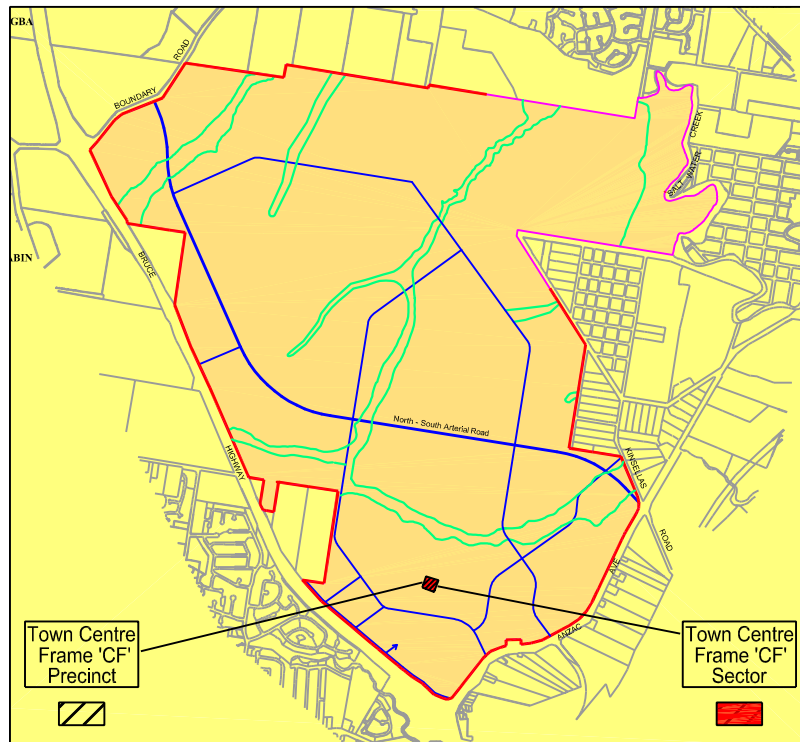


MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Sector Plan 015-1000



Town Centre Frame 'CF' Precinct
Town Centre Frame 'CF' Sector One
21 October 2011



MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Sector Plan No. 015 - 1000

for

Town Centre Frame “CF” Sector One

Town Centre Frame “CF” Precinct

North Lakes Development

21 October 2011

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1.0 Introduction

- 1.1 The Mango Hill Infrastructure Development Control Plan (DCP) provides for the creation of a sector within a precinct. The area of the sector may be chosen by the principal developer. The principal developer must then prepare a sector plan and lodge it with Council for approval in accordance with the relevant provisions of the DCP.
- 1.2 A sector plan is the final plan in the plan making process. Its purpose is to provide the code of development for the land in the sector. It will form the basis for assessment of development applications.
- 1.3 To the extent this sector plan provides development requirements which are inconsistent with those in the planning scheme, local laws, policies and codes, the requirements in this sector plan prevail as provided by clause 1.11 of the DCP.
- 1.4 To the extent this sector plan does not provide development requirements, then the provisions of the planning scheme relevant to the particular form of development will apply as also provided by clause 1.11 of the DCP.
- 1.5 The principal developer has created a sector to be known for planning purposes as *Town Centre Frame “CF” Sector One*. This document constitutes the Sector Plan for Town Centre Frame “CF” Sector One.
- 1.6 The location of the sector within the DCP is shown on Figure 1.
- 1.7 The Town Centre Frame “CF” Precinct Plan (No. 015) outlines the intents and performance criteria to be complied with in the development of the sector. This sector plan outlines acceptable solutions which, if satisfied by development, will in turn achieve the requirements of the precinct plan.

2.0 Sector Plan Context

- 2.1 This sector is located in the southern part of the DCP area. The sector is contained within a Town Centre block broadly bounded by the future major road currently referred to as Endeavour Boulevard to the north, The Corso to the east, North Lakes Drive to the south and road extending north from the future entry to Westfield to the west (referred to as Lakefield Drive). The sector is located in the north-west corner of this Town Centre block. The sector includes the entire area contained within the precinct. The Precinct Plan Map is shown on Figure 2. The area of the sector is 0.5 hectare.
- 2.2 The plan in Figure 3 shows the final boundaries of the Town Centre Frame land use element relative to this sector. The Proposed Metes and Bounds Description of the sector is provided in Annexure A.

3.0 General Desired Environmental Outcomes

3.1 General

In relation to the land use element of Community Facilities, the DCP states the following general desired environmental outcomes:

DCP, Cl.5.1.1:

- (a) To reinforce the role of the town centre core by providing a range of complementary employment opportunities, facilities and services typically not provided in the core.*
- (b) To provide opportunities for mixed use development and employment as part of the Major Employment Centre in locations highly accessible to the town centre core, the MIBA and the existing and planned regional transport network.*
- (c) To expand the choices of housing styles available in the DCP area by providing a range of medium and high density residential development.*

3.2 Specific

The DCP provides a number of specific desired environmental outcomes, which are all relevant to this sector. They are:

DCP, Cl. 5.1.2:

- (a) To reinforce and complement the role and function of the town centre core as a key component of the Major Employment Centre in the northern growth corridor.*
- (b) To provide opportunities for a wide range of high order employment, entertainment and tourism, services and housing for local and regional residents which may not be appropriate to a town centre core location having regard to their particular character.*
- (c) To maintain a high level of flexibility in planning for future development for a range of activities which are expected to change.*
- (d) To retain opportunities for speciality retailing and business services, which do not require a town centre core location, without compromising the role and function of the town centre core.*
- (f) To maintain a high level of flexibility in planning for future development for a range of activities which are expected to change.*
- (g) To retain opportunities or speciality retailing and business services which do not require a town centre core location, without compromising the role*

and function of the town centre core.

4.0 Planning Intent

4.1 Planning Intent

The planning intent for the town centre frame is established in section 5.2 of the DCP. The general intent is encapsulated in the following extract from section 5.2:

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. 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 overall emphasis in the development of the town centre frame is to be upon flexibility, accessibility and integration of activity and the built form with the town centre core, transport system, open space and the path network.

The stated intent indicates some of the major activities anticipated in the town centre frame as including:

- administrative offices and commercial premises;
- 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;
- major recreation and leisure facilities such as licensed clubs, art galleries, indoor recreation facilities and live performance theatres;
- areas of medium and high density residential development;
- public transit centre; and
- local or convenience facilities and services.

The Town Centre Frame “CF” Precinct Plan limited the land uses to the purpose for which the land was to be transferred to Council being a community centre. The establishment of a community centre in this location is consistent with the DCP, the rezoning conditions and the precinct plan.

4.2 Development Intent

The DCP establishes the development intent for the Town Centre Frame land use element in section 5.3 - Development Intent. The development intent is established for the town centre frame in terms of the preferred development character, and specifically for the mixed use areas and transition areas.

In the town centre frame (mixed use area), the development intent relates to:

- administrative and commercial development;
- retail development;
- residential development;
- tourism development;
- recreation, entertainment and leisure development; and
- community and emergency services.

The Town Centre Frame development intents relevant to this sector are primarily for community recreation and leisure development.

5.0 Development and Landscape Concept

5.1 Development Concept

The development concept for this sector is for a community centre to principally service the residents. The North Lakes Centre, on The Corso, will cater for both local and surrounding residents while the community centre will focus on the residents within the DCP area.

The success of development within this sector depends on the strength of the functional relationships both within the site, and with adjoining sites and nearby town centre functions. Significant factors likely to influence development of the sector include:

- the proximity of the Town Centre Core, and the major shopping development area;
- the proximity to the North Lakes Centre fronting The Corso;
- the development of important community facilities such as the public transit centre;
- the connection role to be performed by The Corso in linking the town centre core with the town centre frame and to Lake Eden;
- the proximity to a major pedestrian/cycle corridor connecting to the residential development;
- the future transport function of Endeavour Boulevard.

