

MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Sector Plan No. 048- 1000

for

**Town Centre Frame Public Transport 'C' Sector
One**

**Town Centre Frame Public Transport 'C'
Precinct**

North Lakes Development

284 February 2011

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1.0 Introduction

- 1.1 The Mango Hill Infrastructure Development Control Plan (DCP) provides for the creation of a sector within a precinct. The area of the sector may be chosen by the principal developer. The principal developer must then prepare a sector plan and lodge it with Council for approval in accordance with the relevant provisions of the DCP.
- 1.2 A sector plan is the final plan in the plan making process. Its purpose is to provide the code of development for the land in the sector. It will form the basis for assessment of development applications.
- 1.3 To the extent this sector plan provides development requirements which are inconsistent with those in the planning scheme, local laws, policies and codes, the requirements in this sector plan prevail as provided by clause 1.11 of the DCP.
- 1.4 To the extent this sector plan does not provide development requirements, then the provisions of the planning scheme relevant to the particular form of development will apply as also provided by clause 1.11 of the DCP.
- 1.5 The principal developer has created a sector to be known for planning purposes as *Public Transport Sector One*. This document constitutes the Sector Plan for Public Transport 'C' Sector One.
- 1.6 The location of the sector within the DCP is shown on Figure 1.
- 1.7 The Public Transport Precinct Plan (No. 048) outlines the intents and performance criteria to be complied with in the development of the sector. This sector plan outlines acceptable solutions which, if satisfied by development, will in turn achieve the requirements of the precinct plan.

2.0 Sector Plan Context

- 2.1 This sector comprises the Public Transport 'C' Precinct within the Town Centre Frame. It is bounded by Endeavour Boulevard to the south; balance of Town Centre Frame to the east and west over the future extension of The Corso. The location of the sector within the precinct is shown on Figure 2. The area of the sector is 5,719m².
- 2.2 The plan in Figure 3 shows the final boundaries of the Public Transport Facilities land use element relative to this sector. The Proposed Metes and Bounds Description of the sector is provided in Annexure A.

3.0 General Desired Environmental Outcomes

3.1 General

In relation to the land use element of Town Centre Frame, the DCP states the following general desired environmental outcomes:

DCP, Cl. 5.1.1:

“(a) To provide opportunities for mixed use development and employment as part of the Major Employment Centre in locations highly accessible to the town centre core, the MIBA and the existing and planned regional transport network.”

In relation to the structural element of Transport and Circulation and in particular the public transport system the DCP states the following general desired environmental outcomes:

“(a) To establish, through a comprehensive and integrated approach to planning, an efficient, functional transport system within the DCP area, appropriately linked to the regional transport network and the surrounding urban areas.”

3.2 Specific

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

DCP, Cl. 5.1.2 and 5.2:

- “(a) To provide for the possible extension of a public transport corridor and associated transit centre through the DCP area.*
- (b) Some major activities to include a public transit centre (if not located in the town centre core).*
- (c) 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.*

DCP, Cl. 10.1.2

- (a) To plan and appropriately integrate the DCP area progressively with the existing and future regional and local transport networks.*
- (b) To integrate a public transport system with the internal road and recreational path network and activity nodes in order to establish and maintain high levels of mobility within the DCP area.*
- (c) To create an access system which is adaptable to future transport requirements.*
- (d) To incorporate a high standard of environmental protection in providing for the transport needs within and external to the DCP area.*

DCP, Cl. 10.3.1

- (a) *Extension of the public transport network into the DCP area is necessary to ensure the achievement of an acceptable level of service and amenity for residents. Furthermore, public transport is necessary to provide access to the high order facilities which provide services extending beyond the DCO area.*
- (b) *Public transport is intended to include bus services within the DCP area, with linkages to the external network. The external public transport network includes commuter bus services to other metropolitan centres, and the commuter and inter-regional passenger rail services on the North Coast railway.*
- (c) *To facilitate connections with the public transport network, it is intended that a public transport transit centre be established within or adjacent to the town centre core. This facility will accommodate commuter and inter-regional bus services and taxi services.*

4.0 Planning Intent

4.1 Clauses 5.2 and 5.3 of the DCP provide an outline of the planning intent for activities, community infrastructure and structural elements such as the transport system. Clause 5.3 provides an outline of the development character to be achieved particularly in relation to built form, streetscape and functional relationships.

Clause 10.3 of the DCP provides an outline of the development intent for the public transport network including bus services and a public transport transit centre. The development intent identifies that the public transport network requires high quality public transport services to achieve their functional potential. To this end current “state of the art” transport services and facilities are anticipated to be developed. Transport policy initiatives to deliver:

- (i) “whole of journey” approach to active transport planning to deliver a connected network of safe on and off road active transport facilities including provision of end of trip facilities with secure bicycle parking and showers in town centres and at public transport stations;
- (ii) High-frequency Urbanlink bus and rail services where passengers can “turn up and go”;
- (iii) Increased walking and cycling to public transport will expand the coverage of sustainable transport options right to the door;

are supported and strongly encouraged as planning goals and development outcomes.

Clause 4.17 of the MHIA 1999 (QT and Principal Developer) provides for the dedication of land to DTMR to facilitate development of a Public Transport Interchange (PTI) and Park and Ride Facility (P&R) Facility.

5.0 Development and Landscape Concept

5.1 Development Concept

The development concept for this Sector is for a PTI located in the Town Centre Frame. The development concept for the Town Centre Frame, adjacent to the town centre core, generally will address the street to establish a formal urban edge, with street furniture, paving and landscaping integrated with building design. This more intense form of development will relate physically and functionally with the town centre core.

A high level of accessibility within the town centre frame is intended to be achieved through the integration of the street pattern, public car parking, public transport and the transit centre, and the path system within landscaped open space. An important consideration in the development of the town centre frame will be the connectivity between development sites, public transport, public car parking and the town centre core. Building siting and design must reinforce desirable or established functional or visual linkages within the town centre core and town centre frame.

The unique nature and function of the Public Transport Interchange (PTI) is recognised within the overall development and landscape context of the town centre frame. Alternative development outcomes are envisaged. Alternative development outcomes

should achieve the development and landscaped objectives of the town centre frame wherever possible and as far as practicable. Where these objectives are not achievable due to the nature and function of the PTI, the key design elements and identified streetscape and contextual outcomes are to be incorporated within any alternative solution. As example, high quality urban open space and plaza areas to be present within the streetscape; framing of the street with defined / hard urban edges incorporated into landscaped open space and public areas; using landscaping features or lightweight built form to replicate intended built form within the streetscape; and “pedestrian friendly” priority to the streetscape are recurring themes and development objectives within the town centre frame.

Alternative development outcomes will be considered upon nature, function, planning merit and degree of concordance or “fit” with the development and landscaping concepts and objectives set out in the Sector Plan as well as previously approved Sector Plans in the town centre frame.

Development within this sector is intended to achieve the following objectives:

- (a) To develop a facility that reflects community identity and fosters community definition;
- (b) To ensure that the design of the facility is adaptable to meet future needs of the wider community;
- (c) To develop a facility that is aligned with and complements the town centre core and the balance of the town centre frame;
- (d) To develop a facility that follows good environmental practice;
- (e) To develop a facility that delivers high quality public transport services including ‘state of the art’ facilities and services; and
- (f) To develop a facility to encourage wide community use via accessibility, range of options and whole of journey, door to door, turn up and go convenience.

The success of development within this sector depends on the strength of the functional relationships both within the site, and with adjoining sites and nearby town centre functions.

Important external functional relationships will be established in relation to:

- Other activities and development along Endeavour Boulevard and The Corso;
- The major shopping centre development in the town centre core;
- The senior secondary college campus in The Corso;
- The public transport interchange; and
- Connections to the surrounding traffic network and carpark areas, including road, cycle and pedestrian access.

