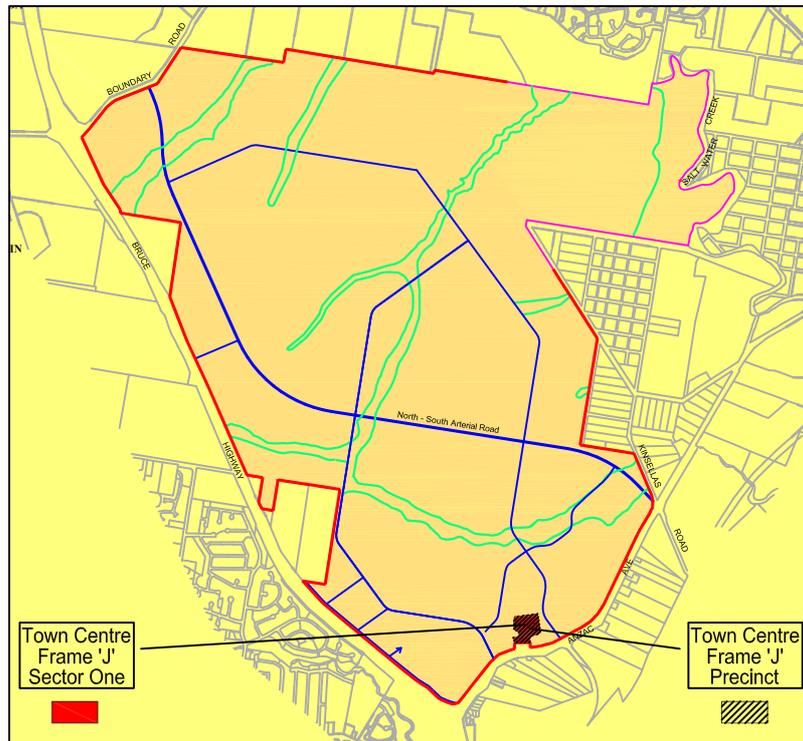


# MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

## Sector Plan 036-1000



Town Centre Frame 'J' Precinct  
Town Centre Frame 'J' Sector One

29 May 2014

# **MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN**

**Sector Plan No. 036 - 1000**

**for**

**Town Centre Frame “J” Sector One  
Gregor Street West/McLennan Court**

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

**Minor Amendment**

**29 May 2014**

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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 “J” Sector One*. This document constitutes the Sector Plan for Town Centre Frame “J” Sector One.

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

The Town Centre Frame “J” 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.

## **2. Sector Plan Context**

This sector relates and occupies all of the Town Centre Frame 'J' 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 bound to the north by Gregor Street West, to the east by Town Centre Frame “C” Sector Seven, to the south by Town Centre Frame “C” Sector Two and to the west by McLennan Court. The sector has an area of 2.532ha.

Land comprising the sector is described as Lot 54 on SP224072 and Lot 24 on SP SP224072., 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 (or DEO's). Each DEO is in turn supported by a range of specific elements to assist in delivering the specific DEO.

##### **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's 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 'J' 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 development concept for this Sector is generally for medium-low density, low-rise, commercial and mixed use development (inclusive of residential uses). This sector is to ultimately provide a range of opportunities for small scale retail, office and commercial services, personal services, restaurant uses, a child care centre, or an institution and recreation and leisure premises may also be provided within the Sector.

It is recognized that development of a child care centre may not achieve the general character of other forms of commercial development in the sector due to the nature and function of this specific use. It is intended that flexibility will be applied in the application of general development requirements and design and siting criteria to this use. In particular, mandatory development requirements relating to building height, building setback requirements and the prohibition of front fencing may need to be relaxed to accommodate development of a child care centre on a given site. Fencing may be considered to road frontages where integrated with landscaping and suitably screened. The circumstances of individual sites, the merits of the proposal, compatibility with adjoining development, and the extent to which a proposal otherwise complies with development requirements of the Sector Plan will be considered by the Council in determining appropriate performance criteria for a child care centre.

Medium or high density residential development may be considered within the sector where integrated with appropriate non-residential uses and generally above ground level. Ground level / Townhouse units may be developed on Lot 86, where behind commercial or retail development which is to be located at the frontage to McLennan Court. Development applications must identify the proposed treatment or commercial/retail development to McLennan Court, general access and parking arrangements and an achievable residential density of 40 – 80 dwellings units per hectare. Any Townhouse development in the rear of Lot 86 must allow sufficient site area and depth for a suitable commercial/mixed use development at the McLennan Court frontage.

Development along all road frontages is to have a high level of architectural design and is to address the street in order to contribute to the through route nature of Gregor Street West and the urbanised nature of McLennan Court.

Development in the Sector should:

- (i) provide a mixed and flexible environment to meet future employment and consumer needs;
- (ii) ensure connectivity, integration and strong functional and architectural relationships with the commercial developments within the Sector, Precinct and the balance of the Town Centre Frame.
- (iii) respond appropriately to community expectations of the facilities and services likely to be found in the town centre Frame;
- (iv) ensure connectivity, integration and strong functional and architectural relationships with the adjacent development and development within the balance of the Town Centre Frame;
- (v) 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;
- (vi) continue surrounding landscape/streetscape themes along Gregor Street West to reinforce the through-route nature of this corridor;
- (vii) where possible, provide opportunities for shared carparking and service areas between different developments and uses;
- (viii) follow good environmental practice which protects the amenity of the area;
- (ix) establish an atmosphere and scale appropriate at the fringe of a town centre and which is compatible with the adjacent development; and
- (x) ensure that building design defines main pedestrian thoroughfares and provides an interesting and inviting panorama for both pedestrian and vehicular traffic.
- (xi) At the intersection of Gregor Street West and McLennan Court, corner treatments are encouraged including building design and height elements to create focal points for the sector.

