

# **MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN**

**Sector Plan No. 030 - 2000**

**for**

**Mixed Industry and Business Area South  
Sector Two**

**Mixed Industry and Business Area South  
Precinct– Industry and Service Trade**

**North Lakes Development**

**11 August 2010**

## Contents

<b>1.0</b>	<b>Introduction and Statutory Context .....</b>	<b>3</b>
<b>2.0</b>	<b>Land Use Rights .....</b>	<b>3</b>
<b>3.0</b>	<b>Development Requirements and Guidelines .....</b>	<b>4</b>
<b>3.1</b>	<b>Introduction</b>	<b>4</b>
<b>3.2</b>	<b>Development Concept</b>	<b>4</b>
<b>3.3</b>	<b>Development Requirements</b>	<b>5</b>
<b>3.4</b>	<b>Design and Siting Measures</b>	<b>6</b>
<b>3.5</b>	<b>Infrastructure and Services</b>	<b>14</b>
<b>4.0</b>	<b>Environmental Management .....</b>	<b>16</b>
<b>4.1</b>	<b>Environmental Management Plan</b>	<b>16</b>
<b>4.2</b>	<b>Stormwater Management</b>	<b>16</b>
<b>4.3</b>	<b>Pollutants and Waste</b>	<b>16</b>
<b>5.0</b>	<b>Subdivision Requirements .....</b>	<b>17</b>
<b>6.0</b>	<b>Infrastructure.....</b>	<b>18</b>
<b>6.1</b>	<b>Infrastructure to be Provided</b>	<b>18</b>
<b>6.2</b>	<b>Infrastructure Affected or Required by Precinct Development of the Sector</b>	<b>19</b>
<b>6.3</b>	<b>How the Required Infrastructure Relates to the Infrastructure Agreements</b>	<b>19</b>
<b>7.0</b>	<b>Detailed Infrastructure Program .....</b>	<b>20</b>
<b>7.1</b>	<b>Estimated Date for Provision of Infrastructure</b>	<b>20</b>
<b>7.2</b>	<b>Intended provider</b>	<b>20</b>
<b>7.3</b>	<b>Other Works Dependant on Infrastructure Provision</b>	<b>20</b>
<b>7.4</b>	<b>Other Relevant Information</b>	<b>20</b>

<b>Figure</b>	<b>Reference</b>	<b>Date</b>
1. Planning Context	MIBAsectorfig1	January 2008
2. Cadastral Boundaries	MIBAsectorfig2	January 2008
3. Precinct Plan Map	MIBAsectorfig3	January 2008
4. Sector Plan Map	MIBAsectorfig4	January 2008
5. Sector Landscape Plan	MIBAsectorfig5	January 2008
6. Indicative Plan of Subdivision	MIBAsectorfig6	January 2008
7. Road Layout	MIBAsectorfig7	January 2008
8. Water Supply Headworks	MIBAsectorfig8	January 2008
9. Sewerage Headworks	MIBAsectorfig9	January 2008

### APPENDICES

- A.** Final Specification of Land Use for the Sector
- B.** Plant List
- C.** Car and Bicycle Parking Requirements
- D.** Signage Guidelines
- E.** Proposed Metes and Bounds Description
- F.** Bruce Highway Landscaping Concept

## 1.0 Introduction and Statutory Context

The Mango Hill Infrastructure Development Control Plan (“DCP”) provides the mechanism for Sector Plans to be prepared in accordance with the relevant provisions of the DCP to give effect to the overall planning for a particular part of a Precinct Plan area.

This document constitutes the Sector Plan for the Mixed Industry and Business Area South Sector Two (“Sector Plan”). It relates to part of Precinct Plan No. 030 Mixed Business and Industry Area South – Industry and Business Park (“Precinct Plan”).

The location of the Sector within the DCP area is shown on *Figure 1 – Planning Context*. As illustrated on *Figure 2 – Cadastral Boundaries*, the Sector is bounded by:

- (i) vacant land to the north (this land is proposed to contain industry and business uses consistent within the MIBA of the DCP;
- (ii) the North-South Arterial Road to the east;
- (iii) the Bruce Highway to the west; and
- (iv) Sector Plan One – MIBA uses to the south.

The location of the Sector within the Precinct Plan area is shown on *Figure 3 – Precinct Plan Map*.

This Sector Plan is the code of development for the land in the Sector. In the event that this Sector Plan does not provide development requirements, then the Planning Scheme provisions relevant to the particular form of development apply.

## 2.0 Land Use Rights

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

## **3.0 Development Requirements and Guidelines**

### **3.1 INTRODUCTION**

Clause 2.4.2 of the DCP states that a Sector Plan is to specify the requirements for development and car parking and the guidelines for design and siting, landscaping and signage for land in the Sector. The following sections detail the design concepts and guidelines applicable to development within the Sector.

The Sector Plan identifies the code for development of the land and forms the basis for assessment of development applications. The Sector Plan identifies development standards, development requirements, and specific planning and development controls based on performance criteria that are considered to satisfy the Desired Environmental Outcomes (DEOs) and key planning objectives identified in the Precinct Plan. The Sector Plan identifies acceptable solutions, which satisfied by development, are one way of achieving the requirements of the Precinct Plan in regard to the particular matter. Alternative acceptable solutions may be considered by the Council where the development can be demonstrated to comply with the DEOs and key planning objectives if the Precinct Plan and the intent of the DCP based on the same performance criteria.

### **3.2 DEVELOPMENT CONCEPT**

The development concept for this Sector is for a range of low impact industry and service trade uses, accommodated within low to medium rise buildings in a landscaped setting. The Sector is intended to include services that provide a direct convenience service and support role to industries and employees in the Precinct. The Sector will provide for the needs of residents within North Lakes and the surrounding urban areas, while not compromising the livelihood of uses within the Town Centre Core and Frame. The Sector is designed to accommodate industry and service trade uses of a lower impact than uses located elsewhere within the Precinct and is designed to provide a link between the Precinct and Town Centre Frame and Core. The Sector also provides for smaller lot sizes catering for small to medium size service trade operation.

