

# **MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN**

**Precinct Plan No. 036**

**for**

**Town Centre Frame “J” Precinct -  
Gregor Street West/McLennan Court**

**North Lakes Development**

**19 May 2009**

(Approved by Council 19 May 2009 – MBRC ref: 515/036-1 MP09/1276)

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**1.0 Introduction and Statutory Context**

- 1.1** The Mango Hill Infrastructure Development Control Plan (DCP) provides a process for development of land in the DCP area and for the creation of a Precinct within any part of the DCP area chosen by the Principal Developer.
- 1.2** The Principal Developer must prepare and lodge a Precinct Plan with Council for approval in accordance with the relevant provisions of the DCP.
- 1.3** This document constitutes the Precinct Plan for the **Town Centre Frame “J” Precinct – Gregor Street West**.
- 1.4** The area and boundaries of this Precinct are 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:
- (i) Gregor Street West to the north; and
  - (ii) McLennan Court to the west;
- 1.5** This Precinct Plan must be read together with and in the context of the DCP.
- 1.6** The DCP, approved precinct plans and approved sector plans are to be read in conjunction with the planning scheme and Council’s local laws, policies and codes and to the extent the DCP, precinct plans and sector plans do not modify provisions of the Council’s planning scheme, local laws, policies and codes they will apply to the DCP area.
- 1.7** To the extent the provisions of the Council’s planning scheme, local laws, policies or codes are modified by the DCP, precinct plans or sector plans, then the provisions of the DCP, the precinct plans or sector plans will prevail.
- 1.8** Development in the precinct must comply with the provisions of the Precinct Plan.

## 2.0 DCP Interpretation

### 2.1 Structure Plan

The Precinct is located within the Town Centre Frame 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 (DEO's)

The DEOs of relevance to the Precinct are outlined in the following sections of the DCP:

- Section 5.1 (Town Centre Frame) - section 5.1.1 (a), (b) and (c) and section 5.1.2 (a), (b), (c), (d), (e), (f) and (g);
- Section 10.1 (Transport and Circulation) – section 10.1.2 (a), (b) and (d); and
- Section 11.1 (Environmental Protection) – section 11.1.2 (a), (c), (d) and (e).

This Precinct Plan satisfies the relevant DEOs by providing-

- (i) a range of complimentary employment opportunities, facilities and services that are not provided for in the Town Centre Core, as well as a gradual transition in land use and intensity from the Town Centre Core to the outer edge of the Town Centre Frame, to reinforce the role of the Core;
- (ii) a high standard of urban amenity through quality siting, design and finish of buildings and structures, suitable advertising signage and extensive landscaping;
- (iii) 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;
- (iv) opportunities to diversify housing in the DCP area by allowing some mixed use development in the Precinct;
- (v) sustainable development initiatives for the management of environmental risks within the Precinct.

### **2.3 Planning Intent**

The Planning Intent of the Town Centre Frame is set out in Section 5.2 of the DCP. This Precinct is intended to provide lower density development than the Town Core and is expected to provide a transition in intensity and scale of built form from the Town Centre Core to the Town Centre Frame areas situated to the north and east of the Precinct.

Land uses are to generally complement the uses within the Town Centre Core and should be integrated in functional and urban design terms with adjacent Precincts. The full range of Town Centre Frame land uses may be considered if such land uses are compatible with the proposed built form.

This Precinct has frontages to both Gregor Street West and McLennan Court; and whilst access will be available from both frontages, access will be restricted within the vicinity of the intersection of Gregor Street West and Winn Street.

The predominant land uses within this precinct are envisaged to include cultural facilities, commercial, community premises, educational, medical, office, retail and mixed-use development incorporating medium to high density residential above ground level. Uses and development that support, complement and facilitate the transition from the Town Core to the outer Town Centre Frame areas are encouraged within this Precinct.