## **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 frame.

### **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 planned development of the wider Town Centre Frame area

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) define entrance statements to the sector and to buildings;
- (iii) articulate urban spaces;
- (iv) respond to traffic functions and character of the precinct;
- (v) define the interface of the sector with adjoining and adjacent future sectors and provide a transition between sectors where appropriate;
- (vi) provide shade within surface car parking and pedestrian areas;
- (vii) screen car parking, loading docks and service areas; and
- (viii) 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 Gregor Street West and McLennan Court 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:

- Amusement premises
- Apartments
- Car park
- Car wash
- Catering premises
- Child care centre
- Commercial services
- Community premises
- Convention centre
- Educational Establishment
- Entertainment library
- Estate sales office
- Family day care centre
- Hardware centre

- Hotel
- Indoor recreation
- Institution
- Office
- Restaurant
- Retail nursery
- Shop <300m<sup>2</sup> GFA
- Shopping centre <1,500m<sup>2</sup> GLA
- Special use
- Technology industry
- Tourist facility
- Townhouse units (only on the rear of Lot 86)
- Vehicle hire depot
- 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 otherwise approved by the Council. This includes provisions for greater demand on water supply and sewerage infrastructure resulting from future alternative uses of the sector, as outlined in clause 10.4.1.

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.

The development character of the sector will derive from the land use intentions for administrative, commercial, community and mixed use activities (including residential) along an active pedestrian-friendly environment on Gregor Street West and McLennan Court. These areas are to be supported by an urbanised character including mixed use commercial and medium-low density land uses that establish active street frontages through the use of clearly defined pedestrian doorways, glazing treatments and pedestrian awnings.

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, building elements will be at least two (2) storeys above existing street level in scale/form and will not exceed five (5) storeys in height. Buildings will exhibit architecture in keeping with the town centre location. Any buildings taller than two storeys will be stepped back to minimise the impact of bulk and form on the streetscape. Appropriate articulation within the built form as well as the use of mature landscaping will further reduce the bulk. Podia will continue the building height and facades of street-front development. (Refer to **Appendix B: Image 4**)

Where noise sensitive development is proposed, acoustic treatment and noise mitigation measures are to be implemented at the reception point (i.e.: within the building design) rather than the use of noise barriers to the road reserve. Such measures should be consistent with the Department of Main Roads Manual, Road Traffic Noise Management: Code of Practice. All mitigation measures are to be wholly located on the subject property.

There will possibly be some flexibility in the design and siting of building and car parking areas, such that buildings (whilst considering nominated building and landscaping setbacks) may extend over the balance 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 Gregor Street West**

### **6.2.1 Character of Gregor Street West**

Gregor Street West is to be characterised by an urbanised character including commercial and medium density land uses that, whilst being generally setback no less than three (3) metres from the street frontage, will serve to establish an active street frontage through the use of clearly defined pedestrian doorways, glazing treatments and pedestrian awnings integrated with a fine grain retail/commercial interface at street level.

The transitional nature of the area is to be reinforced through building design and architectural features that are compatible with surrounding development, including the use of similar building materials, building height, building scale and roof pitch. Pedestrian thoroughfares and linkages are encouraged in order to maintain an association with surrounding development, including the nearby community orientated Precincts and the Town Centre Core

### **6.2.2 Development Fronting Gregor Street West**

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

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

Furthermore, the proposed access arrangements do not conflict with any vehicular movement patterns fronting the northern boundary of Gregor Street West. The access arrangements along Gregor Street West will ensure that future development addresses the “through route” nature of this area and allow the road frontage to become a highly urbanised and active precinct.

### **6.2.3 Landscape Character of Gregor Street West**

The landscape treatment of Gregor Street West should have a close relationship to the landscaped environment of Memorial Drive and act as a landscaped link between Memorial Drive and Discovery Drive to the east. The secondary “local” nature of Gregor Street West is to be clearly illustrated through the design, location, types and spacing of plantings. Landscaping should be incorporated into private developed sites to reinforce the landscaping proposed along street frontages.

Any planting adjacent to vehicular and pedestrian access points within the Precinct must address the transitional nature between the highly pedestrian Town Centre to the west and the through-route nature of Gregor Street West.

Landscaping shall promote safety and low speeds, but with due concern for maintaining sightlines.

A continuation of surrounding landscape and streetscape themes should occur within Gregor Street West to reinforce the pedestrian oriented environment, maintain attractive vistas, improve legibility and enhance comfort and safety in all publicly accessible areas.

### **6.3 McLennan Court**

#### **6.3.1 Character of McLennan Court**

McLennan Court is to be an attractive and vibrant area of the precinct that has a strong emphasis on active ground floor activities and low-medium density commercial uses to the street frontage.

Buildings in the sector will serve to present attractive facades to the car parking areas and the boundaries with adjoining sectors. Pedestrian access from the street will be 'at grade' to encourage active frontages in the development

Pedestrian comfort at ground level will be considered with any development along McLennan Court. To achieve this outcome, appropriate responses may include a combination of continuous pedestrian shelter provided by building awnings or colonnades, shade structures, street furniture and landscaping. (Refer to **Appendix B: Images 3 and 4**)

#### **6.3.2 Development Fronting McLennan Court**

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

Commercial, office and retail development will need to ultimately address the street with due consideration to the nominated building and landscaping setbacks. Development will be at least two storeys in height or portray design elements of a similar height and scale. 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. Additional articulation and use of landscaping will further facilitate a reduction in the bulk and scale of the development. The scale of buildings framing McLennan Court 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.

Future access along McLennan Court is to be in accordance with the *Sector Plan Map – Figure 4*.

Whilst the development will present active frontages addressing the street, the transition between the street and the ground level must be enhanced by highly accessible pedestrian entries. The expansion of buildings and landscaping along McLennan Court will ensure a continuous 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 McLennan Court will be accommodated in a gradual slope, possibly providing appropriate public spaces, outdoor meeting areas and barrier-free access to buildings.

Pedestrian entries from McLennan Court to residential development and/or 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 fronting McLennan Court from any development to the rear of the Lots.

### **6.3.3 Landscape Character of McLennan Court**

The landscape treatment of McLennan Court will include a high quality streetscaped urban character. Landscape planting will soften the appearance and give scale to buildings within the sector, articulate urban spaces and provide shade for on-street car parks, waiting areas and adjacent pedestrian areas.

The landscaping along McLennan Court should also reflect the traffic role and function of the road, and the anticipated traffic flows and recognise the transition in land uses from the east and southern portions of the Town Centre Frame. Landscaping should ultimately accentuate building forms, whilst reducing building mass to produce a cohesive and attractive pedestrian environment. To the west of McLennan Court, landscaping treatments should aim to reduce the building mass of the proposed private hospital to provide an appropriate transition to the eastern, of which will be characterised by primarily commercial and retail activities.

Landscaping and 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.

