

**MANGO HILL INFRASTRUCTURE
DEVELOPMENT CONTROL PLAN**

Precinct Plan No. 023

for

**Town Centre Frame "F" Precinct -
Memorial Drive/Endeavour Boulevard**

North Lakes Development

March 2006

(Approved by Council under delegated authority on 06/03/2006)

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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 "F" Precinct – Memorial Drive/ Endeavour Boulevard**.
- 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;
 - (ii) Memorial Drive to the west;
 - (iii) Winn Street to the east; and
 - (iv) The balance of the Town Centre Frame area to the south.
- 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 (DEOs)

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) secondary access roads including Endeavour Boulevard, which provides high levels of pedestrian activity and maximises vehicular, bicycle and pedestrian safety, convenience and efficiency;
- (vi) a high degree of accessibility within the regional transport network through connections to the public transit centre which is expected to be developed to the south-west of this Precinct, road networks, public transport corridors and pedestrian and cycle networks; and
- (vii) 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. In order to maintain amenity and avoid conflict between uses, consideration is to be given to the transitional role of the Precinct between the predominantly commercial environment of the Town Centre Frame and the lower order residential development to the north of the Precinct surrounding Lake Eden.

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 Endeavour Boulevard, Memorial Drive, Winn Street and Gregor Street West.

The predominant land uses within this precinct are envisaged to include cultural facilities, retail, commercial, educational, medical, office 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

The architecture of any development within the Precinct should be contemporary with variations in building form achieved by the use of rooflines, shading and other features. Where possible, indoor and outdoor spaces should be linked by transition areas. A consistent and modern overall design character is required within the Precinct and is to be achieved through, the integration of building design and urban spaces as well as the use of high quality materials, finishes, colours and details.

Buildings within the Precinct are to exhibit architecture in keeping with the Town Centre Frame location and are encouraged to be at least two (2) storeys above street level in height or include an extended vertical podium or parapet. Any buildings taller than three (3) storeys may be required to be stepped back on upper levels from the frontage creating a podium to reduce shadowing and scale impacts upon the pedestrian streetscape. Building facades and setbacks are to be tailored to effectively address the street frontage, inkeeping with the desired streetscape character.

In order to strengthen the urban form of the Precinct, buildings located on corner allotments or dual road frontage allotments should define the street environment by presenting an alternative façade to each frontage. Corner buildings should have an outward orientated building design and a high quality streetscape urban design character. 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.

Car parking areas should be designed as an attractive setting that integrates paving, landscaping, shading, shade trees and car parking spaces. Car parking is to be unobtrusive and is intended to create minimal interruption to the streetscape and pedestrian routes through siting, landscaping and/or screening. Along Memorial Drive and in proximity to the intersection with Endeavour Boulevard car parking is to be generally towards the rear of any buildings. However some car parking may be located either side a minor driveway entry from Memorial Drive. Where car parking areas are located to the rear of buildings, the rear façade must present an attractive interface 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.

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 and to provide more direct access to uses.

Where possible, buildings should incorporate sustainable development initiatives. Buildings are generally to be orientated to maximise energy efficiency and outdoor areas shall be located to receive adequate exposure to sunlight. 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.

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 ENDEAVOUR BOULEVARD & MEMORIAL DRIVE FRONTAGES

Memorial Drive serves as a key entry route to North Lakes and to Lake Eden. It has a secondary commercial role given its primary role as a through-route to residential Precincts to the north.

Memorial Drive currently exhibits a boulevard environment with a wide landscaped median and will be characterised by built form in a landscaped setting that establishes a soft edge to the streetscape and promotes a low speed, pedestrian compatible environment. Development should minimise environmental harm and should be characterised by accessible active street frontages that establish a vibrant atmosphere and scale appropriate to their frontage to a town centre.

