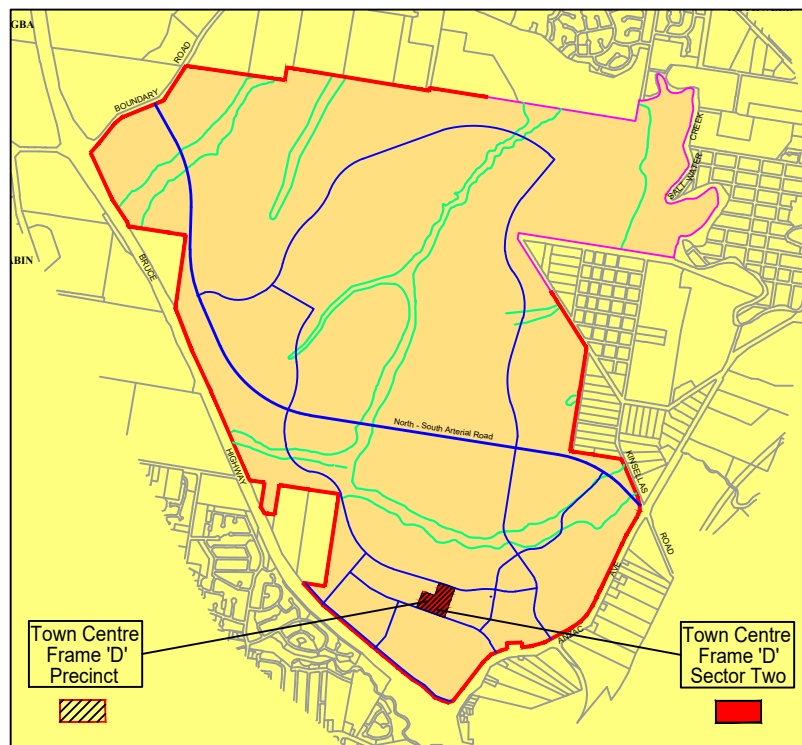


MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Sector Plan 020-2000



Town Centre Frame 'D' Precinct
Town Centre Frame 'D' Sector Two

April 2017

MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Sector Plan No. 020 - 2000

for

Town Centre Frame “D” Sector Two

**Town Centre Frame 'D' Precinct
North Lakes Development**

April 2017

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1. Introduction

1.1 Statutory Planning Context

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.

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.

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.

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.

The principal developer has created a sector to be known for planning purposes as *Town Centre Frame “D” Sector Two*. This document constitutes the Sector Plan for Town Centre Frame “D” Sector Two.

The location of the sector within the DCP is shown on Figure 1.

The Town Centre Frame “D” Precinct Plan 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.

1.2 Sector Development

The principal developer has created a sector to be known for planning purposes as Town Centre Frame 'D' Sector Two.

It is intended that the sector will include a range of mixed use activities including commercial, retail and residential development. The facilities will achieve a high level of integration with other complementary activities and adjoining and adjacent sectors within the town centre frame and the major shopping centre development area established within the town centre core.

2. Sector Plan Context

This sector relates and occupies all of the Town Centre Frame 'D' Precinct except for that area required for roads. The sector forms part of the Town Centre Frame land use element in the DCP.

The sector is bounded on its southern side by North Lakes Drive, by the balance of Precinct 020 on its western and northern sides and its eastern side by The Corso. The sector has an area of 2.463ha.

Land comprising the sector is described as Lot 80 on SP236568, and Lot 81 on SP236568, formerly part of Balance Lots 201 on SP224076 and 202 on SP218984, Parish of Redcliffe, County of Stanley. **Figure 2** - Cadastral Boundaries provides the boundaries of the sector plan in the context of the town centre frame.

3. Town Centre Frame Land Use Element

3.1 Desired Environmental Outcomes

The DCP includes a number of over-arching desired environmental outcomes (DEO's) as well as numerous DEO's for each element identified by the DCP. However, a number of the DEO's overlap a number of the elements. Therefore, DEO's within all relevant elements of the DCP must be read collectively in order to gain the overall meaning within the context of the DCP.

3.1.1 Relevant General DEOs

The general DEOs in the Town Centre Frame land use element are established in section 5.1.1 of the DCP. They are set out below:

- (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 planning 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.*

3.1.2 Specific DEOs

The specific DEOs for the Town Centre Frame land use element are established in section 5.1.2 of the DCP. They are set out below:

- (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.*

As stated in the introduction to this section, these DEO are not the only outcomes being sought by the DCP for the Town Centre. They must be read in conjunction with the entire DCP.

3.2 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 'D' Precinct Plan anticipates a range of Town Centre Frame land uses within this sector and has indicated this sector as a location that will principally be of a mixed use character that will support flexibility, accessibility and integration of activities and the built form with the town centre core, transport system, open space and the path network

3.3 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.*

4. Development & Landscape Concept

4.1 Development Concept

The central area of the Town Centre Frame, between this sector and Lake Eden, will be developed as a mixed-use, pedestrian friendly urban environment. It will ultimately provide a range of activities which may include community and education infrastructure, small scale retail, office and commercial premises, personal services, medium and high density housing, recreation and leisure activities, tourist/hotel, and a public transit centre. The character of this area will be diverse, intense and highly urbanised. Development will encourage activity at street level, such as cafes, small offices, specialty retailing and other related facilities. The Corso, dividing this central area of the Town Centre Frame, will be developed as a main street environment, anchored at one end by the main pedestrian plaza adjacent to the main pedestrian entry to the major shopping centre development area and at the other end by a lakeside village precinct.

North Lakes Drive and The Corso will be development as main street environments within the town centre. Development within the sector will reflect and build upon the functional relationships within the site, the adjoining sites and nearby town centre function in terms of land use, streetscape and built form.

North Lakes Drive, as the interface of the town centre core and town centre frame, will be developed as an urban main street and establish a high degree of integration between these two land use elements. It will be developed with

pedestrian scale character on both side of the street. This will include buildings up to the property boundary to define the street environment, generous footpaths, awnings, display windows and a high quality streetscape, urban design and character.

The Corso will be developed as a main street environment with the same essential elements of North Lakes Drive, anchored at one end by the main pedestrian plaza entry to the major Shopping Centre and at the other end by a lakeside residential village. Treatment of the streetscape in consideration of built form, pedestrian shelter, landscaping, pavement and street furniture is to reflect this role and transition.

Pedestrian and bicycle circulation to the Town Centre Core Sector will be a priority of the overall DCP area circulation and open space systems. A highly permeable system of pathways and bikeways will encourage the use of these means of transport as a viable alternative to the private vehicle.

Public transport access to the sector will predominantly be provided by a bus interchange to be conveniently located in the Town Centre Frame, with good pedestrian links to the Town Centre Core Sector. The bus network will ultimately provide both local and regional transport services.

Development in the Sector should:

- a) provide a mixed and flexible environment to meet future employment and consumer needs;
- b) respond appropriately to community expectations of the facilities and services likely to be found in the town centre;
- c) ensure connectivity, integration and strong functional and architectural relationships with the adjacent residential development and development within the balance of the Town Centre;
- d) ensure that car parking areas in the Sector are enhanced by landscaped vehicular and pedestrian links and that potential conflict points between vehicular and pedestrian movements are minimised through considerate design;
- e) where possible, provide opportunities for shared carparking and service areas between different developments and uses;
- f) follow good environmental practice which protects the amenity of the area;
- g) establish an atmosphere and scale appropriate at the fringe of a town centre and which is compatible with the adjacent residential development;
- h) ensure that building design defines main pedestrian thoroughfares and provides an interesting and inviting panorama for both pedestrian and vehicular traffic; and
- i) ensure that the main street environment of North Lakes Drive is maintained and continued along the southern end of Lakefield Drive through various methods including built form which defines street edges.

4.2 Landscape Concept

4.2.1 Overview

The landscape framework for the sector is in accordance with the design principles shown, indicatively on **Figure 5 – 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.

4.2.2 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 (refer **Appendix B: Image 1**). This high level of integration will be achieved in the context of, and will be complementary to, the landscape character of the town centre core development fronting North Lakes Drive.

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 (refer **Appendix B: Image 2**).