Development of the sector will acknowledge the potential range of activities on other land in the town centre core and town centre frame.

5.2 Landscape Concept

5.2.1 Overview

The landscape framework for the sector is in accordance with the design principles shown, indicatively on **Figure 6 – Sector Landscape Plan**. The landscape concept will respond to the community, civic and urban importance of the sector. Landscaping of the sector and the adjoining streets will be complementary and responsive to the architecture of the sector, as well as to the landscaping of the town centre core. The theme will be high quality urban open space with defined edges, terraced plaza, lowland walls and quality furniture fittings in a landscaped setting.

The unique nature and function of the Public Transport Interchange (PTI) is recognised within the overall development and landscape context of the town centre frame. Where open space is proposed to the site frontage of the PTI it is both logical and desirable to extend the established and recurring landscape and streetscape development objectives within the town centre frame to that open space. As example, high quality urban open space and plaza areas to present within the streetscape; framing of the street with defined / hard urban edges incorporated into landscaped open space and public areas; using landscaping features or lightweight built form to replicate intended built form within the streetscape; and “pedestrian friendly” priority to the streetscape are recurring themes and development objectives within the town centre frame.

Alternative development outcomes will be considered upon nature, function, planning merit and degree of concordance or “fit” with the development and landscaping concepts and objectives set out in the Sector Plan as well as previously approved Sector Plans in the town centre frame.

5.2.2 Landscape Character

The Corso and Endeavour Boulevard will be developed as urban street environments within the town centre frame. The relationship between the sector landscaping and these roads will be consistent and complementary. The landscape and the streetscape character of these roads will respond to their urban, pedestrianised context and be designed to meet a range of community needs. Such needs include the use of adjoining open street spaces, or possible activities such as markets, ceremonies and other public gatherings.

The landscape concept will enhance public comfort in all publicly accessible areas, through the provision of shade trees, shelter, adequate seating, appropriate paving and lighting treatments, and segregation of the vehicle and pedestrian environments where appropriate. Streetscape treatment is to include distinctive landscape paving, lighting and other elements to link The Corso to the Town Centre Core and Lake Eden and establish it as a community focus and pedestrian priority environment.

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. This high level of integration will be achieved in the context of, and will be complementary to, the landscape character of the development fronting The Corso and Endeavour Boulevard.

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. These themes are to be replicated through the landscape themes of the sector.

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, particularly the pedestrian environments of Endeavour Boulevard and The Corso;
- (iv) respond to traffic functions and character of Endeavour Boulevard;
- (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 plantings 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, arrivals 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.

5.2.3 Landscape Staging

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

5.2.4 Implementation

The species of trees, shrubs and groundcovers are to be selected from the Plant List for this sector included in **Appendix B – Plant List**. Plants of similar characteristics may be substituted for a species in the Plant List, if approved by Council.

The selection of landscape material us 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 Endeavour Boulevard, The Corso and Endeavour Boulevard are detailed in the relevant sections. Also, specific landscape requirements for the car parking areas and connections with adjoining sectors are provided in the relevant sections

6.0 Land Use Rights

- 6.1 Clause 2.4.9 of the DCP requires the final specification of land use rights for land in a sector to be chosen from the supplementary table of development in the DCP for the particular land use element. If a purpose set out in column B of the supplementary table of development is not nominated for land in the sector, then that purpose thereafter for that land becomes permissible development (column C).
- 6.2 Land within the sector may be used for the purposes specified in column A of the supplementary table of development for the Public Transport Interchange land use element which is the subject of this sector plan.
- 6.3 The following purposes in Column B of the supplementary table of development for the Public Transport Interchange land use element are nominated for the land in this sector, provided that clause 6.4 of this sector plan is satisfied:
- Passenger Terminal
 - Special Use (Public Transport Interchange)
- 6.4 The scale of each use or combination of uses must not exceed the requirements and provisions of this sector plan unless Council’s approval under section 11 has been obtained. This includes provisions for greater demand on water supply and sewerage infrastructure resulting from future alternative uses of the sector, as outlined in clause 10.5.3.
- 6.6 The Supplementary Table of Development (Public Transport Interchange) setting out the final specification of land use rights for land in this sector is contained in Annexure C.

7.0 Development Requirements

7.1 General Character of Development

7.1.1 Implementation

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

7.1.2 Development Principles

The sector is located in a functionally and visually prominent part of the town centre. It is an important link between the town centre core, the town centre frame and stepping down the hill to connect with Lake Eden and the associated open space.

The development character of the sector will derive from the land use intentions for intense community activities along a pedestrian-friendly, main street environment on North Lakes Drive and a pedestrianised environment along the Corso. The character of this sector will be intense and highly urbanized stepping down in hierarchy and scale to Lake Eden. The community focus of development in the sector will contribute to anticipated high levels of activity for extended hours of the day and night. Street furnishings, paving treatments, plantings and lighting will accommodate and complement such activity.

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

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

In height, buildings will be at least two storeys above street level in scale and will exhibit architecture in keeping with the town centre location. Any buildings taller than two storeys will be stepped back to minimise the impact of bulk and form on the streetscape. Podia will continue the building height and facades of street-front development.

Pedestrian comfort at ground level will be considered with any development along The Corso. To achieve this outcome, appropriate responses will include a combination of continuous pedestrian shelter provided by building awnings or colonnades, shade structures, street furniture and landscaping.

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

building envelope, landscaping and other treatments will be provided to enhance the amenity and environment of the sector.

Alternate development outcomes will be considered upon nature and function, planning merit and degree of concordance or ‘fit’ with the development principles for the wider Town Centre Frame

7.1.3 General Built Character

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

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

7.2 **The Corso**

7.2.1 Character of The Corso

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

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

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

The Corso will be constructed as a two-lane road with kerbside car parking set into kerblines built-outs. Plantings in the kerblines built-outs will ultimately create a high level of arboreal amenity creating a visual continuity within the street and providing shade to on-street car parking and adjacent pedestrian areas.

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

7.2.2 Development Fronting The Corso

Development in the sector fronting The Corso will be integrated with the landscaping and paving treatments of the street to create a pedestrian-friendly urban street environment.

Development will ultimately address and be built up to the street, and will be at least two storeys in 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. The scale of buildings framing The Corso will be sensitive to the creation of urban spaces appropriate to the pedestrian use of this area. Integration of building design, urban spaces and landscaping will be critical to achieving a visually cohesive environment.

Development will present active frontages addressing the street, with the transition between the street and the ground level enhanced by highly accessible pedestrian entries. The expansion of buildings and landscaping along The Corso 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. The street frame will have a particular emphasis on the quality of public places and landscaping.

Changes in gradient along The Corso will be accommodated in a gradual slope, or low level terracing possibly providing appropriate public spaces, outdoor meeting areas and barrier-free access to buildings.

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

Alternative development outcomes will be considered upon nature and function, planning merit, and degree of concordance of 'fit' with the development principles for The Corso and the wider Town Centre Frame.

7.2.3 Landscape Theme and Intent for The Corso

The landscape framework of the sector is to be in accordance with the design principles shown indicatively on the Sector Landscape Plan (Figure 6). Landscape planting is proposed to achieve the following:

- (i) to soften the appearance and give scale to buildings within the sector;
- (ii) to define entrance statements;
- (iii) articulate urban spaces;
- (iv) provide shade within surface car park areas;
- (v) significantly screen car park areas;
- (vi) screen service areas; and
- (vii) establish the internal circulation road as a tree-lined boulevard.

Car park areas shall be significantly screened from a driver's eye view from public roadways by effective landscaping. The landscaping shall include trees and shrubs, but occasional views of key elements of the Shopping Centre Development Area buildings will be provided.

