

**MANGO HILL INFRASTRUCTURE  
DEVELOPMENT CONTROL PLAN**

**Precinct Plan No. 012**

**for**

**Clubhouse South Residential Precinct**

**North Lakes Development**

**2 November 2009**

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## **1.0 Introduction**

- 1.1 The Mango Hill Infrastructure Development Control Plan (DCP) provides for the creation of a precinct within any part of the DCP area chosen by the principal developer. The principal developer may then prepare a precinct plan and lodge it with Council for approval in accordance with the relevant provisions of the DCP.
- 1.2 The purpose of a precinct plan, as provided for in the DCP, is to show in indicative terms more detail for a planning area within one land use element of the DCP Structure Plan or across a number of elements. This planning area is created to allow for a more detailed interpretation of a part of the structure plan.
- 1.3 The principal developer has created a precinct to be known for planning purposes as the *Clubhouse South Residential Precinct*. This document constitutes the precinct plan for the Clubhouse South Residential Precinct.
- 1.4 The location of the precinct within the DCP area is shown on Figure 1. The area of the precinct is approximately 2.9 hectares although, consistent with DCP requirements, the areas and boundaries shown on the plan are only notional.
- 1.5 Where a discrepancy arises between the performance criteria of this precinct plan and the requirements of the DCP or Mango Hill Infrastructure Agreement (MHIA), the requirements of the DCP or MHIA will prevail.

## **2.0 Structure Plan Context**

The precinct comprises the Urban Residential Area land use element and is located in the central part of the DCP area. It is broadly bounded by the Cental East'C' Residential Precinct (Plan No. 011) to the south, the Central Open Space Precinct (Plan No. 003) to the west, and surrounding future urban residential development to the north and east. The location of the precinct within the Structure Plan is shown on Figure 2.

## **3.0 General Desired Environmental Outcomes**

In relation to the land use element of Urban Residential Area, the DCP states the following general desired environmental outcomes:

- “(a) to establish residential villages that have a high level of amenity and sense of community;*
- (b) to establish residential villages that are appropriately designed in the context of ecological sustainability and offer a range of dwelling types that are conveniently located with respect to community facilities, open spaces and public transport.”*

## **4.0 Planning Intent**

Clause 6.2 of the DCP provides an outline of the planning intent for the Urban Residential Area, including the following summary:

*“The urban residential area is intended to provide for a wide range of housing needs in a variety of forms, styles and densities to reflect the prevailing market demands. Residential development will occur in a collection of residential villages reflecting a range of densities being low, standard and medium density. Each village will focus on a centrally located village park. Villages are to be progressively developed having particular regard to the timely, efficient and economic provision of engineering and social infrastructure.”*

## **5.0 Development Concept**

### **5.1 Development Context**

Figure 3 shows the urban design concept for the Clubhouse South Residential Precinct in relation to its wider development context.

The precinct’s location within a larger urban residential district extending northwards from the Town Centre Frame, its proximity to the east of the Central Open Space Precinct which is being developed as a golf course, and its timing following the development of the Central East Residential Precincts immediately to the south, have strongly influenced the design concept. Key principles to consider in the wider development context of the precinct are outlined below:

- 5.1.1 A high level of connectivity to both the north and the south is proposed via the esplanade collector corridor of Copeland Drive and the nearby Discovery Drive extension. These road reserves also provide major trunk pathway connections to the north and south.
- 5.1.2 A strong arrival image to the adjacent golf clubhouse and this residential precinct will be provided from the east via a major roundabout and landscaped collector road entry off the Discovery Drive extension.
- 5.1.3 An informal grid pattern of local collector and access roads is proposed to provide for a dispersal of traffic and a high level of connectivity.
- 5.1.4 This road pattern will also provide enhanced legibility as well as permeable landscape connections with numerous movement and view corridors to the Central Open Space Precinct to the west, the proposed east-west linear park along the southern edge of the precinct, and the linear park adjacent to Copeland Drive to the south-west.
- 5.1.5 The golf course and linear park system extending around the southern and western edges will frame the precinct, providing an impressive landscape setting for residential development
- 5.1.6 The proximity of the Clubhouse South Residential Precinct to the developing Lakeside Residential Precinct with its local community facilities node and to another proposed local community facilities node to the north-east has reduced the need for such facilities within the precinct.