The Sector is located in a highly visible position next to the Bruce Highway and the North South Arterial Road. To ensure development provides high quality, landscaped development frontage to the Bruce Highway, buildings, landscaping, screen fences and signage are to be designed and located to achieve comprehensive landscaping of development sites with integration of built form, signage and landscaping to provide attractive frontages visible from the Bruce Highway. A park fronting the Bruce Highway also provides an attractive frontage and recreational area for the workers of the MIBA Precinct. This provides a break in development along the Bruce Highway. Development in accordance with the Development Code specified by the Sector Plan constitutes code assessable development (i.e. permitted development subject to conditions). Alternative acceptable solutions may be considered by the Council based on merit and the circumstances of each case and where development can be demonstrated to comply with the DEOs and key planning objectives of the Precinct Plan and the intent of the DCP, based on the same performance criteria.

Development in the Sector is to:

- (i) Provide all infrastructure necessary to the proper functioning of the Precinct;

- (ii) be integrated with the transport system and maintain and improve the safe and efficient operation of the system;
- (iii) be designed and sited having regard to the amenity of surrounding residential areas within North Lakes, including appropriate design of buildings, provision of planted buffer areas and provision of appropriate landscaping;
- (iv) include sustainable development initiatives for the management of any potential environmental risks; and
- (v) be carried out without detriment or danger to other development in the locality.

### **3.3 DEVELOPMENT REQUIREMENTS**

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

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

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

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

In respect of staged development in this Sector the person who undertakes the staged development or uses must undertake the following:

- (i) 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; and
- (ii) 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.

### **3.4 DESIGN AND SITING MEASURES**

#### **3.4.1 Site Configuration and Layout**

***Outcome:***

Lots have appropriate area and dimensions to accommodate:-

- (i) siting and construction of industrial buildings;
- (ii) outdoor storage areas;
- (iii) convenient and safe access;
- (iv) on-site car parking;
- (v) service vehicle access and manoeuvring; and
- (vi) landscaping and buffer areas.

***Development Code:***

*The minimum area and dimensions of lots within the Sector are to be as follows:*

1. Minimum lot size is 2,000m<sup>2</sup>.
2. Minimum road frontage width is 30 metres.
3. Areas of the site not occupied by buildings, structures and/or access and manoeuvring areas shall be landscaped or turfed to prevent the generation of dust. Some areas may be paved subject to the overall area of the site dedicated to landscaping.

#### **3.4.2 Building Design**

***Outcome:***

Building design and orientation positively contribute to the visual amenity of the surrounding landscape and achieve a high standard of industrial urban design.

***Development Code:***

*Buildings within the Sector are to be as follows:*

1. Building height above ground level shall not exceed 12 metres.
2. Site coverage (i.e. that portion of a site covered by a building, fixed structure, or outdoor storage area, but not including unroofed parking areas) shall not exceed 75%.
3. Except for public utilities, each lot must have a building with a Gross Floor Area of at least 25% of the lot area.
4. The minimum front setback for a building to a road alignment is not less than 6 metres.
5. The minimum side or rear setback for a building is zero where facades are appropriately treated to present an attractive built form and orderly appearance from the public domain.
6. For allotments that directly adjoin the Bruce Highway, no building shall be constructed within 13 metres of the Bruce Highway road alignment.
7. For allotments that abut the North South Arterial, all buildings shall be set back a minimum of 2 m. A landscaping strip (minimum 2 metre in width) is to be provided along the entire length of any common boundary between a lot and the North South Arterial and all storage yards/hardstand areas are to be screened from view from the North South Arterial.
8. Sources of illumination shall be setback or covered to avoid any light spillage across site boundaries.

9. Exterior elements of the building shall be rendered/ bagged or painted in a range of compatible colours. Unfinished materials may be considered as part of an overall colour scheme but are not to be the major finish.
10. Main facades visible from the Bruce Highway and North South Arterial shall be:
  - (a) designed to incorporate:
    - (i) building elements such as windows and awnings where appropriate;
    - (ii) fenestration and horizontal/ vertical articulation of walls at least at 15 metre intervals to add visual interest;
    - (iii) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys, dark blues, dark greens, dark greys, ochres, olives, and natural or stained timbers (bright colours and/or materials which cause glare are avoided); and
    - (iv) other features which contribute to an interesting and attractive appearance.
11. Building floor levels shall be at least 300mm above the 100 year ARI flood level.
12. In areas affected by overland flow paths, building floor levels shall be at least 50mm above the depth of the flow during a 100 year ARI storm event.
13. Outdoor storage areas are located above the 100 year ARI flood level.
14. Entries to buildings shall be as follows:
  - (a) Large vehicle entries are not to provide the main customer entry to the building from the site frontage;
  - (b) Large vehicle entries to buildings visible from the street are to include elements of built form such as setbacks, materials or articulation; or projections such as parapets, awnings, sunshades, screens; or other architectural elements to ensure a high standard or finish and presentation of the building façade to the street;
  - (c) Entries are to be clearly identifiable from the street and be distinguished from the balance of the building façade;
  - (d) Entries are to be well lit, appropriately signposted, and free from areas providing concealment.
15. Building design shall adhere to the Design for Climate and Energy Efficiency Guidelines where appropriate.
  - (a) Include the use of external shade structures, ventilated spaces, overhangs and screens to allow enjoyment of the outdoors while also providing relief from the sun, wind and rain;
  - (b) Maximise ventilation by taking advantage of prevailing breezes and the use of adequate and effective insulation materials in roof cavities and wall spaces of buildings in order to minimise demands for energy required for air-conditioning;
  - (c) Articulate and shade external walls, and particularly the longer external walls, with eaves, over-hangs, sills or other treatments to reduce the exposure to direct sunlight, heat and glare, while windows in external walls should be recessed or shaded wherever possible to achieve energy savings;
  - (d) Restrict the use of highly reflective materials on external walls or windows as a means of minimising energy requirements and excessive sunlight, glare and heat into adjoining developments;
  - (e) Incorporate the use of gas or solar hot water heaters and solar energy devices;
  - (f) Implement energy efficient management systems for the building;
  - (g) Where possible, use building materials which impose energy efficiency;
  - (h) Where possible, orientate buildings to respond to westerly sun exposure, northerly exposure and solar access in the winter, potential impacts of cold westerly winds in winter and limited cooling breezes from the south in summer; and

- (i) Design and landscape car parking areas to reduce the impacts of reflected heat and glare into adjacent buildings, and to reduce the effects of heat storage during summer months.
16. On lots with two street frontages, the building is to be designed to address the corner and allow for passive surveillance of both street frontages, with offices located in corner locations
17. Office facades must be distinctly different to other facades of the building (including service and warehouse) through the use of alternative materials and or treatments.
18. Office facades consisting of untreated concrete tilt panel, infill windows and/or simplistic awning structures are not acceptable.
19. Building facades using colonial, heritage or federation themes are not acceptable.

