

**MANGO HILL INFRASTRUCTURE
DEVELOPMENT CONTROL PLAN**

Precinct Plan No. 046

for

**Town Centre Frame "P" Precinct -
Endeavour Boulevard and North Lakes Drive
Frontages**

North Lakes Development

26 August 2011

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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 "P" Precinct – Endeavour Boulevard and North Lakes Drive Frontages** (Precinct Plan).
- 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) Endeavour Boulevard to the north (over the western portion of the Precinct) and Precinct 022 (over the eastern portion of the Precinct).;
 - (ii) Mason Street (Node AD to V Road) to the west;
 - (iii) North Lakes Drive to the south; and
 - (iv) Precinct 022 to the east.
- 1.5 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.
- 1.6 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.
- 1.7 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 (DEOs)

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

- Section 4.1 (Town Centre Frame) - section 5.1.1 (a) and (b) and section 5.1.2 (a), (b), (f), (g) and (h);
- Section 10.1 (Transport and Circulation) – section 10.1.2 (a), (b), (d) and (f); and
- Section 11.1 (Environmental Protection) – section 11.1.2 (a), (c), (d) and (e).

This Precinct 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 Frame to the 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) Secondary access roads which maximise vehicular, bicycle and pedestrian safety, convenience and efficiency; and
- (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 set out in Section 5.2 of the DCP.

It is anticipated that the location of the Precinct, within close proximity to the Town Centre Core, should encourage uses that benefit from high accessibility and visitation. Higher order commercial services, hardware centre, shops and offices are expected to be located within the Precinct. However, medium-density commercial uses that require accessibility, may occupy the land fronting the proposed new access. The full range of Town Centre Frame land uses may also be considered if such land uses are compatible with the proposed built form with the exception of residential uses including accommodation units, apartments, detached house, duplex, display home, hotel and townhouse units.

Land uses are to generally integrate with the Town Centre Core and should be integrated in functional and urban design terms with adjacent Precincts and provide a high level of aesthetics to all street frontages.

3.0 Development, Planning and Design Principles

3.1 GENERAL FORM OF DEVELOPMENT

The Precinct is located in a highly accessible location within the town centre frame. It is also located near a key entrance to the North Lakes development and is an important area for aesthetic and functional reasons. Distinctive architectural features that generally announce the entrance to the Town Centre are encouraged, particularly at the intersections of Mason Street and Prospect Street with North Lakes Drive.

Signage that is visible from key roads is to be controlled to maintain an appearance appropriate to the overall image of North Lakes.

The architecture of any development within the Precinct should be contemporary, with variations in building form achieved by use of roof lines, shading and other features. Indoor and outdoor spaces should be linked by transition areas where possible. All buildings within this Precinct will have a compatible architectural character, with the consistency of the overall design character reinforced by materials, finishes, colours, and details that will combine to promote a strong sense of place.

Development within the Precinct should relate physically and functionally with each other in terms of architecture, location of major entries and changes in level. The development should feature the incorporation of horizontal and vertical variations in the facades with attractive entries and well-lit pedestrian access.

The built form and landscaping within the Precinct are to be complementary to and provide a gradual transition to the Town Centre Core.

The built form of the Precinct is intended to be of a medium density. This is to be achieved through stand-alone buildings and landscaped areas. Larger lots, buildings and tenancies are envisaged for this Precinct than in the commercial development to the north east. As a result, development within the Precinct will generally require a more significant footprint for building platforms and ancillary areas such as parking, circulation and services.

Grade differences between street, site and building entry to the North Lakes Drive frontage is to be minimised. Building setbacks are to accommodate changes in level between road pavement and building platforms. Large building platforms are to be Designed to maintain relationships to North Lakes Drive.

The opportunity exists for landscaping and open space over land within the Precinct dedicated for stormwater treatment.

Proposed buildings are to have street presence but may not necessarily provide active frontages. Where larger building façades facing the street do not incorporate entries, windows or similar elements providing visual relief; such facades must incorporate attractive visual elements by detail, articulation, materials, features etc, or incorporate varying setbacks that allow for additional landscaping. Where carparking presents to the street it is to be suitably screened.