Having regard to these factors, development in the sector will need to:

- (i) achieve strong functional relationships with developments in adjoining and adjacent precincts;
- (ii) facilitate connectivity with adjoining precincts;
- (iii) provide for high levels of pedestrian activity focused on the streets, ;

- (iv) define a system of urban spaces which are both functional and attractive;
- (v) respond appropriately to community expectations of the facilities and services likely to be found in this important town centre location.

5.2 Landscape Concept

5.2.1 Overview

The landscape framework for the sector is in accordance with the design principles shown, indicatively on Figure 6 – Sector Landscape Plan. The landscape concept will respond to the community, civic and urban importance of the sector. Landscaping of the sector and the adjoining streets, will be complementary and responsive to the architecture of the sector, as well as to the landscaping of the town centre core.

5.2.2 Landscape Character

The landscape concept will enhance public comfort in all publicly accessible areas, through the provision of shade trees, adequate seating, appropriate paving and lighting treatments, and segregation of the vehicle and pedestrian environments where appropriate.

The landscape character for the sector will be established by integrating plantings, (such as native shade trees and flowering shrubs), with the street lighting, furnishings and paving treatments, built form, materials and colours of development in the sector.

The landscape character of the sector will also be established by the landscape treatments in the car parking areas within the sector, which will include shade trees, selective use of screening shrubs, street furnishing and lighting. The landscape treatments in the car parking areas will provide a continuous soft edge to any building development while permitting casual surveillance and maintaining an acceptable level of utility and amenity of the car parking area

Landscape planting is proposed to achieve the following:

- (i) enhance the appearance and give scale to buildings within the sector;
- (ii) define entrance statements to the sector and to buildings;
- (iii) articulate urban spaces;
- (iv) define the interface of the sector with adjoining and adjacent future sectors and provide a transition between sectors where appropriate;
- (v) provide shade within surface car parking and pedestrian areas;
- (vi) screen car parking, loading docks and service areas; and
- (vii) establish the physical and functional connections with future activities on adjoining sectors.

5.2.3 Landscape Staging

With the staging of development, any undeveloped areas of the sector will be grassed or landscaped.

5.2.4 Implementation

The species of trees, shrubs and groundcovers are to be selected from the Plant List for this sector included in Annexure 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.

Specific landscape requirements for particular areas are detailed in the relevant sections. Also, specific landscape requirements for the car parking areas and connections with adjoining sectors are provided in the relevant sections.

6.0 Land Use Rights

6.1 Clause 2.4.9 of the DCP requires the final specification of land use rights for land in a sector to be chosen from the supplementary table of development in the DCP for the particular land use element. If a purpose set out in column B of the supplementary table of development is not nominated for land in the sector, then that purpose thereafter for that land becomes permissible development (column C).

6.2 Land within the sector may be used for the purposes specified in column A of the supplementary table of development for the Town Centre Frame land use element which is the subject of this sector plan.

6.3 The following purposes in Column B of the supplementary table of development for the Major Community Facilities land use element are nominated for the land in this sector, provided that clause 6.4 of this sector plan is satisfied:

- Child Care (community based)
- Commercial Services (making and selling of services and products associated with arts crafts, culture, recreation and leisure)
- Community Premises
- Educational Establishment (making and selling of services and products associated with arts crafts, culture, recreation and leisure)
- Occasional Market
- Vehicular Access (Town centre Frame purposes)

The other purposes set out in column B of the supplementary table of development for the Town Centre Frame element are permissible purposes for land in this sector (ie. they become column C purposes).

- 6.4 Each use or combination of uses must not exceed the requirements and provisions of this sector plan unless Council's approval under section 12 has been obtained. This includes provisions for greater demand on water supply and sewerage infrastructure resulting from future alternative uses of the sector, as outlined in clause 11.
- 6.5 The Supplementary Table of Development (Major Community Facilities) setting out the final specification of land use rights for land in this sector is contained in Annexure C.

7.0 Development Character

7.1 General Character of Development

7.1.1 Implementation

Development will reflect the development character established in this sector plan.

7.1.2 Development Principles

The sector is located in a functionally and visually prominent part of the town centre. There is an important link between the town centre core and the balance of the town centre frame.

The development character of the sector will derive from the land use intentions for a community centre two major roads in the Town Centre network. The character of this sector will be intense and highly urbanised reflecting its location in the town Centre. The community development in the sector may contribute to anticipated high levels of activity for extended hours of the day and night. Street furnishings, paving treatments, plantings and lighting will accommodate and complement such activity.

Buildings in the sector may ultimately be built to and address the street frontages while presenting attractive facades to the car parking areas and the boundaries with adjoining sectors. Pedestrian access from the street will be 'at grade' to encourage active frontages in the development.

While there will be a definition between the buildings and the street, in terms of activity and form, there will be an easy transition from the street to the building entries in terms of activity, movement, design, materials and colour.

Any buildings taller than two storeys may be stepped back to minimise the impact of bulk and form on the streetscape. Podia will continue the building height and facades of street-front development.

Pedestrian comfort at ground level will be considered with any development. To achieve this outcome, appropriate responses will include a combination of

continuous pedestrian shelter provided by building awnings or colonnades, shade structures, street furniture and landscaping.

There will possibly be some flexibility in the design and siting of building and car parking areas, such that buildings may extend over the whole of the sector, with car parking provided either at grade or in structures. Alternatively, buildings may be sited throughout the sector with car parking provided beyond the building envelope(s) again, either at grade or in structures. Where car parking is provided at grade, clear of any building envelope, landscaping and other treatments will be provided to enhance the amenity and environment of the sector.

7.1.3 General Built Character

Generally, development in the sector will have the following characteristics:

- (a) a distinctive, contemporary architectural style that includes the integrated use of elements such as timber, glass and tin in a landmark building(s) which addresses both road frontages;
- (b) buildings and spaces of both modernist and derivative Queensland building traditions, designed to suit the climate, light and local culture;
- (c) buildings contributing to a high quality urban character and sense of place within the sector;
- (d) a high level of connectivity and shared facilities and spaces within the development and with surrounding public spaces and streets;
- (e) the use of materials and colours relating to those in the local environment, including the use of key character elements already established within North Lakes e.g. block stone work may be incorporated into the base of buildings to relate to the stone detailing at North Lakes. Other key character elements include the use of timber detailing, earthy tones, heavy plinth bases, and feature species planting.

7.2 Endeavour Boulevard

7.2.1 Character of Endeavour Boulevard

Endeavour Boulevard will be characterised by its traffic role serving the town centre, the MIBA and residential area to the north-west of the town centre. It will become the principal through route in the town centre, so as to ensure the urban main street created in North Lakes Drive is not compromised by traffic that has a destination other than the town centre.

7.2.2 Development Fronting Endeavour Boulevard

Development along Endeavour Boulevard frontage of the sector will provide a defined edge, and a transition, between the intense activities east of this sector and the mixed use areas to the north of Endeavour Boulevard.

Development will be encouraged to be at least two storeys in scale. The scale of buildings along Endeavour Boulevard will be appropriate to the setting and use of the sector while providing a complementary interface with the possible future mix of activities opposite and to the north. The use of varied built forms consistent with a common theme will contribute to the visual interest and urban form of development along this frontage.