- 5.1.7 The proximity of the precinct to the future Town Centre (approximately 15 minute walk) means residents will have convenient access to a wide range of retail, commercial, employment, community, educational and recreational facilities which, as a consequence, further reduces the need for such facilities within the precinct.

## 5.2 Concept Overview

The Clubhouse South Residential Precinct is proposed to be developed as a high quality, residential community comprising a mix of residential dwelling types. It will integrate a range of housing types adjacent to active and passive recreational open space (external to precinct) and supporting engineering infrastructure.

The planning study, prepared in support of the DCP, envisages that the following community needs will be served by facilities to be established within or in reasonable proximity of the precinct:

### Overview of Assessed Community Service Needs

- A range of transport options will need to be provided, with emphasis on reducing dependence on private motor vehicles.
- Housing diversity is essential.
- Provision will need to be made to largely self contain the child care needs of the population of the DCP area.
- Schools need to be provided for the residents of the DCP area and surrounding areas. State and/or private schools should be located adjacent to open space.
- Local community facilities and services should be integrated with Urban Residential Areas.
- Playgrounds are to be provided.
- Structured recreational facilities should also be located in or adjoining district parks or schools (providing possible opportunities for co-location).

The development concept and indicative land use pattern for the precinct is shown in Figure 4. This plan identifies the principal land use elements which form the basic structure of the precinct, including:

- Part of a residential village which has capacity to accommodate approximately 40 units per hectare (including possible medium density housing);

- While no open space is proposed within this small residential precinct, residents will have convenient access to adjacent or nearby open space in the form of proposed linear, village and local parks. Residents will therefore be served by a range of surrounding park types provided generally in accordance with the residential planning principles established in the DCP. This will include convenient access to a planned village park located along the east-west collector road running through the northern part of the precinct which also provides access to the golf clubhouse.
- An internal road network with a legible geometry providing safe and convenient access for local traffic within the precinct and to a wide range of planned facilities in nearby precincts. These include:-
  - (i) the Central Open Space Precinct immediately to the west which is being developed as a golf course and incorporates east-west pedestrian/cyclist crossings in close proximity to the Clubhouse South Residential Precinct;
  - (ii) planned local community facilities at nodal points to the north-east and south-east, as identified in notional terms on the DCP Structure Plan;
  - (iii) the private and/or State schools to the south-east and potentially to the north-east (within a future local community facilities nodes);
  - (iv) future MIBA development further to the west; and
  - (v) The North Lakes Town Park and future Town Centre development to the south.

Most of the above facilities will be within a 10 to 20 minute walk (i.e. approximately 1 to 1.5km radius) of the precinct.

The precinct plan shows the Urban Residential land use and other structuring elements in sufficient detail to allow for the preparation of a more detailed sector plan(s). The areas and locations of the various land uses, roadways, intersections and other elements are indicative only and will be subject to variation following detailed subdivision and engineering design. Consistent with the DCP, it is important that flexibility be maintained for future planning which needs to be responsive to changing requirements of the community and the market-place. A sector plan(s) to be prepared in the future will provide more detail on the precise locations of roads and the various types of residential development.

## **6.0 Precinct Plan**

### **6.1 Introduction**

Figure 4, Clubhouse South Residential Precinct Plan Map, provides a more detailed interpretation of the land use planning and development intents for a part of the North Lakes Structure Plan. The key principles which have determined the urban design structure for the precinct plan are summarised on Figure 5 and explained below:

### **6.2 Land Use Pattern**

#### **6.2.1 Background**

In accordance with section 2.3.2(f) of the DCP, the desirable land uses are to be identified in generic terms during the preparation of this precinct plan. The desirable

land uses are described below. The sector plan(s) stemming from this precinct plan will finalise the specific land use rights as required by section 2.4.9 of the DCP.

