

MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Precinct Plan No. 026

for

**Mixed Industry and Business Area North
Precinct –
Industry Park**

North Lakes Development

19 June 2006

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1.0 Introduction and Statutory Context

The Mango Hill Infrastructure Development Control Plan (“DCP”) provides a process for development of land within the DCP Structure Plan area and for the creation of a Precinct within any part of the DCP Structure Plan area chosen by the Principal Developer.

The Principal Developer must prepare and lodge a Precinct Plan with Council for approval in accordance with the relevant provisions of the DCP.

This document constitutes the Precinct Plan for the Mixed Industry and Business Area “A” Precinct – Industry Park (“Precinct Plan”).

The area to which this Precinct Plan applies (the “Precinct”) is notional only. The general location of the Precinct within the DCP Structure Plan is shown on *Figure 1 – Planning Context*. The Precinct is bounded by Boundary Road to the north, the Bruce Highway to the west and southwest, the North-South Arterial Road to the east, and the Mixed Industry and Business Area South Precinct – Industry and Business Park to the south.

This Precinct Plan is intended to illustrate the way in which the development of the Precinct will comply with the intents of the DCP Structure Plan. The Precinct Plan does not however define the final nature, location or extent of specific land uses, roads, other infrastructure or open space networks. The Precinct Plan maintains a level of flexibility to enable future planning to respond to changing requirements of the community and marketplace.

The DCP, approved precinct plans and approved sector plans are to be read in conjunction with the planning scheme for Pine Rivers Shire Council and Council’s local laws, policies and codes. To the extent the DCP, precinct plans and sector plans do not modify the provisions of the planning scheme for Pine Rivers Shire Council and Council’s local laws, policies and codes they will apply to the DCP Structure Plan area.

To the extent the provisions of the planning scheme for Pine Rivers Shire Council and Council’s local laws, policies and codes are modified by the DCP, approved precinct plans or approved sector plans, then the provisions of the DCP, the approved precinct plans or approved sector plans will prevail.

Development in the Precinct must comply with the provisions of the Precinct Plan.

2.0 DCP Interpretation

2.1 STRUCTURE PLAN

This Precinct Plan relates to land within the DCP area at Mango Hill in Pine Rivers Shire (see *Figure 1 – Planning Context*). The Precinct is located within the Mixed Industry and Business Area of the DCP as depicted on *Figure 2 – Structure Plan Context*.

Figure 3 – Precinct Plan Map and the associated text, provide a more detailed interpretation of the Structure Plan by providing information about the general location and interrelationship of structural elements such as land uses, major roads and open space for the Precinct. The Precinct Plan illustrates the generalised design intent and development layout of the Precinct in accordance with the planning framework set out in the DCP.

2.2 DESIRED ENVIRONMENTAL OUTCOMES (DEOS)

The Desired Environmental Outcomes (“DEOs”) of relevance to this Precinct are outlined in the following sections of the DCP:

- Section 3.2 (Desired Environmental Outcomes) – Section 3.2.1 and Section 3.2.2 (a), (d), (f), (i), (k) and (l);
- Section 7 (Mixed Industry and Business Area) – Section 7.1.1 and Section 7.1.2;
- Section 9 (Open Space) – Section 9.1.1 and Section 9.1.2 (a), (c), (f), (g) and (h);
- Section 10 (Transport and Circulation) – Section 10.1.1 and Section 10.1.2 (a), (b), (d), (e), (f) and (g); and
- Section 11 (Environmental Protection) – Section 11.1.1 and Section 11.1.2.

This Precinct satisfies the relevant DEOs by:

- providing for a range of complimentary employment opportunities, facilities and services that are not provided for in the Town Centre Core or Frame, as well as a gradual transition in land use and intensity away from the Town Centre Core;
- requiring a high standard of urban amenity through quality siting, design and finish of buildings and structures, suitable advertising signage and extensive landscaping;
- providing a high level of flexibility in planning for future development within the Precinct via development which is designed to be easily adapted for a range of alternative uses as circumstances change over time;
- showing broad details of secondary access roads to maximise vehicular, bicycle and pedestrian safety, convenience and efficiency; and
- establishing sustainable development initiatives for the management of environmental risks within the Precinct.