### 3.4.3 Inclusive Design

#### ***Outcome:***

Uses cater for, or can readily be adapted to cater for, persons with disabilities.

#### ***Development Code:***

*Uses within the Sector must be designed so that:*

1. Where entrances to sites are provided from roads and footpaths they shall incorporate suitably graded ramps, handrails, tactile paving and other design features to enable unassisted entrance for persons with disabilities.

### 3.4.4 Buffer Strips, Screening and Fencing

#### ***Outcome:***

Development protects the amenity of adjoining non-industrial development, reduces the impact of the built form on the landscape and ensures an attractive view of the development from adjoining major roads. An indicative plant schedule is contained in **Appendix B – Indicative Plant Schedule**.

#### ***Development Code:***

*Development within the Sector must incorporate:*

1. A vegetated buffer clear of all buildings, structures and hardcover having a minimum dimension of 5 metres shall be provided adjacent to the Bruce Highway road reserve and shall be designed to reduce the visual built form impact and reduce the bulky appearance of buildings. The vegetated buffer shall contain a variety of plants of suitable species and density of planting and maturity to form a dense visual screen with suitable management measures to ensure early establishment and ongoing survival of the plants. An indicative concept for the buffer to the Bruce Highway is contained in **Appendix F – Bruce Highway Landscaping Concept**.
2. Where the finished site level of a lot is established above natural ground level (ie. Lots 58 to 61 on the indicative plan of subdivision) subsequent development for the purpose of a material change of use shall include the planting of a minimum of 3 canopy trees adjacent to the northern boundary in the rear building setback area, clear of the 5 metre vegetated buffer. Such trees are to be of advanced tub stock (i.e. Minimum of 200 litre tubs) and be Canopy Trees contained in Annexure B – Plant List.



3. A landscaped open space strip clear of all buildings, structures and hardcover and excluding those areas required from site access purposes, having a minimum width of 2 metres shall be provided adjacent to all road frontages.
4. Fencing abutting public areas shall have a height of no greater than 1.2 metres where it is less than 50% transparent.
5. At least 50% of any parts of fencing higher than 1.2 metres are transparent.
6. Where walls or fencing are less than 50% transparent, at least 50% of the street frontage shall be landscaped in front of the fence to a depth of 3 metres, with no length of wall or fence exceeding 15 metres in length without being indented.
7. Screening fences at least 1.8 metres in height shall be provided where vehicle headlights would face into existing or future residential areas.
8. Subject to 4 all fencing to all street alignments must be located a minimum of 1.5 meters from the lot boundaries
9. Subject to 3 and 5, fencing shall have a height of no greater than 1.8 metres to Public Areas and 2 metres to all other areas
10. Fencing and gates to all street alignments are to be black powder coated metal rod type fencing constructed to the following detail:
  - (a) 1.8 metre high tublar steel fence with 40mm square bottom and top rail, set 19mm diameter verticals at a minimum of 120mm centres;
  - (b) top rail is to be set at 150mm below maximum fence height.
  - (c) maximum fence post spacing to be 2,400mm with support posts size set in accordance with selected manufacturer's requirements.
  - (d) finish to be black powdercoat.
11. Acceptable fencing materials for rear and side boundaries include but are not limited to:
  - (a) black coated wire mesh;
  - (b) black powder coated aluminum rod type fencing; and
  - (c) rendered and painted masonry.
12. Unacceptable fencing materials include:
  - (a) color bond panels;
  - (b) barbed wire; and
  - (c) CCA treated timber

### 3.4.5 Traffic, Access and Parking

#### ***Outcome:***

Traffic, access and parking arrangements accommodate the following primary functions:

- (i) functional and safe access to lots;
- (ii) on- site car parking;
- (iii) loading facilities; and
- (iv) heavy vehicle parking and manoeuvring areas.

#### ***Development Code:***

*Traffic, access and parking matters must consider the following:*

2. Driveway shall be constructed in accordance with Council's Design Manual.
3. Access to the site satisfies the following:

- (a) a single driveway (entrance/exit) for lots with frontages less than 50 metres. A secondary access point may be considered by Council only where it can be demonstrated that safe access can be provided and where soft landscaping is provided to achieve a viable landscape buffer. In such instances, such driveways shall not be closer than 10 metres from each other or adjoining property access point unless shared access is provided.
  - (b) not closer than 10 metres to an intersecting street where the driveway is on the same side of the street;
  - (c) provides safe entering sight distance in accordance with Council's Design Manual; and
  - (d) allows vehicles to always enter the street at right angles.
4. The driveway access shall provide access to and from the street in a forward direction.
5. Any loading/unloading and service bays shall be located at the rear of the site, or shall be concealed from view from a road/public space/highway. On lots smaller than 3,500m<sup>2</sup>, consideration will be given to service entrances located to the street frontage with the following design criteria:
  - (a) no more than 30% of the facade is dedicated to service activity; and
  - (b) Service entrances must be setback a minimum of 8m behind the principal building facade
6. Provision is made for vehicular access to and from the development site by the service vehicles required for each of the land uses in the Planning Scheme, the DCP and the Council's Design Manual.
7. Where an on-site waste collection area is provided, access and manoeuvring areas shall provide for a HRV of 12.5 metres in length.
8. Car Parking in the Sector must:
  - (a) be in accordance with the Planning Scheme, the DCP and the Council's Design Manual
  - (b) be controlled to minimise its impact on the surrounding road network, any internal circulation and other development adjacent to the Sector;
  - (c) provide safe pedestrian routes which focus on the connectivity between the individual site, balance of the MIBA and the Bruce Highway;
  - (d) as part of the total car parking requirements, provide not less than one (1) car park per fifty (50) spaces (or part thereof) for people with disabilities, located as close as possible to the main building entrance.
9. Pavements for car parking bays and access ways within the site, (i.e. other than the verge and cross overs within the road reserve), shall be constructed in one of the following ways:
  - (a) Reinforced concrete minimum thickness to be 100mm for parking areas and 150mm for access ways;
  - (b) Gravel with a minimum thickness of 25mm of asphalt surfacing; or
  - (c) Gravel surfaced with approved concrete pavers.
10. Circulation and queuing areas shall be kept free of parking.
11. Car parks and aisles shall be constructed in accordance with Council's Design Manual.
12. Within car parking areas, sealed pedestrian footpaths shall be provided in accordance with AS1428.1.
13. Bicycle parking spaces shall be provided in accordance with AUSTRROADS Part 14 and AS2890.3 Parking Facilities, Part 3: Bicycle Parking Facilities (Bicycle parking requirements are contained in **Appendix C – Bicycle Parking Requirements**)
14. End of trip facilities for bicycles shall be provided at a rate of 1 locker per 2 bicycle parking spaces and 1 staff shower, with ancillary change rooms, per 10 bicycle spaces for both men and women.