Landscaping and street furniture within the sector must:

- (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;
- (vii) establish appropriate screening where required to protect visual amenity; and
- (viii) blend with the landscaping of the adjoining major streetscapes.

7.3 Endeavour Boulevard

7.3.1 Character of Endeavour Boulevard

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

7.3.2 Development Fronting Endeavour Boulevard

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

Development in the sector will incorporate a landmark building to define the north-west corner of the intersection of Endeavour Boulevard and The Corso. This building will be similar in scale and character to the landmark building proposed to be development on the intersection of The Corso and North Lakes Drive.

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

Building setback to Endeavour Boulevard may increase to 3.0 metres (after presenting a landmark building to the intersection), with landscaping provided in the setback area. Alternatively, buildings may be setback 17.5 metres behind carparking with a minimum of 3.0 metres of landscaping or 11.5 metres with undercroft carparking.

Alternative development outcomes will be considered upon nature and function, planning merit, and degree of concordance of 'fit' with the development principles for The Corso and the wider Town Centre Frame.

7.3.3 Landscape Character of Endeavour Boulevard

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

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

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

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

7.4 Specific Development Requirements

The unique nature and function of the Public Transport Interchange (PTI) is recognised within the overall planning and development context of the town centre frame. Alternative development outcomes are envisaged. Alternative development outcomes should achieve the planning and development objectives of the town centre frame wherever possible and as far as practicable. Where these objectives are not achievable due to the nature and function of the PTI, the key character and design and siting elements, as well as contextual outcomes are to be incorporated within any alternative solution.

The specific development requirements outlined below derive from the Desired Environmental Outcomes (DEO's), planning and development intent and specific character and design and siting requirements for the town centre frame as set out in the Mango Hill Infrastructure Development Control Plan, as well as previously approved Precinct and Sector Plans. These requirements should be considered in formulation of any alternative development outcomes.

The following requirements apply to development within this sector:

7.4.1 Subdivision Requirements

It is not intended that there be a subdivision of land within the sector.

7.4.2 Vehicular and Pedestrian Access

- .1 Ingress and egress from public roads is limited to the Indicative Vehicular Access Locations shown on the Sector Plan Map (Figure 4).
- .2 The layout and design of the sector must minimise potential conflicts within the sector between the car parking areas, bus stops, pick-up and set-down areas and pedestrian access.
- .3 A future car parking area is envisaged at this time and if constructed will be located within close proximity to the PTI to support its functioning.
- .4 The integration of the sector development within the wider community must be achieved by providing good connections to the open space system and the road and public transport network.
- .5 Provision for pedestrian and cycle movements across the sector must be considered in the detailed site planning. The location of bicycle parking areas and internal cycle and pedestrian routes and how they access the external road system is to have regard to the safety considerations of potential conflicts between motor vehicles, bicycles and pedestrians on the external road system.

7.4.3 Building Setbacks

Building development fronting The Corso and Endeavour Boulevard will include the following:

- (i) generally zero setbacks for buildings fronting The Corso, which will permit minor variations and articulation in the facades to ameliorate the visual effects of building length and bulk;
- (ii) zero setbacks for the landmark building to be situated on the corner of The Corso and Endeavour Boulevard;
- (iii) generally setbacks are to be 3.0m behind landscaping, 11.5m with undercroft carparking or 17.5m where carparking is provided to the front

- of a building, for other development along Endeavour Boulevard frontage;
- (iv) continual weather protection is to be provided where buildings are constructed with zero setbacks. Variations in the materials and finished are acceptable, provided they are set at a compatible height and complement adjoining development. Council may consider on its merits, the occasional use of colonnades to provide pedestrian weather protection if the colonnade is lightweight in appearance and conducive to active frontage uses. Council may vary the width of the weather protection to not less than 3.0m where it is satisfied there is good reason;
 - (v) variations in the materials and finished of the awnings are acceptable, provided they are set at a compatible height and complement adjoining development; and
 - (vi) development is to be sensitive to the issues of sunlight penetration to urban outdoor areas.

7.4.4 Building Site Coverage and Location

- .1 Roof overhangs, verandahs, pergolas, external seating and recreational areas which are either wholly or partly open to the elements, such as shade structures, translucent roofs and the like, may project beyond the Generalised Building Area.
- .2 The location and extent of the buildings within the Generalised Building Area must respect the overall intent and character of development within the Public Transport Interchange 'C' Precinct and complement the adjacent Town Centre Frame and Residential Precincts. Appropriate allowances are to be made for landscape, pedestrian and car parking areas.
- .3 The development levels on the boundary of the sector are to take account of proposed finished levels of adjacent areas and future roadworks.

7.4.5 Building Height and Form

- .1 The minimum building height is two (2) storey.
- .2 All buildings fronting Endeavour Boulevard have a minimum building wall height of five metres above finished ground level. Where single storey development occurs it will include a two storey façade (minimum of eight metres high) built on the property boundary;
- .3 Facades of the buildings must be designed so that when viewed from the road frontages, frontage car parks and linear park frontages, they:
 - (i) are visually interesting and accentuate entries and separate use areas;

- (ii) provide relief elements to the building mass and achieve attractive facades by use of such building techniques as banding in surfaces, recessed and stepped walls, entry structures, pergolas, glass panels and the like; and
 - (iii) provide built forms which incorporate a predominantly horizontal emphasis, with limited use of vertical elements integrated into the design as special features.
- .4 Development will incorporate a landmark building to define the north-west corner of the intersection of Endeavour Boulevard and The Corso.

7.4.6 Lighting and Glare Management

- .1 No person will cause, carry out or erect a light source in such a manner that light emanating from the source is a nuisance.
- .2 All lighting other than public lighting (e.g. road lighting) and security lighting is to comply with AS4282-1997 *Control of the obtrusive effects of outdoor lighting*. The curfew hours applicable to this sector plan are 10pm - 6am, unless otherwise varied by Council.
- .3 Where provided within landscaped areas, the choice and location of lighting must allow for plant and tree growth and, conversely, not become obscured as the landscape matures.
- .4 Permanent strobe, laser, flashing, oscillating, moving or alternating lights are not permitted.

7.4.7 Stormwater Management

- .1 Development within the sector must comply with the provisions of the MHIA, Council's Design Manual, the Stormwater Management Plan for Tributary C as approved by Council and the Environmental Protection Policy (Water). The provisions of this stormwater management plan override Clause 45 (a) of the planning scheme.
- .2 Stormwater management works so far as they relate to the sector are to be provided.
- .3 Any development with the sector must not adversely affect stormwater flows through that part of the sector which is below a level of 0.5 metres above the level of a 100 year average recurrence interval flood event as determined by the Stormwater Management Plan for Tributary C or any variation thereof approved by Council. All works proposed within these areas, including fencing, must be submitted to Council for approval as part of the Development Application stage.

8.0 Design and Siting Guidelines

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

8.1 Buildings and Structures

8.1.1 Design Theme

The building and other architectural elements within the sector must achieve the following:

- .1 An harmonious, high quality and coherent overall built environment in keeping with the desired urban character of the locality including the Public Transport Facilities area.
- .2 The promotion of community interaction and integration through the use of pedestrian friendly built form and urban design solutions, open streetscape and landscape character that allows for the visual integration of the development with the surrounding urban environment.

8.1.2 PTI Layout

- .1 The location of the PTI building “footprint” must take account of topography, drainage, soil conditions, services, orientation, microclimate considerations, vehicular access, pedestrian movement patterns, streetscape and landscape design, neighbouring site development and the overall legibility of the sector.
- .2 Each individual building and landscape element developed within the sector must be designed and sited so as to create an integrated overall development. The design and scale of the buildings must reflect a pedestrian friendly character.