### 6.2.2 Urban Residential

Part of a residential village is proposed with an overall capacity to accommodate approximately 40 units per hectare (including possible medium density housing). The precinct is to provide for a range of housing choices from traditional to small lot housing and, where appropriate, duplex dwellings, townhouse units and/or other forms of medium density residential development. Rear lane access may also be provided to some small lots, which are typically located adjacent to parks, to achieve a distinctive architectural style and streetscape by removing garages and garbage collection to the rear of housing.

### 6.2.3 Open Space

It is not anticipated that this precinct make provision for open space. This is influenced by its proximity to the adjacent Central Open Space Precinct, being developed as recreational open space in the form of a golf course, and the Central East 'C' Residential Precinct, which incorporates a linear park along the southern edge of the Clubhouse South Residential Precinct.

A village park and a number of local parks are also planned within adjacent residential precincts and will be within 400 metres and 200 metres, respectively, of most residents of the precinct. This includes a future village park to the east along the clubhouse approach road, which will incorporate a range of passive and active open spaces and facilities.

## 6.3 **Summary of Assessed Needs**

The following table (Table 1) provides an indicative summary of the key community needs and the services and facilities to be provided in reasonable proximity of the Clubhouse South Residential Precinct.

**Table 1: Indicative Summary of Assessed Needs**

Community Service Needs	Development to Provide
A range of transport options will need to be provided, with emphasis on reducing dependence on private motor vehicles.	<ul style="list-style-type: none"> <li>• An effective community design to promote the viability of public transport.</li> <li>• Local accessibility to facilities and services, especially by pedestrian routes and cycleways.</li> </ul> <p>Community bus to serve initial residents of the DCP area and link to the regional public transport system.</p>
Housing diversity is essential.	A range of lot sizes and dwelling types, including detached houses, and possibly rear lane housing, duplex dwellings, townhouses and the like
Provision will need to be made for the child care needs of the population.	A range of long day and occasional child care services provided in local community facilities nodes and in the town centre.
Schools need to be provided for the residents of the DCP area and surrounding areas. Schools should be located adjacent to open space.	<p>Within the southern part of the DCP area and potentially to the north-east of the precinct:</p> <ul style="list-style-type: none"> <li>• Provision of facilities for pre-school and primary education.</li> <li>• A possible primary/secondary school by either the State and/ or a private provider.</li> <li>• Possible shared use of facilities to minimise duplication and increase community accessibility.</li> <li>• Integration of some social infrastructure facilities may be possible, eg. child care, ministry centres and libraries.</li> </ul>
Local community facilities and services should be integrated within Urban Residential Areas.	<ul style="list-style-type: none"> <li>• Facilities and services, eg. child care and local shopping, provided in the southern and central local community facilities nodes (as identified on the DCP Structure Plan).</li> </ul>
Access for people with disabilities.	<ul style="list-style-type: none"> <li>• Facilities which take account of the accessibility needs of people with disabilities.</li> </ul>
Playgrounds	<ul style="list-style-type: none"> <li>• Provide adventure play spaces for 7 - 11 year olds.</li> <li>• Provide meeting places for older children and the aged.</li> <li>• Create larger district parks (ie. linear park and town park) incorporating a range of activity settings within reasonable proximity of the precinct.</li> </ul>
Structured recreation facilities should also be located in or adjoining district parks or schools (opportunity for co-location).	<ul style="list-style-type: none"> <li>• Some structured recreation facilities possibly co-located with schools to the south-east or possibly to the north-east of the precinct.</li> </ul>

## 6.4 Transport and Circulation System

Consistent with the DCP Structure Plan, the internal road network is based on a modified grid layout. Roads are to be generally located along ridgelines or typically running along or perpendicular to the natural contours, wherever practicable, providing high connectivity throughout the precinct. Residential development will be structured around, and defined by, a pattern of generally north-south and east-west running streets encouraging visual linkages, connectedness and continuity of movement from surrounding residential areas. This pattern of roads will be structured around the adjacent golf course and linear park running along the western and southern edges of the precinct.