15. Pedestrian paths shall be covered with non-slip materials.
16. Graded access ramps shall be provided between the public and private domain where slopes restrict wheelchair access.
17. Development shall provide sufficient access to enable evacuation during a range of floods up to and including the 100 year ARI flood level.

***Alternative Development Code:***

18. On-site driveway access shall be located so as to provide a clear view of passing pedestrians and vehicles.
19. Landscaping shall not block sightlines for vehicle access to the site.
20. The driveway access to any car park shall be clearly visible from the street.
21. Any service bays located wholly or partly within a building shall not provide direct vehicle access to other floor space.
22. Any vehicles being loaded or unloaded shall be able to stand completely on site.
23. Loading and unloading areas shall be separated from public and visitor car parking and access points.
24. On-site parking areas shall incorporate the following:
  - (a) employee parking situated near staff entrances/ access points;
  - (b) disabled parking spaces close to the main building entrance that are clearly sign posted; and
  - (c) visitor car parking located towards the front of the site and screened by landscape and aesthetically treated.
25. A pathway for pedestrians and cyclists shall be provided from the street frontage into the development.
26. Pedestrian access from the street shall be separated from car parking and vehicle access areas.
27. Parking and loading areas shall be:
  - (a) well lit;
  - (b) located to maximise sightlines; and
  - (c) capable of being locked after hours.

### **3.4.6 Landscaping**

***Outcome:***

Development creates a pleasant streetscape environment and landscaped open space enhances the attractiveness of the development. The landscaped treatment to the Bruce Highway frontage must acknowledge the scale of buildings and their highway setting and shall be provided for the full Bruce Highway frontage of the Sector Plan as part of Operation Works approval. The vegetated buffer shall contain a variety of plants of suitable species and density of planting and maturity to form a dense visual screen with suitable management measures to ensure the early establishment and ongoing survival of the plants. An indicative plant schedule is contained in ***Appendix B – Indicative Plant Schedule***. An indicative concept for the buffer to the Bruce Highway is contained in ***Appendix F – Bruce Highway Landscaping Concept***

***Development Code:***

*Development within the Sector must satisfy the following criteria:*

1. At least 8% of the site area of each lot is landscaped with soft landscaping in accordance with a landscaping plan approved by Council.

2. A vegetated buffer clear of all buildings, structures and hardcover having a minimum dimension of 5 metres shall be provided adjacent to the Bruce Highway road reserve and shall be designed to reduce the visual built form impact and reduce the bulky appearance of buildings. Maintenance of vegetation buffer shall be incorporated into a management agreement to ensure ongoing survival and maintenance of buffer. *Note this landscape buffer is not part of the 8% landscape requirement.*
3. A landscaped open space strip clear of all buildings, structures and hardcover and excluding those areas required from site access purposes, having a minimum width of 2 metres shall be provided adjacent to all road alignments.
4. Shade trees shall be planted in car parks at a rate of one (1) tree per six (6) car parking spaces.
5. Landscaping shall not block sightlines for vehicle access to the site.
6. The landscape treatment of development and must give consideration to any adjoining public open space.
7. Provision shall be made at the front property boundary for inclusion of street numbers for easy identification by emergency service crews.
8. A minimum of 70% of the lot landscaping requirement is to be located between the building and the Principal Street Frontage. Where lots have 2 street frontages, this can be calculated to both Principal and Secondary Street Frontages
9. Where car parking, driveways or hardstand areas adjoin a side lot boundary, a soft landscaped strip of at least 1 metre width is required along the side lot boundary. This excludes any concrete edging or hard landscaping elements
10. Turf shall not represent more than 30% of the total landscaping within a lot.

### 3.4.7 Environmental Impacts

#### ***Outcome:***

Development does not cause environmental harm or nuisance through unacceptable emissions of odour, dust, noise, light, vibration, air pollutants or other potential environmental contaminants.

#### ***Development Code:***

*Development within the Sector must satisfy the following criteria:*

1. Development shall not exceed a continuous noise level at the nearest sensitive receptor (e.g. residential development) of the background noise level + the day/night time level of 5/3dB(A) where background noise levels are  $\leq 50$ dB(A), or background noise level where background noise levels are  $> 50$ dB(A).
2. Development shall not discharge more than 50mg/l of suspended solids, 0.75mg/l of nitrogen or 0.1 mg/l of phosphorus in any stormwater discharge, up to a Q2 ARI flood event.
3. Development shall not exceed any of the air emissions criteria listed below:

### Air Emissions Criteria

Pollutant	Emission Criteria (g/s)	Indicative Source Air Concentrations (mg/m <sup>3</sup> )
Particulate matter as PM10	0.061	0.610
Volatile Organic Compounds ( <i>including tetrachloroethylene</i> )	0.135	1.350
Nitrogen Dioxide	0.052	0.520
Carbon monoxide	0.75	7.500
Sulphur Dioxide	0.0025	0.025

### 3.4.8 Advertising Devices

#### *Outcome:*

Advertising devices, business identification signs and estate signage does not dominate the built environment.