Landscape planting is proposed to achieve the following:

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

The use of native species as the predominant plantings will visually reflect the original natural setting of the DCP area, as well as offer benefits of reduced maintenance and water requirements. Exotic and flowering species may be used occasionally as feature planting to announce entries to the sector, to provide shade

trees in public outdoor spaces or as accents of colour and texture within the framework of native plant material.

Planting layout and planting density will ensure that opportunities are maintained for casual surveillance of vehicle drop-off areas, arrival areas, service areas and car parking areas.

Landscaping and street furniture within the sector will:

- (i) positively contribute to the character, amenity and safety of public spaces;
- (ii) exhibit a general design theme and continuity of materials, forms and elements;
- (iii) be in scale with the buildings and outdoor spaces;
- (iv) create a comfortable and attractive environment;
- (v) be provided in locations that do not compromise public safety;
- (vi) contribute to the town centre identity and assist with visitor orientation and identification; and
- (vii) blend with the landscaping of the adjoining major streetscapes.

4.2.3 Landscape Staging

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

4.2.4 Implementation

The species of trees, shrubs and groundcovers are to be selected from the Plant List for this sector included in **Appendix C - 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 adjacent to the sector, such as North Lakes Drive and The Corso 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.

5. Land Use Rights

5.1 Development Assessment

In accordance with section 2.4.9 of the DCP, the final specification of land use rights for land in the sector will be chosen from the Supplementary Table of Development for the particular land use element in the DCP.

Land in the sector may be used for the purposes specified in the DCP in column A of the Supplementary Table of Development for the Town Centre Frame 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).

The following purposes in Column B of the supplementary table of development for the Town Centre Frame land use element are nominated for the land in this sector:

- Accommodation Units
- Amusement premises
- Apartments
- Car Park
- Car Wash
- Catering premises
- Child care centre
- Commercial services
- Community dwellings
- Community premises
- Convention centre
- Cultural facility
- Educational establishment
- Entertainment library
- Estate sales office
- Family day care centre
- Hotel
- Indoor recreation
- Licenced club
- Motel
- Occasional market
- Office
- Outdoor recreation
- Outdoor sales
- Passenger terminal
- Place of worship
- Restaurant
- Sales and information centre
- Shop <300m² GFA
- Shopping centre <1,500m²
- Special use
- Technology industry
- Tourist facility
- Townhouse units
- Veterinary clinic

The other purposes set out in column B of the Supplementary Table of Development for the Town Centre Frame land use element are permissible purposes for land in the sector (i.e. they become column C purposes).

Each use or combination of uses must not exceed the requirements and provisions of this sector plan unless Council's approval under section 11 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 12.5.3.

The Supplementary Table of Development (Town Centre Frame) setting out the final specification of land use rights for land in this sector is contained in **Appendix A - Supplementary Table of Development**.

6. Development Character

6.1 General Character of Development

6.1.1 Implementation

Development will reflect the development character established in this sector plan. Where the desired character is illustrated by diagrams, images or plans, development is undertaken in accordance with such diagrams, images or plans and will be considered to be consistent with the sector plan.

6.1.2 Development Principles

The sector is located in a functionally and visually prominent part of the town centre. It 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 intense community activities along a pedestrian-friendly, main street environment on North Lakes Drive and a pedestrian friendly, pedestrian priority urban environment transitioning from main to secondary street.

The character of this sector will be intense and highly urbanised. The community focus of development in the sector will contribute to anticipated high levels of activity for extended hours of the day and night. Built form and frontage, awnings, street furnishings, paving treatments, plantings and lighting will accommodate and complement such activity.

Buildings in the sector will ultimately be built to the street frontages and address the frontages while presenting attractive facades to the car parking areas and the boundaries with adjoining sectors. On The Corso frontage, buildings are generally to be built to the boundary; however setback variations are considered acceptable where a proposed use is conducive to the provision of high quality landscaping and shelter structures at the ground level, incorporated to achieve a pedestrian friendly, “main street” environment. Landmark buildings should present to The Corso corners of the sector with the built form providing a “bookend” at the stepped sections of The Corso street alignment. 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.

In height, buildings will be at least two storeys above street level in scale and will exhibit architecture in keeping with the town centre location. Assessment of buildings taller than two storeys may require the built form to 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. (Refer to **Appendix B: Image 3**)

Pedestrian comfort at ground level will be considered with any development along The Corso. 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. (Refer to **Appendix B: Images 4 and 5**)

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 (refer to **Figure 2 - Sector Plan Map**). 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.

6.1.3 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 eg. 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.

6.2 North Lakes Drive

6.2.1 Character of North Lakes Drive

The main street environment of North Lakes Drive will include a pedestrian-scale streetscape, with buildings defining the street environment, generous footpaths and a high quality urban design character (refer **Appendix B: Image 5**).

In the initial stages of development, when the road will function as a two-lane road, on-street short term parking will be provided within the main street section along both sides of North Lakes Drive. The road may eventually operate as a four-lane road with the removal of the parking lanes. It will also provide bus pick-up and set down which will be retained if parking is removed.

There will be a short transition in North Lakes Drive within the first block west from its intersection with Memorial Drive, from a major access road to a two-lane main street environment with no median. This main street environment continues across the frontage of the major shopping centre development area and at the western end of the major shopping centre development area, may revert to a median divided road.

6.2.2 Development Fronting North Lakes Drive

The North Lakes Drive frontage of the Sector is to be the interface between the Town Centre Core and the Town Centre Frame, and is to contribute to the establishment of a high degree of integration between these two (2) land use elements. Buildings must create a strong link with the buildings defining the opposite side of North Lakes Drive (Precinct Plan 002) through the use of consistent architectural themes, materials and finishes. The buildings along North Lakes Drive are to be actively managed and tenanted to ensure that active frontages are maintained and positively contribute to the overall level of activity in the Town Centre.

The “main street” environment of North Lakes Drive, as described in Precinct Plan 002, is to include a pedestrian-scale streetscape with buildings defining the street environment, tree-lined footpaths and high quality urban design characteristics. In the initial stages of development, North Lakes Drive is to function as a two lane road with on-street short term parking provided within the road reserve along both sides of North Lakes Drive. The road may eventually operate as a four lane road with the removal of the parking lanes. Bus pick-up and set-down areas will be retained if parking is removed along North Lakes Drive.

Development will ultimately extend along North Lakes Drive from the intersection with The Corso to frame the street with a continuous edge of buildings and landscaping. Buildings will have an outward oriented design, and be pedestrian friendly with active frontages. The frontage development must be at least two storeys in appearance from North Lakes Drive but may consist of a mix of single storey and two storey tenancies. The expansion of buildings and landscaping must ensure a continuous built form and streetscape treatment along North Lakes Drive (refer **Appendix B: Image 6**).

6.2.3 Landscape Character of North Lakes Drive

The Landscape character of North Lakes Drive will be in accordance with **Figure 5 – Landscape Concept Plan**. Where landscaping along North Lakes Drive is implemented for the purpose of screening parking areas and providing lighting and street planting elements these attributes will be incorporated to soften the

appearance and give scale to buildings within the sector, articulate urban spaces and provide shade for on street car parks, bus stop waiting areas and adjacent pedestrian areas.

Street furniture will exhibit a general design theme and continuity of materials and elements, as well as create a comfortable and attractive environment. They will contribute to the town centre identity and assist with visitor orientation and identification.

6.3 The Corso

6.3.1 Character of The Corso

The Corso will have its southern anchor in the shopping centre (town centre core) and continue north through this sector to terminate at the lakefront plaza at the edge of Lake Eden. This spine will be developed as a continuous series of urban outdoor spaces, making it an ideal location for active frontage developments and pedestrian-based activities.

The Corso will be developed as a pedestrian-friendly “main” street environment with a particular emphasis on the quality of public spaces and landscaping. It is intended to function as a local street.

The character of the street adjacent to the sector will allow for the high intensity pedestrian activity anticipated at the North Lakes Centre by providing open footpaths offering shelter, visual interest through appropriate street plantings, public art and furnishings, and high levels of accessibility for all members of the community.