Landscaping may be required to buffer and screen functional elements along these frontages to reduce their impacts upon the amenity and visual character of the Precinct.

## **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) car parking requirements;
- (f) development densities;

- (g) environmental management plan requirements for development in the sector;
- (h) any matters required by the DCP to be included in the sector plan; and
- (i) 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 2.532 hectares.

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

Access and Stormwater easements in favour of Council are also to be provided as shown on *Figure 4 - Sector Plan Map* and *Figure 6 – Indicative Plan of Subdivision*.

Access to future allotments within the Sector is to be from Gregor Street West and McLennan Court; however access should be in line with areas of the site affected by the “No vehicular access permitted” designation.

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

- (i) Minimum Lot Area 1,800m<sup>2</sup>
- (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.

### 7.3.3 Services & Servicing

All development in the sector will be provided with adequate and acceptable building services and servicing.

All loading zone parking will be accommodated within the sector and accessed from the internal vehicle circulation areas.

The storage of all refuse and recyclable materials will be provided off the internal vehicle circulation areas and suitably screened.

Landscaping and other solid screening devices will be used to screen undesirable views of service areas, loading bays, refuse areas and plant and machinery. Solid screening devices will screen these areas to views from Gregor Street West and McLennan Court.

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.

### 7.3.4 Plant & Equipment

Plant and equipment will comply with the following requirements:

- (xii) 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;
- (xiii) 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.
- (xiv) The amenity of the area will be protected from noise, vibration, smells, fumes and electrical interference; and
- (xv) 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.

### 7.3.5 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.

Site coverage is not restricted provided the following elements are appropriately addressed by the design of the development:

- (a) development has due consideration to the minimum building and landscape setbacks nominated in Figure 4;
- (b) development is in context with, and visually compatible with the appearance of any neighbouring buildings if constructed;
- (c) any required pedestrian thoroughfare is accommodated within the site;
- (d) adequate pedestrian facilities including pedestrian shelters are provided at ground level;
- (e) 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 existing street level at any point to the eaves of any building, is to be generally two storeys. Buildings above two storeys generally may include a podium for the first two storeys with additional storeys set back at least 3 metres from the street to promote articulation of the facades and to provide terraces and opportunities for planting and other design treatments.

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 'J' 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 Gregor Street West must promote an urban atmosphere (refer relevant images in **Appendix B**). Facades must present small-scale incidental tenancies with a continuity of architectural character.

### **7.5.2 Building Setbacks**

Building setbacks are to:

- (i) be generally no less than three (3) metres along all street frontages with the exception of retail, commercial or office uses that utilise the street frontage for pedestrian entry;
- (ii) retail, commercial or office uses that utilise the street frontage for pedestrian entry may be built to the road frontage boundary where constraints (services) permit; and
- (iii) generally be developed up to any pedestrian thoroughfares (not being a road).

### **7.5.3 Building Site Coverage**

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

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

### **7.5.4 Building Design**

Buildings within the Sector must:

- (i) be in context with and visually compatible with the height, scale and bulk of surrounding development and streetscape patterns;
- (ii) not exceed five (5) storeys in height;
- (iii) include a combination of design elements (including landscaping) to reduce building bulk, scale and mass, such as projections, recesses, openings and variations in light/shade and three dimensional form, banding in surfaces, external framing, entry structures, pergolas and subtle variations in parapet design;
- (iv) on corner allotments and where openings are not provided to building facades located within ten (10) metres of the road alignment, maximise

- glazing at the ground floor level so as to display interior activity to the street;
- (v) include windows at upper levels which provide for viewing of external areas;
  - (vi) create an attractive presentation to all road frontages and external pedestrian thoroughfares through the use of clearly articulated and well proportioned access doorways, landscaping and no more than two (2) rows of car parking and a centre manoeuvring aisle;
  - (vii) orientate main entrances to address the street frontage or outdoor forecourt and provide well-lit pedestrian access and vehicular access to the street environment;
  - (viii) allow sensitive environmental responses to slope, access and integration requirements;
  - (ix) be designed with attractive rooflines that complement the overall building design and include varying elements for visual interest;
  - (x) provide attractive facades and entries through the use of horizontal and vertical variations in the façade, and other design features;
  - (xi) Blank walls should not exceed 15.0 metres and should be screened through use of planting;
  - (xii) complement the overall character of the Sector and the DCP area generally, whilst allowing corporate identity for tenants;
  - (xiii) incorporate materials and colours that are not highly reflective to avoid unreasonable glare nuisance to surrounding development and not incorporate unfinished building materials such as block work and concrete tilt up slabs on external building facades ;
  - (xiv) for all non-residential buildings greater than 2500m<sup>2</sup> within this Sector, 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 generally complies with the energy efficiency guidelines in this Sector Plan; and
  - (xv) Townhouse development must ensure that the garage door is inline or setback from the main building line or column (garages are not permitted in front of the main building line).
  - (xvi) Private open space must be provided on the ground level for each Townhouse unit. The private open space must:
    - a) demonstrate a clear relationship to a living area of the dwelling
    - b) have a maximum gradient of 1 in 10
    - c) have minimum area of 12sqm with a minimum width of 2.4m
    - d) be clear of dwelling service areas

#### 7.5.4.1 Building Design Guidelines

Building design within the Sector is encouraged to:

- (i) be of low to medium rise, with a minimum height of two (2) storeys to the road frontages;
- (ii) include innovative contemporary building design derivative from Queensland building traditions, and designed to suit the climate, light and

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

#### 7.5.4.2 Material, Finish and Colour Guidelines

Building design within the Sector is encouraged to:

- (i) reflect a distinctive contemporary architectural style, with buildings sharing a palette of compatible finishes, colours and details that contribute to a strong sense of place;
- (ii) use materials and colours relating to those in the local environment, including the use of key character elements, for example, block stone work may be incorporated into the base of buildings to relate to the stone detailing within North Lakes. Other key character elements may include the use of timber detailing, earthy tones, heavy plinth bases and feature species planting;
- (iii) include the integrated use of elements such as timber, glass and tin;
- (iv) include corrugated pre-finished and coloured metal sheets for major roofing materials. The application of these materials must minimise any reflective nuisance to surrounding development;
- (v) incorporate brighter colour accents for minor detail elements such as window and door frames, columns, handrails, ornamental features and signage details; and
- (vi) incorporate materials that:
  - (a) are robust, durable and resistant to vandalism;
  - (b) present a suitable finish to pedestrian areas;
  - (c) incorporate walls which present as solid and permanent

- elements;
- (d) are of a high quality, clean and free of defects;
- (e) are low maintenance, resulting in minimum use of detergents for cleaning; and
- (f) assist with thermal performance and energy efficiencies, where practicable.