#### *Development Code:*

*Advertising devices within the Sector are to be as follows:*

1. Signage in the Sector must:
  - (a) with respect to signage that identifies the Sector and associated development, be generally integrated with any frontage walls, entry statements or entry structures, if provided.
  - (b) provide only one Pylon/Column Sign for estate signage along the frontage of the Bruce Highway.
  - (c) where appropriate, include directional signage for visitors which may include logos/names of the business;
  - (d) consist of high quality materials, form, scale and proportions and be coordinated to the built form throughout the 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 and not result in a cluttered or discordant streetscape, or highway frontage;
  - (g) provide limited use of highly reflective finishes;
  - (h) incorporate professional and coordinated graphics;
  - (i) not permit permanent bunting, streamers and other low-quality, temporary, or opportunistic signs;
  - (j) ensure that any support structure or cabling to illuminate signs will not be visible; and
  - (k) with respect to signage visible from the Bruce Highway (as a State Controlled Road), written approval from the Department of Main Roads is to be obtained.

*Note: Signage guidelines are included in **Appendix D –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 signs. All third party advertising (with the exception of estate signage) will be Impact Assessable.*

*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, onsite business advertising, animated signage, and “third party” advertising in terms of sign dimension, location, illumination, and animation on the face of the sign.*

### **3.5 INFRASTRUCTURE AND SERVICES**

#### **3.5.1 Infrastructure Services**

***Outcome:***

Adequate services are provided to meet the particular requirements of industrial development.

***Development Code:***

*Infrastructure provision within the Sector must meet the following requirements:*

**Sewerage**

1. Development shall be connected to a reticulated sewerage system.
2. Trade waste shall be pre-treated on-site prior to its discharge into Council's reticulated sewerage network or undertaken in line with an agreement with Council.

**Water Supply**

3. Development shall be connected to Council's reticulated water supply system.
4. Sites shall be provided with water supply sufficient for fire fighting purposes.
5. Developments shall meet legislative requirements for water efficiency and stormwater reuse, seeking best practice with respect to water efficiency. This is to be achieved through the implementation of such measures as:
  - (a) Capture and treatment and storage of rainwater
  - (b) Reticulation of captured water for non-potable uses (e.g Irrigation, Toilet flushing etc)
  - (c) Leak detection systems
  - (d) Fire testing water capture
  - (e) Water use monitoring

**Electricity**

6. Development shall be connected to an underground energy supply system approved by the relevant energy regulatory authority.

**Telecommunications**

7. Development shall be connected to a telecommunications system approved by the relevant telecommunications provider.

**Lighting**

8. Direct spillage or reflection of light shall be controlled by one or more of the following:
  - (a) Correct angling of light fixtures to face the subject of illumination;
  - (b) Shields, louvres or directional baffles to or in close proximity to the light;
  - (c) Permanent barriers, walls or similar structures that intercept the direct path of the light before it leaves the property; and
  - (d) Dense, spreading vegetation that permanently screens the light.
9. Sensors or daylight controls shall be installed to switch outdoor lights off during daylight hours.
10. Lighting shall be provided in all areas, including paths, accessible to the public, and be finished with black powder coated paint or similar high quality finish;

### Stormwater

11. Development within the sector must comply with the provisions of the Mango Hill Infrastructure Agreement (MHIA), Council's Design Manual, the Stormwater Management Plans for Tributary B as approved by Council, and the Environmental Protection Policy (Water).
12. Relevant stormwater management works for the sector are to be provided, including the construction of all drainage and landscape works associated with the Tributary B catchment within the DCP area.

### 3.5.2 On-Site Waste Storage, Recycling and Disposal Facilities

#### *Outcome:*

Waste storage, recycling, disposal and bin washout facilities are provided in locations which:

- (i) are appropriately screened from internal thoroughfares, public areas of the site and adjacent land;
- (ii) do not have a significant adverse effect on the amenity of the users of the site or the occupants of adjacent land; and
- (iii) are readily accessible by waste collection vehicles.

#### *Development Code:*

*Works associated with on-site waste storage, recycling and disposal in the Sector must be consistent with the following:*

1. A bin washout facility of a size adequate to accommodate the largest portable waste storage container used on the site is provided on the land.
2. The waste storage container is:
  - (a) stored external to a building; or
  - (b) stored on a surface which is crossed by stormwater overland flow; or
  - (c) in a form that is not readily transported from its storage location to an on-site bin washout facility by an unassisted person;
  - (d) stored within a facility which incorporates the same features as those required for an on-site bin washout facility.
3. The waste storage and bin washout facilities provided on the site are located:
  - (a) clear of the buffers and road frontage setback areas; and
  - (b) within part of an on-site service area which is directly accessible by an industrial refuse collection vehicle.
4. Every waste storage and bin washout facility which is not fully enclosed within a building is screened from public areas of the site and adjoining land by a screen fence having a ratio of obscure area to open area of not less than 10 to 1.

## **4.0 Environmental Management**

### **4.1 ENVIRONMENTAL MANAGEMENT PLAN**

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

Management systems of 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

### **4.2 STORMWATER MANAGEMENT**

Stormwater management requirements are identified below:

- (i) Development within the sector must comply with the provisions of the Mango Hill Infrastructure Agreement (MHIA), Council's Design Manual, the Stormwater Management Plans for Tributary B as approved by Council, and the Environmental Protection Policy (Water).
- (ii) Relevant stormwater management works for the sector are to be provided, including the construction of all drainage and landscape works associated with the Tributary B catchment within the DCP area.

### **4.3 POLLUTANTS AND WASTE**

Pollutants and waste requirements are identified below:

- (i) all potential emissions shall be treated prior to expulsion to the atmosphere. No pollutants may emit past the property boundaries;
- (ii) waste disposal means shall be appropriate for the use on the site, and will comply with all relevant EPA legislation and policy; and
- (iii) no liquid or solid waste is to be discharged into a water body of any kind.



## 5.0 Subdivision Requirements

As shown in *Appendix E – Proposed Metes and Bounds Description* the total area of the Sector is approximately 6.818 hectares. Indicative areas and frontage widths of allotments within the Sector are shown on *Figure 6 - Indicative Plan of Subdivision*. Access to each lot is only to be from the proposed internal road system. Direct access from the North South Arterial Road to development within the Sector is not permitted. The plan of subdivision is indicative only. Subdivision of lots other than as shown on the Indicative Plan of Subdivision will be considered by the Council based on merit and the circumstances of the case. Where no significant adverse impact could be expected to result on lots in the immediate locality, in the opinion of the Council, the changed subdivision layout could be assessed by the Council as a Reconfiguring a Lot application for code assessment. Other subdivision layouts would require impact assessment. (For clarification, amalgamation of lots, minor boundary amendments, or reduction of lot numbers, would be considered as having no significant adverse impact).