Special streetscape treatments along the internal roads will promote the concept of a landscaped environment, thereby enhancing the driving experience. Key entry points may also incorporate gateway signage and ornamental landscaping to create a sense of community identity.

A hierarchy of roadways related to traffic function, including bus movements, is to be adopted in the detailed design of the precinct. The amenity of the residential precinct is to be preserved by discouraging the amount of through traffic by the implementation of special streetscape treatments and traffic management techniques. The road network has been planned so that through traffic will be generally limited to the sub-arterial and arterial roads associated with the wider road network.

The main external road connections to the precinct will be provided via:

- A collector road connection off Discovery Drive which runs through the northern part of the precinct and provides access to the adjacent golf clubhouse. Nearby Discovery Drive provides the main connection to the North-South Arterial Road, developing residential precincts and the town centre to the south, and future residential villages and local community facilities to the north-east.
- An esplanade collector road (Copeland Drive) through the centre of the precinct which extends to the south and below the North-South Arterial Road. This will provide secondary access to the Central East and Lakeside Residential Precincts, and provide an attractively landscaped linear park fronting road.

These collector road connections are only intended to provide for local area traffic movements from the precinct to the southern and eastern parts of the DCP area.

The local collector roads will be designed to link this precinct to adjacent major roads, and to the Town Centre, Mixed Industry and Business Area and nearby local community facilities. Variations in the horizontal alignment of roadways and limited use of traffic management devices, together with the landscape treatment of verges and the use of special threshold treatments, will assist in controlling vehicle speed within the precinct, particularly in local access streets.

Residents of Clubhouse South Residential Precinct will be within 400 metres (5 minutes walking time) of a local bus route. In accordance with section 10.2.2 of the DCP, a community bus service is currently provided by the principal developer to meet the needs of the initial residents.

Pedestrian and bicycle circulation within and beyond the precinct will be a priority of open space and landscape planning. Major commuter and recreational pedestrian / cyclist pathways will be provided within the Copeland Drive reservation and its adjacent linear parkland to the south and the nearby Discovery Drive extension to the east of the precinct. These major pathways will provide important north-south running linkages to surrounding residential villages and other major commercial, community and employment facilities throughout the DCP area. The main east-west pedestrian / cyclist movement will be accommodated within the collector road reserve through the northern part of the precinct, as shown in notional terms on the Precinct Plan Map. At the local level, residential streets and/or local pathways will provide a network of linkages from homes to the major pedestrian / cyclist system.

## **6.5 Open Space and Landscape Concept**

The landscape setting of the precinct will be established to ensure its integration into the surrounding local and regional landscapes. Adjacent open space provisions, together with streetscape treatments within the precinct, will form part of the comprehensive and integrated system of open space and landscaping planned for the DCP area, fulfilling aesthetic, recreation, transportation and environmental management functions.

As this small precinct contains no open space due to existing and planned park provisions the key landscape feature, as illustrated on the Landscape Concept Plan (refer to figure 6), will be its special streetscape treatments.

The streetscape treatments of local collector and access streets will create a cohesive and positive impression of the development, with selection of plant materials for roadways based on aesthetic, practical, maintenance and safety considerations, and the intended scale and characteristics of each road. In particular, widened road reserves for collector streets within the precinct may be provided to allow for additional special landscape treatments as well as ensuring a meaningful way of reinforcing different road types in the road hierarchy.

The resulting open space system and streetscape treatments within and adjacent to the precinct should have diversity and interest for a wide range of users while at the same time serving as a mechanism for restoring the DCP area's degraded landscape environment.

The Landscape Concept Plan promotes the planting of predominantly native species to reflect the original natural setting of the DCP area. This planting strategy will establish a landscape framework which enhances habitat values, reduces maintenance and water requirements, influences the built form in terms of visual integration and creates a landscaped environment for residents and visitors. Exotic and flowering species may be used primarily for special colour accents at significant entry points or as feature planting within adjacent parks.