8.1.3 Building Materials, Types, Colours and Quality

- .1 The incorporation of materials with natural and durable qualities is preferred.
- .2 Colours that blend with natural materials and the landscape setting are preferred as a background against which limited stronger or brighter tonal variations may be used.
- .3 Brighter colour accents are acceptable for minor detail elements such as window and door frames, columns, handrails and ornamental features, primarily to provide increased visual interest and variety, and to enhance

the landmark qualities of the development. Dominant use of bright colours on this highly visible sector is not permitted.

- .4 In order to avoid unreasonable glare nuisance to surrounding development, the major materials and colours must not be highly reflective.
- .5 Building roofs, fascias and cappings must satisfy the design criteria established above. Preferred major roofing materials include corrugated pre-finished and coloured metal sheets, or clay or concrete tile products. The application of these materials must minimise any reflective nuisance to surrounding development.
- .6 Building walls must present as solid and permanent elements utilising quality finishes. Preferred major wall materials include rendered finishes which are pigmented or painted in colours and blend with natural materials and the landscape setting, or natural material finishes such as painted weatherboard or a combination of finishes.
- .7 The design, appearance, materials and colours of any storage sheds, garages and stores must complement the appearance of the main buildings.
- .8 All materials must be clean and free from defects.
- .9 Roof mounted plant is to be screened from street views and vantage points.

8.1.4 Building Design for Climate

- .1 The buildings should incorporate appropriate responses to the South-East Queensland climate. This may include the use of external shade structures such as verandahs, overhangs, screens, shade cloths and semi-enclosed outdoor spaces, to allow enjoyment of the outdoors while also providing relief from the sun, wind and rain.
- .2 Design issues in relation to the positioning of buildings on the sector must address the important need for comfortable conditions for occupants. Summer breezes are usually light north-easterly to south-easterly, while winter winds are predominantly westerly. The preferred building orientation is long axes running east-west, which will achieve good cross-ventilation.
- .3 Suitable landscape elements must be incorporated to enhance the buildings' design response to the climate by providing further sun protection and to minimise the impact of strong winds.

8.1.5 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 the use of PTI, 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 subsection.

8.2 Landscaping

8.2.1 Design Strategy

- .1 Landscaping is an integral part of the total design of the DCP area and in particular the PTI. The landscape elements and building forms in this sector must be harmonious and visually unifying. Landscape development must also blend with the landscaping of the adjoining linear park and major streetscapes, and be generally consistent with the Landscape Concept Plan for the Town Centre Frame.
- .2 Landscaping within the sector must:
 - (i) unify the sector through planting type, texture, colour and hard landscaping elements;
 - (ii) be in scale with the buildings and outdoor spaces;
 - (iii) create a comfortable and attractive environment;
 - (iv) ensure that planting effects are contextually appropriate within the broader landscape strategy for the DCP area;
 - (v) address the landscaping of the areas shown on the Sector Landscape Plan in accordance with the requirements of this subsection;
 - (vi) ensure that if plant species are chosen which are different for the purpose of creating visual and horticultural interest, they are

nevertheless compatible aesthetically and ecologically with each of the other species chosen for the various areas; and

- (vii) establish appropriate screening of obtrusive uses to protect the visual amenity of the premises, the linear open space system and other nearby areas.

8.2.2 External Landscape

The location of street trees along the road frontages of the sector are shown indicatively on the Sector Landscape Plan. The location of frontage trees must take into account viewing opportunities to the buildings and sightline requirements at vehicular entry points.

8.2.3 Internal Landscape

While the final definition of internal landscape areas will be dependent on the detail design and siting of the buildings, the framework of the landscape planting of the sector is to be in accordance with the design principles shown indicatively on the Sector Landscape Plan and outlined below:

.1 Entry Areas

Any planting adjacent to the Vehicular Access Points must highlight the access to and from the sector and ensure vehicle drivers' sightlines are maintained. These areas may be turfed and/or planted with a variety of plant species, including some flowering groundcovers and low shrubs to create visual interest, and may incorporate primary walls/ elements for identification of the sector.

.2 Landscaped Frontage Areas

The Landscaped Frontage Areas along all bounding roads must have a minimum width of 3 metres. They must be planted so as to create a reasonable standard of presentation and a permeable landscape setting, which blends with the streetscape planting. The landscaping of these areas must soften, enhance and provide scale to the built form without obscuring it from the road. This may be achieved by means of vertical elements in the form of canopy trees to balance out the horizontal appearance of en masse ground covers and small shrubs. The emphasis is on quality of landscaping presented to frame the street and the quality of public urban spaces.

.3 Generalised Landscaped Parking, Pickup and Set-down Areas

Landscaping for surface car parking is to include advanced shade trees planted at a rate of not less than one tree per six vehicle spaces, except

where shade structures are provided. Where shade structures are provided, additional planting may be required to screen these structures.

Landscaping for bus set-down areas is to include advanced shade trees planted at a rate of not less than one tree per two bus bays. Pergola or shade structures may be constructed in car parking areas provided they blend with the built form and landscaping of the sector.

.4 Other Internal Landscape Areas

Landscaping of the internal landscape areas may include trees, shrubs and groundcovers, turfed open spaces, hard landscape elements (e.g. paved areas, seating and outdoor fittings and furniture) and water features.

The final locations of internal landscape areas is dependent upon the detailed site layout and building designs, which will form part of subsequent Development Applications.

The species of trees, shrubs and groundcovers are to be selected from the Plant List for this sector (refer to Annexure B). Plants of similar characteristics may be substituted for a species in the Plant List, if approved by Council.

Limited use of plants not on this list may also be included for the purposes of botanical studies.

.5 Landscape Features

Landscape features must reflect the nature and purpose for which they are intended. That is, integration within the adjoining streetscape, building forecourt, entry feature, screening of plaza areas or carpark, streetscape icon or the like.

8.2.4 Landscaping and Planting Plan

The final landscaping and planting within the sector, including details on planting size, layout and density, must be carried out in conformity with the Landscape and Planting Plan prepared in accordance with the requirements of this sector plan by a qualified Landscape Architect. This plan must be submitted to, and approved by, the Council prior to the issue of a development approval for building works.

8.2.5 Hard Landscape Elements and Fencing

- .1 Retaining walls, if provided, must incorporate stepping, recessing, piers or other treatments to achieve visual interest and enhance the sector frontage. These walls must be consistent in appearance, provide a unifying element

and visual enhancement of the overall development, and be softened with landscaping. They must be of a scale and materials that complement the dominant forms of the streetscape while responding to landform. Plain, untreated concrete will not be acceptable. All retaining walls fronting any street shall have landscaping in front to effectively screen the wall.

- .2 Free-standing walls, retaining walls and any other landscape structures must complement the built form and the landscape setting, including the use of complementary materials and colours.
- .3 The design, materials and finishes of any paved or plaza areas will reflect a high level of quality and durability and will be compatible with the proposed development.
- .4 Fencing otherwise visible from the street shall be effectively screened by a minimum of 1.0m of landscaping..

Appropriate fencing styles include the following:

- (i) Face brick or rendered and painted masonry piers and base with infills of coloured metal tubes, timber battens or similar which may be appropriate as feature fencing.
 - (ii) Coloured metal tubes ('pool fence' style) less than 1.5 m high where screened by landscaping.
 - (iii) PVC coated Welded grid mesh fencing less than 1.5 m high where screened by landscaping.
 - (iv) Timber post and rail fencing less than 1.5 m high where screened by landscaping.
- .5 Special paving and other hard surface treatments may be provided where required in vehicular, pathway or landscaped outdoor areas. Acceptable finishes include coloured concrete pavers, exposed aggregate or brushed concrete finish, or stencilled or stamped concrete.
 - .6 Where special paving treatments are not required, other internal driveways and car parking areas must be of asphaltic concrete construction or similar.