The Corso will be constructed as a two-lane road with kerbside car parking set into kerblines build-outs (refer **Appendix B: Image 11**). It will be widened in its middle section to provide greater opportunities for community activities in the street. Plantings in the kerblines build-outs will ultimately create a high level of arboreal amenity creating a visual continuity within the street and providing shade to on-street car parking and adjacent pedestrian areas.

The Corso will be a low vehicular traffic environment with a distinctive, pedestrianised character.

6.3.2 Development Fronting The Corso

Development in the sector fronting The Corso will be integrated with the landscaping and paving treatments of the street to create a pedestrian-friendly environment. (Refer to **Appendix B: Image 12**)

Development will ultimately address the street, generally be built up to the boundary, and will be at least two storeys in scale. Development which is setback from the boundary is acceptable where it demonstrates compliance with the Town Centre Frame DEOs to the satisfaction of Council. Taller buildings may need to step back from the street for the upper levels and incorporate podiums that

continue the building heights of the street frontage and their facades. The scale of buildings framing The Corso will be sensitive to the creation of urban spaces appropriate to the pedestrian use of this area. Integration of building design, urban spaces and landscaping will be critical to achieving a visually cohesive environment.

Development will present active frontages addressing the street, with the transition between the street and the ground level enhanced by highly accessible pedestrian entries (refer **Appendix B: Image 13**). The expansion of buildings and landscaping along The Corso will ensure a continuous combination of building edge and streetscape treatment, so that the street continues to be framed, with the exception of vehicle and pedestrian access points to the rear of the development.

Changes in gradient along The Corso will be accommodated in a gradual slope, possibly providing appropriate public spaces, outdoor meeting areas and barrier-free access to buildings (refer **Appendix B: Image 14**).

Pedestrian entries from The Corso to car parking at the rear of development are generally to be adjacent to but separate from vehicle entries. Secured pedestrian entries may be provided to buildings from the car park at the rear of the development.

6.3.3 Landscape Character of The Corso

The Landscape character of The Corso will be in accordance with **Figure 5 – Landscape Concept Plan**.

The landscape treatment of the pedestrian interfaces along The Corso will include a high quality streetscape urban character. Landscape planting will soften the appearance and give scale to buildings within the sector, articulate urban spaces, provide shade for on street car parks and adjacent pedestrian areas, and reduce glare from parked vehicles and nearby buildings.

At the ground level, a combination of high-quality landscaping elements, pedestrian shelter/s, and planting will be utilised where a building is to be setback from the street frontage. The design is to create an attractive, pedestrian friendly environment, with the intent to highlight the entrance to the sector.

Landscaping and street furniture must exhibit a general design theme and continuity of materials and elements, as well as create a comfortable and attractive environment. They will contribute to the town centre identity and assist with visitor orientation and identification.

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

7. General Development Requirements

7.1 Introduction

In accordance with the DCP (section 2.4.2), a sector plan will specify for the development of land in the sector, the following matters:

- (a) the land use rights;
- (b) development requirements;
- (c) design and siting measures;
- (d) landscaping guidelines;
- (e) signage guidelines;
- (f) car parking requirements;
- (g) development densities;
- (h) environmental management plan requirements for development in the sector;
- (i) any matters required by the DCP to be included in the sector plan; and
- (j) requirements for subdivision.

The development requirements and guidelines established in this section of the sector plan apply to all development within the sector, except for drainage and plumbing works.

The DCP (section 1.11) states that to the extent a sector plan does not address these matters, then the provisions of the planning scheme relevant to the particular form of development will prevail.

7.2 Subdivision Requirements

As shown in *Appendix F – Proposed Metes and Bounds Description* the total area of the Sector is 9233m².

The indicative area and frontage width of the allotment within the Sector is shown on *Figure 6 - Indicative Plan of Subdivision*.

Access to future allotments within the Sector is to be from The Corso, Lakefield Drive, and via any existing shared accesses on Endeavour Boulevard. Access should be in line with areas of the site affected by the “No vehicular access permitted” designation.

Reciprocal access easements are to be created in order to provide shared access for all adjoining allotments and future uses in line with those illustrated in *Figure 4- Sector Plan*.

The minimum area and frontage of any future proposed allotment within the Sector is to be as follows:

- (i) Minimum Lot Area 1,800m²
- (ii) Minimum Frontage Width 30m

7.3 Development Requirements

7.3.1 Complying Development

Complying development in the sector will be consistent with the development requirements established in this sector plan. Development which is not complying development is not preferred development and will require impact assessment.

7.3.2 Staged Development

On completion of work in any stage, the remainder of the lot must be cleared of all rubble, debris and construction material and equipment and landscaped to the satisfaction of Council so as to be capable of being maintained.

Each stage must form a coherent development and any future development sites must be provided with temporary landscaping, so the presentation of the lot to the street does not give a temporary or partially completed appearance.

7.3.4 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.

For buildings fronting North Lakes Drive, all services, waste storage and removal, plant areas and vehicular access must be accessed from within the site.

Landscaping and other solid screening devices will be used to screen undesirable views of service areas, loading bays, refuse areas and plant and machinery. (refer to **Appendix B: Image 15 and 16**). Solid screening devices will screen these areas to views from North Lakes Drive and The Corso, the East-West Road and from adjoining sectors.

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.

7.3.5 Plant & Equipment

Plant and equipment will comply with the following requirements:

- (a) 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;
- (b) 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.
- (c) The amenity of the area will be protected from noise, vibration, smells, fumes and electrical interference;
 - (d) 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;
 - (e) In respect to ultimate electricity demand for individual sites, the built form developer is to supply an in-building chamber substation, to Energex's requirements for a transformer and switchboards etc when demand exceeds 100kVA.

7.3.6 Telecommunications 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.

7.4 Development Intensity

Development in the sector typically will be of a high intensity in recognition of the location of the sector in relation to the town centre core and the town centre generally.

To achieve the high quality architectural and urban design outcomes sought for this sector, the most appropriate controls for development intensity in the sector are those of building site coverage, combined with building height, car parking requirements and required landscaping areas.

Development site cover in the sector is permitted in the sector up to 100% of the sector, providing that:

- (a) development is in context with, and visually compatible with the appearance of any neighbouring buildings if constructed;
- (b) any required pedestrian thoroughfare is accommodated within the site;
- (c) adequate pedestrian facilities including pedestrian shelters are provided at ground level;
- (d) sufficient on-site car parking is provided.

The sector plan recognises the possibility that some surface car parking will be provided, while allowing buildings to be erected above the car parking spaces. This is referred to on the sector plan map (**Figure 4 – Sector Plan Map**) as the 'combined building and car parking area'.

The minimum building height, measured from finished ground level at any point to the eaves of any building, is two storeys. Buildings above two storeys generally may include a podium for the first two storeys with additional storeys to promote articulation of the facades.

Development in the sector will provide at least 10% of the sector for landscaping and garden space.

7.5 Design & Siting Measures

7.5.1 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 6 of this sector plan. **Appendix B - Images**, illustrate a range of desirable urban design outcomes for building forms, architectural elements and landscape character within the Town Centre Frame 'D' Sector. They provide examples of acceptable solutions for the intended form of development within the sector and can be used as a basis on which to assess development proposals received with development application(s) for a material change of use, building work and operational works.
- (b) A distinctive, contemporary architectural style is to be adopted which is suited to the South-East Queensland climate and local culture.
- (c) The architectural character of buildings fronting North Lakes Drive must promote an urban atmosphere (refer relevant images in **Appendix B**). Facades must present small-scale incidental tenancies with a continuity of architectural character to at least North Lakes Drive and The Corso.