2.3 PLANNING INTENT

The Planning Intent for the Mixed Industry and Business Area is set out in Section 7.2 of the DCP. The Mixed Industry and Business Area is intended to a broad range of commercial and professional services, industrial uses, office services and service trades, technology manufacturing and servicing, tertiary level and other educational facilities, tourist and recreational facilities and institutional and community uses.

The Precinct is intended to provide for a range of medium and low impact industry and business uses such as, but not limited to, modern warehousing and transportation industries, creative industries, advanced manufacturing industries, environmental goods and services industries, information and communication technology and pharmaceuticals and natraceuticals.

This Precinct is intended to provide a diversity of business and industry employment opportunities, including commercial, professional services, office services, service trades, technology development and manufacturing, tourism, leisure, recreation and some retail showrooms, serviced by ancillary convenience uses. Pioneer activities are sought within the Precinct, from which a range of related and desirable interdependent activities will develop.

Key objectives of development within the Precinct are to facilitate and encourage a diversity of employment-generating activities within the DCP area and the region, and realise an urban environment which conforms to the principles of sustainable development.

It is anticipated that the location of the Precinct, adjacent to major movement corridors, should encourage uses that benefit from high visibility and accessibility.

3.0 Development, Planning and Design Principles

3.1 GENERAL TYPE AND FORM OF DEVELOPMENT

Development within the Precinct is to contribute to the creation of a socially, visually and physically amenable work environment.

The Precinct is located in a highly accessible and visually prominent location at an emerging key entrance to the North Lakes development. It is also located south of other regionally significant industrial areas. As such, the area has important economic values, as well as having important buffering functions between surrounding industrial and highway areas and the wider residential areas within North Lakes.

The Precinct is the preferred location for any industrial activity of medium and low impact.

The form of development is intended to be characterized by low to medium rise buildings, located within a landscaped setting. The location and extent of industry and businesses, and the mix of development should take into consideration the nature of, and relationship to, adjoining uses, as well as the relationship to major roads, topography, landscape, sight lines and noise levels.

The architecture of any development within the Precinct should be contemporary, with variations in building form achieved by use of different roof lines and forms, shading structures and other features. All buildings within this Precinct are to be designed to be sympathetic to local conditions and the surrounding environment.

Buildings are to have street presence but may not necessarily provide active frontages due to the operational characteristics of the preferred industrial land uses. Where larger building façades facing the street do not incorporate entries, windows or similar elements providing visual relief; such facades could incorporate attractive visual elements by detail, articulation, materials, features etc, or incorporate varying setbacks that allow for additional landscaping.

Where possible, buildings are to be orientated to maximise energy efficiency and designed to incorporate sustainable development initiatives.

Where appropriate, unsightly functional elements, including waste storage, collection areas, air conditioning, roof plants and plant and building service areas require appropriate screening measures and are to be incorporated into overall building design.

3.2 SITE LAYOUT AND BUILDING DESIGN

Site layout and building design and appearance is to positively contribute to the character and streetscape of the area and function safely and efficiently. The built form is to reflect the role and function of the Precinct as a major business and industry employment area.

The buildings proposed within this precinct are generally expected to be large in scale and will require a significant footprint for both building platforms and ancillary areas such as parking, circulation and services. Buildings, landscaping areas, car parking and servicing areas visible from any road frontage (including the Bruce Highway and the North South Arterial Road) are to present an attractive built form that is acceptable having regard to the desirable character of the locality. The planting of trees and vegetation will assist in reducing the built form impact and assist in limiting the bulky appearance of the buildings.

Buildings and site layout are designed to respond to site topography, vehicular and pedestrian access points, solar orientation and surrounding development. Sustainable design, operation and management features are incorporated into the site layout and design.

Interesting building form is encouraged to ensure good design outcomes. Buildings should be articulated to reduce the apparent height or bulk of the structure and to highlight the entry and address.

Development is to be designed and located such that an acceptable level of flood immunity is provided.

3.3 RELATIONSHIP WITH ADJOINING SENSITIVE LAND USES

Development is to be designed, located and conducted in a manner that minimises adverse impacts on adjoining residential land uses to the east. This proposed residential development will be physically separated from the MIBA by the North-South Arterial Road (56.5 metre reserve). The design of the North-South Arterial Road is to also include a noise attenuation fence along the eastern boundary to minimise the impact of road noise on future residents. A visual connection is expected from the North-South Arterial Road to the MIBA. No additional visual connection to MIBA is expected from the residential areas.