### **3.0 Development, Planning and Design Principles**

#### **3.1 General Form of Development within Precinct**

This precinct is located in a highly accessible and visually prominent location within the town centre. Accordingly, this Precinct forms an important link with the Town Centre Core with regards to its community functions, development uses, streetscape and visual connections.

The nature of development within this Precinct is for generally low density, low-rise commercial development, with intense ground floor activities that support a vibrant pedestrian environment. The Precinct is to ultimately provide a range of opportunities for small scale retail, office and commercial services, personal services, restaurant uses and recreation and leisure premises which contribute to the range of facilities provided within the Precinct. Development within this Precinct is to compliment and contribute to the desired character and higher order activities within the Town Centre.

The visual focal point of this Precinct will be at the McLennan Court/Gregor Street intersection . This prominent corner will be emphasised through effective design, height and placement of landmark features that visually distinguish the intersection, strengthen urban form within the Precinct and facilitate clear legibility and hierarchy of spaces within the Town Centre. The McLennan Court frontage will also be a prominent destination of the precinct with a strong emphasis on ground floor retail and commercial uses that will help activate the Precinct in context with the orientation the proposed land uses captured in Sector 027-1000.

Development within this Precinct will be contemporary in design with variations in building form achieved through use of rooflines, building materials, projections and recesses, shading and other features. Given the Precinct’s high visual exposure, an exemplary architectural and urban design outcome should be achieved through effective integration of building design and urban spaces, both internal and external to the Precinct.

To strengthen urban form and street presence of the Precinct, buildings should define and reinforce the street environment by presenting variation in facades fronting different streets. Corner buildings should have an outward orientated building design and high quality streetscape facades that respond to the varying characters of each street. Unsightly functional elements, including loading docks, waste storage, collection areas, air conditioning, roof plants and plant and building service areas will be visually unobtrusive and are to be screened from the street and where possible incorporated into overall building design.

Car parking is to be designed to minimise interruption to the streetscape and pedestrian routes through appropriate siting, design, landscaping and screening. Where possible, car parking areas should be located in areas where shading is maximised, such as behind or under buildings. Where surface car parks are located adjacent to the street, the areas are to be screened where possible with dense vegetation including canopy shade trees.

The built form within the Precinct should allow a high level of accessibility and convenience for pedestrians, cyclists and motor vehicles. Physical and visual permeability

and connectivity is considered essential to the effective integration of the Precinct within the Town Centre. Accordingly future development should therefore facilitate integration of the public and private spaces through provision of a network of spaces and pathways that minimise conflicts between vehicles and pedestrians and provide physical connectivity throughout the site.

Where possible, buildings should incorporate sustainable development initiatives that effectively respond to the subtropical nature of South East Queensland and be designed and oriented to maximise energy efficiency. Buildings are also required to have the ability to accommodate a variety of uses through techniques such as innovative floorplate design to allow flexible separation of spaces and compatible ceiling heights. Outdoor spaces should be appropriately located to receive adequate exposure to sunlight and be complemented by hard and soft landscaping that facilitates all weather use.

Uses within this Precinct are to facilitate a mixed and flexible environment to meet future employment and consumer needs and should appropriately respond to community expectations of the facilities and services likely to be found in this important Town Centre Frame location.

Consistent with the DCP, it is important that flexibility be maintained in order to enable future planning to respond to changing requirements of the community and the marketplace. Unless otherwise explicit in the Precinct Plan’s text, the Precinct Plan does not necessarily define the final nature or location of specific land uses, nor does it show the final location and extent of road networks.

### **3.2 General Form of Development along Gregor Street West**

Gregor Street West is a commercial street that is anticipated to experience a lower vehicular traffic volume. Gregor Street West will function as a “local street” and will facilitate access to car parking areas located at the rear of development. Vehicular access along Gregor Street West should be located away from the intersections with Gregor Street West and Winn Street (*Refer to figure 3*).