7.5.2 Building Setbacks

- (a) Building development in the sector fronting North Lakes Drive will include the following:
 - (i) zero building setbacks to North Lakes Drive, which will permit minor variations and articulation in the facades to ameliorate the visual effects of building length and bulk;
 - (ii) continuous building frontages, except where car parking and pedestrian entries are required;
 - (iii) continual weather protection in the form of awnings to a minimum depth of 3.7 metres. Variations in the materials and finishes of these awnings are acceptable, provided they are set at a compatible height and complement adjoining development (refer **Appendix B: Image 17**). Council may consider on its merits, the occasional use of

colonnades to provide pedestrian weather protection if the colonnade is light weight in appearance and conducive to active frontage uses;

- (iv) variations in the materials and finishes of the awnings are acceptable, provided they are set at a compatible height and complement adjoining development (refer to **Appendix B: Images 1, 4, 9 and 13**); and
 - (v) development is to be sensitive to the issues of sunlight penetration to urban outdoor areas.
- (b) Building development fronting The Corso will include the following:
- (i) generally zero setbacks for buildings fronting The Corso, which will permit minor variations and articulation in the facades to ameliorate the visual effects of building length and bulk. At the ground level, high-quality landscaping elements, and other streetscape treatment shall be incorporated where buildings are setback from the street frontage;
 - (ii) continual weather protection to a minimum depth of 3.7 metres, except where vehicular access ways are provided. 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 (refer to **Appendix B: Images 1, 4, 9 and 13**); and
 - (iv) development is to be sensitive to the issues of sunlight penetration to urban outdoor areas.

7.5.3 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 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.

7.5.4 Building Height & Form

- (a) New buildings and landscaping works along North Lakes Drive and The Corso will ensure a continuous urban edge and streetscape treatment, so that the street continues to be framed (refer to **Appendix B: Image 18**).
- (b) All buildings fronting North Lakes Drive and The Corso will:
 - (i) have a minimum building wall height of five metres above finished ground level. Where single storey development occurs it will include a two storey façade (minimum of eight metres high along North Lakes Drive) built on the property boundary;
 - (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 10 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 (refer to **Appendix B: Image 3**);
 - (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 (refer to **Appendix B: Images 19 and 20**);

- (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.
- (c) For development fronting North Lakes Drive, in addition to the criteria set out in (a) and (b) above, the building designs are to:
- (i) complement the character of the development in the town centre core, particularly the frontage development in North Lakes Drive;
 - (ii) reinforce the importance of the sector as a focal point to the intersection of North Lakes Drive and The Corso;
 - (iii) at the ground level only, contain small scale incidental tenancies which have active frontages to North Lakes Drive;
 - (iv) not include articulated or broken frontages nor have internal service bays accessed from North Lakes Drive. Any service bays for these

- buildings must be accessed from the internal laneway;
- (v) feature flexible frontages, such as bi-fold doors or swing doors. Manually operated sliding glass doors are not acceptable. If other forms of openings are proposed they must not detract from the planning intentions for active frontage development.
- (d) For development fronting The Corso, in addition to the criteria set out in (a) and (b) above, the building designs are to:
- (i) complement the character of development in the town centre core, particularly the frontage development in North Lakes Drive;
 - (ii) reinforce the importance of the precinct as the key corner stone to the intersection of North Lakes Drive and The Corso;
 - (iii) provide a strong urban design link between the town centre core and Lake Eden;
 - (iv) contribute to the pedestrian character of the street by the use of open and accessible building forms;
 - (v) convey the strong characteristics of Queensland vernacular architectural design;
 - (vi) at the ground level only, contain small scale incidental tenancies which have active frontages to The Corso;
 - (vii) not include articulated or broken frontages nor have internal service bays accessed from The Corso. Any service bays for these buildings must be accessed from the internal laneway;
 - (viii) feature flexible frontages, such as bi-fold doors or swing doors. Manually operated sliding glass doors are not acceptable. If other forms of openings are proposed they must not detract from the planning intentions for active frontage development;
 - (vi) focus on the intersection of The Corso and North Lakes Drive as Stage One and progressively develop built form along North Lakes Drive and The Corso.

7.5.5 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 North Lakes Drive, The Corso and the East-West Road.

- (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.

7.5.6 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.

7.5.7 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.

7.5.8 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 (refer **Appendix B: Image 21**).
- (b) The design of buildings fronting The Corso will respond to the westerly exposure, whereas buildings fronting Endeavour Boulevard will respond to the northerly exposure and solar access in the winter. The design of buildings fronting North Lakes Drive will respond to the southerly aspect by recognising the potential impacts of cold westerly winds in winter and limited cooling breezes in summer. The use of these areas for active urban spaces may also be enhanced by the provision of shade structures, overhangs, awnings, colonnades, screens and the like to improve comfort levels and provide relief from the weather.
- (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, overhangs, sills or other treatments, to reduce the exposure to direct sunlight, heat and glare, while windows in external walls should be recessed or shaded wherever possible to achieve energy savings;
 - (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 precinct 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) All residential buildings within this precinct should generally achieve the “suggested solutions” as stated in the Queensland Residential Development Guidelines - Attached Housing.
- (f) 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.

7.6 Landscaping Guidelines

7.6.1 Landscape/Townscape Concept

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

7.6.2 Requirements

Landscaping in the Sector must:

- (i) correspond with the design principles illustrated on *Figure 5 – Sector Landscape Plan*;
- (ii) generally achieve the landscape character described above and the landscape concept described in section 4.2 of the Precinct Plan;
- (iii) provide a minimum landscaped strip 1.5 metres along internal boundaries to separate parking areas;
- (iv) be designed to complement and integrate with the landscaping and design character of adjoining Sectors and Precincts;

- (v) include canopy trees, planted by the Principal Developer, generally with a minimum clear trunk of 1.8 metres planted at informal intervals within the road reserve of street frontages. Street trees are intended to provide visual continuity to the street, reduce the road scale and provide shade to on-street car parking and adjacent pedestrian areas;
- (vi) reduce the appearance of an expanse of car parking areas by providing advanced shade trees at the rate of not less than one (1) tree per six (6) parking spaces and by providing low plantings along car parking aisles which do not impact on driver's sightlines;
- (vii) screen car parking areas from roads and other areas readily accessible to the public but occasional views of key elements of each proposed building may be provided;
- (viii) provide adequate landscaped areas so as to create a landscape setting and passive recreation space for development;
- (ix) allow for pedestrian linkages and landscape planting extending from entry points to development sites within the Sector to connect, where possible, through car park areas to the pedestrian pathway associated with internal driveways;
- (x) be employed to reduce reflected glare from building facades;
- (xi) not compromise pedestrian safety from vehicles accessing sites within the Sector or in surrounding development;
- (xii) be capable of efficient and effective maintenance;
- (xiii) generally frame entry areas to sites;
- (xiv) screen services such as electricity substations and transformers in a way that does not affect the streetscape;
- (xv) delineate between the pedestrian and vehicular environments, as well as to provide some relief from headlight glare and visual monotony; and
- (xvi) where retaining walls or batters are required, provide a landscape buffer located clear of these works to reduce the impact of the wall if visible from a street. Retaining walls and batters must be of a scale and materials that complement the surrounding built environment while responding to landform.

7.6.3 Fencing - General Requirements

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

- (i) if fencing is proposed to side and rear boundaries, the height of fencing must not exceed 1.8 metres and must be transparent through use of spaced timber palings or similar;
- (ii) fencing is not to be provided to any street frontage unless integrated with the landscaping to these frontages and set back at least 2 metres from the frontage. Fencing may not exceed 1.2 metres and needs to be at least 75% transparent;

- (iii) Where any fencing is visible from a road frontage, access easement, pedestrian footpath or similar, the fence shall be black powder-coated, metal tube style fencing, as provided elsewhere in the Town Centre Frame.

7.6.4 Plant Species Guidelines

Planting within the Sector is encouraged to incorporate:

- (i) plant species themes that are consistent and complementary to surrounding development. The species of trees, shrubs, and groundcovers used within the Sector should be selected from the Plant List included in *Appendix C - 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;
- (ii) the use of native species as the predominant plantings to visually reflect the original natural setting of the DCP area, as well as offer benefits of reduced maintenance and water requirements. Exotic and flowering species may be used occasionally as feature planting, to announce entries to the Sector, to provide shade trees in public outdoor spaces, or as accents of colour and texture within the framework of native plant material; and
- (iii) planting densities and heights appropriate for particular areas such as vehicle sales yards, retaining walls and the like are to be shown on a Landscape Plan submitted as part of the Material Change of Use application.