Buildings are generally to be orientated to maximise energy efficiency and outdoor areas shall be located to receive adequate exposure to sunlight. Where possible, buildings shall incorporate sustainable development initiatives. Buildings are to be designed to accommodate a variety of different uses through techniques such as innovative floorplate design to allow flexible separation of spaces and compatible ceiling heights.

Unightly functional elements, including loading docks, 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. In particular roof plant is to be screened from major roads.

The built form within the Precinct should allow a high level of accessibility and convenience for pedestrians, cyclists and motor vehicles. The Precinct is to feature a highly inter-connected road and pathways network in order to minimise conflicts between vehicles and pedestrians. Access to each site is to be restricted to minimise interruptions to traffic flow and maximise vehicular, bicycle and pedestrian safety.

Access to the Precinct is proposed as identified in Figure 4.

Consistency of overall design character within the Precinct and adjoining Precincts is to be achieved through integration of building design and urban spaces, and use of high quality materials, finishes, colours and details in order to promote a modern town centre with a strong sense of place.

The visual focus of the Precinct is to be to North Lakes Drive. The key focus points will be the entry to North Lakes Drive from Mason and Prospect Streets. It is intended that the Principal Developer provide entry features and landscaping to assist legibility and to strengthen the urban form of the Precinct. It is intended that subsequent development of the site will reflect legibility with respect to location in the Precinct, as well as North Lakes as a whole.

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 FRONTING NORTH LAKES DRIVE

North Lakes Drive, as an urban main street, will be the interface between the Town Centre Core and the Town Centre Frame, and will play a vital role in the effective integration between these two land use elements.

Development along the North Lakes Drive frontage is to address the street in order to form an urban main street character. Pedestrian safety and priority is to be paramount with use of paving treatments to define, as well as, encourage use of pedestrian movement areas. The North Lakes Drive main street environment may also be achieved through a high level of architectural design. Landscaping and built form are too define street edges.

North Lakes Drive is located in a functionally and visually prominent part of the town centre. Uses located along this frontage should take advantage of the proximity to the Town Centre Core and its highly urbanised and pedestrian friendly environment. Buildings are to present an attractive façade to the street and where utility/service areas are proposed, they are appropriately screened and landscaped to minimise negative impacts on visual amenity and character.

Carparking is to be unobtrusive and is intended to create minimal interruption to the streetscape and pedestrian routes through siting, landscaping and/or screening. Car parking areas are to be located behind, or underneath buildings, where possible, in order to maximise shading of these areas. Where car parking areas are located to the rear of buildings, the rear façade must present an attractive façade to the car parking area. Where surface car parks are located adjacent to the street, these areas are to be suitably screened, where possible, with dense vegetation including canopy shade trees but with due concern for maintaining driver's sightlines. Where utility/service areas are proposed, they are appropriately screened and landscaped to minimise negative impacts on visual amenity and character.

3.3 GENERAL FORM OF DEVELOPMENT ALONG ENDEAVOUR BOULEVARD AND MASON STREET

Endeavour Boulevard is to be characterised by its traffic role serving the town centre, the Mixed Industry and Business Area (MIBA) and the residential area to the north of the Precinct. The through-route nature of Endeavour Boulevard is to be emphasised through street treatments including the use of open landscaping along the verges and median strips, which allow visual exposure of the buildings from the road.

Development along the Endeavour Boulevard frontage of the Precinct must provide a defined edge and a transition between the predominantly commercial activities of the Precinct and the residential areas to the north of Endeavour Boulevard. This is to be achieved by providing a scale, density and level of activity that is appropriate to the proposed setting and use, whilst ensuring that development also has a complementary interface with the retirement village (Southern Residential Precinct 004) to the north. The transitional nature of the Precinct may also be emphasised through the use of architectural features and building designs that are compatible with the adjoining retirement village development such as the use of similar building materials, building height, building scale and roof pitch.