#### 7.5.4.3 Design for Climate and Energy Efficiency Guidelines

Building design within the Sector is encouraged to:

- (i) include the use of external shade structures, ventilated spaces, overhangs and screens to allow enjoyment of the outdoors while also providing relief from the sun, wind and rain;
- (ii) maximise ventilation by taking advantage of prevailing breezes and the use of adequate and effective insulation materials in roof cavities and wall spaces of buildings in order to minimise demands for energy required for air-conditioning;
- (iii) 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;
- (iv) 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;
- (v) incorporate the use of gas or solar hot water heaters and solar energy devices;
- (vi) implement energy efficient management systems for the building;
- (vii) where possible, use building materials which impose energy efficiency;
- (viii) 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;
- (ix) 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.
- (x) provide ventilated roof cavities by taking advantage of prevailing breezes; and
- (xi) where possible, orientate buildings to minimize westerly sun exposure and maximize northerly exposure and solar access in the winter.

#### 3.4.3.4 Water Efficiency Guidelines

Development within the Sector is encouraged to:

- (i) collect and store roof water for toilet flushing and landscape use; and
- (ii) minimise water consumption through incorporation of flow restrictors, AAA rated water efficient taps and shower roses and dual flush (3/6 litre) cisterns.

### 7.5.5 Safety and Crime Prevention

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

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

## 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 of three (3) metres along Gregor Street West and McLennan Court frontages of each lot within the Sector;
- (iv) provide a minimum landscaped strip 1.5 metres along internal boundaries to separate parking areas;
- (v) be designed to complement and integrate with the landscaping and design character of adjoining Sectors and Precincts;
- (vi) 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 Gregor Street West and McLennan Court. 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;
- (vii) 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;

- (viii) 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;
- (ix) provide adequate landscaped areas so as to create a landscape setting and passive recreation space for development;
- (x) 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;
- (xi) be employed to reduce reflected glare from building facades;
- (xii) not compromise pedestrian safety from vehicles accessing sites within the Sector or in surrounding development;
- (xiii) be capable of efficient and effective maintenance;
- (xiv) generally frame entry areas to sites;
- (xv) screen services such as electricity substations and transformers in a way that does not affect the streetscape;
- (xvi) delineate between the pedestrian and vehicular environments, as well as to provide some relief from headlight glare and visual monotony; and
- (xvii) 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.
- (xviii) Where retaining walls and batters are required between building platforms to address site slope, landscaping is to be provided in front of, or on the slope, of those walls or batters to effectively screen them from view from the street or other vantage point in the locality. Where fencing is proposed atop of any retaining wall, the fencing is to be set back a minimum of 700mm to allow landscaping to be planted within the setback area. Landscaping at the base or top of a retaining wall or batter is to effectively screen the majority of the retaining wall, batter or fence.

### **7.6.3 Fencing - General Requirements**

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

- (i) No fencing in proximity to road boundaries is permitted (other than permitted in Section 7.6.3(ii) below).
- (ii) If fencing is proposed to side and rear boundaries and is to be constructed of timber and the height of the fence must not exceed 1.8 metres. Other fencing materials may be considered as part of the material change in use application. Any fencing must be setback three (3) metres behind the alignment of the front façade on any building.
- (iii) 'Soft' enclosures and demarcations of the front property boundary, e.g. hedges, earth mounding and landscape planting, are encouraged. Where hedges are established to delineate a front boundary, gates may be incorporated, providing established and vigorous plantings are utilised for hedges.

- (iv) Where the principal developer has constructed a fence, it must be maintained by the owner to the standard at which it was constructed.
- (v) Retaining walls are generally not permitted between the rear of the building and the rear fence, unless integrated with terraced garden beds.
- (vi) Earth/fill or retaining walls are not permitted within 3.0m of the rear boundary.
- (vii) Retaining walls must be designed to complement existing adjoining development. .

#### **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**

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 Gregor Street West and McLennan Court;
- (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) 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.
- (ii) Any advertising device directed to ANZAC Avenue or the Bruce Highway must obtain the written approval of the Department of Main Roads in accordance with Section 43 of the Transport Infrastructure Act 1994. Advertising signs within private property, but visible from a State Controlled Road must also comply with the Guide to the Management of Roadside Advertising which shows the Department of Main Roads requirements for devices on a development site.

## **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.
- (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.
- (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) Undercroft parking areas visible from the street are to be suitably screened with a combination of landscaping, low level walls (including rocks, earth mounds and batters) and screens (under floor or between columns), integrated within the building design to reduce the visibility of that car parking, as well as building fittings, storage and pant areas, etc, to less than 50% of the area that would otherwise be visible from the street. The screens are to be consistent and compatible with the design and finish of the building and be of a high standard. A combination of all 3 of the above elements are to be implemented. Walls and screens should be a minimum of 600mm ion depth.
- (i) 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, indicative vehicular, cycle and pedestrian access at shared points and landscaped car parking areas within the sector. Specific requirements for access to development in the sector are set out below.

- (a) Vehicular ingress and egress points from public roads surrounding the sector are limited to the Indicative Pedestrian & Vehicular Access Locations shown on the sector plan map.
- (b) Vehicular access points will ensure no queuing occurs across pedestrian areas.
- (c) Pedestrian and vehicular access lanes into the sector will be a maximum width of 10 metres and will include at least one footpath of a minimum 2.0 metres width. Adequate separation between vehicles and pedestrians is to be provided, while the paving treatment in the laneways will clearly identify the shared pedestrian/vehicular traffic environment.
- (d) 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.
- (e) Pedestrian access points via car parking areas at the rear of any development must be clearly identified and designed to maximise safety and convenience.
- (f) Where a large or extensive paved area is proposed for access by large service vehicles on individual lots, or joint access via easement or common property, that area is to be substantially screened from view from the street or other vantage point in the locality.

A combination of landscaping, earth mounds, feature walls, light weight built structures (pergolas, trellises, etc) and screens are to be utilised.