7.7 Signage & Artwork

Signage in the Sector must:

- (a) with respect to signage that identifies development within the Sector and associated development, be generally integrated with any frontage walls, entry statements or entry structures, if provided. This signage may be located along the frontage of The Corso and North Lakes Drive;
- (b) be limited to signage integrated into any proposed buildings;
- (c) where appropriate, include directional signage for visitors which may include logos/names of the use;
- (d) consist of high quality materials, form, scale and proportions and be coordinated to the built form throughout the Sector, while providing sufficient flexibility for corporate identification and marketing purposes;
- (e) ensure that lighting of any signage will not cause a nuisance to drivers or pedestrians;
- (f) be visible, legible and not result in a cluttered or discordant streetscape;
- (g) provide limited use of highly reflective finishes;
- (h) incorporate professional and coordinated graphics;
- (i) not permit bunting, streamers, sandwich boards and other low-quality, temporary, or opportunistic signs; and

- (j) ensure that any support structure or cabling to illuminate signs will not be visible.

7.7.1 Signage Guidelines

- (i) Signage guidelines are included at *Appendix E - Town Centre Signage Guidelines*. The Signage Guidelines are to be taken into consideration, along with other relevant issues, when considering matters regarding signs and architectural graphics of all kinds. They are not to be interpreted as giving rights to any number or types of signage.
- (ii) A Coordinated Signage Plan is to be submitted with any development application for Material Change of Use within this Sector. The Coordinated Signage Plan must distinguish between artworks/murals, on-site business advertising, animated signage, and “third party” advertising in terms of sign dimension, location, illumination, and animation on the face of the sign.

7.7.2 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 (eg the possible future senior secondary college, the future public transport station, the major shopping centre development in the town centre core). 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.

7.8 Car Parking & Access Requirements

7.8.1 General Car Parking Considerations

- (a) 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.

Major pedestrian routes are to be given priority with adequate safety measures provided at conflict points. Traffic signals are to be provided at the intersection of The Corso and North Lakes Drive to connect the pedestrian priority function of the The Corso to the major shopping centre entry from North Lakes Drive.

- (b) 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.
- (c) 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. Car parking requirements for proposed development are to be determined in consideration of a traffic engineers assessment report in accordance with Section 13.3 of the DCP.
- (d) 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.
- (e) 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.
- (f) 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.
- (g) 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 development fronting any road frontage. This “sleeving” of the car parking area will maintain active frontages where required by this sector plan.
- (h) 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.

7.8.2 Access Requirements

The sector plan map (**Figure 4**) illustrates the arrangement of external major roads, signalised intersections, indicative vehicular, major cycle and pedestrian routes, 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 minimise queuing across pedestrian areas.
- (c) Pedestrian and vehicular access lanes into the sector will comply with Council standards. 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, particularly across the footpaths to The Corso, Lakefield Drive, and Endeavour Boulevard;
 - (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 from The Corso, Lakefield Drive, Endeavour Boulevard, and the internal pedestrian routes between the North Lakes Centre and buildings on land in other sectors
 - (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 North Lakes Drive and The Corso will be developed as a pedestrian-friendly environment, with convenient pedestrian access and interaction across North Lakes Drive from the town centre core to the town centre frame. This will be achieved by priority crossings for pedestrians in North Lakes Drive where appropriate (refer **Appendix B: image 3**).
- (h) The intersection of The Corso and Endeavour Boulevard will be developed as a vehicular traffic priority street but with 'threshold treatment' in the entrance to The Corso to identify the change in the traffic environment and character of the street.
- (i) 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.
- (j) 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.
- (k) 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.

7.8.3 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 to the North Lakes Centre. 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.

7.8.4 Bicycle Parking

Employee and customer bicycle parking spaces and the type of bicycle parking devices are to:

- (a) be generally in accordance with *Appendix D – Bicycle Parking Requirements*;

- (b) include one (1) shower cubicle with ancillary change room per ten (10) bicycle spaces required by 7.8.4 (i) above. Facilities may be utilised by both males and females provided adequate privacy and accessibility is ensured for both sexes; and
- (c) if the demand for the bicycle spaces is not consistent with the table contained in Appendix D, Council, on a case by case basis, may permit a reduction of the number of end of trip facilities.

8. Environmental Management

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

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

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

9. Infrastructure Obligations of Principal Developer

9.1 Overview of Infrastructure Obligations

The infrastructure required to be provided by the principal developer to serve the sector includes internal and external infrastructure to be provided in accordance with the MHIA and infrastructure agreements made with the State Government in accordance with the DCP.

The infrastructure obligations relevant to the Town Centre Frame 'D' Sector Two are summarised in this sector plan:

Roads

Unless already constructed the Principal Developer must construct the following roads including carriageways, stormwater drainage, verges, bus set downs, footpaths, bikeways, landscaping, traffic control devices, traffic signals and street lighting as applicable. Any reference to initial construction in this section is referenced to construction approved by the Council in accordance with the rezoning conditions, the MHIA 1999 and where applicable the MHIA – Main Roads.

- (i) All roadwork that are required to service the sector in accordance with the MHIA 1999 and where applicable the MHIA – Main Roads).
- (ii) Bikeways and pathways required along road frontages of the sector in accordance with the MHIA 1999.
- (iii) Traffic signals at the intersection of The Corso and North Lakes Drive to manage pedestrian flows resulting from surrounding land uses and

between the major shopping centre, and the Public Transport Interchange to be provided by the end of 2011.

Water

- (i) Reticulation systems along all internal roads to service all properties in the sector;
- (ii) Those sections of the mains shown on **Figure B – Water Supply Headwork's**, necessary to service the anticipated demand in the Sector; and
- (iii) Make contribution towards water headwork's and bulk water supply in accordance with MHIA.

Sewerage

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

Park

- (i) 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.

Electricity Supply, Lighting and Communications

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

9.2 Infrastructure Affected or Required by Development of the Sector

- (i) The development of the Sector may place demands on the following infrastructure:
 - (a) Roads external to the DCP area and the Sector;
 - (b) Water supply infrastructure;
 - (c) Sewerage infrastructure;
 - (d) Stormwater infrastructure;
 - (e) Parks;
 - (f) Community facilities;
 - (g) Electricity and gas supply;
 - (h) Communications systems; and
 - (i) State Government Infrastructure.
- (ii) The infrastructure described in clause 9.1 above, together with the obligations of the Principal Developer under infrastructure agreements will mitigate the adverse affects on the above infrastructure.

9.3 How the Required Infrastructure Relates to the Infrastructure Agreements

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

10.0 Detailed Infrastructure Program

10.1 Estimated Date for Provision of Infrastructure

The Principal Developer is to provide the infrastructure referred to in clause 9.1 of this document at times to satisfy the requirements of the MHIA. The majority of the infrastructure has been completed during 2005.

10.2 Intended Provider

The Principal Developer is to provide the infrastructure referred to in Section 9.1 at times to satisfy the requirements of the Rezoning Conditions and the MHIA which provides for the infrastructure to be constructed to meet the rate of development in the Sector.

10.3 Other Works Dependent on Infrastructure Provision

No other works depend on the provision of the infrastructure specified in Section 9.1.

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

10.4 Other Relevant Information

10.4.1 Estimated Water and Sewerage Demands

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

For the purpose of assessing water supply capacity, the estimated number of equivalent Tenements for this Sector is 36.945 ET's;

For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this Sector is 73.89 EP's and

- (i) 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 is to approve the alternative use provided the developer demonstrates that:
 - (a) 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;
 - (b) the principal developer has confirmed, in writing, that the increase demand will not prevent servicing the total number of ETs or EPs provided in the MHIA; and

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

APPENDIX A

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

**SUPPLEMENTARY TABLE OF DEVELOPMENT
(TOWN CENTRE FRAME 'D' PRECINCT)
FOR TOWN CENTRE FRAME 'D' SECTOR TWO**

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> <ul style="list-style-type: none"> Accommodation Units Amusement premises Apartments Car Park Car Wash Catering premises Child care centre Commercial services Community dwellings Community premises Convention centre Cultural facility Educational establishment Entertainment library Estate sales office Family day care centre Hotel Indoor recreation Licensed club Motel Occasional market Office Outdoor recreation Outdoor sales Passenger terminal Place of worship Restaurant Sales and information centre Shop <300m² GFA Shopping centre <1,500m² Special use Technology industry Tourist facility Townhouse units Veterinary clinic 	<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>	<ul style="list-style-type: none"> 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 Detached house Display home Domestic storage and recreation structures where <8% of the site area Extractive industry Fuel depot General industry Hazardous industry Heavy vehicle parking Heavy vehicle sales Host farm Institution Junk yard Kennels Lot feeding Motor sport or shooting Occasional market Public utilities Piggery Poultry farm Recycling depot Rural industry Retirement Village Shopping centre >1,500m² GLA Showground Simulated conflict Stable Stock sales yard Transport terminal Transportable home village Turf farming

APPENDIX B

STREETSCAPE / CHARACTER IMAGES

**NORTH LAKES DEVELOPMENT
STREETSCAPE / CHARACTER IMAGES
TOWN CENTRE FRAME “D” SECTOR TWO (SECTOR PLAN 020-2000)**



Image 1 – Acceptable

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



Image 2 – Acceptable

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



Image 3 – Acceptable

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



Image 4 – Acceptable

Where buildings are proposed to be located at the corner, an outward orientated building design is required and where appropriate, generous footpaths, awnings, display windows and a high quality streetscape urban design character.