## **6.6 Engineering Services**

### **6.6.1 Water Supply**

A trunk water main located along Copeland Drive will be extended to supplement

the water reticulation network servicing the precinct. This extension to the trunk water main from node 83E (refer Figure 8) will be built by the principal developer in accordance with the MHIA. Individual lots will be served by a network of reticulation mains designed in accordance with Council's Design Manual and Policy WS.W13.

#### 6.6.2 Sewerage

The sewerage system for the precinct will be based on a gravity reticulation strategy, which generally follows similar alignments to stormwater drainage paths for the trunk connection system.

The precinct will be connected to the trunk gravity system referenced as TM4A on the Sewerage Headworks Plan (refer Figure 9).

The TM4A gravity sewer will initially drain to temporary pump station TPS1 which discharges to the gravity system feeding into pump station PS180. This gravity sewer will ultimately drain further to the east to pump station PS2, the generalised location of which is shown on Figure 9.

#### 6.6.3 Energy

Electricity supply will be provided by Energex or another appropriate supplier of electricity. The primary supply to the area is ultimately proposed to be augmented by a major high voltage line located along the North-South Arterial Road and via Anzac Avenue to a sub-station located outside the precinct. The precinct will be serviced by underground power to pad-mounted transformers located within the local road reserves.

Gas mains have been constructed along Discovery Drive and will be extended to service the precinct. Gas will be available as an underground supply to individual lots.

Electrical and gas services will generally follow the alignment and timing of the precinct's internal road network.

#### 6.6.4 Communications

Communications and cable services will be installed underground. The network will be installed at each stage of subdivision development. Communication towers are not proposed to be located within this precinct.

Communications services will generally follow the alignment and timing of the precinct's internal road network.

### **6.7 Stormwater Management**

Stormwater drainage in the precinct will be handled by a conventional system of piped drainage in lots and roads. The system will be designed in accordance with Council's Design Manual and the Stormwater Management Plan for Tributary B as approved by Council. At appropriate locations the major drainage will be fed through a system of gross pollutant traps, stormwater filtration wetlands and detention basins as part of an

overall stormwater management strategy to manage the impacts of development on stormwater flows and quality before discharging from the DCP area into adjoining land.

## **7.0 Design Intents and Performance Criteria - Urban Residential Area Land Use Element**

*Queensland Residential Design Guidelines (QRDG)*, Queensland Department of Local Government and Planning, provides statements of intent and performance criteria for a range of design elements which are applicable to housing development and residential street design within the precinct. The QRDG criteria cover the range of urban residential development forms, including detached housing, attached housing (eg. duplex dwellings, townhouses and residential units up to 3 storeys over carparking), and residential components of mixed use projects. Both the QRDG and *AMCORD - a National Resource Document for Residential Development* (the basis of QRDG with modifications to suit Queensland conditions) are recognised by the DCP as providing appropriate design and siting principles for residential development within the DCP area. By adopting this precinct plan, Council has resolved to apply the provisions of QRDG to this precinct and has made a similar resolution in accordance with Section 45 of the Standard Building Regulation.

The performance criteria outlined in the QRDG are intended to promote best practice in urban residential design and enable more creative and efficient use of land in relation to a wide choice of housing styles. Compliance with these criteria is required for all development works in the Urban Residential Area land use element.

## **8.0 Environmental Management Objectives**

### **8.1 Stormwater Discharge**

#### *Objectives*

To ensure that stormwater infrastructure, constructed within the catchment of Tributary B, is designed to meet agreed discharge standards for specific stormwater pollutants and that peak flow regimes are at pre-development levels.

#### *Performance Indicators*

Water discharged must meet the requirements of Environmental Protection Policy (EPP) Water, and in particular, must be designed to achieve the following Annual Mean Concentrations at the northern boundary of the DCP area:-

- Total Phosphorous - 0.1 mg/l
- Total Nitrogen - 0.75 mg/l
- Suspended Solids - 50 mg/l

The design parameters for peak flows must not exceed the values in the Stormwater Management Plan approved by Council.

## **8.2 Flora & Fauna**

### *Objectives*

To re-establish fauna habitats and wildlife corridors.