Car parking areas should be designed with an attractive setting, integrating paving. Buildings fronting this street need to ensure connectivity, integration and a strong functional and architectural relationship with other developments within the Town Centre.

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

It is desirable for buildings to be built closer to the street alignment along these streets and development should be architecturally designed to incorporate and define main pedestrian thoroughfares and provide an interesting and inviting panorama for both pedestrian and vehicular traffic.

Premises are also encouraged to have active frontages that provide pedestrian access from the street ‘at grade’ to encourage a vibrant atmosphere typically associated with a town centre. Building scale and intensity is to provide a transition from the built form of the Town Core to lesser scale development within the Town Centre Frame to the east.



Car parking and service areas are to be unobtrusive and create minimal interruption to the streetscape and pedestrian routes through siting, landscaping and/or screening. Car parking areas are encouraged to be located behind, or underneath buildings and where possible, adjacent developments are also encouraged to provide opportunities for shared car parking, access points and service areas.

### **3.3 General Form of Development Along McLennan Court**

McLennan Court is to be an attractive and vibrant area of the Precinct that has a strong emphasis on active ground floor activities. The McLennan Court area will be developed as a continuous series of urban outdoor spaces, making it an ideal location for active frontage developments and pedestrian-based activities.

Vehicular access along McLennan Street should be located away from the corner of Gregor Street West and McLennan Court. Car parking areas should be designed with an attractive setting, integrating paving (*Refer to figure 3*),

The landscape treatment of McLennan Court will include a high quality streetscaped urban character. Landscape planting will soften the appearance and give scale to buildings within the Precinct, articulate urban spaces, provide shade for on street car parks and adjacent pedestrian areas, and reduce glare from parked vehicles and nearby buildings. Landscaping treatments will also take into consideration the exterior elements of the proposed land uses fronting the northern portion of McLennan Court. Landscaping along this corridor will effectively reduce the building mass and provide an appropriate transition into the active pedestrian environment of the western side of McLennan Court.

Car parking and service areas are to be unobtrusive and create minimal interruption to the streetscape and pedestrian routes through siting, landscaping and/or screening. Car parking areas are encouraged to be located behind, or underneath buildings and where possible, adjacent developments are also encouraged to provide opportunities for shared car parking, access points and service areas.

## 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 urban setting and character for the Precinct.

### 4.2 Concept Overview

Landscaping should address the transitional nature of the Precinct from the “green gateway” entrance along North Lakes Drive to the landscaped commercial character of Memorial Drive and secondary landscaping elements of Gregor Street West.

Landscape treatments should contribute to the character of the Precinct through the articulation of urban spaces, screening of unsightly functional elements, provision of shade and the creation of an attractive and comfortable pedestrian friendly environment. Landscaping should reinforce to the town centre identity and assist with visitor orientation and legibility.

Landscaping within the Precinct should be used to soften the edge of built form and disguise anticipated building bulk, scale and mass of uses within the Precinct. Planting species should be selected to achieve this purpose and on their capacity to experience good growth and endurance in a commercial environment.

Landscaping should be designed in accordance with CPTED principles and incorporate the provision of shade trees, adequate seating, appropriate paving and lighting treatments and where possible segregate vehicle and pedestrian environments.

Hard landscape elements are to be constructed of high quality materials and designs and coordinated with the architectural design and landscaping. Lighting is to be used to accentuate entries to buildings and car parking areas and maximise safety for pedestrians 24 hours a day. Lighting of areas not intended for night-time use is to be avoided and lighting of secondary facades is to be subdued. All pedestrian areas and paths must be provided with a safe level of lighting that provides a clear legible environment 24 hours a day.

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. Pedestrian pathways are also to provide even-surfaces that facilitate desirable walking conditions for all pedestrians.

#### 4.2.1 Frontage to Gregor Street West

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

Landscaping is to promote safety and low speeds but with due concern for maintaining sightlines. Landscaping should be provided to buffer and screen functional elements of uses such as car parking and service areas, which may be visible along road frontages, to reduce their impacts upon the amenity and visual character of the Precinct.