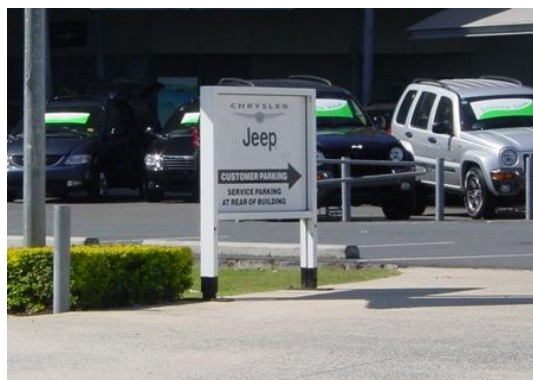


Image 5 - Acceptable

Directional signage can include business logo.

Unacceptable

Signage should be integrated with landscaping frontage treatment.



Image 6 - Acceptable

Varied roofline and integration of signage into built form.

Unacceptable

Ill-defined access and lack of landscaping.

**NORTH LAKES DEVELOPMENT
STREETSCAPE / CHARACTER IMAGES
TOWN CENTRE FRAME “ED” SECTOR TWO (SECTOR PLAN 020-2000)**



Image 7 – Acceptable

Convenient and safe pedestrian and cyclist access within or to development adjacent to the Sector. Such access is to be integrated with the path, carpark and street system.



Image 8 – Unacceptable

Multiple signs and repetition.



Image 9 - Unacceptable

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



Image 10 - Unacceptable

Inappropriate streetscape treatment due to lack of landscaping and signage clutter and exposed carparking.



Image 11 – Acceptable

Corner treatments should provide a building design orientation and presentation towards both street frontages.



Image 12 – Acceptable

Architectural features, building design and rooflines that are compatible with residential development in terms of height, scale and bulk, complement the overall building design and include varying elements for visual interest.

**NORTH LAKES DEVELOPMENT
STREETScape / CHARACTER IMAGES
TOWN CENTRE FRAME**



Image 13 – Acceptable

Two storey building scale, awnings, outdoor seating, interesting street furniture, and use of footpath contributes to a vibrant and active main street environment



Image 14 – Acceptable

Acceptable development will present active street frontages addressing the street and incorporate pedestrian awnings to provide continual weather protection.



Image 15- Acceptable

Buildings fronting North Lakes Drive will include zero setbacks and awnings to provide continual pedestrian shelter, integrated street treatment and landscaping in pedestrian friendly main street environment

APPENDIX C

PLANT LIST

**Appendix D: Indicative Plant Schedule -
Town Centre Frame D' Sector Two**

Botanical Name	Common Name
Trees & Palms	
Acmena smithii	Lilly Pilly
Agathis robusta	Kauri Pine
Allocasuarina littoralis	Black She Oak
Allocasuarina torulosa	Forest She Oak
Araucaria cunninghamia	Hoop Pine
Archontophoenix cunninghamia	Pickabean Palm
Backhousia citriodora	Lemon Scented Myrtle
Backhousia myrtifolia	Carrol
Banksia integrifolia	Coast Banksia
Barklya syringifolia	Crown of Gold Tree
Brachychiton acerifoliun	Flame Tree
Brachychiton rupestre	Bottle Tree
Buckinghamia celsissima	Ivory Curl Flower
Callistemon salignus	Pink Tips
Callistemon viminalis	Weeping Bottlebrush
Callitris columellaris	Bribie Island Pine
Cassia fistula	Golden Shower Tree
Cassia javanica/Cassia siamea	Cassia
Castanospermum australe	Black Bean
Casuarina cunningghiana	River She Oak
Casuarina glauca	Swamp She Oak
Cupaniopsis anacardioides	Tuckeroo
Elaeocarpus eumundii	
Eucalyptus citriodora	Lemon Scented Gum
Eucalyptus ptychocarpa	Swamp Bloodwood
Eucalyptus curtisii	Plunkett Mallee
Euodia elleryana	Pink Euodia
Ficus Hillii	Hill's Fig
Ficus macrophylla	Moreton Bay Fig
Ficus rubignosa	Port Jackson Fig
Flindersia australis	Crows Ash
Flindersia pimenteliana	Flindersia
Flindersia schottiana	Bumpy Ash
Grevillea robusta	Silky Oak
Harpullia pendula	Tulipwood
Hymenosporum flavum	Native Frangipanii
Jacaranda mimosifolia	Jacaranda
Lagerstroemia indica	Crepe Myrtle
Livistona australis	Livistona
Livistona decipiens	Weeping Cabbage Palm
Livistona nitida	Livistona
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
Peltophorum pterocarpus	Yellow poinciana
Phoenix canariensis	Canary Island Palm

**Appendix D: Indicative Plant Schedule -
Town Centre Frame D' Sector Two**

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

**Appendix D: Indicative Plant Schedule -
Town Centre Frame D' Sector Two**

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

APPENDIX D

BICYCLE PARKING REQUIREMENTS

**BICYCLE PARKING REQUIREMENTS
(TOWN CENTRE FRAME 'D' PRECINCT)
FOR TOWN CENTRE FRAME 'D' SECTOR TWO**

Land use	Employee Bicycle Parking spaces	Class	Visitor/Shopper Bicycle Parking spaces	Class
Accommodation Units (above ground level)	1 space per 4 habitable rooms	1	1 space per 16 habitable rooms	3
Amusement premises	1 space per 4 employees	2	2 plus 1 per 50m ² GFA	3
Apartments (above ground level)	1 space per 4 habitable rooms	1	1 space per 16 habitable rooms	3
Car park	1 space per 750m ² GFA	1	1 space per 50 car parking spaces	3
Car wash (associated with an existing use)	1 space per 750m ² GFA	2	N/A	
Catering premises	1 space per 100m ² GFA public area	2	2 spaces per 750m ² GFA	3
Child care centre (where the use is included within an existing building)	1 space per 1500m ² GFA	2	2 spaces + 1 space per 1500m ² GFA	3
Commercial services	1 space per 200m ² GFA	2	1 space per 750m ² GFA over 1000m ² GFA	3
Convention Centre	1 space per 750m ² GFA	2	1 space per 750m ² GFA over 1000m ² GFA	3
Educational establishment	1 space per 100 full time students	1 or 2	1 space per 100 full time students	3
Entertainment library	1 space per 300m ² GFA	2	1 space per 200m ² GFA	3
Hardware centre (where the use is included within an existing building)	1 space per 300m ² GFA	2	1 space per 200m ² GFA	3
Hotel	1 space per 40 rooms	1	N/A	N/A
Indoor recreation	1 space per 4 employees	1 or 2	1 space per 200m ² GFA	3
Licensed club	1 per 25m ² bar floor area and 1 per 100m ² lounge, beer garden	1	2 spaces per 750m ² GFA	3
Motel	1 space per 40 rooms	1	N/A	N/A
Office	1 space per 200m ² GFA	2	1 space per 750m ² GFA over 1000m ² GFA	3
Passenger Terminal	1 space per 750m ² GFA public area	1 or 2	1 space per 750m ² GFA	3
Place of worship (where the use is included within an existing building)	1 space per 750m ² GFA public area	1 or 2	1 space per 750m ² GFA	3