- (g) 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.
- (h) 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.
- (i) 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 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:

- (i) be generally in accordance with *Appendix D – Bicycle Parking Requirements*;
- (ii) 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
- (iii) 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 'J' Sector One are summarised in this sector plan:

**Roads**

- (i) All road work required by the MHIA and where applicable, Mango Hill Agreement (MHA-Mr) associated with this sector have been completed (refer to Figure 7 – Road Layout)

**Water**

- (ii) Reticulation systems along all internal roads to service all properties in the setor;
- (iii) Those sections of the mains shown on *Figure B – Water Supply Headwork's*, necessary to service the anticipated demand in the Sector; and
- (iv) 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.
- (ii) Additional park contribution in relation to high density residential development (> 80 dwellings/ha) as required by the MHIA 1999, arising from development within this Sector Plan area, is to be provided by the Principal Developer elsewhere in the Town Centre Frame, unless otherwise agreed by Council.

**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 9.1 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:

- (i) For the purpose of assessing water supply capacity, the estimated number of equivalent Tenements for this Sector is:

Lot 85 = 3.788ET's;

Lot 84 = 3.6ET's;

Lot 54 = 7.5ET's;

Lot 86 = 47.3ET's; and

Lot 87 = 5.711ET's.

- (ii) For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this Sector is:

Lot 85 = 7.575EP's;

Lot 84 = 7.2EP's;

Lot 54 = 15EP's;

Lot 86 = 217.8EP's; and

Lot 87 = 11.421EP's.

- (iii) If a future alternative use of the Sector imposes a greater demand on 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 will not be prevented from servicing the total number of ET’s and EP’s 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, prior to a Development Approval for Material Change of Use being issued.

# **APPENDIX A**

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

**SUPPLEMENTARY TABLE OF DEVELOPMENT  
(TOWN CENTRE FRAME 'A' PRECINCT)  
FOR TOWN CENTRE FRAME 'A' SECTOR ONE**

<b>Purposes for which premises may be erected or used without the consent of Council (Permitted Development)</b>  <b>COLUMN A</b>	<b>Purposes for which premises may be erected or used without the consent of Council subject to conditions (Permitted Development subject to conditions)</b>  <b>COLUMN B</b>	<b>Purposes for which premises may be erected or used only with the consent of Council (Permissible Development)</b>  <b>COLUMN C</b>	<b>Purposes for which premises may not be erected or used (Prohibited Development)</b>  <b>COLUMN D</b>
Caretaker's residence Local utilities Park	<p><b>Any one or more of the following purposes on land nominated for that purpose or purposes on an approved sector plan.</b></p> <ul style="list-style-type: none"> <li>Amusement premises</li> <li>Apartments</li> <li>Car park</li> <li>Car wash</li> <li>Catering premises</li> <li>Child care centre</li> <li>Commercial services</li> <li>Community Premises</li> <li>Convention Centre</li> <li>Educational Establishment</li> <li>Entertainment library</li> <li>Estate sales office</li> <li>Family Day Care Centre</li> <li>Hardware centre</li> <li>Hotel</li> <li>Indoor recreation</li> <li>Institution</li> <li>Office</li> <li>Restaurant</li> <li>Retail nursery</li> <li>Shop &lt;300m<sup>2</sup> GFA</li> <li>Shopping centre &lt;1,500m<sup>2</sup> GLA</li> <li>Special Use</li> <li>Technology Industry</li> <li>Tourist Facility</li> <li>Townhouse units (only on Lot 86 and contributing to a density of 40-80 dwelling units per hectare)</li> <li>Vehicle hire depot</li> <li>Veterinary clinic</li> </ul> <p><b>Any purpose in this column not nominated for land by the sector plan becomes for that land a permissible development</b></p>	<p><b>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</b></p>	<ul style="list-style-type: none"> <li>Adult product shop</li> <li>Agriculture</li> <li>Air strip</li> <li>Animal husbandry</li> <li>Aquaculture</li> <li>Bulk garden supplies</li> <li>Camping grounds</li> <li>Caravan park</li> <li>Cattery</li> <li>Cemetery</li> <li>Concrete batching plant</li> <li>Contractor's depot</li> <li>Correctional institution</li> <li>Crematorium</li> <li>Dairy</li> <li>Extractive industry</li> <li>Fuel depot</li> <li>General industry Hazardous industry</li> <li>Heavy vehicle parking</li> <li>Heavy vehicle sales</li> <li>Host farm</li> <li>Junk yard</li> <li>Kennels</li> <li>Lot feeding</li> <li>Motor sport or shooting</li> <li>Piggery</li> <li>Poultry farm</li> <li>Rural industry</li> <li>Shopping centre &gt;1,500m<sup>2</sup> GLA</li> <li>Showground</li> <li>Simulated conflict</li> <li>Stable</li> <li>Stock sales yard</li> <li>Transport terminal</li> <li>Transportable home village</li> <li>Turf farming</li> </ul>

# **APPENDIX B**

## **STREETSCAPE / CHARACTER IMAGES**

**NORTH LAKES DEVELOPMENT  
STREETSCAPE / CHARACTER IMAGES  
TOWN CENTRE FRAME “E” SECTOR TWO (SECTOR PLAN 022-2000)**



**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.



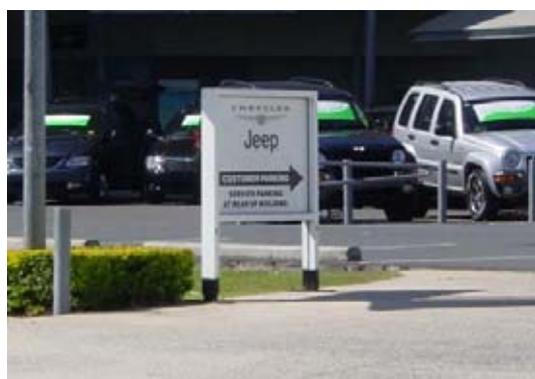
**Image 3 – Acceptable**

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 “E” SECTOR TWO (SECTOR PLAN 022-2000)**



**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 B: Indicative Plant Schedule -  
Major Community Facilities 'A' Sector One**

<b>Botanical Name</b>	<b>Common Name</b>
<b>Trees &amp; Palms</b>	
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 B: Indicative Plant Schedule -  
Major Community Facilities 'A' Sector One**