Emissions likely to affect surrounding and/ or sensitive land uses, including airborne, odour, dust, noise, traffic noise particularly from the North-South Arterial Road and light emissions, are managed to ensure that there is no adverse impact on the surrounding and/ or sensitive land uses.

3.4 SAFETY AND HAZARD MANAGEMENT

Development constituting a safety or hazard risk by the scale and nature of operations is to meet acceptable safety and risk standards. Risks and hazards associated with any goods, materials and associated use activities are to satisfy any relevant State, Commonwealth or international legislation, or other adopted policy or code.

Site layout and building design reinforces safe operational procedures for storage of materials, and contributes to overall risk and hazard management.

3.5 ACCESS, PARKING AND CIRCULATION

The transportation, parking and access system is arranged in a legible hierarchy and includes a network of roads, streets, laneways, pathways, public spaces and active frontages that provide practical and safe vehicle access and parking facilities, pedestrian and cyclist facilities, and service vehicle and public transport access.

Access, circulation, manoeuvring, and parking areas are to be safe and function efficiently, and site access and on-site parking, circulation and manoeuvring areas meet operational, employee and customer needs, and demonstrate compliance with relevant Australian Standards.

Access and circulation for pedestrians and differently-abled people is provided on site in a manner that is safe, equitable, of high amenity value, efficient and appropriate to the development's operational, employee and visitor needs. Access and circulation for pedestrians and differently-abled people minimises vehicle/pedestrian conflict.

Access to main roads does not impact on their operational safety or designated function.

3.6 OPEN SPACE

Public access is provided to all open space/ conservation areas where practicable, consistent with the intent for the Precinct.

3.7 LANDSCAPING

All development is landscaped to enhance the overall amenity value of the Precinct and adjacent areas. The scale of the planting is to be compatible with proposed structures and surrounding development.

Landscaping is provided along all frontages (road and other public spaces) to visually enhance the streetscape by softening hard edges and surfaces, and provide a 'soft' transition between the road and any built form. Landscaping to road frontages must make a positive contribution to the streetscape and incorporate bold landscape elements that complement the scale and bulk of industrial forms.

Landscaping is to promote energy efficiency and increase the amenity of outdoor spaces used by employees and visitors. Landscaping is to aid in the reduction of any emissions of environmental concern from development sites.

Car parking and open storage areas are provided with landscaping to reduce the overall visual and environmental impacts of large hardstand areas. Preferably, and where practicable, all otherwise unused portions of a parking area (e.g. traffic islands, median strips and the like) should be landscape.

The location and type of planting incorporated within any landscaping area does not impede the function of, or access to, services, facilities and sight lines for vehicle movement.

Landscaping species are to be endemic to the area, particularly those prevalent in the local area. The use of non-endemic or exotic plant species is unlikely to be approved unless sufficient evidence can be provided to show that the species proposed are appropriate to and will not detrimentally impact on the local area and local wildlife.

3.8 SIGNAGE AND LIGHTING

Signage and lighting associated with any development is of a standard that contributes to the amenity, safety and efficient operation of activities and uses both on- and off-site.

The scale and design of signage compliments development and positively contributes to streetscape amenity and value, and is located in a position that is safe and relevant to the streetscape and circulation.

All lighting facilitates a safe and secure working environment, and contributes to the overall amenity of the streetscape and area.

In order to achieve the required aesthetic character and not adversely affect road safety, signage in this area will be undertaken in a coordinated manner. Advertising hoardings and other signs relating to development within this precinct will be identified as part of the sector plan.

4.0 Landscape Concept

4.1 LANDSCAPE CONCEPT PLAN MAP

Figure 4 – Landscape Concept Plan provides a diagrammatic framework for the creation of a distinctive business and industrial setting and character for the Precinct.

4.2 CONCEPT OVERVIEW

The precinct should be based on the landscape and open space philosophy developed for the North Lakes development: simplicity, robustness, honesty, naturalness and environmental sensitivity. Landscape treatments should contribute to the character of the precinct through the articulation of urban spaces, provision of shade to car parking and pedestrian areas and the creation of an attractive, legibly connected, comfortable pedestrian friendly environment.

The landscape solution should be in keeping with the current landscape character of the development to integrate the precinct into the surrounding urban fabric. A sensitive approach of integration is preferred to complete screening of all edges.