7.2.3 Landscape Character of Endeavour Boulevard

The landscape treatment of Endeavour Boulevard will include a high quality streetscaped urban character. Landscape planting will be used to provide an accent to buildings in the sector, rather than a screen. The landscaping in the street will provide both a signature of the importance of the traffic function as well as a transition from the sector to the mixed use development likely to be established to the north of Endeavour Boulevard.

The verges on both sides of Endeavour Boulevard will be consistently framed with appropriate landscape and canopy trees to reflect the role and function of the road, while also providing a filter to the impacts of anticipated traffic flows.

Landscaping and street furniture must exhibit a general design theme and continuity of materials and elements, as well as contributing to the town centre identity. It will enhance the transition in land use character from the sector to development sites north of the road.

Any planting adjacent to the vehicular and pedestrian access points on Endeavour Boulevard must highlight the access to and from the sector and ensure vehicle drivers' sightlines are maintained.

7.3 Lakefield Drive

7.3.1 Character of Lakefield Drive

Lakefield Drive will be characterised by its traffic role serving the town centre, the MIBA and residential area to the north-west of the town centre. It will become a major access into the Town Centre Core as part of the second stage of development.

7.3.2 Development Fronting Lakefield Drive

Development along Lakefield Drive frontage of the sector will provide a defined edge, and a transition, between the intense activities north of this sector and the mixed use areas to the north of Endeavour Boulevard.

Development will be encouraged to be at least two storeys in scale. The scale of buildings along Lakefield Drive will be appropriate to the setting and use of the sector while providing a complementary interface with the possible future mix of activities opposite and to the north. The use of varied built forms consistent with a common theme will contribute to the visual interest and urban form of development along this frontage.

7.3.3 Landscape Character of Lakefield Drive

The landscape treatment of Lakefield Drive will include a high quality streetscaped urban character. Landscape planting will be used to provide an accent to buildings in the sector, rather than a screen. The landscaping in the street will provide both a signature of the importance of the traffic function as well as a transition from the sector to the mixed use development likely to be established to the north of Lakefield Drive.

The verges on both sides of Lakefield Drive will be consistently framed with appropriate landscape and canopy trees to reflect the role and function of the road, while also providing a filter to the impacts of anticipated traffic flows.

Landscaping and street furniture must exhibit a general design theme and continuity of materials and elements, as well as contributing to the town centre identity. It will enhance the transition in land use character from the sector to development sites north of the road.

Any planting adjacent to the vehicular and pedestrian access points on Lakefield Drive must highlight the access to and from the sector and ensure vehicle drivers' sightlines are maintained.

8.0 Development Requirements

8.1 Introduction

Clause 2.4.2 of the DCP requires a sector plan to specify development requirements for land in the sector. Clause 1.11 of the DCP provides that to the extent a sector plan does not provide these provisions, then the provisions of the planning scheme relevant to the particular form of development will prevail.

8.2 General Requirements For All Development

The requirements for development specified in the planning scheme apply to development in this sector, except where inconsistent with requirements specified in clause 8.3 or the design and siting guidelines in Section 9 or where relaxations are granted in accordance with Section 12 of this sector plan.

For the purposes of this clause, where relevant, references in the planning scheme to a zone are to be taken as a reference to the Special Development Zone.

8.3 Specific Requirements

The following requirements apply to development within this sector:

8.3.1 Subdivision Requirements

Initially it is not intended that there be a subdivision of land within the sector. If the land in the sector is to be subdivided, then the minimum area and frontage of the proposed lots is to be determined by Council having regard to the proposed use of the land, and the relevant requirements of the planning scheme relating to a comparable use or mix of uses and zoning.

8.3.2 Staged Development

The development of this sector will occur in stages

8.3.3 Services & Servicing

All development in the sector will be provided with adequate and acceptable building services and servicing. All loading zone parking will be accommodated within the sector and accessed from the internal vehicle circulation areas. The storage of all refuse and recyclable materials will be provided off the internal vehicle circulation areas and suitably screened.

Landscaping and other solid screening devices will be used to screen undesirable views of service areas, loading bays, refuse areas and plant and machinery. Solid screening devices will screen these areas to views from public roads.

Sharing of service areas is permitted within the sector.

All service connection points are to be incorporated within the building or its associated hard and soft landscaping. Service connections will not protrude from paving or driveways or cause any hazard for pedestrians or vehicles.

8.3.4 Plant & Equipment

Plant and equipment will comply with the following requirements:

- (i) all air conditioning and ventilation plant and other equipment located on the roof or externally around the buildings will be treated as an integral part of the building form and screened from view to match with surrounding materials;
- (ii) lift motor rooms, plant rooms and the like will be treated as an integral part of the building form in order to create a coherent roofscape.
- (iii) The amenity of the area will be protected from noise, vibration, smells, fumes and electrical interference; and

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 locality.

8.3.5 Telecommunication Equipment

- (a) Any telecommunications equipment, such as antennas, poles, satellite dishes, and associated mounting equipment and structures, will be placed on buildings in the sector so as not to detract from the streetscape or the facades and rooflines of buildings.
- (b) Wherever possible, telecommunications equipment referred to in (a) above and proposed to be established in the sector, is to be:
 - (i) 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 mounted; and
 - (iii) coloured so as to blend in with the background of the building on which it is mounted.

9.0 Design and Siting Requirement and Guidelines

Clause 2.4.2 of the DCP requires a sector plan to specify for land in the sector design and siting requirements and guidelines, landscaping requirements and signage requirements and guidelines. The following requirements and guidelines relating to the buildings, structures and landscaping apply to all development within the sector.

9.2 Buildings and Structures

9.1.1 Design Theme

- (a) Development in the sector will be designed and located on the land so as to achieve the development character described in section 7 of this sector plan.
- (b) A distinctive, contemporary architectural style is to be adopted which is suited to the South-East Queensland climate and local culture.

9.1.2 Building Setbacks

- (a) Building development fronting the Endeavour Boulevard and Lakefield Drive will include the following:
 - (i) generally zero setbacks for other development along both frontages will be encouraged;
 - (ii) continual weather protection to a minimum depth of 3.7 metres. Variations in the materials and finishes are acceptable, provided they are set at a compatible height and complement adjoining development. Council may consider on its merits, the occasional use of colonnades to provide pedestrian weather protection if the colonnade is lightweight in appearance and conducive to active frontage uses. Council may vary the width of the weather protection to not less than 3.0m where it is satisfied there is good reason;
 - (iii) variations in the materials and finishes of the awnings are acceptable, provided they are set at a compatible height and complement adjoining development; and
 - (iv) development is to be sensitive to the issues of sunlight penetration to urban outdoor areas.

