

MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN

Sector Plan No. 008 - 1000

for

Town Centre Frame 'A' Sector One

Town Centre Frame 'A' Precinct
North Lakes Centre

19 July 2002

(Approved subject to conditions by Council, under delegated authority
on 19 July 2002 (MP02/2051))

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1. Introduction

1.1 Statutory Planning Context

The Mango Hill Infrastructure Development Control Plan (DCP) provides for the creation of a sector within a precinct. The area of the sector may be chosen by the principal developer. The principal developer will then prepare a sector plan and lodge it with Council for approval in accordance with the relevant provisions of the DCP.

A sector plan is the final plan in the plan-making process preceding the making of a development application. Its purpose is to provide the code of development for the land in the sector. It will, along with other relevant matters such as rezoning conditions, the DCP and Precinct Plan, form the basis for assessment of development applications and self-assessable development.

To the extent this sector plan provides development requirements which are inconsistent with those in the planning scheme, local laws, policies and codes, the requirements in the sector plan will prevail as provided by section 1.11 of the DCP.

To the extent this sector plan does not provide development requirements, then the provisions of the planning scheme relevant to the particular form of development will apply as also provided by section 1.11 of the DCP.

This document constitutes the sector plan for Town Centre Frame 'A' Sector One. The location of the sector within the DCP area is shown on **Figure 1 - Planning Context**.

The sector plan should be read in conjunction with the *Town Centre Frame 'A' Precinct Plan No 008* (the precinct plan) and the *Mango Hill Infrastructure DCP* (the DCP).

The Town Centre Frame 'A' Precinct Plan outlines the intents and performance criteria to be complied with in the development of the sector. This sector plan outlines acceptable solutions which, if satisfied by development, are one way of achieving the requirements of the precinct plan. The Precinct Plan Context is shown in **Figure 2 - Precinct Plan Context**.

1.2 Sector Development

The principal developer has created a sector to be known for planning purposes as *Town Centre Frame 'A' Sector One*. The sector has been created for the purpose of establishing the community recreation and leisure facility required by the rezoning conditions (condition 6.1), the Mango Hill Infrastructure Agreement (MHIA) and the Mango Hill Infrastructure Development Control Plan (DCP).

It is intended that the sector will include a wide range of activities such as cultural, ceremonial, educational, training, recreation, entertainment, leisure, and other community based activities. The facilities will achieve a high level of integration with other complementary activities and adjoining and adjacent sectors

within the town centre frame and the major shopping centre development area established within the town centre core.

2. Sector Plan Context

This sector relates to, is situated within and occupies all of the Town Centre Frame 'A' Precinct except for that area required for roads. The sector forms part of the Town Centre Frame land use element in the DCP.

The sector is bounded on its southern side by North Lakes Drive, on its western side by The Corso, and on its northern side by the East-West Road. The sector has an area of 2.0 hectares, excluding land required for roads.

Land comprising the sector is described as Lot 727 on SP 141870, Parish of Redcliffe, County of Stanley. **Figure 3 - Cadastral Boundaries** provides the boundaries of the sector plan in the context of the town centre frame.

3. Town Centre Frame Land Use Element

3.1 Desired Environmental Outcomes

The DCP includes a number of over-arching desired environmental outcomes (DEO's) as well as numerous DEO's for each element identified by the DCP. However, a number of the DEO's overlap a number of the elements. Therefore, DEO's within all relevant elements of the DCP must be read collectively in order to gain the overall meaning within the context of the DCP.

3.1.1 Relevant General DEOs

The general DEOs in the Town Centre Frame land use element are established in section 5.1.1 of the DCP. They are set out below:

- (a) *To reinforce the role of the town centre core by providing a range of complementary employment opportunities, facilities and services typically not provided in the core.*
- (b) *To provide opportunities for mixed use development and employment as part of the Major Employment Centre in locations highly accessible to the town centre core, the MIBA and the existing and planning regional transport network.*
- (c) *To expand the choices of housing styles available in the DCP area by providing a range of medium and high density residential development.*

3.1.2 Specific DEOs

The specific DEOs for the Town Centre Frame land use element are established in section 5.1.2 of the DCP. They are set out below:

- (a) *To reinforce and complement the role and function of the town centre core as a key component of the Major Employment Centre in the northern growth corridor.*
- (b) *To provide opportunities for a wide range of high order employment, entertainment and tourism, services and housing for local and regional residents which may not be appropriate to a town centre core location having regard to their particular character.*
- (c) *To maintain a high level of flexibility in planning for future development for a range of activities which are expected to change.*
- (d) *To retain opportunities for speciality retailing and business services, which do not require a town centre core location, without compromising the role and function of the town centre core.*
- (f) *To maintain a high level of flexibility in planning for future development for a range of activities which are expected to change.*
- (g) *To retain opportunities or speciality retailing and business services which do not require a town centre core location, without compromising the role and function of the town centre core.*

As stated in the introduction to this section, these DEO are not the only outcomes being sought by the DCP for the Town Centre. They must be read in conjunction with the entire DCP.

3.2 Planning Intent

The planning intent for the town centre frame is established in section 5.2 of the DCP. The general intent is encapsulated in the following extract from section 5.2:

The town centre frame is intended to provide support facilities and services to the town centre core, and to provide a transition between the town centre core and the MIBA and urban residential areas. The town centre frame will accommodate higher levels of activity than the surrounding land use elements but a slightly lower level of activity than the town centre core. This differentiation will be reflected in the spatial arrangement, type and intensity of land uses and the physical form of development.....

The overall emphasis in the development of the town centre frame is to be upon flexibility, accessibility and integration of activity and the built form with the town centre core, transport system, open space and the path network.

The stated intent indicates some of the major activities anticipated in the town centre frame as including:

- *administrative offices and commercial premises;*
- *community infrastructure, such as emergency services facilities, civic and cultural uses including a library and Council offices, convention facilities,*

- *educational facilities, and possibly a private hospital;*
- *major recreation and leisure facilities such as licensed clubs, art galleries, indoor recreation facilities and live performance theatres;*
- *areas of medium and high density residential development;*
- *public transit centre; and*
- *local or convenience facilities and services.*

The Town Centre Frame 'A' Precinct Plan anticipates a range of Town Centre Frame land uses within this sector and has indicated this sector as the preferred location for a community recreation and leisure facility. The establishment of a community recreation and leisure facility in this location is consistent with the DCP, the rezoning conditions and the precinct plan.

3.3 Development Intent

The DCP establishes the development intent for the Town Centre Frame land use element in section 5.3 - Development Intent. The development intent is established for the town centre frame in terms of the preferred development character, and specifically for the mixed use areas and transition areas.

In the town centre frame (mixed use area), the development intent relates to:

- *administrative and commercial development;*
- *retail development;*
- *residential development;*
- *tourism development;*
- *recreation, entertainment and leisure development; and*
- *community and emergency services.*

The Town Centre Frame development intents relevant to this sector are primarily for community recreation and leisure development.

4. Development & Landscape Concept

4.1 Development Concept

The development concept for this sector is for a community recreation and leisure facility.

The development is intended to comprise a number of related components, which will contribute to the achievement of the development concept over time. These components may include:

1. Learning Centre
 - computer skills training,
 - vocational and personal skills training,
 - Technical education training and development,
 - Tertiary education training and development,
 - Education and social mentoring and tutoring,

- Skills suite,
 - Private training providers,
 - Facilities for training in the arts and for making, exhibiting, storing and selling services and products associated with the arts,
 - Craft spaces / studios,
 - Limited student accommodation,
 - Training rooms,
 - Research areas;
 - Community based childcare centre,
 - Kindergarten,
 - Creche,
 - Pre-school,
 - Long day care centre,
 - Occasional care centre,
 - Meeting rooms,
 - Children's playgrounds,
 - Children's amenities;
 - Sports and fitness centre,
 - Gymnasium & weight training areas,
 - Gym for kids,
 - Physiotherapy room,
 - Indoor sports areas or courts,
 - Aerobics & floor exercise area,
 - Pool areas,
 - Outdoor activities area;
 - Book borrowing,
 - Book shop,
 - Resource centre,
 - Internet centre,
 - Community space,
 - Quiet rooms,
 - Toy library;
 - Caretakers premises,
 - Carpark,
 - Café / internet café / cafeteria,
 - Ancillary (incidental and subordinate) retail, office administration, commercial or service industry uses associated with a primary activity (eg. sales of swimming related goods at the pool, sale of educational materials, magazines, periodicals at the library or café, sales of arts and crafts, sales of educational toys, computer services, graphics and printing),
 - Facility management offices,
 - Common use rooms and spaces,
 - Facilities and amenities,
2. Early Childhood and Parenting Centre
3. Recreation Facilities
4. Library
5. Shared Facilities

6. Community Facilities

- Amenities,
- Administration areas,
- Pedestrian areas,
- Landscaping,
- Passenger terminal;
- The provision of community and welfare services,
- Knowledge centre,
- Community meeting spaces/public meeting halls,
- Facilities for private community based functions such as weddings, birthday parties, community organisation fund raising activities, dances, exhibitions, etc.,
- Ecumenical centre,
- Council offices/customer service centre,
- State Government shopfront,
- Queensland Health medical facility,
- Pharmacy/drug dispensary associated with medical facility,
- Counselling/interview rooms,
- Art gallery,
- Performing arts centre (including theatre, auditorium, concert hall, specialist cinema, recording studio),
- Convention/exhibition centre,
- Museum,
- Occasional market,
- Tourist information centre,
- Commonwealth Government shopfront,
- Post office,
- Community radio and television station,
- Support centre for local home based business,
- Incubating business activities,
- Communication tower.

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

- (a) To develop a facility that reflects community identity and fosters community definition;
- (b) To ensure that the design of the facility is adaptable to meet future needs of the wider community;
- (c) To develop a facility that is aligned with and complements the town centre core and the balance of the town centre frame; and
- (d) To develop a facility that follows good environmental practice.