To re-establish stands of native vegetation

### *Performance Indicators*

Retention of any significant remnant stands of native vegetation in areas of open space where reasonable and practicable.

Establishment of new stands of appropriate native vegetation which incorporates food species for indigenous fauna.

## **8.3 Air Quality**

### *Objectives*

To ensure people are protected from undue pollution of the air from smoke, dust, odour, fumes and gases generated by development within the precinct.

### *Performance Indicators*

Air quality must meet the requirements of Environmental Protection Policy (EPP) Air.

During construction of the precinct:

- complaints in excess of one per week may indicate unacceptable work practices. For the purposes of this clause, a complaint is one resulting in the issue of an abatement notice under EPP (Air); and
- construction activities are to comply with Council's Policy LP32.

## **8.4 Noise**

### *Objectives*

To ensure noise generated is not unreasonable.

### *Performance Indicators*

Noise generated from development is reasonable as provided by the Environmental Protection Policy (EPP) Noise.

Noise generated from development which is unreasonable is abated as required by EPP (Noise).

During construction of the precinct, infrastructure complaints in excess of one per week may indicate unacceptable work practices. For the purposes of this clause, a complaint is one resulting in the issue of a noise abatement notice under EPP (Noise).

Provision of traffic noise amelioration in accordance with Council Policy LP25.

## **8.5 Lighting**

### *Objectives*

To ensure that lighting associated with development does not create a nuisance.

### *Performance Indicators*

No person will cause, carry out or erect a light source in such a manner that light emanating from the source is a nuisance.

All lighting other than public lighting (e.g. road lighting) is to comply with AS4282-1997

*Control of the obtrusive effects of outdoor lighting.* The curfew hours applicable to this precinct are to be 10pm - 6am, unless otherwise varied by a sector plan or Council resolution.

## **9.0 Special Design Criteria**

During the course of development and as contemplated by the DCP, variations to Council's existing development standards are anticipated and will be considered on their technical merits with reference to the intents and performance criteria outlined in previous sections of this precinct plan. Technical details and supporting information on design variances will be recorded in Council's *North Lakes Register of Alternative Acceptable Design Solutions*.

## **10.0 Infrastructure Obligations of the Principal Developer**

### **10.1 Overview of Infrastructure Obligations**

The infrastructure required to be provided by the principal developer to serve the precinct includes internal and external infrastructure to be provided in accordance with the Mango Hill Infrastructure Agreement 1999 (MHIA) and agreements made with the State Government in accordance with the DCP. Initial infrastructure works have been completed as part of development of adjacent residential precincts. The infrastructure obligations relevant to the Clubhouse South Residential Precinct are summarised as follows:

#### 10.1.1 Roads

Construct the following roads including carriageways, stormwater drainage, verges, bus setdowns, footpaths, bikeways, landscaping, traffic control devices and street lighting. Any reference to initial construction in this section is a reference to construction approved by Council in accordance with the rezoning conditions and the MHIA.

- .1 All internal collector roads and access streets;
- .2 A two lane undivided sub-arterial road being the further extension of Discovery Drive from the existing intersection with Davenport Parade to the future intersection with the golf clubhouse approach road and a two lane collector road being the golf clubhouse approach road through to the eastern boundary of the precinct, in accordance with the MHIA.

- .3 Intersections at the intersection points along the extension northwards of Discovery Drive (refer Figure 7) to suit the standard of construction of adjacent roads including, if required, auxiliary left turn, right turn, stand-up lanes and traffic signals. The staging of traffic signals may be undertaken in accordance with a timetable approved by Council as per the MHIA; and
- .4 Bikeways and pathways, including commuter and recreational bikeways generally as shown on Figure 4, in accordance with the MHIA.

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 will be undertaken to suit the rate of development of the precinct. 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 precinct.

#### 10.1.2 Water

- .1 Construct internal reticulation systems to service all properties in the precinct.
- .2 Construct a water supply network within the DCP area, including those sections of the mains shown on Figure 8, necessary to service the anticipated demand in the precinct; and
- .3 Provide contributions towards water headworks and bulk water supply in accordance with the MHIA.