8.3 Signage and Artworks

8.3.1 Signage within the sector must provide:

- (i) visible and legible signs, professional and coordinated graphics for the identification of different uses within the sector, signs compatible with their surroundings and an uncluttered streetscape.
- (ii) A Coordinated Signage Plan is to be submitted with any development application for Material Change of Use within this Sector. The Coordinated Signage Plan must distinguish between artworks/murals, on-

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

- (iii) One principle pylon sign is permitted on each site where nominated on the Sector Plan Map. Small pylon signs to a maximum height of 3.0 metres are permitted to other frontages.
- (iv) Any signage visible from the from the Bruce Highway requires the written approval of the Department of Main Roads

8.3.2 Public Artworks

The inclusion of public art, which contributes to the identity of the North Lakes Town Centre, in line with that provided by other development with frontage to North Lakes Drive and The Corso is recommended and actively encouraged. Public art may be used to create landmarks at key nodes as well as being integrated with the fabric of urban space. Public artworks within the sector will address the following requirements:

- (i) high quality works of art, graphics, sculptures, ornamental features, murals and patterned pavers are encouraged to enhance the architecture and landscape of the built environment. These artworks will contribute strongly to the built form and landscape environment;
- (ii) public art may be temporary or permanent and may take the form of freestanding (or free flowing) objects or be integrated into the surfaces of a building faced or paving;
- (iii) public artworks must be site specific, relating thematically to the use and identify of the building or public open space within the broader context of the DCP area;
- (iv) where the artwork is intended to be permanent, the materials used will be durable and appropriate for use in an urban space;
- (v) where the artwork is intended to be of a temporary nature, the materials will be appropriate for the anticipated life of the artwork in an urban space.
- (vi) The design and construction of the artwork, whether permanent or temporary, must be appropriate to the need for public safety;
- (vii) maintenance responsibility for the artwork will be established at the prior to commissioning. A conservation and maintenance repair report will be completed and lodged with Council prior to commissioning the artwork.

8.4 Development Undertaken in Stages

- 8.4.1 If development within the sector is undertaken in stages, the area for future development must be maintained so the presentation of the sector to street and park frontages does not give a temporary or partially completed appearance.

- 8.4.2 On completion of work in any stage, the remainder of the sector must be cleared of all rubble, debris and construction material and equipment and grassed and planted so as to be capable of being mown and maintained.

9.0 Infrastructure Obligations of the Principal Developer

9.1 Infrastructure to be Provided

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

9.1.1 Roads

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

- .1 The Corso (north extension) as shown on Figure 4 – Sector Plan Map.
- .2 Intersections at Endeavour Boulevard and The Corso (north extension) and The Corso (north extension) and Lakefield Drive, to suit the standard of construction of adjacent roads including, if required, auxiliary turn lanes, stand up lanes and traffic signals, if not previously constructed.
- .3 Bikeways, pathways and street trees including particular “town centre” pavement treatment along the road frontage in accordance with the MHIA, if not already constructed.

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

9.1.2 Water

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

9.1.3 Sewerage

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

9.1.4 Park

The requirements for park provision throughout the DCP area are provided for in the MHIA.

9.1.5 Stormwater

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

Stormwater management works so far as they relate to the sector are to be provided in accordance with the MHIA, Council's Design Manual and the Stormwater Management Plan for Tributary C, including the construction of all drainage and landscaping works in Tributary C between the sector shown in Figure 6.

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

9.2 **Infrastructure Affected by Development**

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

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

The infrastructure described in clause 9.1, together with the obligations of the principal developer under the MHIA, is required to mitigate the adverse affects on such infrastructure.

9.3 Approval of State Government Infrastructure

Queensland Transport has agreed to construct a Public Transport Interchange within this Sector and written acknowledgement has been provided by the State confirming this intention.

9.4 How the Required Infrastructure relates to the Infrastructure Agreement

The MHIA describes the infrastructure which must be provided by the principal developer as part of its obligation to provide infrastructure, as envisaged by chapter 12 of the DCP. The works described in clause 9.1 are the principal developer's obligations under the MHIA in so far as they relate to this sector.

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

9.5 Program for Infrastructure Provisions

The principal developer will provide all the infrastructure referred to in clause 9.1 at times to satisfy the requirements of the MHIA which provides for the infrastructure to be constructed to meet the rate of development in the sector. The infrastructure is to be provided prior to commencement of use of the land within the Sector Plan, unless otherwise agreed by the Council. The staging of the roadworks, where approved by Council, will be as described in clause 9.1.1 and the MHIA.

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

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

9.6 Water and Sewerage Demands

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

9.6.1 For the purpose of assessing water supply capacity, the estimated number of Equivalent Tenements for this sector is 8.56 ETs.

9.6.2 For the purpose of assessing sewerage capacity, the estimated number of

Equivalent Persons for this sector is 17.12EPs.

10.0 Relaxation Power

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

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

11.0 Definitions

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

ANNEXURE A


PROPOSED METES AND BOUNDS DESCRIPTION OF THE SECTOR

METES & BOUNDS
TOWN CENTRE FRAME PUBLIC TRANSPORT 'C'
PRECINCT
TOWN CENTRE FRAME PUBLIC TRANSPORT 'C'
SECTOR ONE

FROM THE POINT OF COMMENCEMENT BEING ON AMG COORDINATES
EASTING -501678.679 METRES, NORTHING -6986969.504 METRES, THENCE
IN A WESTERLY DIRECTION AT A BEARING OF 289°55'30"
FOR A DISTANCE OF 62.021 METRES (MORE OR LESS), THENCE
IN A WESTERLY DIRECTION AT A BEARING OF 287°14'05"
FOR A DISTANCE OF 24.221 METRES (MORE OR LESS), THENCE
IN A WESTERLY DIRECTION AT A BEARING OF 284°32'40"
FOR A DISTANCE OF 25.38 METRES (MORE OR LESS), THENCE
IN A NORTHERLY DIRECTION AT A BEARING OF 20°23'
FOR A DISTANCE OF 19.954 METRES (MORE OR LESS), THENCE
IN A NORTH EASTERLY DIRECTION AT A BEARING OF 57°08'
FOR A DISTANCE OF 91.34 METRES (MORE OR LESS), THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 109°56'
FOR A DISTANCE OF 30.59 METRES (MORE OR LESS), THENCE
IN A NORTHERLY DIRECTION AT A BEARING OF 19°55'30"
FOR A DISTANCE OF 89.053 METRES (MORE OR LESS), THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 110°46'10"
FOR A DISTANCE OF 22.002 METRES (MORE OR LESS), THENCE
IN A SOUTHERLY DIRECTION AT A BEARING OF 199°55'30"
FOR A DISTANCE OF 155.908 METRES (MORE OR LESS), THENCE
IN AN EASTERLY DIRECTION AT A BEARING OF 109°56'
FOR A DISTANCE OF 3.5 METRES (MORE OR LESS), THENCE

IN A SOUTHERLY DIRECTION AT A BEARING OF 199°55'30"
FOR A DISTANCE OF 22 METRES (MORE OR LESS),
TO THE POINT OF COMMENCEMENT AND CONTAINING AN AREA OF
0.9713 HECTARES (MORE OR LESS).

We, RPS Australia East Pty Ltd (A.C.N. 140 292 762) hereby certify that the
Metes and Bounds description contained herein has been prepared by the
company and the AMG connection used for the commencement point has
been determined by field survey.