#### **4.2.2 Frontage to McLennan Court**

The landscape treatment of McLennan Court will include a high quality streetscaped urban character. Landscape planting will soften the appearance and give scale to buildings within the sector, articulate urban spaces and provide shade for on-street car parks, waiting areas and adjacent pedestrian areas. Landscaping along McLennan Court should also be provided to articulate and soften the building mass of buildings fronting the western side of McLennan Court.

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

Any planting adjacent to vehicular and pedestrian access points within the Precinct must address the transitional nature between the highly pedestrian Town Centre and the through-route nature of Gregor Street West. Landscaping shall promote safety and low speeds, but with due concern for maintaining sightlines.

#### **4.2.3 Landscaped Car Parking Areas**

Landscaping within car parking areas is to be provided in accordance with the DCP provisions and to define pedestrian connections between car parking areas, the streetscape and buildings. Landscaping of car parking areas is to be varied and interesting through the use of different landscape treatments, to contribute to the visual interest and character of the Precinct and minimise the potentially negative amenity impacts of car parking facilities. Car parking aisles should also be landscaped with low planting to enhance the appearance of car parking areas, while seeking to maintain visibility and sightlines. Outdoor areas such as surface car parking must be planted with canopy shade trees and integrated with the planned network of landscaped pedestrian and road frontage treatments.

The use of shade trees and screening through car parking areas must provide visual and physical relief from heat and glare, as well as contribute to the creation of an attractive urban landscape setting for all roads surrounding the Precinct. Shade trees are to be provided at the rate of not less than one (1) tree per six (6) parking spaces in all car parking areas. Car parking areas are encouraged to include appropriate shade structures integrated within the overall development, if appropriate. Undercroft car parking is to be screened from street and residential vistas.

#### **4.2.4 Landscape Buffer Planting**

Unightly functional elements, including loading docks, waste storage, collection areas and plant and building services areas require appropriate screening measures. These should be integrated into overall building design and complemented with appropriate landscaping.

## **5.0 Environmental Management**

The following objectives and performance criteria 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 Objectives**

#### **5.1.1 Objectives**

- (i) To encourage energy efficiency in order to minimise greenhouse gas generation;
- (ii) To encourage water efficiency in order to minimise mains potable water consumption.
- (iii) To encourage development which incorporates environmentally sustainable initiatives;
- (iv) To encourage waste recycling to minimise waste sent to landfill; and
- (v) 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:

- (i) implement energy efficient building design elements including; building orientation to optimise access of sunlight in winter and prevailing cooling breezes in summer, overhangs or awnings to shade windows, insulation in roof and walls
- (ii) implement energy efficient mechanical design to improve HVAC plant efficiency.
- (iii) implement energy efficient lighting systems and optimise natural lighting.
- (iv) implement building energy management systems which contribute to overall building energy efficiency;
- (v) adopt effective air pollution mitigation measures to comply with the Environmental Protection Act, Environmental Protection Policy (Air) and other relevant legislation in relation to dust, smoke, fumes and gases, where necessary;
- (vi) ensure construction activities comply with Council’s Policy LP32;
- (vii) implement effective noise mitigation measures to comply with the Environmental Protection Act, Environmental Protection Policy (Noise) and other relevant legislation where necessary;
- (viii) implement rainwater harvesting and reticulation systems and connect for non-potable or potable uses in accordance with required treatment level to contribute to reductions in mains potable water consumption;
- (ix) implement grey water reuse strategies to contribute to reductions in mains potable water consumption;

- (x) Implement strategies for reuse of stormwater runoff for landscape irrigation to contribute to reductions in mains potable water consumption;
- (xi) ensure that water quality management strategies are in place to achieve high levels of environmental and water quality;
- (xii) ensure noise generated from development is reasonable for the type of use;
- (xiii) ensure buildings used for purposes that require low noise intrusion, including residential uses, are designed to adequately ameliorate noise from external sources within and external to the Precinct;
- (xiv) implement suitable waste storage and disposal measures for recyclable and solid waste in accordance with Council regulations;
- (xv) avoid outdoor lighting that will adversely affect residential amenity and traffic safety and implement design elements and buffer treatments to control the obtrusive effects where appropriate;
- (xvi) 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
- (xvii) ensure that 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 Town Centre Frame or the immediate locality.