9.1.3 Building Site Coverage

- (a) Buildings in the sector may occupy 100% of the sector area provided all other planning and development requirements are complied with.
- (b) In addition to the DCP requirements, any development proposal which

achieves 100% site coverage, will make alternative and adequate provisions for site landscaping and street treatments at ground level and above ground level, to mitigate the possible perception of building bulk, and to provide a comfortable and inviting main street environment. The requirement for landscaped space may be waived at the discretion of the Council in any of the following circumstances:

- (i) greater achievements can be gained in terms of architectural quality and visual interest in the buildings;
- (ii) greater utility of the development can be achieved without compromising the urban design and character objectives for the town centre frame and the town centre generally; and
- (iii) more appropriate scale in terms of building height, facades to the streets, and development on adjoining sites can be achieved

9.1.4 Building Height & Form

- (a) New buildings and landscaping works along both frontages will ensure a continuous urban edge and streetscape treatment, so that the street continues to be framed.
- (b) All buildings will:
 - (i) have a minimum building wall height of four metres above finished ground level. Where single storey development occurs on the corner of Endeavour Boulevard and Lakefield Drive, it will include a two storey façade;
 - (ii) not exceed the height of buildings on adjacent sites by more than two storeys for those portions of the buildings adjacent to and visible from the street or pedestrian areas;
 - (iii) not exceed a maximum of six storeys in height, unless it can be demonstrated to Council in consultation with the principal developer that increased building heights will not affect the street and pedestrian scale of the adjoining environment;
 - (iv) where the building heights exceeds three storeys, an assessment of the need to setback the taller components of any building to create a podium must be undertaken. The assessment must address at least the impact of bulk and form on streetscape and pedestrian environments in the immediate vicinity, as well as the impact of overshadowing;
 - (v) encourage open framed appearance possibly with layered façade treatment and a high level of transparency and accessibility, enhancing the transition between internal and external spaces where practicable;
 - (vi) include recessed windows in external walls;
 - (vii) articulate lengthy facades;
 - (viii) encourage ground floor, outward oriented activity to animate the adjacent street and pedestrian spaces;
 - (ix) ensure the primary façade of a building preferably will address the

street. The façade of the building addressing the street must be attractive and varied in keeping with adjacent development. Where openings are not provided, glazing must be maximised at the ground floor level;

- (x) contain building forms which 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;
- (xi) reflect a distinctive contemporary architectural style, with all buildings sharing a palette of compatible finishes, colours and details that will create a strong sense of place;
- (xii) include orientation to reduce energy requirements; and
- (xiii) clearly define pedestrian and vehicular access to the street environment;
- (xiv) be of a proportional scale to their surroundings;
- (xv) ensure barrier free access for all pedestrians and for people with a disability;
- (xvi) ensure that each stage of development is designed as a complete architectural composition;
- (xvii) achieve a high level of integration of building design and landscaping with the adjacent streetscape environment, external pedestrian thoroughfares and adjacent public spaces;
- (xviii) include screening to back-of-house areas situated adjacent to car parking areas.

9.1.5 Building Layout

- (a) Buildings in this sector may be constructed over the entire sector. The sector plan map indicates the part of the sector where either buildings, car parking or a combination of buildings and car parking may be developed.
- (b) The location and design of the building 'footprints' within the sector will take account of:
 - (i) topography and the preference to minimise site earthworks;
 - (ii) drainage;
 - (iii) soil conditions;
 - (iv) services;
 - (v) orientation towards focal points and aspect to achieve energy savings;
 - (vi) microclimate considerations;
 - (vii) vehicular access to avoid or minimise the vehicle / pedestrian conflict points;
 - (viii) pedestrian movement patterns;
 - (ix) streetscape and landscape design;
 - (x) adjoining developments in terms of scale, design and orientation;
 - (xi) minimising the effect of overshadowing on pedestrian areas; and
 - (xii) the shared pedestrian and vehicle accessways between the sector and the adjoining roads.

- (c) The layout of public spaces within the sector will take account of:
 - (i) the creation of arrival points and a sense of address for all buildings;
 - (ii) the provision of access for people with disabilities to all buildings;
 - (iii) the creation of a public space network with a high level of visual exposure, to provide for both passive surveillance and convenient access; and
 - (iv) the deterrence of anti-social behaviour at all hours.
- (d) If colonnades are provided, they will be developed within the property boundary. If awnings are provided, they will be developed over public spaces such as footpaths and road reserves.

9.1.6 Building Materials, Types, Colours & Quality

- (a) Materials used on the exterior of buildings, particularly in the public realm will:
 - (i) be 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) be of a high quality, clean and free from defects;
 - (v) be low maintenance, resulting in minimum use of detergents for cleaning; and
 - (vi) assist with thermal performance and energy efficiencies, where practicable.
- (b) Materials, finishes and colours will:
 - (i) relate to those in the local environment, including the key character elements already established within the DCP area. These key character elements include natural stone, earthy tones, timber detailing and feature species planting;
 - (ii) 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; and
 - (iii) include compatible colours and elements to create a distinctive town centre with a strong sense of place.
- (c) Brighter colour accents are acceptable for minor detail elements such as window and door frames, columns, handrails, ornamental features and signage details;
- (d) In order to avoid unreasonable glare nuisance to surrounding development, the major materials and colours will not be highly reflective;
- (e) The visual impact of lengthy facades will be ameliorated through combinations of materials and colours coordinated with building detail

treatments and landscape themes;

- (f) Building roofs, fascias and cappings will satisfy the design criteria established above. Preferred major roofing materials include corrugated pre-finished and coloured metal sheets. The application of these materials will minimise any reflective nuisance to surrounding development;
- (g) Any free-standing walls, retaining walls and any other landscape will complement the built form and the landscape setting, including the use of complementary materials and colours; and
- (h) Retaining walls will be consistent in appearance, provide a unifying element and visual enhancement of the overall development, and be softened with landscaping. They will be of a scale and materials that complement the surrounding built environment while responding to landform.

9.1.7 Crime Prevention Assessment

- (a) Subject to the other provisions and requirements of the Precinct and Sector Plans, structures, landscaping, buildings, building layout and public spaces layout 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; and
 - (iii) include lighting of public places.
- (b) A Crime Prevention through Environmental Design (CPTED) assessment or similar safety audit must be undertaken by applicants when designing their developments, and the assessment must be 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.

9.1.8 Building Design for Climate

- (a) All buildings will incorporate appropriate architectural responses to the South-East Queensland climate. This includes the use of external shade structures, ventilated spaces, outdoor pedestrian streets, courtyards, overhangs and screens to allow enjoyment of the outdoors while also providing relief from the sun, wind and rain. Suitable landscape elements will be incorporated to enhance each building's design response to the climate, by providing sun protection and to minimise the impact of strong winds.

- (b) The design of buildings fronting Lakefield Drive will respond to the westerly exposure, whereas buildings fronting Endeavour Boulevard will respond to the northerly exposure and solar access in the winter.
- (c) The incorporation of energy efficiency measures in the design of buildings is encouraged, and may include the following:
 - (i) maximum ventilation of the buildings to take advantage of prevailing breezes and the use of adequate and effective insulation materials in building roof cavities and wall spaces to minimise demands for energy required for air-conditioning;
 - (ii) external walls, and particularly the longer external walls, should be articulated and shaded, possibly 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;
 - (iii) highly reflective materials, including glazing, are not to be used on external walls or windows as a means of minimising energy requirements in developments. Pitched zincalume roofs or other roof designs and materials which are likely to reflect excessive sunlight, glare and heat into adjoining premises also are not desirable;
 - (iv) car parking areas should be designed, sited and landscaped to reduce the impacts of reflected heat and glare into adjacent buildings, and to reduce the effects of heat storage during summer months; and
 - (v) building designs should incorporate the use of gas or solar hot water heaters and solar energy devices.
- (d) All non-residential buildings greater than 2500m² within this sector should generally achieve the following minimum standards:
 - (i) Roofs, or ceilings directly below roofs, which are over internal parts of buildings, insulated to R2.5;
 - (ii) External walls insulated to R1.0 (excluding Classes 7, 8, and 10 as classified by the Building Code of Australia);
 - (iii) All windows 100% shaded from the direct sun for 3 hours either side of noon between 21 September and 21 March of the following year; and
 - (iv) Mechanically heated or cooled areas capable of being closed off from other areas of the premises.
 - (v) Office buildings to achieve an overall Building Space Load of 147kWh/a.m² or less, or equivalent greenhouse target and an air conditioning efficiency factor equal to or greater than 0.24 for air conditioning plant
 - (vi) Shop buildings to achieve an Air Conditioning Efficiency factor equal to or greater than 0.6 for air conditioning plant
 - (vii) Implementation of energy efficient management systems for the building
- (e) An Energy Efficiency Report must be submitted with the application for

the Development Permit for Building Works. This report is to be certified by a suitably qualified person that the building will comply with the energy efficiency guidelines in this Sector Plan.