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

- (ii) Minimum Lot Area – 2,000m<sup>2</sup>.
- (iii) Minimum Frontage Width – 30 metres.

## **6.0 Infrastructure**

### **6.1 INFRASTRUCTURE TO BE PROVIDED**

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

#### **6.1.1 Roads**

Construct the following roads including carriageways, stormwater drainage, verges setdowns, footpaths, bikeways, landscaping, traffic control devices and streetlighting. Any reference to initial construction in this section is a reference to construction approved by Council in accordance with the rezoning conditions and MHIA (refer to Figure 5 – Road Layout).

1. All internal industrial collector and industrial access roads;
2. Although this sector plan does not require access from the North South Arterial the provision and the timing of this road from Node D to Node X will be in accordance with MHIA and any findings from ongoing traffic reviews.
3. Bikeways and pathways, including commuter and recreational bikeways generally as shown on Figure 4, in accordance with the MHIA;

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

#### **6.1.2 Water Supply**

All new development is to be connected to reticulated water. Where required by the relevant local Council, appropriate infrastructure contributions shall be paid, where applicable, towards the provision of water connections.

#### **6.1.3 Sewerage**

All new development is to be connected to reticulated sewer. Where required by the relevant local Council, appropriate infrastructure contributions shall be paid, where applicable, towards the provision of sewer connections.

#### **6.1.4 Park**

1. Provide park as shown on Figure 3 – Precinct Plan Map;
2. Provide Park Enhancement Works in all parks in accordance with MHIA.

#### **6.1.5 Stormwater**

1. Construct stormwater management works progressively in accordance with the Stormwater Management Plans for Tributaries B as approved by Council; and

2. Construct stormwater drainage systems to roads, parks and lots as required by the MHIA and Council's Design Manual.
3. In addition, the Principal Developer is to construct stormwater drainage systems and stormwater management systems as required by the MHIA and Environmental Protection (water) policy

#### **6.1.6 Electricity Supply and Communications**

All new development is to be provided with and connected to appropriate telecommunications and electricity infrastructure prior to the commencement of the use.

### **6.2 INFRASTRUCTURE AFFECTED OR REQUIRED BY PRECINCT DEVELOPMENT OF THE SECTOR**

The development of the Sector may place demands on the following infrastructure:

- (i) Roads external to the DCP area and the Sector;
- (ii) Water supply infrastructure;
- (iii) Sewerage infrastructure;
- (iv) Stormwater infrastructure;
- (v) Parks;
- (vi) Community facilities;
- (vii) Electricity and gas supply;
- (viii) Communications systems; and
- (ix) State Government Infrastructure.

The infrastructure described in clause 6.1 above, together with the obligations of the Principal Developer under infrastructure agreements will mitigate the adverse affects on the above infrastructure.

### **6.3 HOW THE REQUIRED INFRASTRUCTURE RELATES TO THE INFRASTRUCTURE AGREEMENTS**

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

## **7.0 Detailed Infrastructure Program**

### **7.1 ESTIMATED DATE FOR PROVISION OF INFRASTRUCTURE**

The Principal Developer is to provide the infrastructure referred to in clause 6.1 of this document at times to satisfy the requirements of the MHIA. Initial infrastructure works are estimated to be constructed by December 2008.

### **7.2 INTENDED PROVIDER**

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

There are no items of State Government infrastructure to be provided by the Principal Development in conjunction with the development of the Sector.

### **7.3 OTHER WORKS DEPENDANT ON INFRASTRUCTURE PROVISION**

No other works depend on the provision of the infrastructure specified in Section 6.1. Council is to use its best endeavours, including its powers of resumption if lawful, to obtain all necessary rights to permit the construction of water and sewerage infrastructure if such infrastructure is constructed on land external to the DCP area over which Council does not have such rights.

### **7.4 OTHER RELEVANT INFORMATION**

#### **7.4.1 Estimated Water and Sewerage Demands**

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

- (i) For the purpose of assessing water supply capacity, the estimated number of Equivalent Tenements for this Sector is 83.56 ET
- (ii) For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this Sector is 167.13 EP
- (iii) If a future use of the Sector imposes a greater demand on minimum water supply and sewerage infrastructure than assigned in an approved development site within the Sector, Council is to approve the use provided the developer demonstrates that:
  - (a) To do so will not adversely impact on water supply and sewerage infrastructure standards within the DCP area and elsewhere if considered appropriate by 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 principle developer has confirmed, in writing, that the increased demand will not prevent servicing the total number of ETs and EPs provided in the MHIA; and

- (c) In the event the developer satisfies Council of the requirements in (a) and (b) above, the Council will require payment of headworks charges for ETs and EPs note already paid in respect of the proposed development.

Annex A

Final Specification of Land Use for the Sector

**Table of Development – Mixed Industry and Business Area South Sector Two**

Purposes for which premises may be erected without the consent of Council (Permitted Development) <b>COLUMN A</b>	Purposes for which premises may be erected or used without the consent of Council subject to conditions (Permitted Development subject to conditions) <b>COLUMN B</b>	Purposes for which premises may be erected or used only with the consent of Council (Permissible Development) <b>COLUMN C</b>	Purposes for which premises may not be erected or used (Prohibited Development) <b>COLUMN D</b>
Caretaker's residence Park Local utilities	Bulk garden supplies Car park Car wash Catering premises Commercial services Communication station Contractor's depot Educational establishment (within an existing building) Electronic simulated conflict Estate sales office Hardware centre Heavy Vehicle sales Indoor recreation Office Outdoor recreation Outdoor sales Public utilities Retail nursery Service industry Special use Technology industry Vehicle hire depot Vehicle sales yard Veterinary clinic Veterinary hospital Warehouse	Shopping centre <1500m <sup>2</sup> GLA Any purpose not listed in Column A, B or D	Adult Product Shop Agriculture Air strip Animal husbandry Aquaculture Associated unit Camping grounds Caravan park Casino Cattery Cemetery Community dwelling Concrete batching plant Correctional institution Crematorium Dairy Detached house Display home Domestic storage and recreation structures Duplex dwelling Extractive industry Family day care centre Fuel depot Hazardous industry Heavy Vehicle parking Host farm Kennels Lot feeding Motor sport and shooting Piggery Poultry farm Retirement village Rural industry Shopping centre >1500m <sup>2</sup> GLA Showground Stables Stock sales yard Townhouse units Transportable home village Turf farming