.....
Cadastral Surveyor/
Authorised Delegate

10/1/11
.....
Date

ANNEXURE B

PLANT LIST

**Annexure B: Indicative Plant Schedule -
Public Transport 'C' Sector One**

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

**Annexure B: Indicative Plant Schedule -
Public Transport 'C' Sector One**

Botanical Name	Common Name
Shrubs	
Baeckea sp. Mt Toza	Dwarf Baeckea
Baeckea virgata	Twiggy Myrtle
Baeckea virgata dwarf	Dwarf Baeckea
Banksia Birthday Candles	Dwarf Banksia
Banksia ericifolia	Heath Banksia
Banksia integrifolia	Coastal Banksia
Banksia robur	Swamp Banksia
Banksia spinulosa var collina	Hairpin Banksia
Callistemon Dawson River	Dawson River
Callistemon Little John	Little John
Callistemon Ned Kelly	Ned Kelly
Callistemon pachyphyllus	Bottlebrush
Cyathea australis	Rough Tree Fern
Gardenia Florida	Double Gardenia
Grevillea "Coconut Ice"	Coconut Ice
Grevillea "Majestic"	Majestic
Grevillea "Robyn Gordon"	Grevillea
Grevillea "Superb"	Superb
Grevillea banksii	Red Silky Oak
Grevillea Honey Gem	Honey Gem
Grevillea Ned Kelly	Ned Kelly
Hovea acutifolia	Pointed Leaf Hovea
Leptospermum flavescens	Tantoon Tea Tree
Leptospermum petersonii	Lemon Scented Tea Tree
Leptospermum Pink Cascade	Pink Cascade
Melaleuca linariifolia Snowflake	Dwarf Tea Tree
Murraya paniculata	Orange Jessamine
Pittosporum revolutum	Brisbane Laurel
Pittosporum undulatum	Mock Orange
Syzygium Blaze	Dwarf Lilly Pilly
Syzygium Elite	Compact Lilly Pilly
Syzygium Tiny Trev	Dwarf Lilly Pilly
Westringea fruticosa	Wynyabbie Gem
Groundcovers	
Agapanthus africanus	Lily of the Nile
Agapanthus orientalis	Lily of the Nile
Agapanthus Peter Pan	Dwarf Agapanthus
Anigozanthos hybrids	Kangaroo Paws
Blechnum cartilagineum	Fern
Brachyscome microcarpa	Forest Daisy
Brachyscome multifida	Cut Leaf Daisy
Cissus rhombifolium	Grape Ivy
Cissus Ellen Danica	Grape Ivy
Crinum pendunculatum	River Lily
Crocus species	Crocus

**Annexure B: Indicative Plant Schedule -
Public Transport 'C' Sector One**

Botanical Name	Common Name
Dianella revoluta	Flax Lily
Dietes bicolor	Japanese Iris
Dietes grandiflora	Japanese Iris
Evolvulus pilosus	Blue Sapphire
Gardenia radicans	Dwarf Gardenia
Grevillea Bronze Rambler	Bronze Rambler
Grevillea Royal Mantle	Prostrate Grevillea
Hardenbergia violacea	Purple Coral Pea
Hardenbergia violacea Bushy Blue	Bushy Blue
Helichrysum ramosissimum	Yellow Buttons
Hemerocallis species	Day Lily
Hibbertia dentata	Toothed Guinea Flower
Hibbertia scandens	Snake Vine
Hymenocallis species	Spider Lily
Lomandra longifolia	Mat Rush
Lomandra multiflora	Long Leaved Mat Rush
Myoporum ellipticum	Creeping Boobialla
Myoporum parvifolium	Myoporum
Pittosporum Miss Muffet	Dwarf Pittosporum
Viola hederaceae	Native Violet
Zierra Carpet Star	Carpet Star
Grasses	
Cynodon dactylon	Green Couch
Dactyloctenium australe	Durban Sweet Smother Grass
Danthonia induta	Wallaby Grass
Digitaria didactyla	Blue Couch
Greenlees Park	Hybrid Couch
Pennisetum alopecuroides	Swamp Foxtail
Poa australis	Native Poa
Themeda australis	Kangaroo Grass
Vines	
Jasminum polyanthum	Star Jasmine
Trachelospermum jasminoides variegated	Variegated Star Jasmine
Trachelospermum jasminoides	Star Jasmine

ANNEXURE C

SUPPLEMENTARY TABLE OF DEVELOPMENT (PUBLIC TRANSPORT INTERCHANGE) FOR THIS SECTOR

**SUPPLEMENTARY TABLE OF DEVELOPMENT
(PUBLIC TRANSPORT FACILITIES 'C')
FOR PUBLIC TRANSPORT FACILITIES 'C' SECTOR ONE**

<p style="text-align: center;">Purposes for which premises may be erected or used without the consent of Council (Permitted Development)</p> <p style="text-align: center;">COLUMN A</p>	<p style="text-align: center;">Purposes for which premises may be erected or used without the consent of Council subject to conditions (Permitted Development subject to conditions)</p> <p style="text-align: center;">COLUMN B</p>	<p style="text-align: center;">Purposes for which premises may be erected or used only with the consent of Council (Permissible Development)</p> <p style="text-align: center;">COLUMN C</p>	<p style="text-align: center;">Purposes for which premises may not be erected or used (Prohibited Development)</p> <p style="text-align: center;">COLUMN D</p>
<p>Local utilities Park</p>	<p>Any one or more of the following purposes on land nominated for that purpose or purposes on an approved sector plan.</p> <p>Passenger Terminal Special Use (Public Transport Interchange)</p> <p>Any purpose in this column not nominated for land by the sector plan becomes for that land a permissible development</p>	<p>For land in a sector any purpose not listed in Column A, D or included in Column B but not nominated for that land in an approved sector plan</p>	<p>Accommodation units Adult product shop Agriculture Air strip Amusement premises Animal husbandry Apartments Aquaculture Associated unit Bulk garden supplies Camping grounds Caravan Park Casino Cattery Cemetery Communication station Concrete batching plant Contractor's depot Convention centre Correctional institution Crematorium Dairy Detached house Display home Domestic storage and recreation structure Duplex dwelling Extractive industry Family day care centre Fuel depot Funeral parlour General industry Hardware centre Hazardous industry Heavy vehicle parking Heavy vehicle sales Home occupation Hospital</p>

Purposes for which premises may be erected or used without the consent of Council (Permitted Development) COLUMN A	Purposes for which premises may be erected or used without the consent of Council subject to conditions (Permitted Development subject to conditions) COLUMN B	Purposes for which premises may be erected or used only with the consent of Council (Permissible Development) COLUMN C	Purposes for which premises may not be erected or used (Prohibited Development) COLUMN D
			Host farm Hotel Junk yard Kennels Lot feeding Mini-brewery Motel Motor sport or shooting Outdoor sales Piggery Poultry farm Retail showroom Rural industry Service industry Shop >3000m ² GLA Showground Simulated conflict Stable Stock sales yard Tourist facility Townhouse units Transport terminal Transportable homes village Turf farming Vehicle hire depot Vehicle sales yard Warehouse

The provisions of the Supplementary Table of Development are subject to section 2.4.9 of the DCP.

APPENDIX D

SIGNAGE GUIDELINES



NORTH LAKES

NORTH LAKES TOWN CENTRE CORE **SIGNAGE GUIDELINES**

1.0 OBJECTIVES

The objectives of the signage standards for North Lakes are:

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

2.0 DEFINITIONS

Animated Signage:

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

Third Party Advertising:

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

On- Site Business Advertising:

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

Artworks/Murals:

Artwork and murals are architectural graphics and other artworks which do not contain any implied or direct

reference to a business undertaking or service or commodity available from a business undertaking. However, artworks and murals may incorporate the North Lakes logo as a supporting or an ancillary element.

3.0 SIGNAGE GUIDELINES

Except in the case of road signs, the following guidelines will be applied to all advertising signage erected in the North Lakes Town Centre Core. The following guidelines are to be read in association with the guidelines contained in Section 7.9.1 of this Sector Plan.