<b>Botanical Name</b>	<b>Common Name</b>
<b>Trees &amp; Palms</b>	
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
<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
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 B: Indicative Plant Schedule -  
Major Community Facilities 'A' Sector One**

<b>Botanical Name</b>	<b>Common Name</b>
<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 Boobiella
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

# **APPENDIX D**

## **BICYCLE PARKING REQUIREMENTS**

**BICYCLE PARKING REQUIREMENTS  
(TOWN CENTRE FRAME 'E' PRECINCT)  
FOR TOWN CENTRE FRAME 'E' 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 <sup>2</sup> 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 <sup>2</sup> GFA	1	1 space per 50 car parking spaces	3
Car wash (associated with an existing use)	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 per 750m <sup>2</sup> GFA	3
Child care centre (where the use is included within an existing building)	1 space per 1500m <sup>2</sup> GFA	2	2 spaces + 1 space per 1500m <sup>2</sup> GFA	3
Commercial services	1 space per 200m <sup>2</sup> GFA	2	1 space per 750m <sup>2</sup> GFA over 1000m <sup>2</sup> GFA	3
Convention Centre	1 space per 750m <sup>2</sup> GFA	2	1 space per 750m <sup>2</sup> GFA over 1000m <sup>2</sup> 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 <sup>2</sup> GFA	2	1 space per 200m <sup>2</sup> GFA	3
Hardware centre (where the use is included within an existing building)	1 space per 300m <sup>2</sup> GFA	2	1 space per 200m <sup>2</sup> 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 <sup>2</sup> GFA	3
Licensed club	1 per 25m <sup>2</sup> bar floor area and 1 per 100m <sup>2</sup> lounge, beer garden	1	2 spaces per 750m <sup>2</sup> GFA	3
Motel	1 space per 40 rooms	1	N/A	N/A
Office	1 space per 200m <sup>2</sup> GFA	2	1 space per 750m <sup>2</sup> GFA over 1000m <sup>2</sup> GFA	3
Passenger Terminal	1 space per 750m <sup>2</sup> GFA public area	1 or 2	1 space per 750m <sup>2</sup> GFA	3
Place of worship (where the use is included within an existing building)	1 space per 750m <sup>2</sup> GFA public area	1 or 2	1 space per 750m <sup>2</sup> GFA	3

Land use	Employee Bicycle Parking spaces	Class	Visitor/Shopper Bicycle Parking spaces	Class
Restaurant	1 space per 100m <sup>2</sup> GFA public area	1 or 2	2 spaces per 750m <sup>2</sup> GFA	3
Retail Nursery (where the use is included within an existing building)	1 space per 300m <sup>2</sup> GFA	1 or 2	1 space per 200m <sup>2</sup> GFA	3
Retirement Village (nursing home)	1 space per 7 beds	1 or 2	1 space per 60 beds	3
Shop < 300m <sup>2</sup> GFA	1 space per 300m <sup>2</sup> GFA	1 or 2	1 space per 200m <sup>2</sup> GFA	3
Shopping Centre (1500m <sup>2</sup> GFA)	1 space per 300m <sup>2</sup> GFA	1 or 2	1 space per 200m <sup>2</sup> GFA	3
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
Veterinary clinic	1 space per 200m <sup>2</sup> GFA	1 or 2	1 space per 750m <sup>2</sup> GFA over 1000m <sup>2</sup> 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**

## **PROPOSED METES & BOUNDS DESCRIPTION**

# METES & BOUNDS

## TOWN CENTRE FRAME 'J' PRECINCT

### TOWN CENTRE FRAME 'J' SECTOR ONE

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FROM THE POINT OF COMMENCEMENT BEING ON AMG COORDINATES  
EASTING – 502159.335 METRES, NORTHING – 6986781.774 METRES, THENCE  
IN A SOUTHERLY DIRECTION AT A BEARING OF 172°0'  
FOR A DISTANCE OF 125.052 METRES (MORE OR LESS), THENCE  
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 241°27'50"  
FOR A DISTANCE OF 27.238 METRES (MORE OR LESS), THENCE  
IN A WESTERLY DIRECTION AT A BEARING OF 252°0'  
FOR A DISTANCE OF 46.513 METRES (MORE OR LESS), THENCE  
IN A SOUTHERLY DIRECTION AT A BEARING OF 178°44'50"  
FOR A DISTANCE OF 36.918 METRES (MORE OR LESS), THENCE  
IN A WESTERLY DIRECTION AT A BEARING OF 268°44'50"  
FOR A DISTANCE OF 100.595 METRES (MORE OR LESS), THENCE  
IN A NORTHERLY DIRECTION AT A BEARING OF 344°39'40"  
FOR A DISTANCE OF 36.047 METRES (MORE OR LESS), THENCE  
IN AN EASTERLY DIRECTION AT A BEARING OF 87°43'20"  
FOR A DISTANCE OF 25.513 METRES (MORE OR LESS), THENCE  
IN A NORTH EASTERLY DIRECTION AT A BEARING OF 45°0'  
FOR A DISTANCE OF 16 METRES (MORE OR LESS), THENCE  
IN A NORTHERLY DIRECTION AT A BEARING OF 6°10'  
FOR A DISTANCE OF 15 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 328°0'  
FOR A DISTANCE OF 15 METRES (MORE OR LESS), THENCE  
IN A WESTERLY DIRECTION AT A BEARING OF 290°0'  
FOR A DISTANCE OF 21 METRES (MORE OR LESS), THENCE