Annex B

Plant List



## Indicative Plant Schedule – Mixed Industry and Business Area South Sector Two

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

*\* denotes canopy trees (as referred to in Section 3.4.4 Item 1)*

Botanical Name	Common Name
<b>Trees &amp; Palms (continued)</b>	
Livistona nitida	Livistona
Lophostemon confertus*	Brush Box
Lophostemon suaveolens	Swamp Box
Mallotus philippensis*	Red Kamala
Macadamia integrifolia*	Queensland Nut
Melaleuca linariifolia	Snow in Summer
Melaleuca quinquenervia	Broadleaved Paperbark
Oreocallis sp. nova (wickhamii)	Tree Waratah
Podocarpus elatus*	Brown Pine
Rhodamnia rubescens*	Swamp Paperbark
Rhodosphaera rhodanthema*	Deep Yellow Wood
Syzygium australe*	Scrub Cherry
Syzygium franchisee*	Giant Water Gum
Syzygium leuhmanii*	Small Leaved Lilly Pilly
Toechima tenax*	Scrub Teak
Tristaniopsis laurina*	Water Gum
Waterhousia floribunda*	Weeping Myrtle
<b>Shrubs</b>	
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

\* denotes canopy trees (as referred to in Section 3.4.4 Item 1)

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

\* denotes canopy trees (as referred to in Section 3.4.4 Item 1)

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

Annex C

## Car and Bicycle Parking Requirements

## Car Parking Requirements – Mixed Industry and Business Area South Sector One

Purpose	Minimum Number of Car Parking Spaces
Accommodation Unit	1.25 per unit
Amusement Premises	1/15m <sup>2</sup> GFA
Attached Flat	1
Bulk Garden Supplies	1/50m <sup>2</sup> GFA or 2 spaces per 1,000m <sup>2</sup> of Site Area*
Car Wash	4 spaces
Caretakers Residence	1
Catering Premises	1/15m <sup>2</sup> GFA or part thereof
Child Care Centre	1/staff member + for child set down
Cluster Housing	1.5/dwelling of which at least 1 space is enclosed and lockable + 0.5 visitor parking
Commercial Services	1/50m <sup>2</sup> GFA or 2/tenancy*
Communication Station	To be negotiated
Contractor's Depot	1/50m <sup>2</sup> GFA or minimum of 4 spaces or 2/1,000m <sup>2</sup> of Site Area*
Craft Shop	1/15m <sup>2</sup>
Educational Establishment	Primary school: 1/staff member; Secondary and Tertiary: 1.5/staff member + paved pick up and set down for buses and a visitor car park
Electronic Simulated Conflict	1/30m <sup>2</sup> GFA
Estate Sales Office	5
Fast Foods Delivery Service	1/15m <sup>2</sup> GFA
General Industry	4 + 1/100m <sup>2</sup> GFA in excess of 200m <sup>2</sup> or 2 spaces per 1,000m <sup>2</sup> of Site Area*
Hardware Shop/Centre	1/30m <sup>2</sup> with a minimum of 4 spaces
Heavy Vehicles Sales	1/30m <sup>2</sup> GFA with a minimum of 4 spaces or 2/1,000m <sup>2</sup> of Site Area or part thereof*
Home Industry	6 for site, 4 of which are to be located to rear residence
Hospital	1/ 4beds + 1 space per 2 employees + 1/doctor + separate area for emergency vehicles
Hotel	1/guest suite + 1/5m <sup>2</sup> of lunge, bar and beer garden area + 1/3 employees + 1/15m <sup>2</sup> GFA of liquor barn or bulk liquor sales + space for 12 cars in drive in bottle shop
Indoor Recreation	
- Bowling	4/alley
- Gymnasium	10/100m <sup>2</sup> GFA or part thereof
- Indoor Bowls	4/rink
- Indoor Skating Rink or Swimming Pool	15 + 1 per 100m <sup>2</sup> GFA or part thereof
- Indoor Cricket or other game other than squash or tennis	25/pitch
- Squash or Tennis	6 per court
- Other than above	10/100m <sup>2</sup> GFA or part thereof
Junk Yard	1/150m <sup>2</sup> GFA + minimum 5 spaces, or as determined by Council
Late Night Shop	1/15m <sup>2</sup> GFA or part thereof
Local Store	1/15m <sup>2</sup> GFA or part thereof with a minimum of 4
Local utility	To be negotiated
Medical, dental or paramedical practitioner	4 per consulting room
Motel	1.5 per unit of which at least 1 space is enclosed and lockable +0.5 unit for visitor parking
Motor vehicle repair or service including windscreen, exhaust and tyre fitting workshop	1/30m <sup>2</sup> GFA + minimum of 2 spaces per tenancy*
Multiple dwelling	1.5/dwelling unit or which at least 1 space is enclosed

	<b>and lockable +0.5/unit for visitor parking</b>
<b>Office (other than medical)</b> Includes offices associated with or ancillary to when more than 20% of GFA	1/30m <sup>2</sup> GFA or part thereof
<b>Outdoor Recreation (assessable development)</b>	6 spaces per court or negotiated with Council
<b>Outdoor sales (assessable development)</b>	One space per 150m <sup>2</sup> of site area, or part thereof
<b>Park</b>	Nil
<b>Place of Assembly</b>	1/15m <sup>2</sup> GFA
<b>Place of Entertainment</b>	1/10m <sup>2</sup> GFA or part thereof
<b>Place of Worship</b>	1/10m <sup>2</sup> GFA or part thereof
<b>Public Utilities</b>	Nil
<b>Retail Nursery (assessable development)</b>	10 spaces, plus one space per 100m <sup>2</sup> of site area, or part thereof, in excess of 500m <sup>2</sup>
<b>Restaurant</b>	1/15m <sup>2</sup> GFA or part thereof
<b>Service Industry</b>	1/50m <sup>2</sup> GFA or part thereof with min. of 2/tenancy
<b>Service Station</b>	4 per service bay with a minimum of 4 spaces + 1/15m <sup>2</sup> GFA or part thereof for any restaurant or take away food area plus 1/30m <sup>2</sup> GFA of any other area
<b>Shop</b>	1/15m <sup>2</sup> GFA or part thereof
<b>Showroom</b>	1/30m <sup>2</sup> GFA
<b>Special Use</b>	To be negotiated
<b>Take-away Foods Store</b>	1/15m <sup>2</sup> GFA + separate queuing for at least 10 vehicles for drive through servery
<b>Technology Industry (Service Industry)</b>	1/50m <sup>2</sup> GFA or part thereof with min. of 2/tenancy*
<b>Transportable Home Park</b>	2 spaces per transportable home site of which at least 1 space is enclosed and lockable + 0.5 spaces per unit for visitor parking
<b>Vehicle Sales Yard/Vehicle Hire Yard</b>	1/30m <sup>2</sup> GFA or part thereof with minimum of 4 spaces or 2/1,000m <sup>2</sup> of Site Area*
<b>Veterinary Clinic or Veterinary Hospital</b>	1/30m <sup>2</sup> GFA or 4 spaces per consulting room*
<b>Warehouse</b>	4 + 1/100m <sup>2</sup> GFA or part thereof in excess of 200m <sup>2</sup>
* Whichever is greater	