#### 10.1.3 Sewerage

Construct all internal sewerage systems to service the properties in the precinct and make contributions towards sewerage headworks, and unless otherwise agreed with Council:

- 1. Construct the trunk gravity main TM4A and TM4 from the connection with the internal sewerage system to the temporary pump station TPS1 initially, and ultimately to the future pump station PS2 as shown on Figure 9.
- 2. Construct the ultimate pump stations PS180 and PS2, and discharge rising mains RM1 and RM2 in accordance with the staging requirements of the MHIA and Interim Sewerage Discharge Scheme.

#### 10.1.4 Stormwater

- .1 Construct stormwater management works progressively in accordance with the Stormwater Management Plan for Tributary B as approved by Council; and
- .2 Construct stormwater drainage systems to roads, parks and lots as required by the MHIA and Council's Design Manual.

#### 10.1.5 Park

- .1 No park is to be provided in the precinct, however, the principal developer is to provide land for park elsewhere in the DCP area equivalent to 8% of the precinct and Park Enhancement Works in accordance with the MHIA.

#### 10.1.6 Electricity Supply and Lighting

- .1 Provide underground electricity distribution to all properties within the precinct to Energex (or another appropriate supplier of electricity) and Council standards;
- .2 Provide public lighting to all roads, streets, parks and other public areas and facilities within the precinct to Energex (or another appropriate supplier of electricity) and Council standards; and
- .3 Provide high voltage electricity services to service the precinct to Energex (or another appropriate supplier of electricity) and Council standards.

#### 10.1.7 Communications

- .1 Arrange for the installation of underground telephone communications services for all properties in the precinct.

### **10.2 State Government Infrastructure Requirements**

10.2.1 There are no items of State Government infrastructure to be provided by the principal developer in conjunction with the development of the precinct.

10.2.2 A local bus service must be provided to service the precinct in accordance with the agreement with Queensland Transport.

10.2.3 The principal developer must contribute towards the cost of providing kerbside infrastructure associated with the public transport system. Such contribution is to be in accordance with the agreement with the State Government.

### **10.3 Infrastructure Affected by Precinct Development**

10.3.1 The development of this precinct may place demands on the following infrastructure:

- .1 Roads external to the DCP area and accessing to the precinct;
- .2 Water supply infrastructure;
- .3 Sewerage infrastructure;
- .4 Stormwater;
- .5 Parks;

- .6 Community facilities;
- .7 Electricity and gas supply;
- .8 Communications systems; and
- .9 State Government infrastructure.

10.3.2 The infrastructure described in clauses 10.1 and 10.2, together with the obligations of the principal developer under the MHIA, is required to mitigate the adverse affects on such infrastructure.

#### **10.4 How the Required Infrastructure Relates to the Infrastructure Agreements**

10.4.1 The MHIA describes the infrastructure which 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 10.1 are the principal developer's obligations under the MHIA.

10.4.2 Infrastructure Agreements have been entered into by the principal developer with the Department of Main Roads and Queensland Transport. Any infrastructure requirements of those State Government Departments relating to this precinct will be provided in accordance with the existing agreements.

#### **10.5 Preliminary Program for Infrastructure Provision**

10.5.1 The principal developer will provide all the infrastructure referred to in clause 10.1 at times to satisfy the requirements of the MHIA which provides for the infrastructure to be constructed to meet the rate of development in the precinct. Initial infrastructure works are anticipated to be constructed by September 2002. The completion of the roadworks where approved by Council will be as described in clause 10.1.1 and the MHIA.

10.5.2 The local bus service will be provided in accordance with clause 10.2.2.

10.5.3 Except as described elsewhere in this clause, no other works depend on the provision of this infrastructure.

10.5.4 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.

## **10.6 Estimated Water and Sewerage Demands**

10.6.1 As required by the MHIA, the principal developer states as follows:

- .1 For the purpose of assessing water supply capacity, the estimated number of Equivalent Tenements for this precinct is 23.8 ET;
- .2 For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this precinct is 74 EP.