IN A NORTH WESTERLY DIRECTION AT A BEARING OF 324°19'40"  
FOR A DISTANCE OF 7.881 METRES (MORE OR LESS), THENCE  
IN A NORTHERLY DIRECTION AT A BEARING OF 344°35'55"  
FOR A DISTANCE OF 8 METRES (MORE OR LESS), THENCE  
IN A NORTHERLY DIRECTION AT A BEARING OF 355°24'10"  
FOR A DISTANCE OF 10 METRES (MORE OR LESS), THENCE  
IN A NORTHERLY DIRECTION AT A BEARING OF 2°35'  
FOR A DISTANCE OF 59.586 METRES (MORE OR LESS), THENCE  
IN A NORTHERLY DIRECTION AT A BEARING OF 17°09'10"  
FOR A DISTANCE OF 4.211 METRES (MORE OR LESS), THENCE  
IN A NORTH EASTERLY DIRECTION AT A BEARING OF 46°17'30"  
FOR A DISTANCE OF 4.211 METRES (MORE OR LESS), THENCE  
IN AN EASTERLY DIRECTION AT A BEARING OF 75°25'50"  
FOR A DISTANCE OF 4.211 METRES (MORE OR LESS), THENCE  
IN AN EASTERLY DIRECTION AT A BEARING OF 90°0'  
FOR A DISTANCE OF 24.49 METRES (MORE OR LESS), THENCE  
IN AN EASTERLY DIRECTION AT A BEARING OF 81°27'  
FOR A DISTANCE OF 25.285 METRES (MORE OR LESS), THENCE  
IN AN EASTERLY DIRECTION AT A BEARING OF 82°16'30"  
FOR A DISTANCE OF 97.189 METRES (MORE OR LESS),  
TO THE POINT OF COMMENCEMENT AND CONTAINING AN AREA OF  
2.532 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/Director

# **APPENDIX F**

## **TOWN CENTRE FRAME SIGNAGE GUIDELINES**



## NORTH LAKES

### **NORTH LAKES TOWN CENTRE FRAME SIGNAGE GUIDELINES**

#### **1.0 OBJECTIVES**

The objectives of the signage standards for North Lakes are:

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

#### **2.0 DEFINITIONS**

**Animated Signage:**

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

**Third Party Advertising:**

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

**On- Site Business Advertising:**

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

**Artworks/Murals:**

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

### **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 Frame. 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/m<sup>2</sup>.

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

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

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

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

### 3.8. Environmental Controls

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

### 3.9. Performance Controls

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

#### **SIGNS PERFORMANCE CRITERIA**

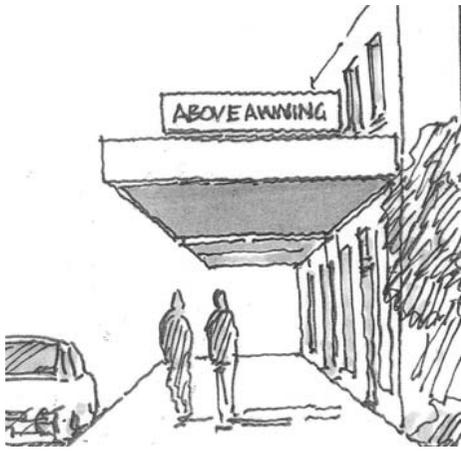
**Signs shall:**

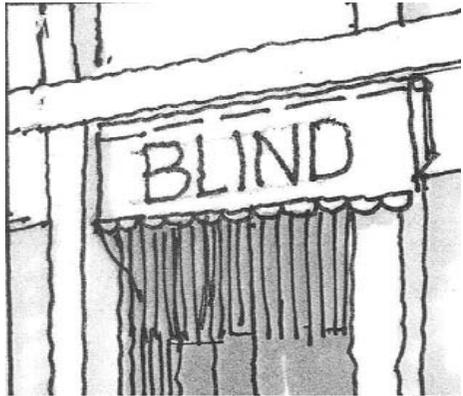
- (i) not create a hazard to traffic or pedestrians**
- (ii) be of character and design standard consistent with the objectives and controls for this sector plan**
- (iii) complement the streetscape and amenity of the locality by virtue of their size, location, illumination, utilisation of complementary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

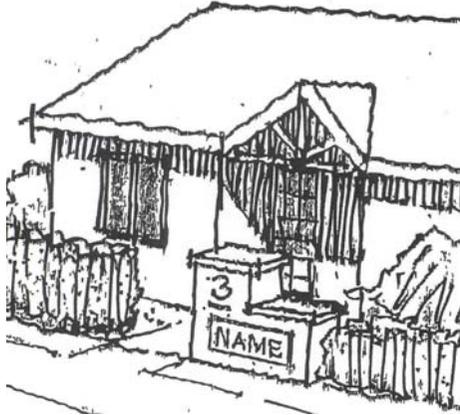
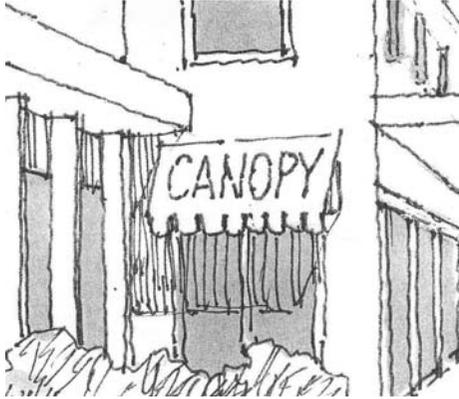
#### **4.0 TYPES OF SIGNS**

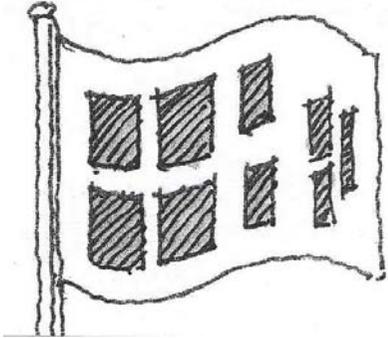
The following schedule sets out maximum criteria for various types of signs. Such signs may be permitted subject to the overall performance standards being met.

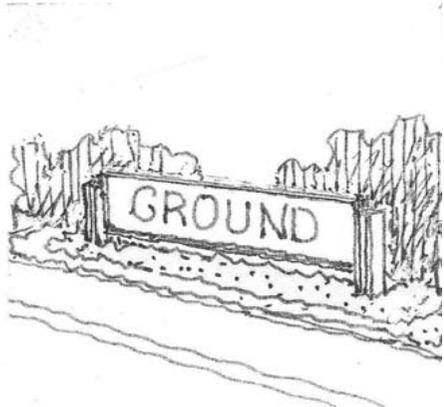
- (i) Above Awning Sign
- (ii) Awning / Fascia Sign
- (iii) Blind Sign
- (iv) Business Plate
- (v) Canopy Sign
- (vi) Created Awning Sign
- (vii) Flag Pole Sign
- (viii) Footway Sign
- (ix) Ground Sign
- (x) Hamper Sign
- (xi) Highrise Building Sign
- (xii) Lantern Sign
- (xiii) Pole Sign
- (xiv) Projecting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