9.2 Landscaping

9.2.1 Design Strategy

- (i) The verges of both adjoining streets will include street trees and landscape planting to establish a 'day one effect' for the initial stage of development within this sector.
- (ii) Planting by the principal developer will include canopy trees with a minimum clear trunk of 1.8 metres planted at informal intervals. Street trees will provide visual continuity to the street, reduce the road scale and provide shade to on-street car parking, bus stop waiting areas (if provided), and adjacent pedestrian areas. Predominantly native planting will be used.
- (iii) The treatment of the verges on both streets is to include paving, lighting, landscaping and street furniture.
- (iv) At grade car parking areas at the rear of the development are to be landscaped with shade trees and low shrubs to ameliorate the impacts of heat and glare, as well as to provide visual relief. Shade trees will be provided at the rate of not less than one tree per six (6) parking spaces. Plantings of low shrubs are to be used to delineate between the pedestrian and vehicular environments, as well as to provide some relief from headlight glare and visual monotony. Screening trees and shrubs are to be planted so as to significantly screen car parking areas from roads and other areas readily accessible to the public. Opportunities for concentrated planting areas within the surface car parks are encouraged, to enhance the overall landscape effect and create variety.
- (v) Pedestrian movements between buildings in the sector and the car parking areas at the rear of development, will be accommodated by path linkages, but the main focus for pedestrian movement will be the street system. Car parking areas are to be provided with canopy shade trees or shade structures, and some street furniture, such as shaded seating.
- (vi) Street furniture will incorporate variations of the distinctive key character elements already established in the DCP area, which will be particular to the town centre setting. These elements typically include street furniture of simple sculptural forms, solidly anchored with heavy bases. The materials and finishes have a simple, unadorned quality with an emphasis on natural materials.
- (vii) Car parking areas also will be provided with lighting for public safety.

- (viii) Lighting may be used to highlight specimen trees within the sector.
- (ix) Paving, walls, steps and ramps used along the roads adjacent to the sector will be designed so as to contribute to the visual identity of the sector and achieve a high level of safety. This is to be achieved through the use of consistent materials and detailing that integrate these elements with the built environment, the landscaping and other elements of the streetscape.

9.3 Signage and Artworks

9.3.1 Signage

- (a) Signage guidelines are included at Annexure D, Town Centre Signage Guidelines. The Signage Guidelines are not to be used in isolation. They 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: e.g, that any one site may have a combination of all or several sign types, or a summation of the various numbers of sign type mentioned in the guidelines. Further, the Guidelines must be considered in the overall context of Section 4 of the DCP, and the over arching planning intentions for a vibrant but pleasant Town Centre with a high standard of amenity derived by integrated planning processes.
- (b) Signage or architectural graphics, which can be seen from a road or other public place, must not be erected prior to the approval by Council of a coordinated signage plan and licensing as necessary under Local Law 7 – Control of Advertising. The approval of the coordinated signage plan under this Sector Plan is in addition to any licensing requirements which Council has under its Local Law 7. This plan is to be submitted with any development application for material change in use within this sector. The coordination 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. For purpose of this sector, the terms “artworks/murals”, “on-site business advertising”, “animated signage” and “third party advertising” will have the meanings given in Annexure D. Signage and architectural graphics will be considered on their merits by Council in consultation with the principal developer.
- (c) 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 signs to be used; the proximity of a sign to other sign/s; and the relationship of the sign with the landscaping. 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.
- (d) Signage and architectural graphics that identify the development may be

located on the facade of the building and coordinated with the overall building design in character and detail. A coordinated signage plan will establish provisions for signage within this sector. Where a coordinated signage plan has been approved for an area with this sector, applications relating to licensing of signs will be assessed against the requirements of that approved plan. Elements that are not typically defined in the signage guidelines in Annexure D, may form part of a coordinated signage plan.

- (e) Signage that identifies the development may be generally integrated with any frontage walls, entry statements or entry structures, if provided. This signage may be located along both frontages.
- (f) The materials, form, scale and proportions of any signage will be of a high quality and coordinated to the built form throughout the sector, while providing sufficient flexibility for corporate identification and marketing purposes.
- (g) Lighting of any signage will not cause a nuisance to drivers or pedestrians.
- (h) Signs above pedestrian areas will have a minimum clearance of 2.4 metres to the pavement.
- (i) Signage within the sector will provide visible and legible signs, which do not result in a cluttered or discordant streetscape.
- (j) All signage will incorporate professional and coordinated graphics.
- (k) Bunting, streamers, sandwich boards and other low-quality, temporary or opportunistic signs are not permitted.
- (l) Signage will not obscure more than 25% of the window on which it is displayed. Any support structure for a sign attached to a building will not be visible unless treated as an integral part of the building design. Cabling to illuminate signs will not be visible. Pylon signs will not be permitted in the sector.
- (m) Any external graphics must contribute to the visual character of the streetscape and be designed as an integral element of the architectural design.
- (n) The use of the North Lakes logo as an integral element of the signage and graphics is encouraged, subject to the agreement of the principal developer.

9.2.1 Public Artworks

- (a) The inclusion of public art, which contributes to the identity of the North Lakes Town Centre, will be encouraged.

- (b) Public art may be used to create landmarks as well as to foster functional relationships and linkages with the activities for adjoining and adjacent sectors. Public artworks within the sector will address the following requirements:
 - (i) high quality works of art, graphics, sculptures, ornamental features, murals and patterned pavers are encouraged to enhance the architecture and landscape of the built environment. These artworks will contribute strongly to the built form and landscape environment;
 - (ii) public art to which this clause relates may be permanent and may take the form of freestanding (or free flowing) objects or be integrated into the surfaces of a building façade or paving;
 - (iii) public artworks will be site specific, relating thematically to the use and identity of the building or public open space within the broader context of the DCP area;
 - (iv) where the artwork is intended to be permanent, the materials used will be durable and appropriate for use in an urban space;
 - (v) the design and construction of the artwork will be appropriate to the need for public safety; and
 - (vi) maintenance responsibility for the artwork will be established at the prior to commissioning. A conservation and maintenance repair report will be completed and lodged with Council prior to commissioning the artwork.

- (c) Where the artwork is intended to be of a temporary nature, the materials will be appropriate for the anticipated life of the artwork in an urban space.

10.0 Car Parking

10.1 General Car Parking Considerations

10.1.1 Car parking for any development within this sector will be provided in accordance with the planning scheme, the DCP and the Council's Design Manual.

10.1.2 Car parking within the sector may be accommodated in a number of surface car parks as well as possible structured parking and/or roof parking in the later stages of development. Surface car parking may include shade structures within selected areas of the car park. Structured parking and/or roof parking, if developed, must be designed to complement the overall built form appearance of the sector and will be integrated with the use of landscaping.

10.1.3 The sector is to include car parking for all uses generated by development of the sector. Parking is to be appropriately located for ease of access for the use being served by the relevant parking facility.

- 10.1.4 Parking access within the sector is to be controlled to minimise its impact on the surrounding road network, any internal circulation and other development within the sector.
- 10.1.5 Safe pedestrian routes must be provided between the built form and any car parking area separated from the built form centre by the internal circulation road.
- 10.1.6 Car parking bays for people with disabilities must be provided in each car parking area at a rate not less than one car park per 50.
- 10.1.7 The visual impact of any structured or basement car parking from the surrounding streets is to be minimised. Any structured parking is to be “sleeved” behind small scale incidental retail development fronting any road frontage. This “sleeving” of the car parking area will maintain active frontages where required by this sector plan.
- 10.1.8 For all developments, the design of the car park including pavements and stormwater drainage must be undertaken by a Registered Professional Engineer of Queensland who must certify compliance with the applicable codes for these development works. The construction must also be inspected by the Registered Professional Engineer who must certify that the construction has been undertaken in accordance with the approved car park design.

