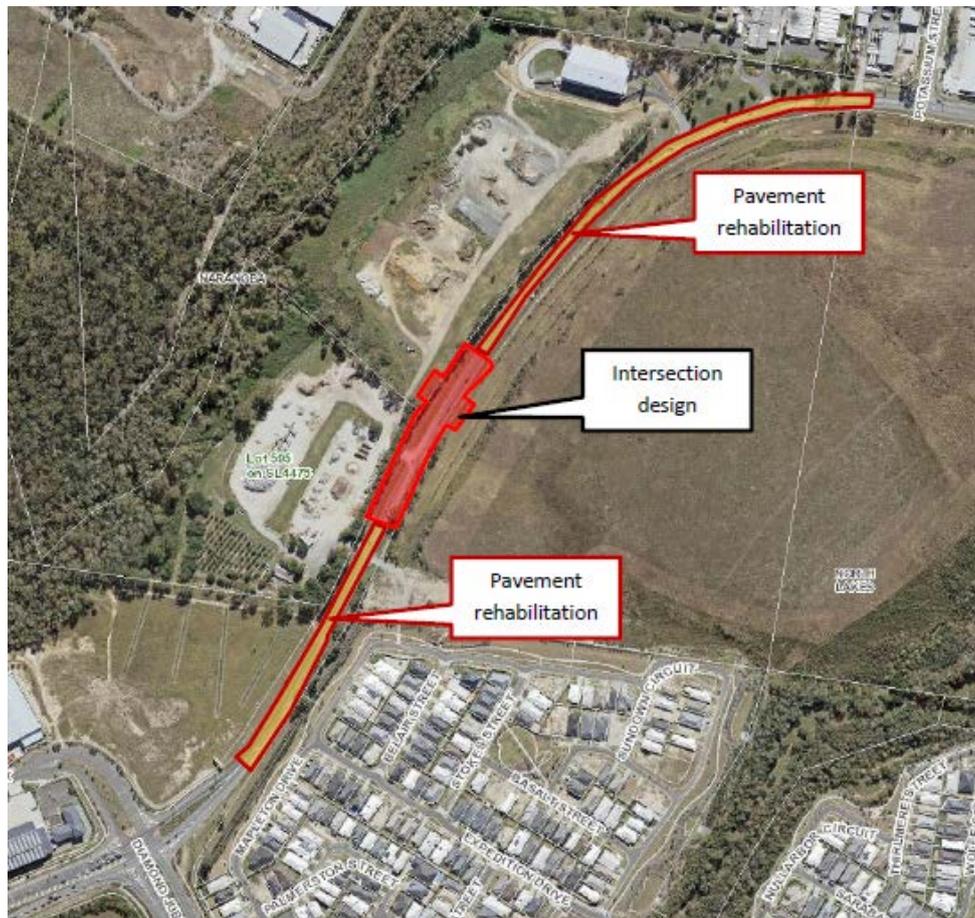


Figure 3: Boundary Road - intersection and road pavement rehabilitation - separable portion 1

ITEM 4.1 NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4 - A16845170 (Cont.)

2. Explanation of Item

Tenderers for the 'Narangba - Boundary Road - Depot Development and Narangba - Boundary Road - Intersection Upgrade and Road Rehabilitation - Detailed Design (VP104383)' project closed on 5 February 2019 with a total of five conforming tenders received. The tenders were assessed by the assessment panel in accordance with Council's Purchasing Policy and the selection criteria as set out in the tender documents.

All tenderers and their evaluation scores are tabled below (ranked from highest to lowest):

Rank	Tenderer	Evaluation Score
1	Bornhorst & Ward Pty Ltd	94.67
2	Opus International Consultants (Australia) Pty Ltd	91.09
3	Kellogg Brown & Root Pty Ltd	88.21
4	GHD Pty Ltd	86.14
5	SMEC Australia Pty Ltd	71.06

Bornhorst & Ward Pty Ltd (B&W) submitted a comprehensive and well-presented tender for both tender components. A tender clarification meeting was held on 13 February 2019 at which B&W demonstrated their relevant experience, design methodology, understanding of the project and capability in delivering the project. B&W have recently completed the design for a maintenance facility, aircraft apron and associated infrastructure at the RAAF Base Amberley (\$90,000,000 - construction cost and \$815,000 - civil and structural design) and the Shoalwater Bay training area vehicle wash point (\$6,000,000 - construction cost and \$90,000 - civil and structural design).