- (e) To create a model 'operation' which is financially sustainable in the long term.

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

Important external functional relationships will be established in relation to:

- other activities and development along North Lakes Drive, The Corso and the East-West Road;
- the major shopping centre development in the town centre core;
- the possible future senior secondary college campus;
- the future public transit interchange which may be developed adjacent to the North Lakes Centre with the agreement of Queensland Transport; and
- connections to the surrounding traffic network and carpark areas, including road, cycle and pedestrian access.

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

4.2 Landscape Concept

4.2.1 Overview

The landscape framework for the sector is in accordance with the design principles shown, indicatively on **Figure 6 – Sector Landscape Plan**. The landscape concept will respond to the community, civic and urban importance of the sector. Landscaping of the sector and the adjoining streets, will be complementary and responsive to the architecture of the sector, as well as to the landscaping of the town centre core.

4.2.2 Landscape Character

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

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

The landscape character for the sector will be established by integrating plantings, (such as native shade trees and flowering shrubs), with the street lighting, furnishings and paving treatments, built form, materials and colours of development in the sector (refer **Appendix E: Image 1**). This high level of integration will be achieved in the context of, and will be complementary to, the landscape character of the town centre core development fronting North Lakes

Drive.

The landscape character of the sector will also be established by the landscape treatments in the car parking areas within the sector, which will include shade trees, selective use of screening shrubs, street furnishing and lighting. The landscape treatments in the car parking areas will provide a continuous soft edge to any building development while permitting casual surveillance and maintaining an acceptable level of utility and amenity of the car parking area (refer **Appendix E: Image 2**).

Landscape planting is proposed to achieve the following:

- (i) enhance the appearance and give scale to buildings within the sector;
- (ii) define entrance statements to the sector and to buildings;
- (iii) articulate urban spaces, particularly the pedestrian environments of North Lakes Drive and The Corso;
- (iv) respond to traffic functions and character of the East-West Road;
- (v) define the interface of the sector with adjoining and adjacent future sectors and provide a transition between sectors where appropriate;
- (vi) provide shade within surface car parking and pedestrian areas;
- (vii) screen car parking, loading docks and service areas; and
- (viii) establish the physical and functional connections with future activities on adjoining sectors.

The use of native species as the predominant plantings will visually reflect the original natural setting of the DCP area, as well as offer benefits of reduced maintenance and water requirements. Exotic and flowering species may be used occasionally as feature planting to announce entries to the sector, to provide shade trees in public outdoor spaces or as accents of colour and texture within the framework of native plant material.

Planting layout and planting density will ensure that opportunities are maintained for casual surveillance of vehicle drop-off areas, arrival areas, service areas and car parking areas.

Landscaping and street furniture within the sector will:

- (i) positively contribute to the character, amenity and safety of public spaces;
- (ii) exhibit a general design theme and continuity of materials, forms and elements;
- (iii) be in scale with the buildings and outdoor spaces;
- (iv) create a comfortable and attractive environment;
- (v) be provided in locations that do not compromise public safety;
- (vi) contribute to the town centre identity and assist with visitor orientation and identification; and
- (vii) blend with the landscaping of the adjoining major streetscapes.

4.2.3 Landscape Staging

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

4.2.4 Implementation

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

The selection of landscape material is to be cognisant of safety considerations by excluding thorny or poisonous plants that may be hazardous.

Specific landscape requirements for particular areas adjacent to the sector, such as North Lakes Drive, The Corso and the East-West Road are detailed in the relevant sections. Also, specific landscape requirements for the car parking areas and connections with adjoining sectors are provided in the relevant sections.

5. Land Use Rights

5.1 Development Assessment

In accordance with section 2.4.9 of the DCP, the final specification of land use rights for land in the sector will be chosen from the Supplementary Table of Development for the particular land use element in the DCP.

Land in the sector may be used for the purposes specified in the DCP in column A of the Supplementary Table of Development for the Town Centre Frame land use element. If a purpose set out in column B of the Supplementary Table of Development is not nominated for land in the sector then that purpose thereafter for that land becomes permissible development (column C).

The following purposes in Column B of the supplementary table of development for the Town Centre Frame land use element are nominated for the land in this sector:

- Car park
- Catering premises
- Child care centre (community based)
- Commercial services (making and selling of services and products associated with arts and crafts)
- Communication station
- Community premises
- Convention centre (community based functions or events)
- Cultural facility
- Educational establishment
- Indoor recreation
- Occasional market
- Office (government services, government medical centre, medical dental and paramedical consulting rooms associated with community recreation and leisure facility uses, business incubator premises, post office, artists studio, recording studio)

- Outdoor recreation
- Passenger Terminal
- Place of worship
- Public utilities (communications tower)
- Special use (community recreation and leisure)
- Any other purpose listed in Column B of the Supplementary Table of Development of this Sector Plan or in Column B in Section 5.5 of the DCP that complies with the trust for the purpose of a community recreation and leisure facility

The other purposes set out in column B of the Supplementary Table of Development for the Town Centre Frame land use element are permissible purposes for land in the sector (ie they become column C purposes).

Each use or combination of uses must not exceed the requirements and provisions of this sector plan unless Council's approval under section 11 has been obtained. This includes provisions for greater demand on water supply and sewerage infrastructure resulting from future alternative uses of the sector, as outlined in clause 12.5.3.

The Supplementary Table of Development (Town Centre Frame) setting out the final specification of land use rights for land in this sector is contained in **Appendix B - Supplementary Table of Development**.

6. Development Character

6.1 General Character of Development

6.1.1 Implementation

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

6.1.2 Development Principles

The sector is located in a functionally and visually prominent part of the town centre. It is an important link between the town centre core and the balance of the town centre frame.

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

Buildings in the sector will ultimately be built to and address the street frontages

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

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

In height, buildings will be at least two storeys above street level in scale and will exhibit an architecture in keeping with the town centre location. Any buildings taller than two storeys will be stepped back to minimise the impact of bulk and form on the streetscape. Podia will continue the building height and facades of street-front development. (Refer to **Appendix E: Image 3**)

Pedestrian comfort at ground level will be considered with any development along The Corso. To achieve this outcome, appropriate responses will include a combination of continuous pedestrian shelter provided by building awnings or colonnades, shade structures, street furniture and landscaping. (Refer to **Appendix E: Images 4 and 5**)

There will possibly be some flexibility in the design and siting of building and car parking areas, such that buildings may extend over the whole of the sector, with car parking provided either at grade or in structures (refer to **Figure 5 - Sector Plan Map**). Alternatively, buildings may be sited throughout the sector with car parking provided beyond the building envelope(s) again, either at grade or in structures. Where car parking is provided at grade, clear of any building envelope, landscaping and other treatments will be provided to enhance the amenity and environment of the sector.

6.1.3 General Built Character

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

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

6.2 North Lakes Drive

6.2.1 Character of North Lakes Drive

The main street environment of North Lakes Drive will include a pedestrian-scale streetscape, with buildings defining the street environment, generous footpaths and a high quality urban design character (refer **Appendix E: Image 5**).

In the initial stages of development, when the road will function as a two-lane road, on-street short term parking will be provided within the main street section along both sides of North Lakes Drive. The road may eventually operate as a four-lane road with the removal of the parking lanes. It will also provide bus pick-up and set down which will be retained if parking is removed.

There will be a short transition in North Lakes Drive within the first block west from its intersection with Memorial Drive, from a major access road to a two-lane main street environment with no median. This main street environment continues across the frontage of the major shopping centre development area and at the western end of the major shopping centre development area, may revert to a median divided road.

6.2.2 Development Fronting North Lakes Drive

Development will ultimately extend along North Lakes Drive from the intersection with The Corso to frame the street with a continuous edge of buildings and landscaping. Buildings will have an outward oriented design, and be pedestrian friendly with active frontages. The frontage development must be at least two storeys in appearance from North Lakes Drive but may consist of a mix of single storey and two storey tenancies. The expansion of buildings and landscaping from stage one must ensure a continuous built form and streetscape treatment along North Lakes Drive (refer **Appendix E: Image 6**).

Stage 1 of any development within this sector will be developed at the corner of North Lakes Drive and The Corso. The building in this location will be identifiable as an important building and as a civic focus for the North Lakes town centre. It will address the corner and provide a landmark to the intersection through distinctive architecture and relationship with the street. (Refer to **Figure 6** and **Appendix E: Images 7 and 8**).

6.2.3 Landscape Character of North Lakes Drive

The landscape treatment of North Lakes Drive 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, bus stop waiting areas and adjacent pedestrian areas. (refer **Appendix E: Image 9**).

The 6.5 metre verges on both sides of North Lakes Drive will 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.

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 the vehicular and pedestrian access points on North Lakes Drive must highlight the access to and from the sector and ensure vehicle drivers' sightlines are maintained.

6.3 The Corso

6.3.1 Character of The Corso

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

The Corso will be developed as a pedestrian-friendly "main" street environment with a particular emphasis on the quality of public spaces and landscaping. It is intended to function as a local street (refer **Appendix E: Image 10**).

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

The Corso will be constructed as a two-lane road with kerbside car parking set into kerblines build-outs (refer **Appendix E: Image 11**). It will be widened in its middle section to provide greater opportunities for community activities in the street. Plantings in the kerblines build-outs will ultimately create a high level of arboreal amenity creating a visual continuity within the street and providing shade to on-street car parking and adjacent pedestrian areas.