10.2 Access Requirements

The sector plan map (Figure 5) illustrates the arrangement of external major roads, indicative vehicular, cycle and pedestrian access at shared points and landscaped car parking areas within the sector. Specific requirements for access to development in the sector are set out below.

- (a) Vehicular ingress and egress points from public roads surrounding the sector are limited to the Indicative Pedestrian & Vehicular Access Locations shown on the sector plan map.
- (b) Vehicular access points will ensure no queuing occurs across pedestrian areas.
- (c) Pedestrian and vehicular access lanes into the sector will be a maximum width of 10 metres and will include at least one footpath of a minimum 2.0 metres width. Adequate separation between vehicles and pedestrians is to be provided, while the paving treatment in the laneways will clearly identify the shared pedestrian/vehicular traffic environment.
- (d) Adequate measures to achieve a high level of public safety on the shared access laneways will be provided, and could include:
 - (i) opened corners for extended sight lines;
 - (ii) pavement treatments which achieve a very low traffic speed, while permitting easy and even-surfaces for desirable walking conditions for pedestrians;

- (iii) adequate lighting for night usage;
 - (iv) suitable barrier treatments at the entrances;
 - (v) limiting the flow of vehicular traffic to one way.
 - (vi) limiting the use of the entry to pedestrians only.
- (e) Elsewhere in the sector, the internal layout and design will minimise potential conflicts between the car parking areas, pedestrian areas and paths and service areas by the following measures:
- (i) ensuring good visibility at all pedestrian crossings and establishing pedestrian priority where appropriate;
 - (ii) the provision of continuous pedestrian access between buildings, car parks and pedestrian areas;
 - (iii) 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; and
 - (iv) defining pedestrian areas and entrances with architectural accents, lighting and/or landscape treatments and providing access directly from streets or pedestrian areas.
- (f) Pedestrian access points via car parking areas at the rear of any development must be clearly identified and designed to maximise safety and convenience.
- (g) The intersection of Lakefield Drive and Endeavour Boulevard will be developed as a vehicular traffic priority street.
- (h) Direct access for emergency vehicles will be provided to every building with the sector by the provision of a minimum 3.5 metre clear carriageway width.
- (i) Provision for local bus and taxi access will be included at pick-up and set-down locations adjacent or in reasonable distance to the sector.
- (j) Access for all people including people with a disability will be achieved by ensuring that development complies with Council provisions relating to access for people with disabilities.

10.3 Transit Centre & Cyclist Access

- (a) Development in the sector is to provide safe and convenient access to public transit facilities, where such access is integrated with development and the path and street system. Generally, development within the sector will be designed and sited so as to encourage the use of the street and path systems as the preferred routes to access public transit facilities.
- (b) Where applicable, the specific locations of bicycle access and parking areas will be included in any development application to Council for a material change of use. Convenient bicycle parking will be provided at locations immediately adjacent to the main pedestrian entries. Provision of appropriate end use facilities must be included in order to promote the use of cycles in the Town Centre.

The end use facilities are to be provided at least in accordance with Council's planning scheme, local laws, policies and codes current at the time a development application is made.

11.0 Infrastructure Obligations of the Principal Developer

11.1 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 Mango Hill Infrastructure Agreement 1999 (MHIA) and agreements made with the State Government in accordance with the DCP. These obligations are summarised as follows:

11.1.1 Roads

Unless already constructed, construct the following roads including carriageways, stormwater drainage, verges, bus set-downs, footpaths, bikeways, landscaping, traffic control devices and street lighting as applicable. Any reference to initial construction in this section is a reference to construction approved by Council in accordance with the rezoning conditions and MHIA.

- .1 All internal roads and access streets
- .2 Bikeways and pathways required along the road frontages 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 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.

11.1.2 Water

- .1 If not already constructed, construct a water supply network within the DCP area (including those sections of the mains shown on Figure 7), necessary to service the anticipated demand within this sector.
- .2 Make contribution towards water headworks and bulk water supply in accordance with the MHIA.

11.1.3 Sewerage

Construct a sewerage system to service the sector and make contributions towards sewerage headworks in accordance with the MHIA.

11.1.4 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.

11.1.5 Stormwater

The principal developer must comply with the provisions of the Stormwater Management Plan for Tributary C as approved by Council and construct stormwater management works so far as they relate to this sector. The provisions of the Stormwater Management Plan override Clause 45(a) of the planning scheme.

Stormwater management works so far as they relate to the sector are to be provided in accordance with the MHIA, Council's Design Manual and the Stormwater Management Plan for Tributary C.

In addition, the principal developer must construct stormwater drainage systems and stormwater management systems as required by the MHIA and the Environmental Protection (Water) Policy.

11.2 **Infrastructure Affected by Development**

Without the provision of additional infrastructure, the development of this sector may place demands on the following infrastructure:

- .1 roads external to the DCP area and the sector;
- .2 water supply infrastructure;
- .3 sewerage infrastructure;
- .4 stormwater;
- .5 parks;
- .6 electricity supply; and
- .7 communications systems.

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

11.3 **Approval of State Government Infrastructure**

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

A local bus service is being provided to service the sector in accordance with the infrastructure agreement with Queensland Transport (MHIA-QT).

11.4 **How the Required Infrastructure relates to the Infrastructure Agreement**

The MHIA describes the infrastructure which must be provided by the principal developer as part of its obligation to provide infrastructure, as envisaged by chapter 12 of the DCP. The works described in clause 11.1 are the principal developer's obligations under the MHIA in so far as they relate to this sector.

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 sector will be provided in accordance with the existing agreements.

11.5 Program for Infrastructure Provisions

The principal developer will provide all the infrastructure referred to in clause 11.1 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 sector. Initial infrastructure works are anticipated to be constructed by 31st December 2003. The staging of the roadworks, where approved by Council, will be as described in clause 11.1.1 and the MHIA.

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

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.

11.6 Water and Sewerage Demands

As required by the Infrastructure Agreement, the principal developer states as follows:

- 11.6.1 For the purpose of assessing water supply capacity, the estimated number of Equivalent Tenements for this sector is 12.5 ET.
- 11.6.2 For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this sector is 37.5 EP.

11.6.3 If a future alternative use of the sector imposes a greater demand on minimum water supply and sewerage infrastructure than assigned in an approved development site within this sector, Council will approve the alternative use provided the developer demonstrates:

- (i) that to do so will not adversely impact on minimum water supply and sewerage infrastructure standards within the DCP area and elsewhere if considered appropriate by the Council's engineer having taken into consideration development approved in the DCP area at the time of an application and future development in the DCP area as provided for by the DCP; and
- (ii) that the principal developer will not be prevented from servicing the total number of ETs or EPs provided in the MHIA.

In the event the developer satisfies Council of the requirements in (i) and (ii) above, the Council will require the payment of headworks charges for ETs and EPs not already paid in respect of the proposed development.

12.0 Relaxation Power

Council may relax the requirements contained in this sector plan or the planning scheme if the Council or its delegated officer forms the view that the relaxation sought:-

- .1 is minor in nature;
- .2 is unlikely to unduly affect the amenity of adjoining properties having due regard to the character of the area and the nature of land use in the vicinity;
- .3 is unlikely to place additional demands of any significance on infrastructure;
- .4 is unlikely to give rise to any additional traffic hazard or parking requirement; and
- .5 is in accordance with the relevant intent and performance criteria contained in the precinct plan.