These guidelines are intended to apply for individual signs, but where they form part of a coordinated signage plan, they can be varied.

3.1. Scale and Location of Signs on Buildings

The scale of the sign shall be compatible with the building and building elements on which it is affixed and to which it is in proximity, as well as nearby buildings, streets and other existing signs. Consideration shall be given to the sign's relationship to the overall appearance of the development as well as surrounding development.

The number and area of signs, if specified, are intended to be maximum standards.

3.2. Principal Developer Signs

Within road reservations and on land in ownership of the Council or the principal developer, signage content is limited to the message requirements of the principal developer and traffic control. Generally content of signs within these areas will be restricted to directional information for identifying locations, buildings, services and events. Commercial business names or logos will generally not be permitted except for sponsorships on temporary event signs.

3.3. Traffic Safety

A sign must not obstruct pedestrians' views of traffic or vehicle drivers' views of pedestrians, other traffic or the road ahead. A sign must not create possible confusion for drivers at critical locations such as intersections, traffic signals, or merging and weaving situations eg. red and green lit signage near traffic intersections.

3.4. Installation Fixings

No support, fixing, suspension or other systems required for the installation of a sign shall be exposed, unless designed as an integral feature of the sign. Conduits, wiring, switches etc shall be discreetly placed out of general view.

3.5. Animated Signs

Animated signs, where parts or all of the sign components move, may be acceptable in non-residential environments where no significant adverse impacts are likely to adjacent or nearby sensitive land uses.

3.6. Clutter

The visual amenity of the local area and the effectiveness of the message on the sign will be enhanced by reducing signage clutter. Proposed signs shall be assessed in the context of the number, type, size and location of existing signs on the site and surrounds.

3.7. Illumination

The luminance of an externally illuminated advertisement in the Town Centre Core (measured in candelas per square metre) is not to exceed 500 cd/m².

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

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

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

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

3.8. Environmental Controls

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

3.9. Performance Controls

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



SIGNS PERFORMANCE CRITERIA	
Signs shall:	
(i)	not create a hazard to traffic or pedestrians
(ii)	be of character and design standard consistent with the objectives and controls for this sector plan

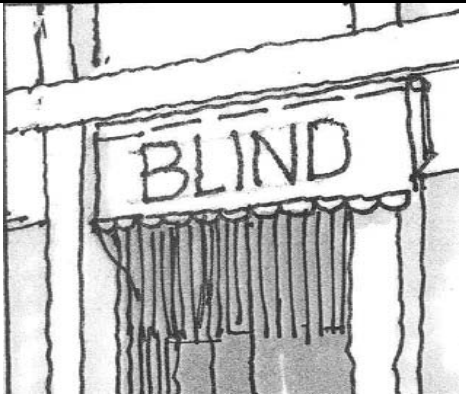

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4.0 TYPES OF SIGNS

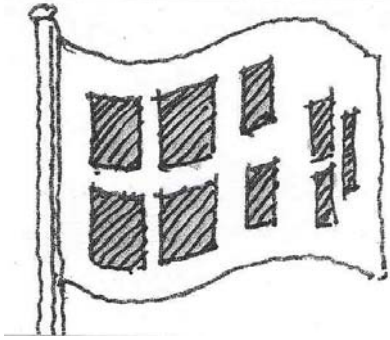
The following schedule sets out maximum criteria for various types of signs. Such signs may be permitted subject to the overall performance standards being met.


- (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) Pylon Sign
- (xvii) Stallboard Sign
- (xviii) Under Awning Sign
- (xix) Vertical Banner Building Sign
- (xx) Vertical Banner Freestanding Sign
- (xxi) Wall Sign
- (xxii) Window Sign



TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>ABOVE AWNING SIGN An Above Awning Sign is an advertisement above an awning, verandah roof or the like.</p>		<p>Maximum size</p> <p>Maximum height above awning</p> <p>Extent</p> <p>Other requirements</p>	<p>Length - 2.7 metres</p> <p>Height - 0.6 metres</p> <p>Width - 0.3 metres</p> <p>1.0 metre</p> <p>Not to project beyond the edges of the awning</p> <p>No unsightly supports or rear view of sign. Any unsightly supports required for structural reasons are to be set back behind edges of sign</p>
<p>AWNING/FASCIA SIGN An Awning/Fascia Sign is an advertisement painted or otherwise affixed to the fascia of a building, an awning, verandah or return end of an awning.</p>		<p>Maximum extent</p> <p>Maximum height</p> <p>Maximum thickness</p>	<p>Not projecting above or below the fascia</p> <p>0.6 metre</p> <p>0.1 metre out from fascia</p>


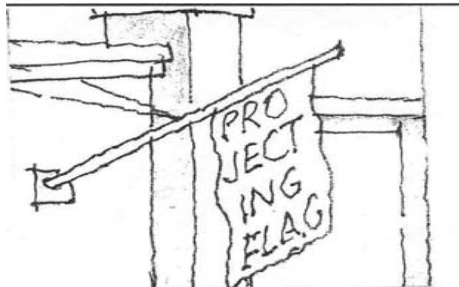
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BLIND SIGN A Blind Sign is an advertisement painted on or otherwise affixed to solid or flexible material suspended from the edge of an awning, verandah or wall.</p>		<p>Minimum clearance between the lower most point of the sign and the footway Maximum number</p>	<p>2.4 metres 1 per tenancy frontage</p>
<p>BUSINESS PLATE A Business Plate is a small advertisement identifying the name and/or trade, business or calling of the occupant or business premises. A Business Plate may be painted or affixed to a wall.</p>		<p>Maximum surface area of sign residence in a residential area Maximum surface area per business occupant of premises in commercial and mixed use areas</p>	<p>0.3 square metres 0.3 square metres</p>

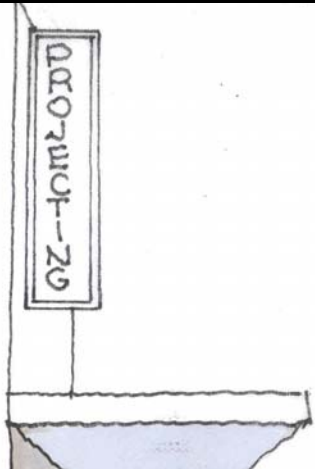
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>CANOPY SIGN A Canopy Sign is an advertisement, painted or otherwise affixed, to a canopy, whether the canopy is constructed from flexible or solid material.</p>		<p>Minimum clearance between the lower most part of the sign and the footway Maximum number</p>	<p>2.4 metres 1 per tenancy frontage</p>
<p>CREATED AWNING LINE SIGN A Created Awning Line Sign is an advertisement attached to and extending beyond a fascia of an awning or the like.</p>		<p>Extent Maximum area Minimum clearance</p>	<p>Not more than 0.6 metre above the fascia to which it is attached The created area is not to exceed 25% of the fascia 2.4 metres to the footpath pavement</p>

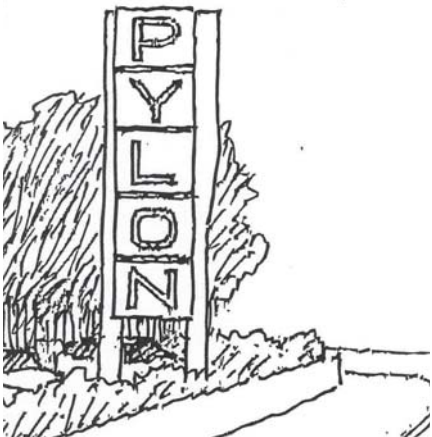

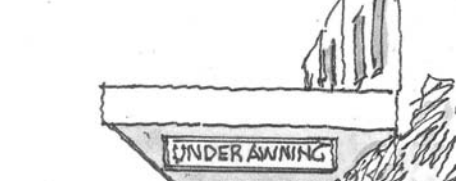
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>FLAG POLE SIGN A Flag Pole Sign is a fabric sign hung from a pole.</p>		<p>Maximum surface area Maximum height above ground</p>	<p>3.0 square metres 6.5 metres if planted in the ground</p>