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

6.3.2 Development Fronting The Corso

Development in the sector fronting The Corso will be integrated with the landscaping and paving treatments of the street to create a pedestrian-friendly "main" street environment. (Refer to **Appendix E: Image 12**)

Development will ultimately address and be built up to the street, and will be at least two storeys in scale. Taller buildings may need to step back from the street for the upper levels and incorporate podiums that continue the building heights of the street frontage and their facades. The scale of buildings framing The Corso will be sensitive to the creation of urban spaces appropriate to the pedestrian use of this area. Integration of building design, urban spaces and landscaping will be

critical to achieving a visually cohesive environment.

Development will present active frontages addressing the street, with the transition between the street and the ground level enhanced by highly accessible pedestrian entries (refer **Appendix E: Image 13**). The expansion of buildings and landscaping along The Corso will ensure a continuous building edge and streetscape treatment, so that the street continues to be framed, with the exception of vehicle and pedestrian access points to the rear of the development.

Changes in gradient along The Corso will be accommodated in a gradual slope, possibly providing appropriate public spaces, outdoor meeting areas and barrier-free access to buildings (refer **Appendix E: Image 14**).

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

6.3.3 Landscape Character of The Corso

The landscape treatment of the intersection of North Lakes Drive and The Corso will reinforce the pedestrian activity across the intersection linking from the town centre core to the Town Centre Frame 'A' Sector and the wider town centre frame.

The landscape treatment of The Corso 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, provide shade for on street car parks and adjacent pedestrian areas, and reduce glare from parked vehicles and nearby buildings.

The verges on both sides of The Corso will be consistently framed with appropriate landscape and canopy trees to establish a "day one effect". The landscape character of The Corso will be closed and shaded, with tree canopies possibly and desirably meeting across the carriageway. This will be in contrast to the more open main street environment along North Lakes Drive.

Landscaping and street furniture must 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 the vehicular and pedestrian access points on The Corso must highlight the access to and from the sector and ensure vehicle drivers' sightlines are maintained.

6.4 East-West Road

6.4.1 Character of the East-West Road

The East-West Road will be characterised by its traffic role serving the town centre, the MIBA and residential area to the north-west of the town centre. It will

become the principal through route in the town centre, so as to ensure the urban main street created in North Lakes Drive is not compromised by traffic that has a destination other than the town centre.

6.4.2 Development Fronting the East-West Road

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

Development in the sector will incorporate a landmark building to define the south-east corner of the intersection of the East-West Road and The Corso. This building will be similar in scale and character to the landmark building proposed to be developed on the intersection of The Corso and North Lakes Drive (refer **Appendix E: Images 7 and 8**).

Development will be at least two storeys in scale. The scale of buildings along the East-West Road will be appropriate to the setting and use of the sector while providing a complementary interface with the possible future mix of activities opposite and to the north. The use of varied built forms consistent with a common theme will contribute to the visual interest and urban form of development along this frontage (refer **Appendix E: Image 12**).

6.4.3 Landscape Character of the East-West Road

The landscape treatment of the East-West Road will include a high quality streetscaped urban character. Landscape planting will be used to provide an accent to buildings in the sector, rather than a screen. The landscaping in the street will provide both a signature of the importance of the traffic function as well as a transition from the sector to the mixed use development likely to be established to the north of the East-West Road.

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

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

Any planting adjacent to the vehicular and pedestrian access points on the East-West Road must highlight the access to and from the sector and ensure vehicle drivers' sightlines are maintained.

7. General Development Requirements

7.1 Introduction

In accordance with the DCP (section 2.4.2), a sector plan will specify for the development of land in the sector, the following matters:

- (a) the land use rights;
- (b) development requirements;
- (c) design and siting measures;
- (d) landscaping guidelines;
- (e) signage guidelines;
- (f) car parking requirements;
- (g) development densities;
- (h) environmental management plan requirements for development in the sector;
- (i) any matters required by the DCP to be included in the sector plan; and
- (j) requirements for subdivision.

The development requirements and guidelines established in this section of the sector plan apply to all development within the sector, except for drainage and plumbing works.

The DCP (section 1.11) states that to the extent a sector plan does not address these matters, then the provisions of the planning scheme relevant to the particular form of development will prevail.

7.2 Subdivision Requirements

The Plan of Subdivision shown on **Figure 4 - Plan of Subdivision** has created the sector and opened a section of The Corso between North Lakes Drive and the East-West Road. The sector has been created by Lot 727 on SP 141870, Parish of Redcliffe, County of Stanley. A further road opening to extend The Corso and to open a section of the East-West Road is required as part of the development of the sector. This may follow development of Stage 1 but must precede development of any subsequent stage.

Access to the sector is provided from North Lakes Drive, The Corso and the East-West Road as each road is progressively developed.

Any requirement for further subdivision of the sector will be as determined by Council at the time of the application for material change of use.

7.3 Development Requirements

7.3.1 Complying Development

Complying development in the sector will be consistent with the development requirements established in this sector plan. Development which is not complying development is not preferred development and will require impact assessment.

7.3.2 Staged Development

The development of this sector will occur in stages. The first stage will be required to be on the north east corner of the intersection of North Lakes Drive and The Corso. The first stage may include an aquatic facility, but not located on the north east corner of the intersection of North Lakes Drive and The Corso.

At the time of the first stage of any development, a frontage of at least 50 metres (being generally 50 metres from the centreline of The Corso) must be built on North Lakes Drive. In future stages it is intended to extend active frontage development along North Lakes Drive.

Buildings developed along the North Lakes Drive frontage will not be demolished and replaced with carparking. These buildings are expected to be actively managed and tenanted with community recreation and leisure uses, to ensure that active frontages are maintained and positively contribute to the overall level of activity in the Town Centre.

The expansion of buildings and landscaping from stage one must ensure a continuous built form and streetscape treatment along the urban main street section of North Lakes Drive, so that the street continues to be framed in a consistent manner.

The sector can be developed in a staged manner or as a single entity, provided that for each stage:

- the development of individual buildings, access ways, car parking, services and landscaping; and
- the design and siting of buildings;

is in accordance with:

- (i) the broad planning principles of the precinct plan;
- (ii) the land use intentions of the sector plan;
- (iii) the development requirements, and in particular the design and siting requirements of the sector plan; and
- (iv) the earthworks principles represented on the **Figure 7 - Regrading Concept Plan**.

The staged development of the sector will ensure that each stage is designed as a complete architectural and landscape composition. The final composition of each stage and the staging sequence may vary over time.

Each stage will form a coherent development project. If staged development occurs, it is important that the presentation of the sector to the street frontages and boundaries with other sectors does not give a temporary or partially completed appearance. Any future stages of development for material change of use, reconfiguration of a lot, building work, or operational works will be provided with temporary landscaping to achieve this outcome.

On completion of work in any stage, the remainder of the sector will be cleared of

all rubble, debris and construction material and equipment and landscaped to the satisfaction of Council so as to be capable of being maintained.

7.3.3 Regrading Concept

An indicative regrading concept for the Town Centre Frame 'A' - Sector One is shown on **Figure 7 - Regrading Concept**. The earthworks principles presented in the regrading concept reflect the approach taken with the regrading concept for the town centre core and part of the town centre frame. The approach for the sector may be varied with the agreement of Council in consultation with the principal developer, provided that:

- (i) the principles included in the Town Centre Frame 'A' Precinct Plan are not compromised;
- (ii) the integration of finished levels between the town centre core and the town centre frame 'A' is achieved;
- (iii) a high level of functional and visual integration is achieved between the town centre core and the town centre frame; and
- (iv) the visual impact of retaining walls along the frontage to either North Lakes Drive or The Corso is minimised and acceptable in terms of the high quality visual and landscape character sought for the town centre.

Each subsequent sector plan will address this regrading concept. Implementation may be in a staged manner, in accordance with the development strategy.

7.3.4 Services & Servicing

All development in the sector will be provided with adequate and acceptable building services and servicing.

All loading zone parking will be accommodated within the sector and accessed from the internal vehicle circulation areas.

The storage of all refuse and recyclable materials will be provided off the internal vehicle circulation areas and suitably screened.

For buildings fronting North Lakes Drive, all services, waste storage and removal, plant areas and vehicular access must be accessed from within the site.

Landscaping and other solid screening devices will be used to screen undesirable views of service areas, loading bays, refuse areas and plant and machinery. (refer to **Appendix E: Image 15 and 16**). Solid screening devices will screen these areas to views from North Lakes Drive, The Corso, the East-West Road and from adjoining sectors.

Sharing of service areas is permitted within the sector.

All service connection points are to be incorporated within the building or its associated hard and soft landscaping. Service connections will not protrude from paving or driveways or cause any hazard for pedestrians or vehicles.

7.3.5 Plant & Equipment

Plant and equipment will comply with the following requirements:

- (i) all air conditioning and ventilation plant and other equipment located on the roof or externally around the buildings will be treated as an integral part of the building form and screened from view to match with surrounding materials;
- (ii) lift motor rooms, plant rooms and the like will be treated as an integral part of the building form in order to create a coherent roofscape.
- (iii) The amenity of the area will be protected from noise, vibration, smells, fumes and electrical interference; and
- (iv) Environmental management structures or control devices, such as gross pollutant traps, waste disposal bins, flues and the like are to be designed so as not to detract from the overall visual character of the town centre or the immediate locality.

7.3.6 Telecommunications Equipment

- (a) Any telecommunications equipment, such as antennas, poles, satellite dishes, and associated mounting equipment and structures, will be placed on buildings in the sector so as not to detract from the streetscape or the facades and rooflines of buildings.
- (b) Wherever possible, telecommunications equipment referred to in (a) above and proposed to be established in the sector, is to be:
 - (i) co-located with other telecommunications equipment installed in the sector;
 - (ii) constructed in a form complementary to the façade and roofline of the building on which it is mounted; and
 - (iii) coloured so as to blend in with the background of the building on which it is mounted.

7.4 Development Intensity

Development in the sector typically will be of a high intensity in recognition of the location of the sector in relation to the town centre core and the town centre generally.