Endeavour Boulevard is anticipated to be a high traffic road but consistent with the general

amenity and safety standards expected in an urban area. Pedestrian thoroughfares and linkages are encouraged in order to maintain an association with the adjacent retirement village, nearby community orientated Precincts and the Town Centre Core. However, in order to clearly define the through-route nature of Endeavour Boulevard, pedestrian crossings are to be limited to intersections. Landscaping should be integrated with the design of the building to provide screening or relief to retaining walls or long flat building walls.

Car parking shall generally be located behind the building. Where public car parking areas (not staff parking) are located to the rear of buildings, the rear façade must be well-presented to the car parking area. Where surface car parks are located adjacent to the street, these areas are to be screened, where possible, with vegetation including canopy shade trees. Any planting adjacent to vehicular and pedestrian access points is to ensure vehicle drivers' sightlines are maintained. Pedestrian safety is to be paramount through the use of paving treatments to define and encourage the use of pedestrian movement 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

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 Precinct. Landscaping within the Precinct should be used to soften the edge of built form and to disguise the anticipated building bulk, scale and mass of preferred uses within the Precinct. Planting species should be selected to achieve this purpose. Planting will be restricted to species that are capable of good growth and endurance in the commercial environment of the subject Precinct.

4.2.1 Frontage to Endeavour Boulevard and Mason Street

The streetscape and planting theme along Endeavour Boulevard and Mason Street should be distinct from other streets within the Town Centre and the Precinct. Streetscape treatments and landscaping should clearly indicate the through-route nature of this road and give views to the parking entrances of development. As such, these roads are envisaged as wide streetscapes with a very open character.

Landscape planting along these routes are to be used to provide an accent to buildings in the Precinct, rather than a screen. Landscaping is to include planting along the median strip of Endeavour Boulevard and along the verges. Landscaping should reflect the major traffic role and function of the road, filter the impacts of the anticipated traffic flows and recognise the transition in development scale and intensity between the predominantly commercial environment of the Town Centre Frame, the residential development to the

north and west of the Precinct and the MIBA likely to be established to the north-west of the Precinct.

Any plantings adjacent to vehicular and pedestrian access points within the Precinct must address the transitional nature of proposed secondary access road to the through-route nature of Endeavour Boulevard. Landscaping shall promote safety and low speeds but with due concern for maintaining sightlines.

Planting should be selected to provide shade and should be of sufficient height and density to mitigate the potential visual impact of the building bulk within the Precinct. Landscaping may be required to buffer and screen functional elements along these frontages to reduce impacts upon the amenity and visual character of the Precinct.

4.2.2 Frontage to Bergin Street and Mason Street

The streetscape treatment of the intersections of Secondary Street Frontages with Endeavour Boulevard should address the transitional nature of these secondary roads to the through-route nature of Endeavour Boulevard and Mason Street. Landscaping shall promote safety and low speeds but with due concern for maintaining sightlines.

The verges on both sides of Bergin Street are to be consistently framed with appropriate landscape and canopy trees to establish a “day one effect”. The landscape character is to be consistent with a local commercial street and is to be closed and shaded, with tree canopies desirably arching across the carriageway. This is to be in contrast to the more open traffic orientated environment along Endeavour Boulevard and Mason Street.

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

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

4.2.3 Frontage to North Lakes Drive

Landscape planting along North Lakes Drive should soften the appearance of built form and give scale to buildings within the Sector, articulate urban spaces and provide shade for on-street car parks, bus stop waiting areas and adjacent pedestrian areas.

The 6.5 metre verges on both sides of North Lakes Drive are to be consistently framed with appropriate landscape and canopy trees to establish a “day one effect”. It is proposed to have an open landscape character with themed shade trees spaced along the verges to provide partial shade to the kerbside car parking and the street furniture. Streetscape treatment must include generous footpaths, street trees, street furniture and street lighting.

Landscaping and street furniture are to exhibit a general design theme and continuity of materials and elements, as well as create a comfortable and attractive environment. They

should contribute to the town centre identity and assist with visitor orientation and identification.