Opus International Consultants (Australia) Pty Ltd submitted a comprehensive and well-presented tender, demonstrating relevant similar experience; however, there were no additional benefits for the higher price.

Kellogg Brown & Root Pty Ltd submitted a comprehensive and well-presented tender, demonstrating relevant similar experience; however, there were no additional benefits for the higher price.

3. Strategic Implications

3.1 Legislative/Legal Implications

Due to the value of works to be undertaken, Council requested quotations from suitably qualified consultants selected from the prequalified Local Buy Supplier Panel BUS262-0317 in accordance with the *Local Government Act 2009*.

3.2 Corporate Plan / Operational Plan

This project is consistent with the Corporate Plan outcome - Strengthening Communities: Strong local governance - a council connected with its community.

3.3 Policy Implications

This project has been procured in accordance with the provisions of the following documents:

- Council's Procurement Policy 2150-006
- *Local Government Act 2009*
- Local Government Regulation 2012 Chapter 6.

ITEM 4.1 NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4 - A16845170 (Cont.)

3.4 Risk Management Implications

A detailed risk management plan has been prepared. The project risk has been assessed and the following issues identified. The way in which the possible impact of these risks is minimised is detailed below.

a. *Landfill Closure Plan*

179 Boundary Road, Narangba (refer Figure 1) is a former landfill and is in the closure plan phase. The site is currently subject to an Environmental Authority (EPPR00749313) and DERM Development Permit (SPDE01499311). A Site Closure Plan has been prepared and submitted to the Department of Environment and Science (DES) for approval. This closure plan provides guidance for compliance with closure conditions contained in the Environmental Authority. These will be addressed during the design phase.

b. *Native Title and Cultural Heritage*

Council's Community Services section has reviewed the site and advised the site is located within an area of potential cultural heritage sensitivity. Due to the previous disturbance on the site, this is not considered to be an issue.

Council's Legal Services have confirmed any native title rights and interests which may have existed on the land have been totally extinguished.

c. *Planning Approval*

This project will not require a Planning Approval based upon advice received from Development Services. The Stockland's proposed residential and industrial development, on the opposite side of Boundary Road, was part approved and part refused by Council on 12 March 2019. The decision is currently under appeal at the Planning and Environment Court. As such, there is no certainty as to the development outcome on this site.

d. *Licence Agreement*

There was a Licence Agreement to operate a recycling facility over the proposed depot site Lot 595 on SL4475 to another party. The licence agreement expired in April 2019.

e. *Financial*

Tenders were invited from consultants selected from the Local Buy Supplier Panel with prequalified supplier arrangements in place.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

Narangba - Boundary Road - Depot Development Project 101219

Council has allocated a total of \$ 20,715,000 in the Capital Projects Program for the 'Narangba - Boundary Road - Depot Development' project, with \$215,000 for planning (2017-18), \$500,000 for design (2018-19), \$8,000,000 for design and construction (draft 2019-20 budget) and \$12,000,000 for construction (draft 2020-21 budget). All financials are excluding GST.

Narangba - Boundary Road - Intersection Upgrade and Road Rehabilitation Project 107519

Council has allocated a total of \$4,755,000 in the Capital Projects Program for the 'Narangba - Boundary Road - Intersection Upgrade and Road Rehabilitation' project, with \$255,000 for design in (draft 2019-20 budget) and \$4,500,000 (draft 2020-21 budget). All financials are excluding GST

ITEM 4.1 NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4 - A16845170 (Cont.)

Planning (2017-18)	\$ 200,454.00
<i>Depot Development Project</i>	
Tender Price (detailed design - main tender)	\$ 867,171.00
Contingency (10%)	\$ 86,717.00
<i>Intersection Upgrade and Road Rehabilitation Project</i>	
Tender Price (detailed design - separable portion 1 tender)	\$ 111,424.00
Contingency (10%)	\$ 11,142.00

<i>Total Planning and Detailed Design Cost</i> (main and separable portion 1 tender components)	\$1,276,908.00 =====

The current budget allocation for this project is sufficient.

3.7 Economic Benefit

Council's Asset Management and Delivery previously prepared a report - MBRC Depot Strategy which outlined the objectives and economic benefits of a new centralised works depot located at Narangba.