To achieve the high quality architectural and urban design outcomes sought for this sector, the most appropriate controls for development intensity in the sector are those of building site coverage, combined with building height, car parking requirements and required landscaping areas.

Development in the sector may cover 100% of the sector, providing that:

- (a) development is in context with, and visually compatible with the appearance of any neighbouring buildings if constructed;
- (b) any required pedestrian thoroughfare is accommodated within the site;
- (c) adequate pedestrian facilities including pedestrian shelters are provided at ground level;

- (d) sufficient on-site car parking is provided.

The sector plan recognises the possibility that some surface car parking will be provided, while allowing buildings to be erected above the car parking spaces. This is referred to on the sector plan map (**Figure 5**) as the 'combined building and car parking area'.

The minimum building height, measured from finished ground level at any point to the eaves of any building, is two storeys. Buildings above two storeys generally may include a podium for the first two storeys with additional storeys set back at least 3 metres from the street to promote articulation of the facades and to provide terraces and opportunities for planting and other design treatments.

Development in the sector will provide at least 10% of the sector for landscaping and garden space.

7.5 Design & Siting Measures

7.5.1 Design Theme

- (a) Development in the sector will be designed and located on the land so as to achieve the development character described in section 6 of this sector plan. **Appendix E - Images**, illustrate a range of desirable urban design outcomes for building forms, architectural elements and landscape character within the Town Centre Frame 'A' Sector. They provide examples of acceptable solutions for the intended form of development within the sector and can be used as a basis on which to assess development proposals received with development application(s) for a material change of use, building work and operational works.
- (b) A distinctive, contemporary architectural style is to be adopted which is suited to the South-East Queensland climate and local culture.
- (c) The architectural character of buildings fronting North Lakes Drive must promote an urban atmosphere (refer relevant images in **Appendix E**). Facades must present small-scale incidental tenancies with a continuity of architectural character to at least North Lakes Drive and The Corso.

7.5.2 Building Setbacks

- (a) Building development in the sector fronting North Lakes Drive will include the following:
 - (i) zero building setbacks to North Lakes Drive, which will permit minor variations and articulation in the facades to ameliorate the visual effects of building length and bulk;
 - (ii) zero setbacks for the landmark building to be situated on the corner of The Corso and North Lakes Drive;
 - (iii) continuous building frontages, except where car parking and pedestrian entries are required;

- (iv) continual weather protection in the form of awnings to a minimum depth of 3.7 metres. Variations in the materials and finishes of these awnings are acceptable, provided they are set at a compatible height and complement adjoining development (refer **Appendix E: Image 17**). Council may consider on its merits, the occasional use of colonnades to provide pedestrian weather protection if the colonnade is light weight in appearance and conducive to active frontage uses;
 - (v) variations in the materials and finishes of the awnings are acceptable, provided they are set at a compatible height and complement adjoining development (refer to **Appendix E: Images 1, 4, 9 and 13**); and
 - (vi) development is to be sensitive to the issues of sunlight penetration to urban outdoor areas.
- (b) Building development fronting The Corso and the East-West Road will include the following:
- (i) generally zero setbacks for buildings fronting The Corso, which will permit minor variations and articulation in the facades to ameliorate the visual effects of building length and bulk;
 - (ii) zero setbacks for the landmark building to be situated on the corner of The Corso and the East-West Road;
 - (iii) generally zero setbacks for other development along the East-West Road frontage;
 - (iv) continual weather protection to a minimum depth of 3.7 metres. Variations in the materials and finishes are acceptable, provided they are set at a compatible height and complement adjoining development. Council may consider on its merits, the occasional use of colonnades to provide pedestrian weather protection if the colonnade is lightweight in appearance and conducive to active frontage uses. Council may vary the width of the weather protection to not less than 3.0m where it is satisfied there is good reason;
 - (v) variations in the materials and finishes of the awnings are acceptable, provided they are set at a compatible height and complement adjoining development (refer to **Appendix E: Images 1, 4, 9 and 13**); and
 - (vi) development is to be sensitive to the issues of sunlight penetration to urban outdoor areas.

7.5.3 Building Site Coverage

- (a) Buildings in the sector may occupy 100% of the sector area provided all other planning and development requirements are complied with.
- (b) In addition to the DCP requirements, any development proposal which achieves 100% site coverage, will make alternative and adequate provisions for site landscaping and street treatments at ground level and above ground level, to mitigate the possible perception of building bulk, and to provide a comfortable and inviting main street environment. The requirement for landscaped space may be waived at the discretion of the Council in any of the following circumstances:

- (i) greater achievements can be gained in terms of architectural quality and visual interest in the buildings;
- (ii) greater utility of the development can be achieved without compromising the urban design and character objectives for the town centre frame and the town centre generally; and
- (iii) more appropriate scale in terms of building height, facades to the streets, and development on adjoining sites can be achieved.

7.5.4 Building Height & Form

- (a) New buildings and landscaping works along North Lakes Drive, The Corso and the East-West Road will ensure a continuous urban edge and streetscape treatment, so that the street continues to be framed (refer to **Appendix E: Image 18**).
- (b) All buildings fronting North Lakes Drive, The Corso and the East-West Road, and framing the car parking areas and the adjoining sectors will:
 - (i) have a minimum building wall height of five metres above finished ground level. Where single storey development occurs it will include a two storey façade (minimum of eight metres high along North Lakes Drive) built on the property boundary;
 - (ii) not exceed the height of buildings on adjacent sites by more than two storeys for those portions of the buildings adjacent to and visible from the street or pedestrian areas;
 - (iii) not exceed a maximum of six storeys in height, unless it can be demonstrated to Council in consultation with the principal developer that increased building heights will not affect the street and pedestrian scale of the adjoining environment;
 - (iv) where the building heights exceeds three storeys, an assessment of the need to setback the taller components of any building to create a podium must be undertaken. The assessment must address at least the impact of bulk and form on streetscape and pedestrian environments in the immediate vicinity, as well as the impact of overshadowing (refer to **Appendix E: Image 3**);
 - (v) encourage open framed appearance possibly with layered façade treatment and a high level of transparency and accessibility, enhancing the transition between internal and external spaces where practicable;
 - (vi) include recessed windows in external walls;
 - (vii) articulate lengthy facades;
 - (viii) encourage ground floor, outward oriented activity to animate the adjacent street and pedestrian spaces (refer to **Appendix E: Images 19 and 20**);
 - (ix) ensure the primary façade of a building preferably will address the street. The façade of the building addressing the street must be attractive and varied in keeping with adjacent development. Where openings are not provided, glazing must be maximised at the ground floor level;
 - (x) contain building forms which complement and integrate with those of adjacent buildings in terms of their architecture, height and bulk

- and generally will avoid the use of heavy mass building forms, particularly on sites fronting a pedestrian thoroughfare;
- (xi) reflect a distinctive contemporary architectural style, with all buildings sharing a palette of compatible finishes, colours and details that will create a strong sense of place;
 - (xii) include orientation to reduce energy requirements; and
 - (xiii) clearly define pedestrian and vehicular access to the street environment;
 - (xiv) be of a proportional scale to their surroundings;
 - (xv) ensure barrier free access for all pedestrians and for people with a disability;
 - (xvi) ensure that each stage of development is designed as a complete architectural composition;
 - (xvii) achieve a high level of integration of building design and landscaping with the adjacent streetscape environment, external pedestrian thoroughfares and adjacent public spaces;
 - (xviii) include screening to back-of-house areas situated adjacent to car parking areas.
- (c) For development fronting North Lakes Drive, in addition to the criteria set out in (a) and (b) above, the building designs are to:
- (i) complement the character of the development in the town centre core, particularly the frontage development in North Lakes Drive;
 - (ii) reinforce the importance of the sector as a key corner stone to the intersection of North Lakes Drive and The Corso;
 - (iii) at the ground level only, contain small scale incidental tenancies which have active frontages to North Lakes Drive;
 - (iv) not include articulated or broken frontages nor have internal service bays accessed from North Lakes Drive. Any service bays for these buildings must be accessed from the internal laneway;
 - (v) feature flexible frontages, such as bi-fold doors or swing doors. Manually operated sliding glass doors are not acceptable. If other forms of openings are proposed they must not detract from the planning intentions for active frontage development.
- (d) For development fronting The Corso, in addition to the criteria set out in (a) and (b) above, the building designs are to:
- (i) complement the character of development in the town centre core, particularly the frontage development in North Lakes Drive;
 - (ii) reinforce the importance of the precinct as the key corner stone to the intersection of North Lakes Drive and The Corso;
 - (iii) provide a strong urban design link between the town centre core and Lake Eden;
 - (iv) contribute to the pedestrian character of the street by the use of open and accessible building forms;
 - (v) convey the strong characteristics of Queensland vernacular architectural design;
 - (vi) at the ground level only, contain small scale incidental tenancies

- which have active frontages to The Corso;
 - (vii) not include articulated or broken frontages nor have internal service bays accessed from The Corso. Any service bays for these buildings must be accessed from the internal laneway;
 - (viii) feature flexible frontages, such as bi-fold doors or swing doors. Manually operated sliding glass doors are not acceptable. If other forms of openings are proposed they must not detract from the planning intentions for active frontage development;
 - (vi) focus on the intersection of The Corso and North Lakes Drive as Stage One and progressively develop built form along North Lakes Drive and The Corso.
- (d) For development fronting the East-West Road, in addition to the criteria set out in (a) and (b) above, the building designs are to relate strongly to the urban public spaces, by creating attractive, inviting, outward oriented built form while also providing an attractive form to the car parking areas at the rear of development sites.