13.0 Definitions

If a term used in this sector plan is defined by the DCP or the Infrastructure Agreement then that term or expression has the meaning given to it by the DCP or the Infrastructure Agreement unless the context otherwise requires.

ANNEXURE A

**PROPOSED METES AND BOUNDS
DESCRIPTION OF THE SECTOR**

METES & BOUNDS

LOT 827

FROM THE POINT OF COMMENCEMENT BEING ON AMG COORDINATES
EASTING - 501547.968 METRES, NORTHING - 6986978.068 METRES, THENCE
IN A SOUTHERLY DIRECTION AT A BEARING OF 199°55'30"
FOR A DISTANCE OF 72.51 METRES (MORE OR LESS), THENCE
IN A WESTERLY DIRECTION AT A BEARING OF 289°55'30"
FOR A DISTANCE OF 72.357 METRES (MORE OR LESS), THENCE
IN A NORTHERLY DIRECTION AT A BEARING OF 19°55'30"
FOR A DISTANCE OF 65.695 METRES (MORE OR LESS), THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 104°32'40"
FOR A DISTANCE OF 72.677 METRES (MORE OR LESS),
TO THE POINT OF COMMENCEMENT AND CONTAINING AN AREA OF
5000 SQUARE METRES (MORE OR LESS).

We, Pike Miris McKnoulty Pty Ltd A.C.N. 010 370 448 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.


..... 6.6.03
Licensed Surveyor/Director

ANNEXURE B

PLANT LIST

**Annexure B: Indicative Plant Schedule -
Town Centre Frame "CF" Sector One**

Botanical Name	Common Name
Trees & Palms	
Acmena smithii	Lilly Pilly
Allocasuarina littoralis	Black She Oak
Allocasuarina torulosa	Forest She Oak
Archontophoenix alexandrae	Alexander Palm
Backhousia citriodora	Lemon Scented Myrtle
Backhousia myrtifolia	Carrol
Banksia integrifolia	Coast Banksia
Barklya syringifolia	Crown of Gold Tree
Brachychiton rupestre	Bottle Tree
Buckinghamia celsissima	Ivory Curl Flower
Callistemon salignus	Pink Tips
Callistemon viminalis	Weeping Bottlebrush
Callitris columellaris	Bribie Island Pine
Casuarina cunningghiana	River She Oak
Casuarina glauca	Swamp She Oak
Cupaniopsis anacardioides	Tuckeroo
Delonix regia	Poinciana
Eucalyptus ptychocarpa	Swamp Bloodwood
Eucalyptus curtisii	Plunkett Mallee
Euodia elleryana	Pink Euodia
Ficus Hillii	Hill's Fig
Ficus macrophylla	Moreton Bay Fig
Flindersia australis	Crows Ash
Flindersia pimenteliana	Flindersia
Flindersia schottiana	Bumpy Ash
Grevillea baileyana	White oak
Harpullia pendula	Tulipwood
Hymenosporum flavum	Native Franjipanii
Jacaranda mimosifolia	Jacaranda
Livistona decipiens	Weeping Cabbage Palm
Lophostemon confertus	Brush Box
Lophostemon suaveolens	Swamp Box
Melaleuca linariifolia	Snow in Summer
Melaleuca leucadendron	Small Leaved Paperbark
Melaleuca quinquenervia	Broadleaved Paperbark
Metrosideros queenslandicus	Queensland Golden Myrtle
Oreocallis sp. nova (wickhamii)	Tree Waratah
Podocarpus elatus	Brown Pine
Syzygium australe	Scrub Cherry
Syzygium francisii	Giant Water Gum
Syzygium jambos	Rose Apple
Syzygium leuhmanii	Small Leaved Lilly Pilly
Syzygium paniculatum	Dwarf Magenta Cherry
Tristaniopsis laurina	Water Gum
Waterhousia floribunda	Weeping Myrtle
Xanthostemon chrysanthus	Golden Penda

**Annexure B: Indicative Plant Schedule -
Town Centre Frame "CF" Sector One**

Botanical Name	Common Name
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
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
Westringea fruticosa	Wynyabbie Gem
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
Brachyscome microcarpa	Forest Daisy
Brachyscome multifida	Cut Leaf Daisy
Cissus rhombifolium	Grape Ivy
Cissus Ellen Danica	Grape Ivy
Crinum pendunculatum	River Lily
Crocus species	Crocus

**Annexure B: Indicative Plant Schedule -
Town Centre Frame "CF" Sector One**

Botanical Name	Common Name
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
Hymenocallis species	Spider Lily
Lomandra longifolia	Mat Rush
Lomandra multiflora	Long Leaved Mat Rush
Myoporum ellipticum	Creeping Boobialla
Myoporum parvifolium	Myoporum
Pittosporum Miss Muffet	Dwarf Pittosporum
Viola hederaceae	Native Violet
Zierra Carpet Star	Carpet Star
Grasses	
Cynodon dactylon	Green Couch
Dactyloctenium australe	Durban Sweet Smother Grass
Danthonia induta	Wallaby Grass
Digitaria didactyla	Blue Couch
Greenlees Park	Hybrid Couch
Pennisetum alopecuroides	Swamp Foxtail
Poa australis	Native Poa
Themeda australis	Kangaroo Grass
Vines	
Jasminum polyanthum	Star Jasmine
Trachelospermum jasminoides variegated	Variegated Star Jasmine
Trachelospermum jasminoides	Star Jasmine

ANNEXURE C

SUPPLEMENTARY TABLE OF DEVELOPMENT (TOWN CENTRE FRAME) FOR THIS SECTOR

**SUPPLEMENTARY TABLE OF DEVELOPMENT
(TOWN CENTRE FRAME 'CF' PRECINCT)
FOR TOWN CENTRE FRAME 'CF' 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
Caretaker's residence Local utilities Park	<p>Any one or more of the following purposes on land nominated for that purpose or purposes on an approved sector plan.</p> Child Care (community based) Commercial Services (making and selling of services and products associated with arts crafts, culture, recreation and leisure) Community Premises Educational Establishment (making and selling of services and products associated with arts crafts, culture, recreation and leisure) Occasional Market Vehicular Access (Town Centre Frame purposes) Any purpose in this column not nominated for land by the sector plan becomes for that land a permissible development	<p>For land in a sector any purpose not listed in Column A, D or included in Column B but not nominated for that land in an approved sector plan</p>	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.

APPENDIX D

SIGNAGE GUIDELINES



NORTH LAKES

NORTH LAKES TOWN CENTRE CORE 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.

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.