## 5.2 Stormwater Management Objectives

### 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:

- (i) *Environmental Protection Act 1994* and the *Environmental Protection Policy (Water)* and other relevant legislation;
- (ii) Planning Scheme, Local Laws, the Design Manual and policies except where Clause 2.6 of the Mango Hill Infrastructure Agreement applies;
- (iii) Mango Hill Infrastructure Agreement;
- (iv) Performance objectives of both the Freshwater Creek Catchment Management Plan and the Saltwater Creek Catchment Management Plan;
- (v) Stormwater Management Plan for Freshwater Creek; and
- (vi) Stormwater Management Plan for Tributary C.

## 5.3 Earthworks Management Objectives

### 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:

- (i) identify the extent of acceptable earthworks activities consistent with the protection of overall environmental values and prepare designs complying with these limitations;
- (ii) implement appropriate soil erosion and sediment control protection measures and monitor and maintain these;
- (iii) 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
- (iv) comply with the *Environmental Protection Act 1994*, Environmental Protection Policies 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

- (i) administrative;
- (ii) commercial;
- (iii) medical;
- (iv) office
- (v) retail;
- (vi) educational;
- (vii) professional services;
- (viii) mixed-use development; and
- (ix) Special use.

### 6.2 Undesirable Land Uses

- (i) Hardware/homemaker/warehouse style activities; and
- (ii) Car yard and service station uses.

## 7.0 Infrastructure

### 7.1 Infrastructure To Be Provided

The following infrastructure is to be provided for 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

- (i) All internal public roads; and
- (ii) Pathways and bikeways.

*(Figure 5 – Road Layout)*

#### 7.1.2 Water Supply

- (i) Reticulation systems along all internal roads to service all properties in the Precinct;
- (ii) Those sections of the mains shown on *Figure 6 – Water Supply Headworks*, necessary to service the anticipated demand in the Precinct; and
- (iii) Water headworks contributions.

#### 7.1.3 Sewerage

- (i) Trunk gravity main from the existing Council sewerage infrastructure to connect with each lot in the Precinct as shown on *Figure 7 – Sewerage Headworks*; and
- (ii) Sewerage headworks contributions.

#### 7.1.4 Stormwater

- (i) Stormwater management works progressively in accordance with the Stormwater Management Plan for Tributary C and the Stormwater Management Plan for Freshwater Creek as approved by Council; and
- (ii) Stormwater drainage systems to roads and lots.

#### 7.1.5 Open Space

Provide open space in accordance with *Figure 3 – Precinct Plan Map*.

### **7.1.6 Electricity Supply and Communications**

- (i) Allow for underground electricity distribution to all properties within the Precinct, by Energex or another appropriate supplier of electricity; and
- (ii) 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**

- (i) 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.
- (ii) 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 and the Mango Hill DCP.
- (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 (ii) 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**

There are no other works necessary to ensure the infrastructure required to service the development of this Precinct is provided.

### **8.4 Estimates Of When Other Works Dependent On Infrastructure Provision Will Need To Be Provided**

Not applicable – refer to Section 8.3 above.

### **8.5 Other Relevant Information**

#### **8.5.1 Estimated Water and Sewerage Demands**

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

- (i) For the purpose of assessing water supply capacity, the estimated number of equivalent Tenements for this Precinct is 37.98 ET's; and
- (ii) For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this Precinct is 75.96 EP's.