### Bicycle Parking Requirements – Mixed Industry and Business Area South Sector Two

Land Use	Employee Bicycle Parking Spaces	Class	Visitor/Shopper Bicycle Parking Spaces	Class
Park	-	1 or 2	1 per hectare with a minimum of 5 spaces	3
Accommodation units	1 per habitable rooms	1	1 space per 16 habitable rooms	3
Bulk garden supplies	1 per 750m <sup>2</sup> sales floor	1	1 space per 1,000m <sup>2</sup> sales floor	3
Car park	1 space per 750m <sup>2</sup> GFA	1	1 space per 50 car parking spaces	3
Car wash	1 space per 750m <sup>2</sup> GFA	2	N/A	
Catering premises	1 space per 100m <sup>2</sup> GFA public area	2	2 spaces	3
Commercial services	1 space per 200m <sup>2</sup> GFA	2	1 space per 750m <sup>2</sup> GFA over 1,000m <sup>2</sup> GFA	3
Contractors depot	1 space per 750m <sup>2</sup> GFA	2	1 space per 200m <sup>2</sup> GFA	3
Convention centre	1 space per 4 employees	1 or 2	1 per 200m <sup>2</sup> GFA	3
Educational establishment	Tertiary/Inst. Of Tech.: 1 per 100f/t students, 2 per 100f/t students School: 1 per 5 pupils over year 4	1 or 2	-	3
Entertainment library	1 space per 300m <sup>2</sup> GFA	2	1 space per 200m <sup>2</sup> GFA	3
Funeral parlour	1 space per 800m <sup>2</sup> GFA	1	-	3
Hardware centre	1 per 750m <sup>2</sup> sales floor	1	1 space per 1,000m <sup>2</sup> sales floor	3
Heavy vehicle sales	1 space per 800m <sup>2</sup> GFA	1	-	3
Hospital	1 per 15 beds	1	1 space per 30 beds	3
Hotel	1 per 25m <sup>2</sup> bar floor area and 2 per 100m <sup>2</sup> lounge, beer garden	1	1 space per 25m <sup>2</sup> bar floor areas and 2 per 100m <sup>2</sup> lounge, beer garden	3
Indoor recreation	1 space per 4 employees	1 or 2	1 space per 200m <sup>2</sup> GFA	3
Institution	1 per 400m <sup>2</sup> GFA	1 or 2	1 per 200m <sup>2</sup> GFA	3
Motel	1 per 40 rooms	1	-	3
Office	1 per 200m <sup>2</sup> GFA	1 or 2	1 space per 750m <sup>2</sup> over 1,000m <sup>2</sup> GFA	3
Outdoor recreation	-	1 or 2	1 per hectare with a minimum of 5 spaces	3
Outdoor sales	1 space per 800m <sup>2</sup> GFA	1	-	3
Passenger terminal	1 space per 4	1 or 2	1 space per 200m <sup>2</sup>	3



	employees		GFA with a minimum of 5 spaces	
Recycling depot	1 per 800m <sup>2</sup> GFA	1	-	3
Restaurant	1 per 100m <sup>2</sup> public area	1 or 2	2 spaces	3
Retail nursery	1 space per 300m <sup>2</sup> GFA	2	1 space per 200m <sup>2</sup> GFA	3
Retail showroom	1 per 750m <sup>2</sup> sales floor	1	1 space per 1,000m <sup>2</sup> sales floor	3
Service industry	1 per 800m <sup>2</sup> GFA	1	-	3
Shop < 300m <sup>2</sup> GFA	1 per 300m <sup>2</sup> GFA	1 or 2	1 space per 200m <sup>2</sup> GFA	3
Special use	1 space per 4 employees	1 or 2	1 space per 200m <sup>2</sup> GFA	
Technology industry	1 space per 300m <sup>2</sup> GFA	1 or 2	1 space per 200m <sup>2</sup> GFA	3
Tourist facility	1 space per 300m <sup>2</sup> GFA	1 or 2	1 space per 200m <sup>2</sup> GFA	3
Transport terminal	1 space per 4 employees	1 or 2	1 space per 200m <sup>2</sup> GFA with a minimum of 5 spaces	3
Vehicle hire depot	1 space per 750m <sup>2</sup> GFA (excluding outdoor vehicle display area)	2	1 space per 200m <sup>2</sup> GFA	3
Vehicle sales yard	1 space per 800m <sup>2</sup> GFA	1	-	3
Veterinary clinic	1 space per 200m <sup>2</sup> GFA	1 or 2	1 space per 750m <sup>2</sup> GFA over 1,000m <sup>2</sup> GFA	
Veterinary hospital	1 space per 200m <sup>2</sup> GFA	1 or 2	1 space per 750m <sup>2</sup> GFA over 1,000m <sup>2</sup> GFA	
Warehouse	1 space per 1,000m <sup>2</sup> GFA	1 or 2	-	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

<b>Class</b>	<b>Security Level</b>	<b>Description</b>	<b>Main User Type</b>
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.

Annex D

# Signage Guidelines

Annex E

Proposed Metes and Bounds Description

Appendix F

Bruce Highway Landscaping Concept