7.5.5 Building Layout

- (a) Buildings in this sector may be constructed over the entire sector. The sector plan map indicates the part of the sector where either buildings, car parking or a combination of buildings and car parking may be developed.
- (b) The main street environment of North Lakes Drive and The Corso will be developed in stages, initially for a minimum distance along North Lakes Drive of approximately 100 metres, centred on the intersection of North Lakes Drive and The Corso.
- (c) The location and design of the building 'footprints' within the sector will take account of:
 - (i) topography and the preference to minimise site earthworks;
 - (ii) drainage;
 - (iii) soil conditions;
 - (iv) services;
 - (v) orientation towards focal points and aspect to achieve energy savings;
 - (vi) microclimate considerations;
 - (vii) vehicular access to avoid or minimise the vehicle / pedestrian conflict points;
 - (viii) pedestrian movement patterns;
 - (ix) streetscape and landscape design;
 - (x) adjoining developments in terms of scale, design and orientation;
 - (xi) minimising the effect of overshadowing on pedestrian areas; and
 - (xii) the shared pedestrian and vehicle accessways between the sector and North Lakes Drive, The Corso and the East-West Road.
- (d) The layout of public spaces within the sector will take account of:
 - (i) the creation of arrival points and a sense of address for all buildings;
 - (ii) the provision of access for people with disabilities to all buildings;

- (iii) the creation of a public space network with a high level of visual exposure, to provide for both passive surveillance and convenient access; and
 - (iv) the deterrence of anti-social behaviour at all hours.
- (e) If colonnades are provided, they will be developed within the property boundary. If awnings are provided, they will be developed over public spaces such as footpaths and road reserves.

7.5.6 Building Materials, Types, Colours & Quality

- (a) Materials used on the exterior of buildings, particularly in the public realm will:
- (i) be robust, durable and resistant to vandalism;
 - (ii) present a suitable finish to pedestrian areas;
 - (iii) incorporate walls which present as solid and permanent elements;
 - (iv) be of a high quality, clean and free from defects;
 - (v) be low maintenance, resulting in minimum use of detergents for cleaning; and
 - (vi) assist with thermal performance and energy efficiencies, where practicable.
- (b) Materials, finishes and colours will:
- (i) relate to those in the local environment, including the key character elements already established within the DCP area. These key character elements include natural stone, earthy tones, timber detailing and feature species planting;
 - (ii) ensure overall unity throughout the sector, as well as a relationship with the broader DCP area, while providing sufficient flexibility for corporate identification and marketing purposes; and
 - (iii) include compatible colours and elements to create a distinctive town centre with a strong sense of place.
- (c) Brighter colour accents are acceptable for minor detail elements such as window and door frames, columns, handrails, ornamental features and signage details;
- (d) In order to avoid unreasonable glare nuisance to surrounding development, the major materials and colours will not be highly reflective;
- (e) The visual impact of lengthy facades will be ameliorated through combinations of materials and colours coordinated with building detail treatments and landscape themes;
- (f) Building roofs, fascias and cappings will satisfy the design criteria established above. Preferred major roofing materials include corrugated pre-finished and coloured metal sheets. The application of these materials will minimise any reflective nuisance to surrounding development;

- (g) Any free-standing walls, retaining walls and any other landscape will complement the built form and the landscape setting, including the use of complementary materials and colours; and
- (h) Retaining walls will be consistent in appearance, provide a unifying element and visual enhancement of the overall development, and be softened with landscaping. They will be of a scale and materials that complement the surrounding built environment while responding to landform.

7.5.7 Crime Prevention Assessment

- (a) Subject to the other provisions and requirements of the Precinct and Sector Plans, structures, landscaping, buildings, building layout and public spaces layout must:
 - (i) avoid obscured corners and narrow or dead-end alleys;
 - (ii) maximise the opportunity for casual surveillance of public spaces and car parking areas from surrounding buildings, roads and pedestrian areas; and
 - (iii) include lighting of public places.
- (b) A Crime Prevention through Environmental Design (CPTED) assessment or similar safety audit must be undertaken by applicants when designing their developments, and the assessment must be properly taken into account in the final design of the project. A copy of the assessment shall be provided to Council at the time of lodging each development application for a Material Change of Use. This assessment is to have due regard to the design and maintenance of buildings and external areas within the sector.

7.5.8 Building Design for Climate

- (a) All buildings will incorporate appropriate architectural responses to the South-East Queensland climate. This includes the use of external shade structures, ventilated spaces, outdoor pedestrian streets, courtyards, overhangs and screens to allow enjoyment of the outdoors while also providing relief from the sun, wind and rain. Suitable landscape elements will be incorporated to enhance each building's design response to the climate, by providing sun protection and to minimise the impact of strong winds (refer **Appendix E: Image 21**).
- (b) The design of buildings fronting The Corso will respond to the westerly exposure, whereas buildings fronting the East-West Road will respond to the northerly exposure and solar access in the winter. The design of buildings fronting North Lakes Drive will respond to the southerly aspect by recognising the potential impacts of cold westerly winds in winter and limited cooling breezes in summer. The use of these areas for active urban spaces may also be enhanced by the provision of shade structures, overhangs, awnings, colonnades, screens and the like to improve comfort levels and provide relief from the weather.
- (c) The incorporation of energy efficiency measures in the design of buildings

is encouraged, and may include the following:

- (i) maximum ventilation of the buildings to take advantage of prevailing breezes and the use of adequate and effective insulation materials in building roof cavities and wall spaces to minimise demands for energy required for air-conditioning;
 - (ii) external walls, and particularly the longer external walls, should be articulated and shaded, possibly with eaves, over-hangs, sills or other treatments, to reduce the exposure to direct sunlight, heat and glare, while windows in external walls should be recessed or shaded wherever possible to achieve energy savings;
 - (iii) highly reflective materials, including glazing, are not to be used on external walls or windows as a means of minimising energy requirements in developments. Pitched zincalume roofs or other roof designs and materials which are likely to reflect excessive sunlight, glare and heat into adjoining premises also are not desirable;
 - (iv) car parking areas should be designed, sited and landscaped to reduce the impacts of reflected heat and glare into adjacent buildings, and to reduce the effects of heat storage during summer months; and
 - (v) building designs should incorporate the use of gas or solar hot water heaters and solar energy devices.
- (d) All non-residential buildings greater than 2500m² within this precinct should generally achieve the following minimum standards:
- (i) Roofs, or ceilings directly below roofs, which are over internal parts of buildings, insulated to R2.5;
 - (ii) External walls insulated to R1.0 (excluding Classes 7, 8, and 10 as classified by the Building Code of Australia);
 - (iii) All windows 100% shaded from the direct sun for 3 hours either side of noon between 21 September and 21 March of the following year; and
 - (iv) Mechanically heated or cooled areas capable of being closed off from other areas of the premises.
 - (v) Office buildings to achieve an overall Building Space Load of 147kWh/a.m² or less, or equivalent greenhouse target and an air conditioning efficiency factor equal to or greater than 0.24 for air conditioning plant
 - (vi) Shop buildings to achieve an Air Conditioning Efficiency factor equal to or greater than 0.6 for air conditioning plant
 - (vii) Implementation of energy efficient management systems for the building
- (e) All residential buildings within this precinct should generally achieve the “suggested solutions” as stated in the Queensland Residential Development Guidelines - Attached Housing.
- (f) An Energy Efficiency Report must be submitted with the application for the Development Permit for Building Works. This report is to be certified by a suitably qualified person that the building will comply with the energy

efficiency guidelines in this Sector Plan.

7.6 Landscaping Guidelines

- (a) The verges of North Lakes Drive and The Corso will include street trees and landscape planting to establish a 'day one effect' for the initial stage of development within this sector.
- (b) Planting by the principal developer will include canopy trees with a minimum clear trunk of 1.8 metres planted at informal intervals. Street trees will provide visual continuity to the street, reduce the road scale and provide shade to on-street car parking, bus stop waiting areas (if provided), and adjacent pedestrian areas. Predominantly native planting will be used.
- (c) The treatment of the verges on both sides of North Lakes Drive along the main street section and The Corso is to include paving, lighting, landscaping and street furniture.
- (d) At grade car parking areas at the rear of the development are to be landscaped with shade trees and low shrubs to ameliorate the impacts of heat and glare, as well as to provide visual relief. Shade trees will be provided at the rate of not less than one tree per six (6) parking spaces. Plantings of low shrubs are to be used to delineate between the pedestrian and vehicular environments, as well as to provide some relief from headlight glare and visual monotony. Screening trees and shrubs are to be planted so as to significantly screen car parking areas from roads and other areas readily accessible to the public. Opportunities for concentrated planting areas within the surface car parks are encouraged, to enhance the overall landscape effect and create variety.
- (e) Pedestrian movements between buildings in the sector and the car parking areas at the rear of development, will be accommodated by path linkages, but the main focus for pedestrian movement will be the street system. Car parking areas are to be provided with canopy shade trees or shade structures, and some street furniture, such as shaded seating.
- (f) Street furniture will incorporate variations of the distinctive key character elements already established in the DCP area, which will be particular to the town centre setting. These elements typically include street furniture of simple sculptural forms, solidly anchored with heavy bases. The materials and finishes have a simple, unadorned quality with an emphasis on natural materials.
- (g) Car parking areas also will be provided with lighting for public safety.
- (h) Lighting may be used to highlight specimen trees within the sector.
- (i) Paving, walls, steps and ramps used along North Lakes Drive, The Corso and the East-West Road adjacent to the sector will be designed so as to contribute to the visual identity of the sector and achieve a high level of safety. This is to be achieved through the use of consistent materials and

detailing that integrate these elements with the built environment, the landscaping and other elements of the streetscape (refer **Appendix E: Image 22**).

- (j) Quality surface treatment of the road surfaces at the intersection of North Lakes Drive and The Corso will emphasise the continuity of the pedestrian environment between the town centre core and the town centre frame.