Landscape within the precinct should be used to soften the edge of built form and to reduce the anticipated building bulk, scale and mass of uses within the precinct while also highlighting particular built forms / elements of architectural merit. Plant species should be selected to achieve this purpose.

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

Hard landscape elements are to be constructed of high quality materials expressed naturally and landscape layouts coordinated with the architectural design. Lighting is to be used to accentuate entries to buildings and car parking areas. Lighting of other facades is to be subdued. All pedestrian areas and paths must be provided with a safe level of lighting.

Footpath paving treatments within the road reserve are to achieve a consistent theme between adjacent and surrounding development and require continuity of materials and elements while permitting easy and even-surfaces for desirable walking conditions for pedestrians.

Many of the functional elements of uses anticipated in this precinct require buffering and screening to reduce their impacts upon the amenity and visual character of the wider area. Planting will be restricted to species that are capable of good growth and endurance in the business and industrial environment of the Precinct.

An attractively landscaped corridor will be developed via the existing drainage gully which forms part of the stormwater management strategy for the precinct.

4.2.1 Frontage to Boundary Road

The location of street tree planting and landscape along the Boundary Road frontage is to reflect the importance of the precinct as a key address and entry for the North Lakes residential and business community. The road frontage area is to consist of turf and native grasses and planted so as to create a high standard of presentation and a permeable landscape setting. A sensitive approach of integration is preferred to complete screening of the precinct which blends with the streetscape planting throughout the surrounding street network. The landscape in this area will soften, enhance and provide scale to the built form without totally obscuring it from the road. The planting will be restricted to species that are capable of good growth and endurance in the commercial environment of the Precinct as well as reinforcing the developed North Lakes landscape character.

4.2.2 Frontage to Bruce Highway

Currently the interface with the Bruce Highway presents a mosaic of remnant slash pines forming an intermittent screen for 50% of its length. The remainder consists of open grassland and scattered eucalypt trees. The removal of non-native vegetation and incorporation of new buffer planting will be designed so the existing native trees can be retained where practicable, in the ultimate landscape wherever landform and architecture permit. Landscape planting will form a major visual component of the landscape form for this frontage. New planting will be native and will reinforce the developed North Lakes landscape character. Exposure of signage and prominent structures are necessary to fulfil the business objectives of the precinct and to assist “way finding” along the Bruce Highway journey.

Any planting will allow filtered views to the development within this precinct.

4.2.3 Frontage to North-South Arterial Road

The frontage of the precinct to the North South Arterial Road is extensive and prominent. A sensitive approach of integration is again preferred to a complete screening of the precinct. Any planting will allow filtered views at specific locations to highlight particular built forms / elements of architectural merit. Exposure of signage and prominent structures are necessary to fulfil the business objectives of the precinct and to assist “way finding” along the North-South Arterial Road journey. A strong and distinctive landscape to the Arterial will provide a desirable separation between the precinct and the residential areas to the east.

New planting will be native and of a scale that reflects the bulk of the built form. It will also reflect and reinforce the developed North Lakes landscape character.

5.0 Environmental Management

The following objectives and performance indicators provide a summary of the environmental issues that will need to be considered as part of the detailed planning and design for development within the Precinct, particularly at the Sector Plan stage.

5.1 ENVIRONMENTAL MANAGEMENT

5.1.1 Objective

- To encourage energy efficiency in order to minimise greenhouse gas generation;
- To encourage development which incorporates environmentally sustainable initiatives; and
- To manage and mitigate environmental risk.

5.1.2 Performance Indicators

For all development within this Precinct, environmental management during the design phase, construction and post-construction phases should:

- implement energy efficient design elements in buildings, including overall building design, building orientation to maximise use of positive climatic conditions and mechanical and electrical plants to improve energy efficiency;
- implement building energy management systems which contribute to overall building energy efficiency;
- adopt effective air pollution mitigation measures to comply with the *Environmental Protection Act 1994*, *Environmental Protection (Air) Policy 1997* and other relevant legislation in relation to dust, smoke, fumes and gases, where necessary;
- implement effective noise mitigation measures to comply with the *Environmental Protection Act 1994*, *Environmental Protection (Noise) Policy 1997* and other relevant legislation where necessary.;
- adopt effective waste storage and disposal management measures to comply with the *Environmental Protection Act 1994*, *Environmental Protection (Waster Management) Policy 200* and other relevant legislation and Council regulations, where necessary;
- adopt effective water pollution mitigation measures to comply with the *Environmental Protection Act 1994*, *Environmental Protection (Water) Policy 1997* and other relevant legislation in relation to water, where necessary;
- ensure construction activities comply with Council's Local Planning Policy LP.32 - Clearing and Disposal of Vegetation;
- ensure high levels of environmental quality are achieved through water management for example in the maintenance of landscaped areas;
- ensure noise generated from development is reasonable for the type of use;