3.8 Environmental Implications

Council's Manager Waste Services has been consulted throughout the preparation of the detailed design brief. A detailed geotechnical investigation together with landfill gas monitoring has been completed as part of an early works program to assess existing site conditions. A new landfill capping design will be completed as part of the detailed design process to meet the requirements of the approved closure plan. Gas monitoring bores installed as part of the geotechnical investigation will provide sufficient information on whether a landfill gas collection system will be required as part of the development.

All environmental implications will be assessed and actioned in accordance with the site closure plan approved by DES.

3.9 Social Implications

No social implications arising as a direct result of this report.

3.10 Consultation / Communication

A detailed communication plan has been prepared for implementation of the project. The Manager Asset Maintenance has been in consultation with Council officers in the preparation of the detailed design brief and conceptual layout for the proposed new depot. Extensive consultation will be undertaken with key stakeholders throughout the detailed design development. The divisional Councillor has been consulted and is supportive of the project.

SUPPORTING INFORMATION

Ref: A18166294

The following list of supporting information is provided for:

ITEM 4.1

NARANGBA - BOUNDARY ROAD - DEPOT DEVELOPMENT AND NARANGBA - BOUNDARY ROAD - INTERSECTION UPGRADE AND ROAD REHABILITATION - DETAILED DESIGN - DIVISION 4

Confidential #1 Tender Evaluation

ITEM 4.2

ARANA HILLS - LESLIE PATRICK PARK - ALL-ABILITIES PLAYGROUND DEVELOPMENT - CIVIL CONSTRUCTION - DIVISION 10

Meeting / Session: 4 ASSET CONSTRUCTION & MAINTENANCE
Reference: A18496372 : 30 April 2019 - Refer **Confidential** Supporting Information
A18419977
Responsible Officer: BB, Manager Project Management (ECM Project Management)

Executive Summary

Tenders were invited for the 'Arana Hills - Leslie Patrick Park - All-Abilities Playground Development - Civil Construction (MBRC005990)' project. The tender closed on 9 April 2019 with a total of four conforming tenders received.

It is recommended that Council award the contract to Auzcon Pty Ltd for the sum of \$211,680.00 (excluding GST) as this tender was evaluated as representing the best overall value to Council.

OFFICER'S RECOMMENDATION

That the tender for 'Arana Hills - Leslie Patrick Park - All-Abilities Playground Development - Civil Construction (MBRC005990)' project be awarded to Auzcon Pty Ltd for the sum of \$211,680.00 (excluding GST).

- a) That the Council enters into an agreement with Auzcon Pty Ltd as described in this report.
- b) That the Chief Executive Officer be authorised to take all action necessary, including but not limited to, negotiating, making, amending, signing and discharging the agreement with Auzcon Pty Ltd for the 'Arana Hills - Leslie Patrick Park - All-Abilities Playground Development - Civil Construction (MBRC005990)' project and any required variations of the agreement on Council's behalf.

ITEM 4.2 ARANA HILLS - LESLIE PATRICK PARK - ALL-ABILITIES PLAYGROUND DEVELOPMENT - CIVIL CONSTRUCTION - DIVISION 10 - A18496372 (Cont.)

REPORT DETAIL

1. Background

The project is located within Leslie Patrick Park, Olearia Street West, Arana Hills. The project scope includes the construction of an earthworks platform in preparation for an all-abilities playground and amenities facility.

The project construction is programmed to commence in May 2019 and conclude June 2019.



Figure 1: Location of works

2. Explanation of Item

Tenders were invited from Council’s Prequalified Civil Construction (MBRC005990) for the ‘Arana Hills - Leslie Patrick Park - All-Abilities Playground Development - Civil Construction (MBRC005990)’ project. The tender closed on 9 April 2019 with a total of four conforming tenders received. The tenders were assessed by the assessment panel in accordance with Council’s Purchasing Policy and the selection criteria as set out in the tender documents.

All tenderers and their evaluation scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Auzcon Pty Ltd	100.00
2	GRC Civil	96.91
3	G and H Plant Hire	95.16
4	THD Civil Pty Ltd	69.60

ITEM 4.2 ARANA HILLS - LESLIE PATRICK PARK - ALL-ABILITIES PLAYGROUND DEVELOPMENT - CIVIL CONSTRUCTION - DIVISION 10 - A18496372 (Cont.)