7.7 Signage & Artworks

7.7.1 Signage

- (a) Signage guidelines are included at **Appendix D, Town Centre Signage Guidelines**. The Signage Guidelines are not to be used in isolation. They are to be taken into consideration, along with other relevant issues, when considering matters regarding signs and architectural graphics of all kinds. They are not to be interpreted as giving rights to any number or types of signage: e.g, that any one site may have a combination of all or several sign types, or a summation of the various numbers of sign type mentioned in the guidelines. Further, the Guidelines must be considered in the overall context of Section 4 of the DCP, and the over arching planning intentions for a vibrant but pleasant Town Centre with a high standard of amenity derived by integrated planning processes.
- (b) Signage or architectural graphics, which can be seen from a road or other public place, must not be erected prior to the approval by Council of a coordinated signage plan and licensing as necessary under Local Law 7 – Control of Advertising. The approval of the coordinated signage plan under this Sector Plan is in addition to any licensing requirements which Council has under its Local Law 7. This plan is to be submitted with any development application for material change in use within this sector. The coordination signage plan must distinguish between artworks/murals, on-site business advertising, animated signage and “third party” advertising in terms of sign dimension, location, illumination, and animation on the face of the sign. For purpose of this sector, the terms “artworks/murals”, “on-site business advertising”, “animated signage” and “third party advertising” will have the meanings given in Appendix D. Signage and architectural graphics will be considered on their merits by Council in consultation with the principal developer.
- (c) The guidelines provide for a range of sign types anticipated within the Town Centre Frame. The assessment of a coordinated signage plan will at least address the extent and number of signs to be used; the proximity of a sign to other sign/s; and the relationship of the sign with the landscaping. The form, scale materials and colour selection of signage must be in keeping with the character of the town centre frame and must not dominate the urban landscape at ground level.
- (d) Signage and architectural graphics that identify the development may be located on the facade of the building and coordinated with the overall

building design in character and detail (refer **Appendix E - Image 23**). A coordinated signage plan will establish provisions for signage within this sector. Where a coordinated signage plan has been approved for an area with this sector, applications relating to licensing of signs will be assessed against the requirements of that approved plan. Elements that are not typically defined in the signage guidelines in Appendix D, may form part of a coordinated signage plan.

- (e) Signage that identifies the development may be generally integrated with any frontage walls, entry statements or entry structures, if provided. This signage may be located along the North Lakes Drive, The Corso, the East-West Road and car park frontages as indicated on the sector plan map.
- (f) The materials, form, scale and proportions of any signage will be of a high quality and coordinated to the built form throughout the sector, while providing sufficient flexibility for corporate identification and marketing purposes.
- (g) Lighting of any signage will not cause a nuisance to drivers or pedestrians.
- (h) Signs above pedestrian areas will have a minimum clearance of 2.4 metres to the pavement (refer to **Appendix E: Image 24**).
- (i) Signage within the sector will provide visible and legible signs, which do not result in a cluttered or discordant streetscape.
- (j) All signage will incorporate professional and coordinated graphics.
- (k) Bunting, streamers, sandwich boards and other low-quality, temporary or opportunistic signs are not permitted.
- (l) Signage will not obscure more than 25% of the window on which it is displayed. Any support structure for a sign attached to a building will not be visible unless treated as an integral part of the building design. Cabling to illuminate signs will not be visible. Pylon signs will not be permitted in the sector.
- (m) Any external graphics must contribute to the visual character of the streetscape and be designed as an integral element of the architectural design.
- (n) The use of the North Lakes logo as an integral element of the signage and graphics is encouraged, subject to the agreement of the principal developer.

7.7.2 Public Artworks

- (a) The inclusion of public art, which contributes to the identity of the North Lakes Town Centre, will be encouraged.
- (b) Public art may be used to create landmarks as well as to foster functional relationships and linkages with the activities for adjoining and adjacent

sectors (eg the possible future senior secondary college, the future public transport station, the major shopping centre development in the town centre core). Public artworks within the sector will address the following requirements:

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

7.8 Car Parking & Access Requirements

7.8.1 General Car Parking Considerations

- (a) Car parking for any development within this sector will be provided in accordance with the planning scheme, the DCP and the Council's Design Manual.
- (b) Car parking within the sector may be accommodated in a number of surface car parks as well as possible structured parking and/or roof parking in the later stages of development. Surface car parking may include shade structures within selected areas of the car park. Structured parking and/or roof parking, if developed, must be designed to complement the overall built form appearance of the sector and will be integrated with the use of landscaping.
- (c) The sector is to include car parking for all uses generated by development of the sector. Parking is to be appropriately located for ease of access for the use being served by the relevant parking facility.
- (d) Parking access within the sector is to be controlled to minimise its impact on the surrounding road network, any internal circulation and other development within the sector.

- (e) Safe pedestrian routes must be provided between the built form and any car parking area separated from the built form centre by the internal circulation road.
- (f) Car parking bays for people with disabilities must be provided in each car parking area at a rate not less than one car park per 50.
- (g) The visual impact of any structured or basement car parking from the surrounding streets is to be minimised. Any structured parking is to be “sleeved” behind small scale incidental retail development fronting any road frontage. This “sleeving” of the car parking area will maintain active frontages where required by this sector plan.
- (h) For all developments, the design of the car park including pavements and stormwater drainage must be undertaken by a Registered Professional Engineer of Queensland who must certify compliance with the applicable codes for these development works. The construction must also be inspected by the Registered Professional Engineer who must certify that the construction has been undertaken in accordance with the approved car park design.

7.8.2 Access Requirements

The sector plan map (**Figure 5**) illustrates the arrangement of external major roads, indicative vehicular, cycle and pedestrian access at shared points and landscaped car parking areas within the sector. Specific requirements for access to development in the sector are set out below.

- (a) Vehicular ingress and egress points from public roads surrounding the sector are limited to the Indicative Pedestrian & Vehicular Access Locations shown on the sector plan map.
- (b) Vehicular access points will ensure no queuing occurs across pedestrian areas.
- (c) Pedestrian and vehicular access lanes into the sector will be a maximum width of 10 metres and will include at least one footpath of a minimum 2.0 metres width. Adequate separation between vehicles and pedestrians is to be provided, while the paving treatment in the laneways will clearly identify the shared pedestrian/vehicular traffic environment.
- (d) Adequate measures to achieve a high level of public safety on the shared access laneways will be provided, and could include:
 - (i) opened corners for extended sight lines, particularly across the footpaths to North Lakes Drive, The Corso and the East-West Road;
 - (ii) pavement treatments which achieve a very low traffic speed, while permitting easy and even-surfaces for desirable walking conditions for pedestrians;
 - (iii) adequate lighting for night usage;
 - (iv) suitable barrier treatments at the entrances from North Lakes Drive,

The Corso the East-West Road and the internal pedestrian routes between the North Lakes Centre and buildings on land in other sectors

- (v) limiting the flow of vehicular traffic to one way.
 - (vi) limiting the use of the entry to pedestrians only.
- (e) Elsewhere in the sector, the internal layout and design will minimise potential conflicts between the car parking areas, pedestrian areas and paths and service areas by the following measures:
- (i) ensuring good visibility at all pedestrian crossings and establishing pedestrian priority where appropriate;
 - (ii) the provision of continuous pedestrian access between buildings, car parks and pedestrian areas;
 - (iii) the provision of site and building illumination within car park areas, pedestrian areas and along pedestrian paths during the hours of operation of any component of the development, and, at other times, by the provision of security lighting; and
 - (iv) defining pedestrian areas and entrances with architectural accents, lighting and/or landscape treatments and providing access directly from streets or pedestrian areas.
- (f) Pedestrian access points via car parking areas at the rear of any development must be clearly identified and designed to maximise safety and convenience.
- (g) The intersection of North Lakes Drive and The Corso will be developed as a pedestrian-friendly environment, with convenient pedestrian access and interaction across North Lakes Drive from the town centre core to the town centre frame. This will be achieved by priority crossings for pedestrians and the inclusion of temporary kerb build outs and pedestrian refuges in North Lakes Drive where appropriate (refer **Appendix E: image 3**).
- (h) The intersection of The Corso and the East-West Road will be developed as a vehicular traffic priority street but with 'threshold treatment' in the entrance to The Corso to identify the change in the traffic environment and character of the street.
- (i) Direct access for emergency vehicles will be provided to every building with the sector by the provision of a minimum 3.5 metre clear carriageway width.
- (j) Provision for local bus and taxi access will be included at pick-up and set-down locations adjacent or in reasonable distance to the sector.
- (k) Access for all people including people with a disability will be achieved by ensuring that development complies with Council provisions relating to access for people with disabilities.

7.8.3 Transit Centre & Cyclist Access

- (a) Development in the sector is to provide safe and convenient access to public transit facilities, where such access is integrated with development and the path and street system. Generally, development within the sector will be designed and sited so as to encourage the use of the street and path systems as the preferred routes to access public transit facilities.
- (b) Where applicable, the specific locations of bicycle access and parking areas will be included in any development application to Council for a material change of use. Convenient bicycle parking will be provided at locations immediately adjacent to the main pedestrian entries to the North Lakes Centre. Provision of appropriate end use facilities must be included in order to promote the use of cycles in the Town Centre.

The end use facilities are to be provided at least in accordance with Council's planning scheme, local laws, policies and codes current at the time a development application is made.

8. Environmental Management Objectives

Development of the Town Centre Frame 'A' Sector One presents a range of environmental management issues that are required to be managed effectively throughout the design, construction and operational phases of any development of the sector.

The objective will be to identify strategies for managing the key environmental risks occurring during both the construction and the operational phases of the development.

The following objectives and performance criteria provide a summary of the environmental issues that will, *inter alia*, need to be considered as part of the detailed planning and design for the Town Centre Frame 'A' Precinct. These environmental requirements will need to be outlined in greater detail in the sector plan.