- implement design elements and buffer treatments to control the obtrusive effects of outdoor lighting where it is likely to adversely affect residential amenity and traffic safety;
- implement management and maintenance actions in accordance with best management practice to minimise site-generated dirt/mud on public roads, particularly after rain periods; and
- ensure environmental management structures or control devices, such as gross pollutant traps, waste disposal bins, flues and the like, do not detract from the overall visual character of the Mixed Industry and Business Area or the immediate locality.

5.2 STORMWATER MANAGEMENT

5.2.1 Objective

To manage the quality and quantity of stormwater within and from the Precinct so as not to cause a nuisance or annoyance to any person, prevent erosion and flooding, maximise soil infiltration and minimise overland flow.

5.2.2 Performance Indicators

Implement management systems which seek to control the quality and quantity of surface water in compliance with the:

- *Environmental Protection Act 1994, Environmental Protection (Water) Policy 1997* and other relevant legislation;
- Pine Rivers Planning Scheme, Local Laws, the Design Manual and policies except where Clause 2.6 of the Mango Hill Infrastructure Agreement applies;
- Mango Hill Infrastructure Agreement;
- Performance Objectives of the Saltwater Creek Catchment Management Plan;
- Stormwater Management Plan for Tributary A;

5.3 EARTHWORKS MANAGEMENT

5.3.1 Objective

To adopt appropriate environmental management practices to avoid, or mitigate and manage, the potential adverse affects of earthworks and related land development activities.

5.3.2 Performance Indicators

For all development within this Precinct, earthworks management during construction and post-construction should:

- identify the extent of acceptable earthworks activities consistent with the protection of overall environmental values and prepare designs complying with these limitations;
- implement appropriate soil erosion and sediment control protection measures and monitor and maintain these;
- manage the excavation and reshaping (bulk earthworks) to establish a finished surface profile that seeks to minimise the environmental impact of the earthworks on the surrounding environment; and
- comply with the *Environmental Protection Act 1994* and other relevant legislation, as necessary.

6.0 Generic Land Uses

As required by Section 2.3.2(f) of the DCP, the intended desirable and undesirable generic land uses for the Precinct are:

6.1 DESIRABLE LAND USES

- Low Impact Industry
- Warehousing and Distribution
- Commercial and Business
- Retail Showrooms and small and ancillary Retail

6.2 UNDESIRABLE LAND USES

- Residential
- Shopping centre

7.0 Infrastructure

7.1 INFRASTRUCTURE TO BE PROVIDED

The following infrastructure is to be provided in the Precinct in accordance with the Mango Hill Infrastructure Agreement (“MHIA”), the Mango Hill Infrastructure Agreement – Main Roads (“MHIA-MR”), the Mango Hill Infrastructure Agreement (Queensland Transport), and the rezoning conditions.

7.1.1 Roads

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

- .1 All internal industrial collector and industrial access roads;
- .2 A four lane median divided road (North-South Arterial Road) with provision for a public transport corridor between Node G and the southern boundary of this precinct in accordance with the provisions of the MHIA. The initial standard of construction will be a two lane road and/or work on road verges abutting the precinct;
- .3 The “T” intersection at Node G being between the North-South Arterial Road and Boundary Road to suit the standard of construction of adjacent roads including, if required, auxiliary left turn, right turn, stand-up lanes and traffic signals. The staging of traffic signals may be undertaken in accordance with a timetable approved by Council in accordance with MHIA;
- .4 The additional intersection with Boundary Road and the internal industrial road to suit the standard of construction of adjacent roads including, if required, auxiliary left turn, right turn, stand-up lanes and traffic signals. The staging of traffic signals may be undertaken in accordance with a timetable approved by Council in accordance with MHIA;
- .5 Bikeways and pathways, including commuter and recreational bikeways generally as shown on Figure 4, in accordance with the MHIA;

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

7.1.2 Water Supply

- .1 Construct internal reticulation systems to service all properties in the precinct.
- .2 Construct a water supply network within the DCP area, including sections:
 - i. Node 83T (existing in Bounty Boulevard) to 83M
 - ii. Node 83M to 83Q
 - iii. Node 83Q to 83Ras shown on **Figure 6 – Water Supply Headworks**, necessary to service the anticipated demand in the precinct; and
- .3 Provide contributions towards water headworks and bulk water supply in accordance with the MHIA.