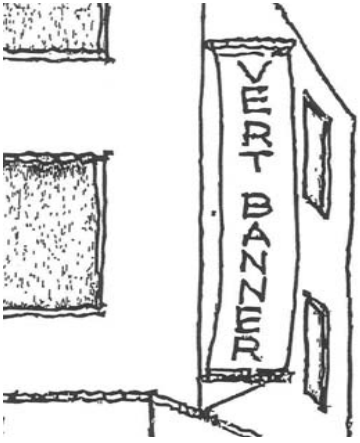

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>FOOTWAY SIGN A Footway Sign is a portable, freestanding advertisement, normally supported by an 'A' or inverted 'T' frame, and typically displayed on a footway.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Location</p> <p>Other requirements</p>	<p>Height - 1.0 metre Width - 0.6 metre Depth - 0.6 metre</p> <p>1 per tenancy</p> <p>A Footway Sign on a footway is to be positioned near the kerb (but not closer than 0.25 metre) so as to leave clear passage for pedestrians along the footway, particularly the visually disadvantaged who rely on clear passage along the frontage of shops.</p> <p>No footway sign is to be positioned so as to obstruct, clutter or detract from street landscaping, furniture or artwork</p> <p>A Footway Sign not to be located on a public road.</p> <p>A Footway Sign is not to have moving, rotating or animated parts, such as a spinner sign. A Footway Sign is to be displayed only during trading hours and is not to be used for the display of merchandise</p>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>HIGH RISE BUILDING SIGN A High Rise Building Sign is an advertisement naming or identifying a high rise building by the use of a logo or the like.</p>		<p>Maximum extent</p> <p>Maximum number</p> <p>Other requirements</p>	<p>Contained within the actual or created outline of a building or appears as if it was part of the original building if part of a structure creating a changed building outline</p> <p>One per building frontage</p> <p>A High Rise Building Sign is not to contain third party advertising</p>
<p>LANTERN SIGN A Lantern Sign is a translucent lighting fixture displaying the name and/or trade, business or calling of the occupant.</p>		<p>Maximum number for a Home Occupation or Business</p> <p>Maximum edge dimension of lantern</p> <p>Maximum height</p> <p>Maximum illumination</p>	<p>One</p> <p>0.5 metre (ie to fit into a Cube of 0.5 x 0.5 x 0.5 metres)</p> <p>2 metres</p> <p>Not greater than a standard 100 watt incandescent bulb</p>

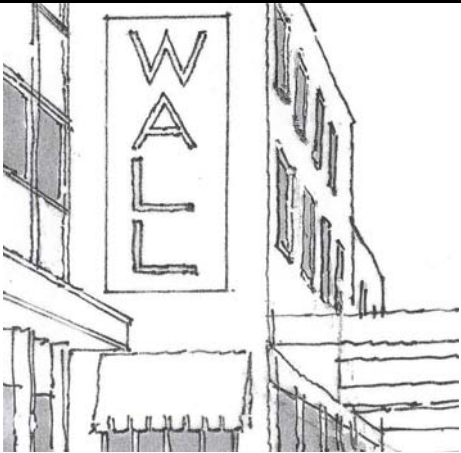
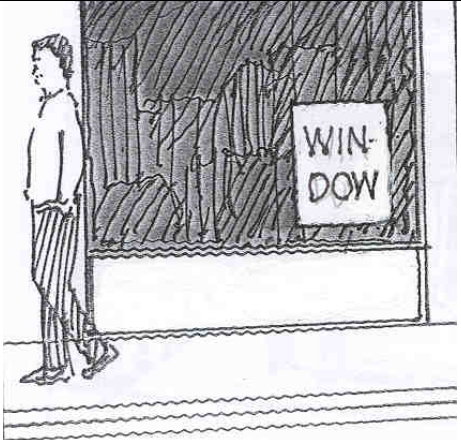
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>POLE SIGN A Pole Sign is a freestanding sign mounted on one or more vertical supports which has a smaller surface area and a lower height than a Pylon/Column sign.</p>		<p>Maximum number</p> <p>Aspect</p> <p>Maximum surface area</p> <p>Maximum height above ground</p> <p>Minimum setback from side boundary</p> <p>Setting</p>	<p>One two-sided pole sign per site street frontage</p> <p>Not erected to expose an unsightly back view of the sign</p> <p>2.4m² per side, for a maximum of two sides</p> <p>3.0 metres</p> <p>3.0 metres</p> <p>Erected within a landscaped environment</p>
<p>PROJECTING FLAG SIGN A Projecting Flag Sign is a non-illuminated, wall-mounted corporate flag.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Minimum spacing</p> <p>Minimum clearance</p>	<p>0.3 square metre per face</p> <p>4 per site</p> <p>2 metres</p> <p>2.4 metres to the footpath pavement.</p>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>PROJECTING SIGN A Projecting Sign is a double-faced sign projecting at right angles to a wall and fixed to the wall. A Projecting Sign is not an Under Awning Sign.</p>		<p>Minimum clearance between the lowermost point of the sign and the footway Maximum number Orientation Extent Maximum size</p>	<p>2.4 metres One per building frontage Vertical Not projected above the height of the wall to which it is attached Height - 3.0 metres Width - 0.75 metre</p>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>PYLON/COLUMN SIGN A Pylon/Column Sign is a large display surface with its height being greater than its width. It may be erected on the ground or mounted on one or more vertical supports.</p>		<p>Aspect</p> <p>Maximum height above the ground</p> <p>Setting</p> <p>Maximum number</p> <p>Minimum setback from the side boundary</p>	<p>Not to be erected to expose an unsightly back view of the sign</p> <p>3.0 metres</p> <p>One per road frontage</p> <p>3.0 metres</p>
<p>STALLBOARD SIGN A Stallboard Sign is an advertisement, painted or otherwise affixed, at the base of a shopfront, normally below a shop window</p>		<p>Fixing</p> <p>Maximum Extent</p>	<p>Fitted flush</p> <p>The size and form are to be compatible with the building on which they are located.</p>
<p>UNDER AWNING SIGN 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>At right angles to the building frontage</p> <p>2.4 metres</p>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
		Extent Location Minimum distance between under awning signs Maximum dimensions Minimum setback from side boundary	Not to project beyond the awning or verandah Central to each shop or tenancy or shopping arcade entrance 3.0 metres Length - 2.7 metres or not greater than 75% of the width of the awning or verandah which ever is lesser Height - 0.6 metres Width – 0.3 metres 1.5 metres
VERTICAL BANNER BUILDING SIGN A Vertical Banner Building Sign is an advertisement of non-rigid material normally fixed at the top and bottom to brackets projecting from a building.		Maximum height Maximum width Minimum clearance between lowermost point of the sign and the footway Maximum area Minimum spacing between signs Minimum setback from side or rear boundary	Not to project above the height of the adjacent part of the building to which it is fixed and not to exceed 5 metres above ground level 0.75 metre 2.4 metres 2.4 square metres 6.0 metres 3.0 metres
VERTICAL BANNER FREESTANDING SIGN A Vertical Banner Freestanding Sign is an advertisement of non-		Maximum height (above ground level to top most support) Maximum width	5.0 metres 0.75 metre

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
rigid material normally supported at two or more locations from brackets extending from a freestanding pole.		Minimum clearance between lowermost point of the sign and the footway	2.4 metres
		Minimum spacing between signs	6.0 metres
		Minimum setback from side boundary	3.0 metres
		Maximum surface area	2.4 square metres

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