8.1 Design & Construction Phase

Site management and construction works during the design and construction phase of any development within the sector will address, but not necessarily be limited to the following key issues:

8.1.1 Earthworks Management

Objective

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

Performance Criteria

- (a) Identify the extent of acceptable earthworks activities consistent with the protection of overall environmental values and prepare designs complying with these limitations (refer section 5.3);
- (b) Erosion and Sediment Control - Implement appropriate soil erosion protection measures, and monitor and maintain;
- (c) Bulk Earthworks -Manage the excavation and reshaping to establish the finished surface profile which seeks to minimise the environmental impact of the earthworks on the surrounding environment; and
- (d) Comply with the *Environmental Protection Act 1994*, Environmental Protection Policies and other relevant legislation from time to time.

8.1.2 Stormwater Management

Objectives

- *To manage stormwater within and from the sector so as avoid causing a nuisance or annoyance to any person; and*
- *To permit discharge of stormwater from upstream catchments through the sector if applicable.*

Performance Criteria

- (a) Implementation of management systems which seek to control the quality of surface water in compliance with:
 - (i) the *Environmental Protection Act 1994* and the *Environmental Protection Policy (Water)* and other relevant legislation.
 - (ii) the planning scheme, local laws, the Design Manual and policies except where Clause 2.6 of the Mango Hill Infrastructure Agreement applies;
 - (iii) the Mango Hill Infrastructure Agreement;
 - (iv) The performance objectives of the Saltwater Creek Catchment Management Plans; and
 - (v) the Stormwater Management Plan for Tributary C.
- (b) Control of volumes and flows from this sector for all storm events so as not to cause nuisance or annoyance to any person.
- (c) Adequate provision during construction to ensure that the landform is stabilised and erosion is controlled in accordance with an erosion and sediment control strategy endorsed by Council.
- (d) Point sources of pollution in the catchment will be identified and their impact minimised until they can be eliminated.

8.1.3 Air Quality

Objective

To minimise the effects of traffic and construction works on air quality.

Performance Criteria

- (a) Adopt effective air pollution mitigation measures to comply with the Environmental Protection Act 1994, Environmental Protection Policy (Air) and other relevant legislation from time to time in relation to dust, smoke, fumes and gases; and
- (b) Construction activities are to comply with Council's Policy LP32.

8.1.4 Acoustic Conditions

Objective

To minimise noise effects of traffic and construction activities on urban residential areas and limit undue impacts on other land use activities.

Performance Criteria

Implement effective noise mitigation measures to comply with the *Environmental Protection Act 1994, Environmental Protection Policy (Noise)* and other relevant legislation from time to time.

8.1.5 Dirt/Mud on Public Roads

Objective

To minimise site-generated dirt / mud on public roads, particularly after rain periods.

Performance Criteria

Implement management and maintenance actions in accordance with Best Management Practice.

8.1.6 Flora and Fauna

An environmental assessment has been undertaken for the Town Centre Frame 'A' Precinct and shows there are no vulnerable species or vulnerable species habitat areas within the sector.

8.2 Operational Phase

Commencing from the completion of the construction of each development, the operational phase will address the following issues:

8.2.1 Stormwater Management

Objectives

- *To manage stormwater within and from the sector so as not to cause a nuisance or annoyance to any person;*
- *To ensure that stormwater infrastructure constructed within the catchment of the Tributary C catchment of Saltwater Creek is designed to meet agreed discharge standards for specific stormwater pollutants;*
- *To identify potential pollutants from uses conducted in the sector and implement strategies to manage any potential environmental harm;*
- *To ensure that stormwater discharge from the sector is of an acceptable quality particularly in relation to oils, grits, organic litter, inorganic litter, hydrocarbons, nitrogen and phosphorus;*
- *To maintain peak flows at agreed levels as identified in the approved Stormwater Management Plan; and*
- *To permit discharge of stormwater from upstream catchments through the sector in accordance with the MHIA and the relevant Stormwater Management Plan.*

Performance Criteria

- (a) Implementation of management systems which seek to control the quality of surface water in compliance with:
 - (i) the Environmental Protection Act 1994 and the Environmental Protection Policy (Water) and other relevant legislation from time to time;
 - (ii) the planning scheme, local laws, the Design Manual and policies except where Clause 2.6 of the Mango Hill Infrastructure Agreement applies;
 - (iii) the Mango Hill Infrastructure Agreement;
 - (iv) the performance objectives of the Saltwater Creek Catchment Management Plan; and
 - (v) the Stormwater Management Plans for Tributary C.
- (b) Control of volumes and flows from the sector for all storm events so as not to cause nuisance or annoyance to any person.
- (c) Submit Environmental Management Plans with all applications for development permits for material change of use which identify the likely pollutants associated with that use and the strategies proposed to manage any potential environmental harm associated with that use. The Environmental Management Plans must address oils, grits, organic litter, inorganic litter, hydrocarbons, nitrogen and phosphorus in particular.

8.2.2 Lighting

Objective

To ensure that lighting associated with development does not create a nuisance.
To create a distinctive night-time character for major vehicular and pedestrian

approaches and special places within the sector.

Performance Criteria

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.

8.2.3 Noise

Objective

To ensure that noise generated does not create a nuisance.

Performance Criteria

- (a) Noise generated from development is reasonable for the type of use;
- (b) Buildings used for purposes which require low noise intrusion, including residential uses, must be designed to adequately ameliorate noise from external sources within and external to the sector; and

8.2.4 Energy Efficiency

Objective

To encourage energy efficiency in order to minimise greenhouse gas generation.

Performance Criteria

- (a) Implement design elements in buildings including overall design, orientation, material and mechanical and electrical plant to improve energy efficiency.
- (b) Implement building energy management systems that contribute to overall energy efficiencies in buildings.

9. Infrastructure Obligations of Principal Developer

9.1 Overview of Infrastructure Obligations

The infrastructure required to be provided by the principal developer to serve the sector includes internal and external infrastructure to be provided in accordance with the MHIA and infrastructure agreements made with the State Government in accordance with the DCP.

The infrastructure obligations relevant to the Town Centre Frame 'A' Sector One are summarised in this sector plan:

9.1.1 Roads

- (a) Unless otherwise agreed with Council, construct the following roads including carriageways, stormwater drainage, verges, bus setdowns,

footpaths, bikeways, landscaping, traffic control devices and street lighting. Any reference to construction in this section is a reference to construction approved by Council in accordance with the rezoning conditions, and the MHIA.

- (i) All internal roads and access streets;
- (ii) A four-lane arterial road (North Lakes Drive) between Node I and The Corso in accordance with the MHIA. The initial stage of operation will be as a two-lane road between Node I and Node T.

Kerbside parking in North Lakes Drive is to be restricted on the major shopping centre side of North Lakes Drive, across the frontage of the major shopping centre, to allow two-lane westbound traffic operation, if and when the calculated “degree of saturation” of the intersection of North Lakes Drive and The Corso exceeds 85% based on actual traffic counts, at peak periods within a typical shopping week, or when observation indicates that queues on the approaches to the intersection are failing to clear in a single traffic signal cycle more than three times in one hour during such periods and cannot be alleviated by localised intersection or traffic signal improvement. Bus stops will continue to be provided along North Lakes Drive.

- (iii) Signalisation of the intersection at Node I in accordance with the MHIA; and
 - (iv) Bikeways and pathways in accordance with the MHIA.
- (b) The construction of the above infrastructure is to be undertaken in accordance with the staging and timing outlined in the MHIA.

9.1.2 Water

- (a) Construct external reticulation systems to service all lots in the sector.
- (b) Construct a water supply network within the DCP area, including those sections of the mains shown on **Figure 9 – Water Supply Headworks**, necessary to service the anticipated demand in the sector.

9.1.3 Sewerage

Construct all external sewerage systems to service the lots in the sector, and unless otherwise agreed with Council, construct the trunk gravity main TM1, pump station PS1 and rising main RM1 and connect to existing Council sewerage infrastructure as shown on **Figure 10 – Sewerage Headworks**.

9.1.4 Stormwater

- (a) Construct stormwater management works progressively in accordance with the Stormwater Management Plan(s) for Tributary C as approved by Council; and
- (b) Construct stormwater drainage systems to roads and lots as required by the MHIA and Council’s Design Manual.

9.1.5 Park

No park is to be provided in the sector, however the principal developer is to provide security for park based on 8% of the area of the Sector and Park Enhancement Works in accordance with the MHIA.

9.1.6 Community Facilities

- (a) The Council must use its best endeavours to substantially commence to construct a facility on or before the 1st September 2002. The sum of \$3.8 million, indexed as required by the MHIA, is to be paid by the principal developer to Council progressively and proportionally during construct of the facility in accordance with clause 8.2.1 of the MHIA and clause 6.1 of the rezoning conditions.

9.1.7 Electricity Supply & Lighting

- (a) Provide underground electricity to all properties within the sector to Energex or another appropriate supplier of electricity and Council standards;
- (b) Provide public lighting to all roads, streets, parks and other public areas and facilities within the sector, on North Lakes Drive between Node I and the intersection with The Corso, constructed to relevant Australian Standards and in accordance with the requirements of Energex or alternative supplier of electricity and Council standards.
- (c) Provide high voltage electricity services to the sector to Energex or another supplier of electricity and Council standards.
- (d) Provide all electricity services and distribution systems on North Lakes Drive as underground services, including conduits along all road verges within the sector and adjacent roads to meet the anticipated demand of the DCP area.

9.1.8 Communications

- (a) Arrange for the installation of underground communications services for all lots in the sector.
- (b) Arrange for the provision of underground conduits along all road verges within the sector and adjacent roads to meet the anticipated demands of the DCP area.

9.1.9 Gas

- (a) Arrange for the installation of gas services for all lots in the sector.
- (b) Arrange for the provision of gas services to meet the anticipated demands of the DCP area.