4.2.4 Pedestrian Linkages and Plazas

Pedestrian connectivity within the Precinct is to be provided within the public road network. There may also be an opportunity to provide further links through the built form between public and private spaces, particularly along Lakefield Drive and North Lakes Drive. Where pedestrian links are identified as serving an overall purpose to assist pedestrian connectivity, provision is to be made to create an interconnected landscaped, open space and pedestrian system

Subsequent Sector Plan(s) and applications for Material Change of Use will specify how this shall occur in particular circumstances but it may be for example, by common pedestrian pavement surfaces, special treatment of roadway surfaces, or a particular integrated style of landscaping for pedestrian legibility.

4.2.5 Landscaped Car Park 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 appearance of the car parking facilities. Car parking aisles should also be landscaped with low planting to enhance the appearance of car parking areas, while seeking to avoid reducing visibility. 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 park areas. Car park 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.

4.2.6 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 incorporated into overall building design and integrated with appropriate landscaping.

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 OBJECTIVES

5.1.1 Objectives

- (i) To encourage energy efficiency in order to minimise greenhouse gas generation;
- (ii) To encourage development which incorporates environmentally sustainable initiatives; and
- (iii) 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 design elements in buildings, including overall building design, building orientation to maximise use of positive climatic conditions such as access to sunlight and prevailing breezes, shading including overhangs, skylights and non-reflective materials, building materials and mechanical and electrical plants to improve energy efficiency;
- (ii) implement building energy management systems which contribute to overall building energy efficiency;
- (iii) 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;
- (iv) ensure construction activities comply with Council's Policy LP32;
- (v) implement effective noise mitigation measures to comply with the Environmental Protection Act, Environmental Protection Policy (Noise) and other relevant legislation where necessary.;
- (vi) ensure high levels of environmental quality are achieved through water management for example in the maintenance of landscaped areas;
- (vii) ensure noise generated from development is reasonable for the type of use;
- (viii) 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;
- (ix) implement suitable waste storage and disposal measures in accordance with Council regulations;

- (x) 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;
- (xi) implement management and maintenance actions in accordance with Best Management Practice to minimise site-generated dirt/mud on public roads, particularly after rain periods;
- (xii) 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 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 the Freshwater Creek Catchment Management Plan;
- (v) Freshwater Management Plan;

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) car park;
- (ii) car wash;
- (iii) commercial services;
- (iv) community premises;
- (v) hardware centre;
- (vi) fast food;
- (vii) office;
- (viii) shop;
- (ix) restaurant;
- (x) retail nursery;
- (xi) passenger terminal;
- (xii) sales and information centre;
- (xiii) vehicle hire depot;
- (xiv) vehicle sales yards; and
- (xv) veterinary clinic.

6.2 UNDESIRABLE LAND USES

- (i) residential uses; and
- (ii) retirement village.

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 street lighting. Any reference to initial construction in this section is a reference to construction approved by Council in accordance with the rezoning conditions and the MHIA.

- .1 All internal collector roads and access streets;
- .2 The provisions and timing of construction of the North-South Arterial Road from Aurora Boulevard to Node D (and connecting with Boundary Road, Endeavour Boulevard and the internal MIBA road network to the final standard of construction) will be completed by the date Council approves a Sector Plan which allows for development of 85% of the DCP area, or when required by conditions of development approval in accordance with Section 4.2.2 (h) of the MHIA, whichever is the sooner.
- .3 The provisions and timing of construction of the North-South Arterial Road from Node D to Node C (and connecting with Endeavour Boulevard and Discovery Drive) will be completed to the final standard of construction by the date Council approves a Sector Plan which allows for development of 90% of the DCP area, or when required by conditions of development approval in accordance with Section 4.2.2 (h) of the MHIA, whichever is the sooner.
- .4 Bikeways and pathways, including commuter and recreational bikeways generally as shown on Figure 4, in accordance with the MHIA.

7.1.2 Water Supply

- (i) Reticulation systems along all roads necessary 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 as approved by Council; and
- (ii) Stormwater drainage systems to roads and lots.

7.1.5 Electricity Supply and Communications

- (i) Allow for underground electricity distribution to all properties within the Precinct, by Energex or another appropriate supplier of electricity;
- (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. Initial infrastructure works are estimated to be constructed by December 2011.

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) 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.