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p><b>ABOVE AWNING SIGN</b> An Above Awning Sign is an advertisement above an awning, verandah roof or the like.</p>		<p>Maximum size</p> <p>Maximum height above awning</p> <p>Extent</p> <p>Other requirements</p>	<p>Length - 2.7 metres</p> <p>Height - 0.6 metres</p> <p>Width - 0.3 metres</p> <p>1.0 metre</p> <p>Not to project beyond the edges of the awning</p> <p>No unsightly supports or rear view of sign.</p> <p>Any unsightly supports required for structural reasons are to be set back behind edges of sign</p>
<p><b>AWNING/FASCIA SIGN</b> 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><b>BLIND SIGN</b>                      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>

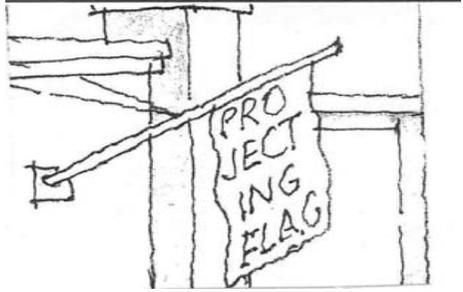
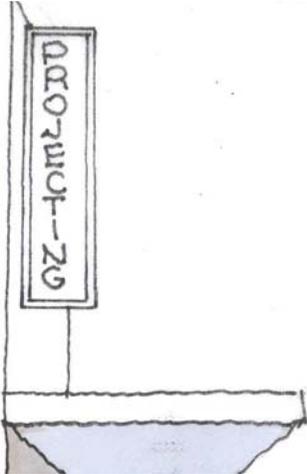
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p><b>BUSINESS PLATE</b>                      A Business Plate is a small advertisement identifying the name and/or trade, business or calling of the occupant or business premises. A Business Plate may be painted or affixed to a wall.</p>		<p>Maximum surface area of sign residence in a residential area                      Maximum surface area per business occupant of premises in commercial and mixed use areas</p>	<p>0.3 square metres                      0.3 square metres</p>
<p><b>CANOPY SIGN</b>                      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>

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

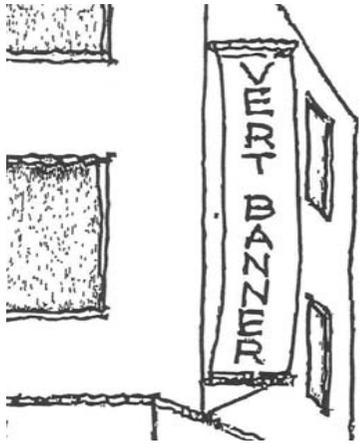
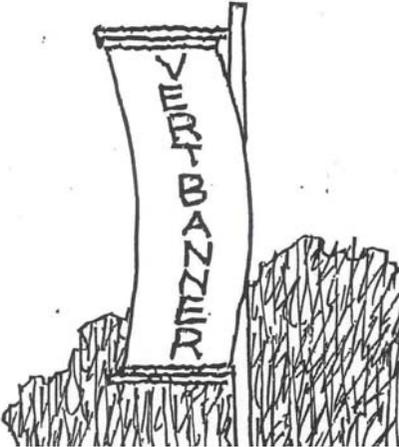
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p><b>FOOTWAY SIGN</b> A Footway Sign is a portable, freestanding advertisement, normally supported by an 'A' or inverted 'T' frame, and typically displayed on a footway.</p>		<p>Maximum size</p> <p>Maximum number</p> 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

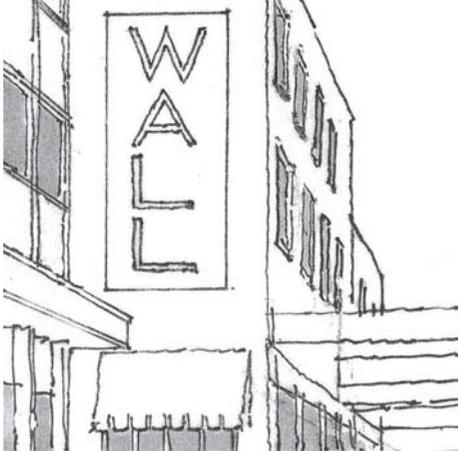
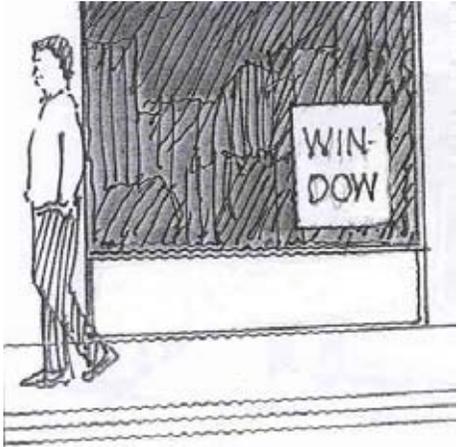
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p><b>HAMPER SIGN</b>                      A Hamper Sign is an advertisement, painted or otherwise affixed, between a door head and an awning, or their equivalent levels.</p>		<p>Maximum thickness                      Maximum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

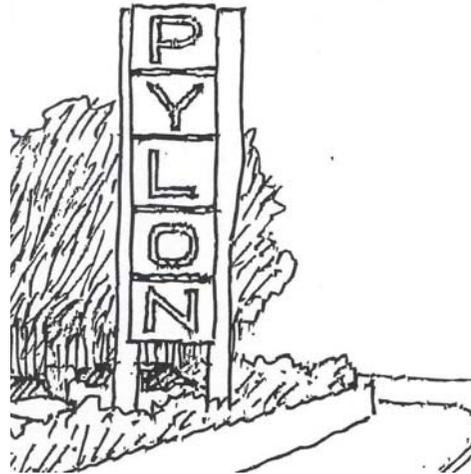
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p><b>LANTERN SIGN</b>                      A Lantern Sign is a translucent lighting fixture displaying the name and/or trade, business or calling of the occupant.</p>		<p>Maximum number for a Home Occupation or Business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

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

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p><b>VERTICAL BANNER BUILDING SIGN</b>                      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><b>VERTICAL BANNER FREESTANDING SIGN</b>                      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><b>WALL SIGN</b> 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 m<sup>2</sup>, whichever is the lesser  Ground floor level and first floor level and not to project beyond the edge of the wall.</p>
<p><b>WINDOW SIGN</b> 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>

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