Land use	Employee Bicycle Parking spaces	Class	Visitor/Shopper Bicycle Parking spaces	Class
Restaurant	1 space per 100m ² GFA public area	1 or 2	2 spaces per 750m ² GFA	3
Retail Nursery (where the use is included within an existing building)	1 space per 300m ² GFA	1 or 2	1 space per 200m ² GFA	3
Retirement Village (nursing home)	1 space per 7 beds	1 or 2	1 space per 60 beds	3
Shop < 300m ² GFA	1 space per 300m ² GFA	1 or 2	1 space per 200m ² GFA	3
Shopping Centre (1500m ² GFA)	1 space per 300m ² GFA	1 or 2	1 space per 200m ² GFA	3
Technology industry	1 space per 300m ² GFA	1 or 2	1 space per 200m ² GFA	3
Tourist facility	1 space per 300m ² GFA	1 or 2	1 space per 200m ² GFA	3
Veterinary clinic	1 space per 200m ² GFA	1 or 2	1 space per 750m ² GFA over 1000m ² GFA	3
Notes:-				
1. GFA – Gross floor area, as defined in the DCP;				
2. The provision of bicycle spaces recommended in the table may be staged initially depending on the demand for use, however space should be set aside to allow 100% provision in the event that the full demand for bicycle parking is realised.				

Types of Parking Devices

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

APPENDIX E

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

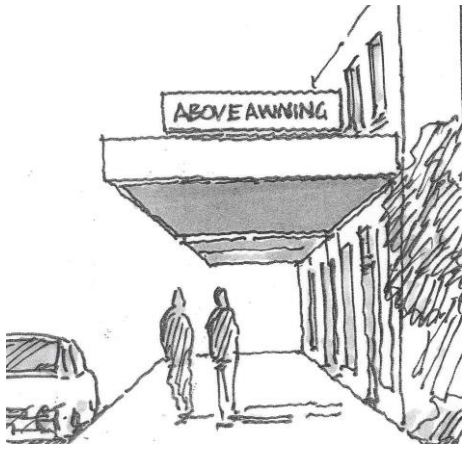

Unless otherwise approved under the coordinated signage plan, a proposed sign must meet the performance criteria outlined in the following section. The acceptable standards associated with each type of sign are provided as examples and should not be seen as precluding other solutions. However, where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

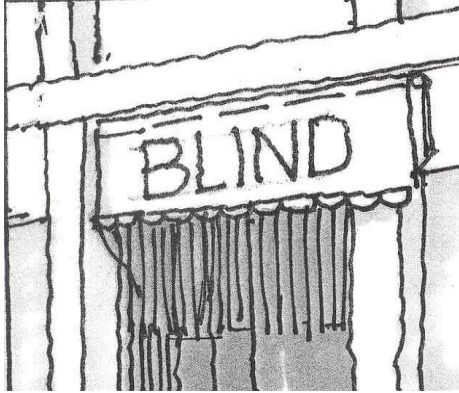
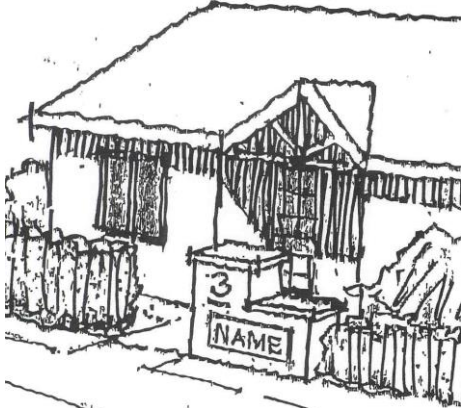
<p>SIGNS PERFORMANCE CRITERIA</p>
<p>Signs shall:</p>
<p>(i) not create a hazard to traffic or pedestrians</p>
<p>(ii) be of character and design standard consistent with the objectives and controls for this sector plan</p>
<p>(iii) complement the streetscape and amenity of the locality by virtue of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

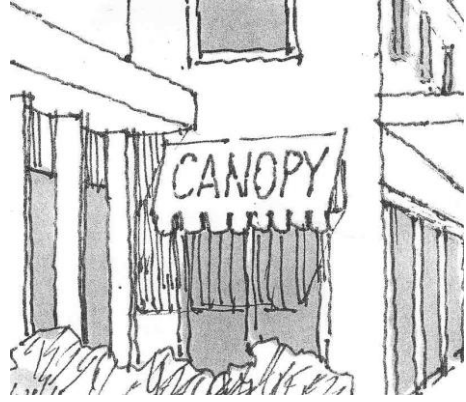
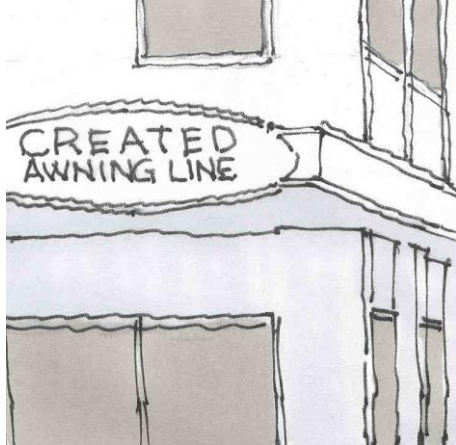
4.0 TYPES OF SIGNS

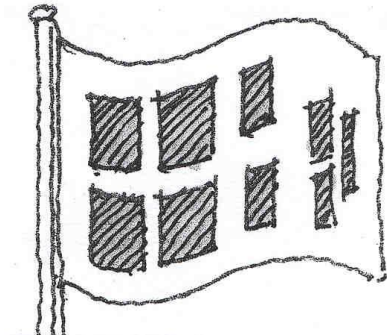

The following schedule sets out maximum criteria for various types of signs. Such signs may be permitted subject to the overall performance standards being met.

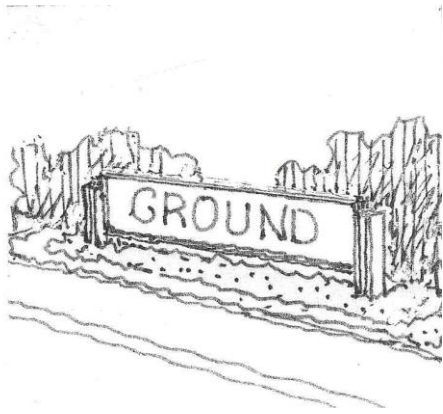

- (i) Above Awning Sign
- (ii) Awning / Fascia Sign
- (iii) Blind Sign
- (iv) Business Plate
- (v) Canopy Sign
- (vi) Created Awning Sign
- (vii) Flag Pole Sign
- (viii) Footway Sign
- (ix) Ground Sign
- (x) Hamper Sign
- (xi) Highrise Building Sign
- (xii) Lantern Sign
- (xiii) Pole Sign
- (xiv) Projecting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

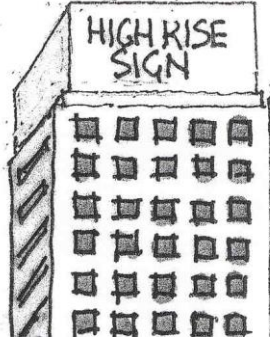

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>ABOVE AWNING SIGN An Above Awning Sign is an advertisement above an awning, verandah roof or the like.</p>		<p>Maximum size</p> <p>Maximum height above awning</p> <p>Extent</p> <p>Other requirements</p>	<p>Length - 2.7 metres Height - 0.6 metres Width - 0.3 metres</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. 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>