Development along the Endeavour Boulevard frontage of the Precinct must provide a defined edge and a transition between the predominantly commercial activities of the Town Centre Core and the Town Frame areas to the north and east. 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 the built form provides an effective transition in scale and intensity from the Town Centre Core to the east and to low scale residential to the north and west. Frontage landscaping should be effectively incorporated into development to emphasise the secondary nature of the Endeavour Boulevard frontage and enhance the existing character of Memorial Drive.

Both Endeavour Boulevard and Memorial Drive are anticipated to be commercial roads but consistent with the general amenity and safety standards expected in an urban environment. Access along Endeavour Boulevard and Memorial Drive should be located away from the roundabout at the intersection of these two roads. Car parking areas should be designed as an attractive setting, integrating paving, landscaping and shading and minimising conflict points through considerate design.

Pedestrian thoroughfares and linkages and effective use of landscaping is encouraged in order to maintain a high degree of integration with surrounding land uses such as the nearby community orientated Precincts, Town Centre Frame areas to the north and east, and the Town Centre Core. Landscaping should be integrated with the design of buildings to provide screening or relief to car parking areas and retaining walls.

3.3 GREGOR STREET WEST AND WINN STREET FRONTAGES

Gregor Street West and Winn Street are commercial streets which will be characterised by a lower vehicular traffic volume. These streets are to function as "local streets" and are to enable access to car parking areas located at the rear of development. Buildings fronting these streets need to ensure connectivity, integration and strong functional and architectural relationships with other developments within the precinct and adjacent Town Centre Frame developments.

A continuation of surrounding landscape/streetscape themes should occur within Gregor Street West and Winn Street, to reinforce the pedestrian oriented environment, maintain attractive vistas and enhance public 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 visually interesting 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 Common and Town Centre Frame development fronting Memorial Drive and Endeavour Boulevard. Heights and setbacks of development is to be in accordance with the relevant sector plans.

Car parking and service areas are to be unobtrusive and intended to 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 Sector between the landscaped commercial character of Memorial Drive and secondary landscaping elements of Endeavour Boulevard and Gregor Street West.

Landscaping treatment 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 and comfortable pedestrian friendly environment. The landscape treatment should also contribute to the town centre identity and assist with visitor orientation and identification.

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 uses within the Precinct. Planting species should be selected to achieve this purpose.

Landscaping 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 and designs and coordinated with the architectural design and landscape. 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.

4.2.1 Frontage to Memorial Drive

The location of street tree planting and landscaping along the Memorial Drive frontage reflects the importance of the Precinct as a key component of the heart of the Town Centre and major entry to North Lakes residential community. The road frontage area is turfed and planted so as to create a high standard of presentation and a permeable landscape setting, which blends with the streetscape planting along surrounding streetscapes. The landscaping of this area softens, enhances and provides scale to the built form without obscuring it from the road. The planting has been restricted to species that are capable of good growth and endurance in the commercial environment of the Precinct.

4.2.2 Frontage to Endeavour Boulevard

Landscape treatment along Endeavour Boulevard should have a close relationship to the landscape environment of Memorial Drive and act as a landscape link between Memorial Drive and Discovery Drive to the west. Landscaping should signify the secondary nature of Endeavour Boulevard and reinforce the pedestrian oriented nature of the area. Landscaping should contribute to the character of the area and effectively soften the appearance and minimise the scale and bulk of buildings in the precinct. Landscaping adjacent to the intersection of Endeavour Boulevard and Memorial Drive must ensure vehicle drivers' sightlines are maintained.

4.2.3 Frontage to Gregor Street West and Winn Street

The landscape treatment of Gregor Street West and Winn Street 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 west. The secondary "local" nature of Gregor Street West and Winn Street 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 should 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.

4.2.4 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 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.

4.2.5 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 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 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; and
- (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 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) retail;
- (v) educational;
- (vi) professional services;
- (vii) mixed-use development; and
- (viii) 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.
- (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 40 ET; and
- (ii) For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this Precinct is 75 EP.