Auzcon Pty Ltd (Auzcon) submitted a comprehensive tender. Auzcon confirmed their capability and methodology to complete the project and were previously engaged to undertake bulk earthworks at Nathan Road, Rothwell - value \$6,326,713 (excluding GST).

GRC Civil submitted a comprehensive tender. GRC's submission confirmed their capability to complete the project; however, there were no additional benefits for the higher price.

G and H Plant Hire submitted a comprehensive tender. Their submission confirmed their capability to complete the project; however, there were no additional benefits for the higher price.

3. Strategic Implications

3.1 Legislative/Legal Implications

Council sought quotations via the Council Prequalified Civil Construction Panel (MBRC005990) for the work through Vendor Panel in accordance with the Local Government Act 2009.

3.2 Corporate Plan / Operational Plan

This project is consistent with the Corporate Plan outcome - Valuing Lifestyle: Quality recreation and cultural opportunities - places to discover, learn, play and imagine.

3.3 Policy Implications

This project has been procured in accordance with the provisions of the following documents:

- Council's Procurement Policy 2150-006
- *Local Government Act 2009*
- Local Government Regulation 2012 Chapter 6.

3.4 Risk Management Implications

A detailed Risk Management Plan has been prepared. The project risk has been assessed and the following issues identified. The manner in which the possible impact of these risks is minimised is detailed below.

Financial Risks:

- a. The tenderers were sourced from the MBRC Prequalified Civil Construction Panel (MBRC005990).

Construction Risks:

- a. The recommended contractor will provide a detailed program of works, a staging plan, site specific traffic management, environmental management and safety plans. Work areas will be isolated to protect site personnel, the public, and to meet workplace health and safety requirements. This information will be assessed for appropriateness by Council's Project Manager.
- b. The contractor has demonstrated their understanding of constructability challenges and their technical capability to complete the works at this location.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

Council has allocated a total of \$476,120 (excluding GST) in the 2018-19 and draft 2019-20 Capital Projects Program, budget 105477. All financials below exclude GST

Moreton Bay Regional Council

ITEM 4.2 ARANA HILLS - LESLIE PATRICK PARK - ALL-ABILITIES PLAYGROUND DEVELOPMENT - CIVIL CONSTRUCTION - DIVISION 10 - A18496372 (Cont.)

Tender Price (Construction)	\$ 211,680.00
Contingency (10%)	\$ 21,168.00
QLeave	\$ 1,005.48

Total Project Cost	\$ 233,853.48
	=====
Estimated ongoing operational/maintenance costs (for playground and amenities block)	\$19,000 per F/Y

The budget amount for this project is sufficient.

3.7 Economic Benefit

The development will attract visitors from within and external to the Moreton Bay Region. It is anticipated that some of these visitors will utilise the services and businesses within the Arana Hills CBD in conjunction with their visit to Leslie Patrick Park.

3.8 Environmental Implications

The project will contribute to improved local environment through the installation of new trees and landscaping. A tree management plan will be implemented as part of the construction works to monitor and protect existing trees on site.

3.9 Social Implications

The project aims to promote a healthy and inclusive community, with a playground that encourages active living for both adults and children, whilst also promoting social inclusion opportunities for visitors who have intellectual, physical and sensory impairments.

3.10 Consultation / Communication

A detailed communication plan has been prepared and involves project notices and signage. Signage (corflute) will be placed four weeks prior to advising of the works. Community consultation has occurred with the community groups during the concept phase by Parks and Recreational Planning.

The Divisional Councillor has been consulted and is supportive of the project and will be provided with weekly progress updates.

SUPPORTING INFORMATION

Ref: A18419977

The following list of supporting information is provided for:

ITEM 4.2

**ARANA HILLS - LESLIE PATRICK PARK - ALL-ABILITIES PLAYGROUND DEVELOPMENT - CIVIL
CONSTRUCTION - DIVISION 10**

Confidential #1 Tender Evaluation

5 PARKS, RECREATION & SPORT SESSION

(Cr K Winchester)

No items for consideration.

6 LIFESTYLE & AMENITY SESSION

(Cr D Sims)

No items for consideration.

7 ECONOMIC DEVELOPMENT, EVENTS & TOURISM SESSION

(Cr P Flannery)

No items for consideration.

8 REGIONAL INNOVATION

(Cr D Grimwade)

No items for consideration.

9 GENERAL BUSINESS

ANY OTHER BUSINESS AS PERMITTED BY THE MEETING CHAIRPERSON.