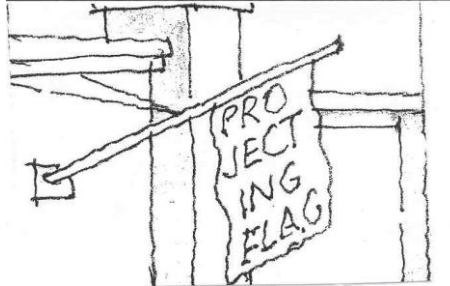
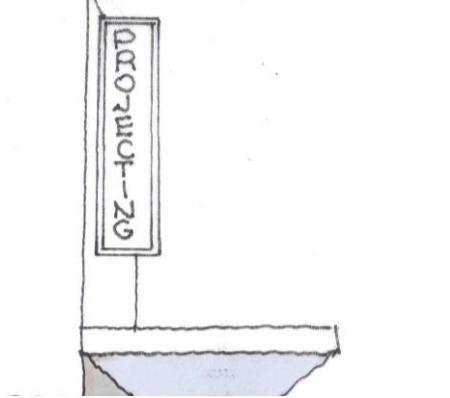
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BLIND SIGN A Blind Sign is an advertisement painted on or otherwise affixed to solid or flexible material suspended from the edge of an awning, verandah or wall.</p>		<p>Minimum clearance between the lower most point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



TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<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>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 Maximum area Minimum clearance</p>	<p>Not more than 0.6 metre above the fascia to which it is attached The created area is not to exceed 25% of the fascia 2.4 metres to the footpath pavement</p>

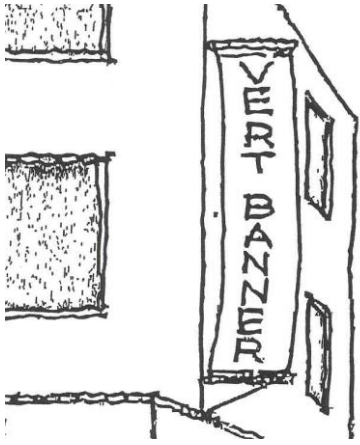
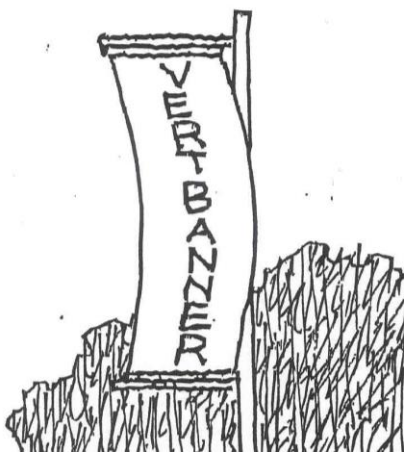
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>FLAG POLE SIGN A Flag Pole Sign is a fabric sign hung from a pole.</p>		<p>Maximum surface area Maximum height above ground</p>	<p>3.0 square metres 6.5 metres if planted in the ground</p>
<p>FOOTWAY SIGN A Footway Sign is a portable, freestanding advertisement, normally supported by an 'A' or inverted 'T' frame, and typically displayed on a footway.</p>		<p>Maximum size Maximum number Location Other requirements</p>	<p>Height - 1.0 metre Width - 0.6 metre Depth - 0.6 metre 1 per tenancy 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. No footway sign is to be positioned so as to obstruct, clutter or detract from street landscaping, furniture or artwork A Footway Sign not to be located on a public road. 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>

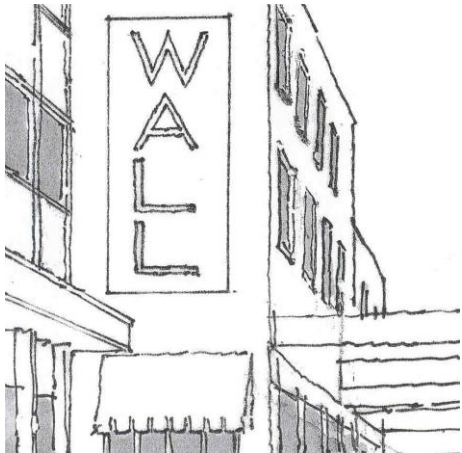

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>GROUND SIGN A Ground Sign is a monolithic sign which, in effect, sits on or rises out of the ground.</p>		<p>Setting</p> <p>Maximum height</p> <p>Maximum surface area</p> <p>Maximum setback from side boundary</p> <p>Maximum number</p>	<p>Erected within a landscaped environment. Not erected to expose an unsightly back view of the sign. 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>
<p>HAMPER SIGN A Hamper Sign is an advertisement, painted or otherwise affixed, between a door head and an awning, or their equivalent levels.</p>		<p>Maximum thickness</p> <p>Maximum Extent</p>	<p>0.3 metre from the face of the wall</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	
<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</p> <p>Maximum number</p> <p>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</p> <p>One per building frontage</p> <p>A High Rise Building Sign is not to contain third party advertising</p>
<p>LANTERN SIGN A Lantern Sign is a translucent lighting fixture displaying the name and/or trade, business or calling of the occupant.</p>		<p>Maximum number for a Home Occupation or Business</p> <p>Maximum edge dimension of lantern</p> <p>Maximum height</p> <p>Maximum illumination</p>	<p>One</p> <p>0.5 metre (ie to fit into a Cube of 0.5 x 0.5 x 0.5 metres)</p> <p>2 metres</p> <p>Not greater than a standard 100 watt incandescent bulb</p>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>POLE SIGN A Pole Sign is a freestanding sign mounted on one or more vertical supports which has a smaller surface area and a lower height than a Pylon/Column sign.</p>		<p>Maximum number Aspect Maximum surface area Maximum height above ground Minimum setback from side boundary Setting</p>	<p>One two-sided pole sign per site street frontage Not erected to expose an unsightly back view of the sign 2.4m² per side, for a maximum of two sides 4.5 metres 3 metres Erected within a landscaped environment</p>
<p>PROJECTING FLAG SIGN A Projecting Flag Sign is a non-illuminated, wall-mounted corporate flag.</p>		<p>Maximum size Maximum number Minimum spacing Minimum clearance</p>	<p>0.3 square metre per face 4 per site 2 metres 2.4 metres to the footpath pavement.</p>
<p>PROJECTING SIGN A Projecting Sign is a double-faced sign projecting at right angles to a wall and fixed to the wall. A Projecting Sign is not an Under Awning Sign.</p>		<p>Minimum clearance between the lowermost point of the sign and the footway Maximum number Orientation Extent Maximum size</p>	<p>2.4 metres One per building frontage Vertical Not projected above the height of the wall to which it is attached Height - 3.0 metres Width - 0.75 metre</p>

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

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

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

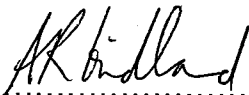
APPENDIX F

PROPOSED METES & BOUNDS DESCRIPTION

METES & BOUNDS
TOWN CENTRE FRAME 'D' PRECINCT
TOWN CENTRE FRAME 'D' SECTOR TWO

FROM THE POINT OF COMMENCEMENT BEING ON AMG COORDINATES
EASTING – 501553.766 METRES, NORTHING – 6986994.063 METRES, THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 107°05'30"
FOR A DISTANCE OF 75.65 METRES (MORE OR LESS), THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 109°55'30"
FOR A DISTANCE OF 35.799 METRES (MORE OR LESS), THENCE
IN A SOUTHERLY DIRECTION AT A BEARING OF 199°55'30"
FOR A DISTANCE OF 209.059 METRES (MORE OR LESS), THENCE
IN A WESTERLY DIRECTION AT A BEARING OF 289°55'30"
FOR A DISTANCE OF 197.714 METRES (MORE OR LESS), THENCE
IN A NORTHERLY DIRECTION AT A BEARING OF 19°55'30"
FOR A DISTANCE OF 104.389 METRES (MORE OR LESS), THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 109°55'30"
FOR A DISTANCE OF 24.5 METRES (MORE OR LESS), THENCE
IN A NORTHERLY DIRECTION AT A BEARING OF 19°55'30"
FOR A DISTANCE OF 11.4 METRES (MORE OR LESS), THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 109°55'30"
FOR A DISTANCE OF 61.857 METRES (MORE OR LESS), THENCE
IN A NORTHERLY DIRECTION AT A BEARING OF 19°55'30"
FOR A DISTANCE OF 89.531 METRES (MORE OR LESS),
TO THE POINT OF COMMENCEMENT AND CONTAINING AN AREA OF
3.286 HECTARES (MORE OR LESS).

We, Conics (Brisbane) 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.


.....
Cadastral Surveyor/
Authorised Delegate

10 / 2 / 10
.....
Date