7.1.3 Sewerage

Construct all internal sewerage systems to service the properties in the precinct and make contributions towards sewerage headworks and unless otherwise agreed with Council:

- .1 Construct the gravity trunk sewer main GTS5 from the connection point with the internal sewerage system to the existing GTS4 as shown on **Figure 7 – Sewerage Headworks**;
- .2 Construct the gravity trunk sewer main GTS6 from the connection point with the internal sewerage system to the proposed GTS5 as shown on **Figure 7 – Sewerage Headworks**;
- .3 Construct the trunk gravity main TM6 and TM6A from the connection point with the internal sewerage system to the proposed gravity trunk sewer main GTS6.
- .4 Construct an Interim Sewerage Discharge Scheme to cater for sewerage discharge until scheme in points 1 and 2 above is completed, if required.

7.1.4 Stormwater

- .1 Construct stormwater management works progressively in accordance with the Stormwater Management Plans for Tributaries A as approved by Council; and
- .2 Construct stormwater drainage systems to roads, parks and lots as required by the MHIA and Council's Design Manual.

7.1.5 Parks

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

7.1.5 Electricity Supply and Communications

- .1 Provide underground electricity distribution to all properties within the precinct to Energex (or another appropriate supplier of electricity) and Council standards;
- .2 Provide public lighting to all roads, streets, parks and other public areas and facilities within the precinct to Energex (or another appropriate supplier of electricity) and Council standards; and
- .3 Provide high voltage electricity services to service the precinct to Energex (or another appropriate supplier of electricity) and Council standards.
- .4 Arrange for the provision of underground conduits along all road verges within the Precinct and adjacent roads to meet the anticipated demands of the DCP area.

7.2 INFRASTRUCTURE AFFECTED OR REQUIRED BY PRECINCT DEVELOPMENT

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

- Roads external to the DCP area and the Precinct;
- Water supply infrastructure;
- Sewerage infrastructure;
- Stormwater infrastructure;
- Parks;
- Community facilities;
- Electricity and gas supply;
- Communications systems; and
- State Government Infrastructure.

The infrastructure described in clause 7.1 above, together with the obligations of the Principal Developer under infrastructure agreements will mitigate the adverse affects on the above infrastructure.

7.3 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 7.1 of this document are the Principal Developer's obligations under the rezoning conditions and the infrastructure agreements.

8.0 Preliminary Infrastructure Program

8.1 PRELIMINARY PROGRAM FOR INFRASTRUCTURE PROVISION

- (i) The Principal Developer will provide all the infrastructure referred to in clause 7.1 of this document at times to satisfy the requirements of the MHIA. Initial infrastructure works are estimated to be constructed by December 2007; and
- (ii) The public transport interchange and provision of land for park and ride facilities within the Town Centre Frame will be provided in accordance with clause 8.2 (i) of this document.

8.2 INFRASTRUCTURE TO BE PROVIDED AND THE INTENDED PROVIDER

The following items of State Government infrastructure are to be provided by the Principal Developer in conjunction with the development of the Precinct in accordance with Infrastructure Agreements with the State Government. These include the provision of works to State-Controlled Roads.

- (i) A public transport interchange and park and ride facilities are to be provided in accordance with the Infrastructure Agreement with Queensland Transport; and
- (ii) The Principal Developer must contribute towards the cost of providing kerbside infrastructure associated with the public transport system. Such contribution is to be in accordance with the Infrastructure Agreement with the State Government.

8.3 OTHER WORKS DEPENDENT ON INFRASTRUCTURE PROVISION

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

8.3.2 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.

8.5 OTHER RELEVANT INFORMATION

8.5.1 Estimated Water and Sewerage Demands

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

- For the purpose of assessing water supply capacity, the estimated number of equivalent Tenements for this Precinct is 390 ET; and
- For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this Precinct is 780 EP.