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

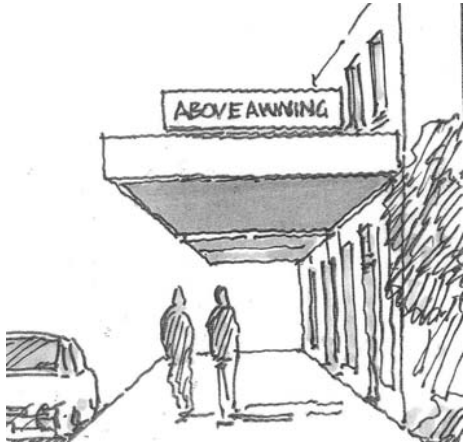

Signs shall:

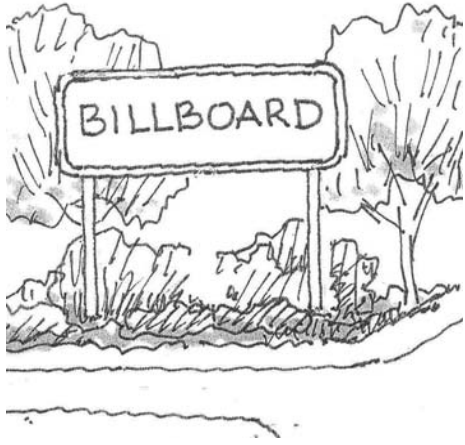
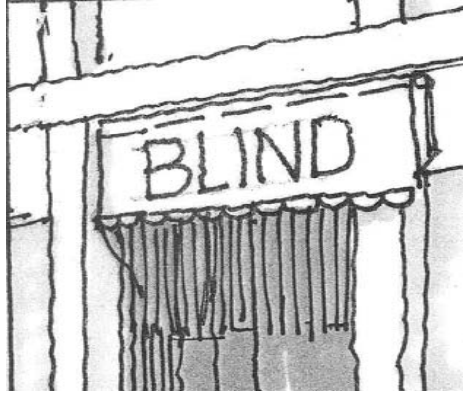
- (i) not create a hazard to traffic or pedestrians**
- (ii) be of character and design standard consistent with the objectives and controls for this sector plan**
- (iii) complement the streetscape and amenity of the locality by virtue of their size, location, illumination, utilisation of complementary 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.**

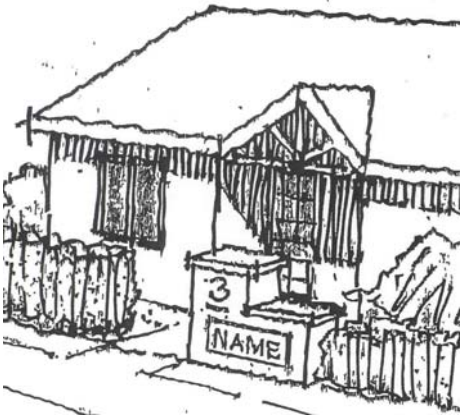
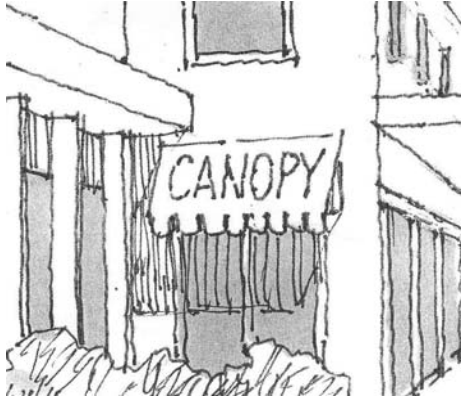
4.0 TYPES OF SIGNS


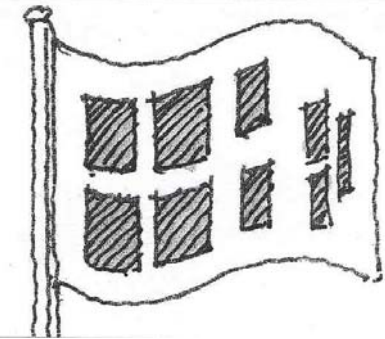
The following schedule sets out maximum criteria for various types of signs. Such signs may be permitted subject to the overall performance standards being met.

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


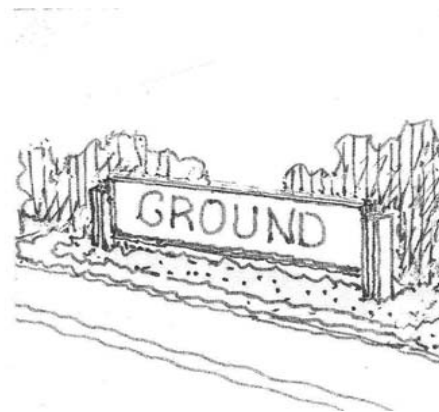
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>ABOVE AWNING SIGN An Above Awning Sign is an advertisement above an awning, verandah roof or the like.</p>		<p>Maximum size</p> <p>Maximum height above awning</p> <p>Extent</p> <p>Other requirements</p>	<p>Length - 2.7 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>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BILLBOARD SIGN</p> <p>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</p> <p>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>
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>
<p>TYPE OF SIGN</p>	<p>EXAMPLE OF TYPE OF SIGN</p>	<p>ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE</p>	


<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>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE
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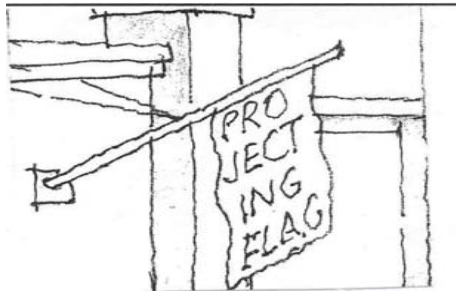
<p>FOOTWAY SIGN A Footway Sign is a portable, freestanding advertisement, normally supported by an 'A' or inverted 'T' frame, and typically displayed on a footway.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Location</p> <p>Other requirements</p>	<p>Height - 1.0 metre Width - 0.6 metre Depth - 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>

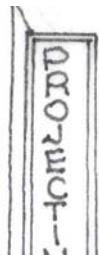
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
HAMPER SIGN			




<p>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>
<p>TYPE OF SIGN</p>	<p>EXAMPLE OF TYPE OF SIGN</p>	<p>ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE</p>	
<p>LANTERN SIGN</p>			






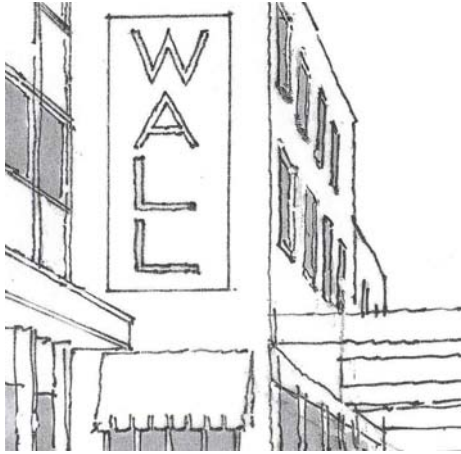
lighting fixture displaying the name and/or trade, business or calling of the occupant.		<p>Maximum number for a Home Occupation or Business</p> <p>Maximum edge dimension of lantern</p> <p>Maximum height</p> <p>Maximum illumination</p>	<p>One</p> <p>0.5 metre (ie to fit into a Cube of 0.5 x 0.5 x 0.5 metres)</p> <p>2 metres</p> <p>Not greater than a standard 100 watt incandescent bulb</p>
<p>POLE SIGN</p> <p>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 site street frontage</p> <p>Not erected to expose an unsightly back view of the sign</p> <p>2.4m² per side, for a maximum of two sides</p> <p>4.5 metres</p> <p>3 metres</p> <p>Erected within a landscaped environment</p>
<p>PROJECTING FLAG SIGN</p> <p>A Projecting Flag Sign is a non-illuminated, wall-mounted corporate flag.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Minimum spacing</p> <p>Minimum clearance</p>	<p>0.3 square metre per face</p> <p>4 per site</p> <p>2 metres</p> <p>2.4 metres to the footpath pavement.</p>
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
PROJECTING SIGN			




<p>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</p> <p>Maximum number Orientation Extent</p> <p>Maximum size</p>	<p>2.4 metres</p> <p>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>
<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>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE
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<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>
<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 Maximum width Minimum clearance between lowermost point of the sign and the footway Maximum area Minimum spacing between signs 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 0.75 metre 2.4 metres 2.4 square metres 6.0 metres 3.0 metres</p>

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

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>