9.2 State Government Infrastructure Requirements

There are no items of State Government infrastructure to be provided by the principal developer in conjunction with the development of the sector.

A local bus service is being provided to service the sector in accordance with the infrastructure agreement with Queensland Transport (MHIA-QT).

9.3 Infrastructure Affected by Sector Development

- (a) The development of this sector may place demands on the following infrastructure:
 - (i) roads external to the DCP area and accessing the sector;
 - (ii) water supply infrastructure;
 - (iii) sewerage infrastructure;
 - (iv) stormwater;
 - (v) parks;
 - (vi) community facilities;
 - (vii) electricity and gas supply;
 - (viii) communications systems; and
 - (ix) State Government infrastructure.
- (b) The infrastructure described in sections 9.1 and 9.2 of this sector plan, together with the obligations of the principal developer under the MHIA, is required to mitigate the adverse affects on such infrastructure.

9.4 Relationship to the Infrastructure Agreements

The MHIA describes the infrastructure which 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 section 9.1 are the principal developer's obligations under the rezoning conditions and the MHIA.

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

9.5 Preliminary Program for Infrastructure Provision

- (a) The principal developer will provide all the infrastructure referred to in section 9.1 at times to satisfy the requirements of the MHIA which provides for the infrastructure to be constructed to meet the rate of development in the sector. Initial infrastructure works are estimated to be constructed by August 2002. The staging of the roadworks where approved by Council will be as described in section 9.1.1 and the MHIA.
- (b) The community recreation and leisure facility site was transferred to Council before 1 September 2001 following approval by the Council of an application for a reconfiguration of a lot to create the site, and sealing and registration of the plan of survey.
- (c) The contribution of \$3.8 million will be provided as required by clause 8.2.1 of the MHIA and clause 6.1 of the rezoning conditions.
- (d) The local bus service is being provided in accordance with the MHIA-QT.
- (e) Except as described elsewhere in this clause, no other works depend on the

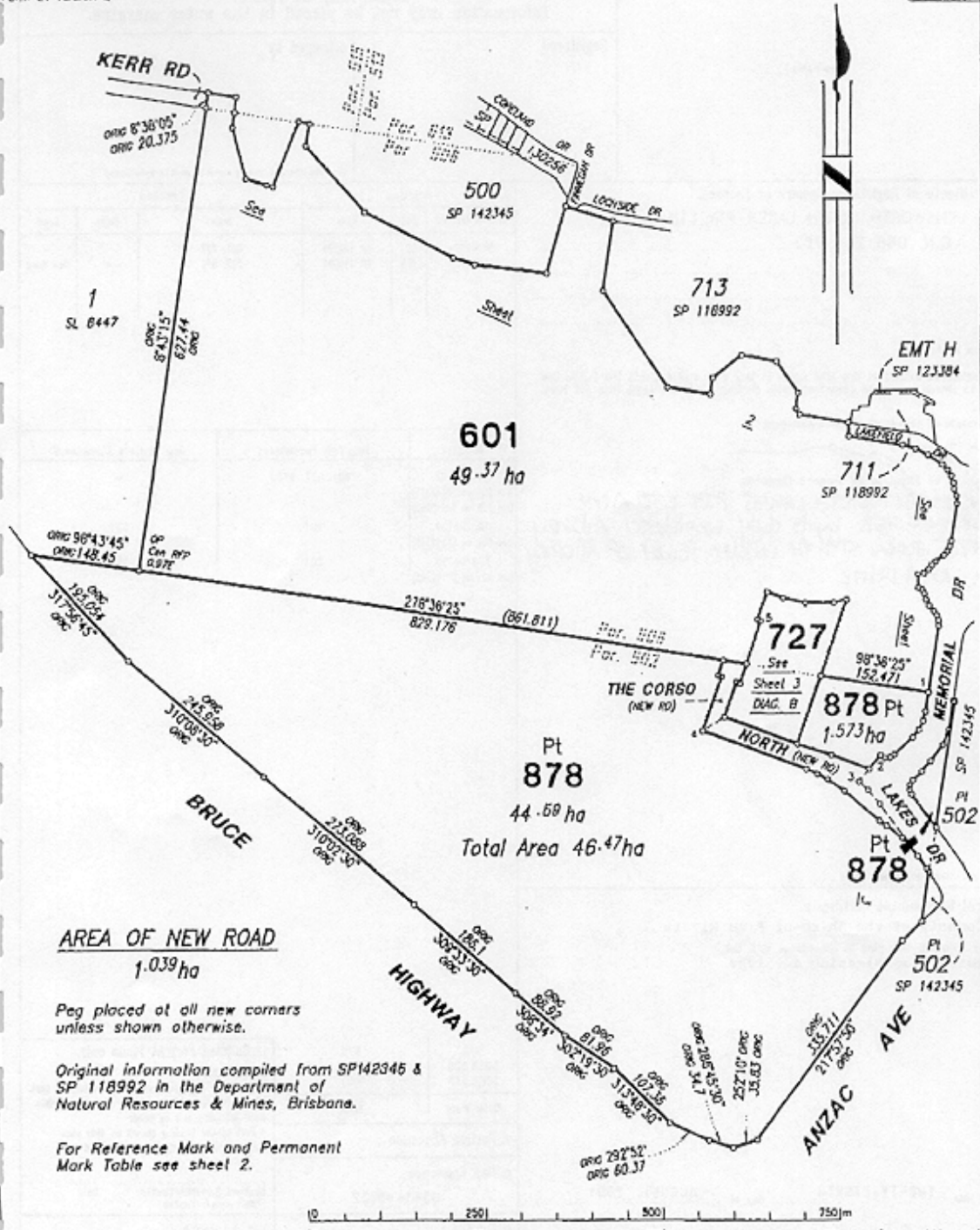
provision of this infrastructure.

9.6 Estimated Water and Sewerage Demands

As required by the MHIA, the principal developer states as follows:

- (a) For the purpose of assessing water supply capacity, the estimated number of Equivalent Tenements for this sector is 50 ET.
- (b) For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this sector is 150 EP.

APPENDIX A
REGISTERED PLAN
NO. SP 141870



AREA OF NEW ROAD
1.039 ha

Peg placed at all new corners
unless shown otherwise.

Original information compiled from SP142345 &
SP 118992 in the Department of
Natural Resources & Mines, Brisbane.

For Reference Mark and Permanent
Mark Table see sheet 2.

We Pike Mills McNamara Pty Ltd ACN 010370445
hereby certify that the Company has surveyed the land
comprised in this plan by Andrew Robert THURSTON
Lic. Surv and Robin Gene ANDERSON, Surv Grad,
for whose work the company accepts responsibility,
that the plan is accurate, that the sold survey was
performed in accordance with the Surveyors Act 1977
and the Survey Regulation 1992 and that the sold
survey was completed on 15/08/2001.



Director &
Licensed Surveyor.
Director
Date 16-8-01

PLAN OF
LOTS 601, 727, & 878
Cancelling Lot 501 on SP 142345
& Lot 778 on SP 118992

PARISH: **REDCLIFFE** COUNTY: **Stanley**
Marrion: AMG (Zone 56) Vide SP 142345

Scale: 1: 5000
Format: STANDARD
SP 141870
Plan Status: REG'd 06.09.01

**WARNING : Folded or Mutilated Plans will not be accepted.
Plans may be rolled.
Information may not be placed in the outer margins.**

(Dwelling No.)

Registered

s. Lodged by

(Include address, phone number, and Lodger Code)

1. Certificate of Registered Owners or Lessees.

1/We LENS WORTH, NORTH LAKES, PTY. LTD.
A.C.N. 068.244.762

(Names in full)

*As Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

We Lessees of this land agree to this plan.

Signature of *Registered Owners *Lessees

LENS WORTH NORTH LAKES PTY LTD ACN
068 244 762 by its duly constituted Attorney
ROBERT JOHN SMITH under Powers of Attorney
No. 704413102

* Rule out whichever is inapplicable

2. Local Government Certificate.

* Council of the Shire of Pine Rivers
herely approve this plan in accordance with the
X Integrated Planning Act 1997

Dated this TWENTY-EIGHTH day of AUGUST 2001

Alfred Chapman
Mayor
Chris Smallwood
Chief Executive Officer

* Insert the name of the Local Government
/ Insert description of signature or designation

X Insert Integrated Planning Act 1997 or
Local Government (Planning & Environment) Act 1990

3. Plans with Community Management Statement :

CMS Number :
Name :

4. References :

Depl File :
Local Govt : 2001/10100
Surveyor : 2836

Existing			Created		
Title Reference	Lot	Plan	Lot	Encls	Road
50357009	501	SP 142345	601, 727	-	-
50287957	778	SP 118992	727, 878	-	New Road

Mortgage	Lots Fully Encumbered	Lots Partially Encumbered
701008892 (Lot 501 on SP142345) (Lot 778 on SP118992)	601, 727, 878	-
703704389 (Lot 501 on SP142345)	601	727
703704393 (Lot 501 on SP142345)	601	727

502	878
502 & 508	727
506 & 515	601

Orig. Por. Lots

7. Portion Allocation :

a. Map Reference :

9543-43332

b. Locality :

Mongo Hill

10. Local Government :

Council of the Shire of Pine Rivers

11. Passed & Endorsed :

By : Pike Mills McNouilly Pty. Ltd.
Date : 30/8/01
Signed : *[Signature]*
Designation : Liaison Officer / *[Signature]*

12. Building Format Plans only.

I certify that :
* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road.
* Part of the building shown on this plan encroaches onto adjoining * lots and road

Licensed Surveyor/Director Date

13. Lodgement Fees :

Survey Deposit \$
Lodgement \$
New Titles \$
Photocopy \$
Postage \$
TOTAL \$

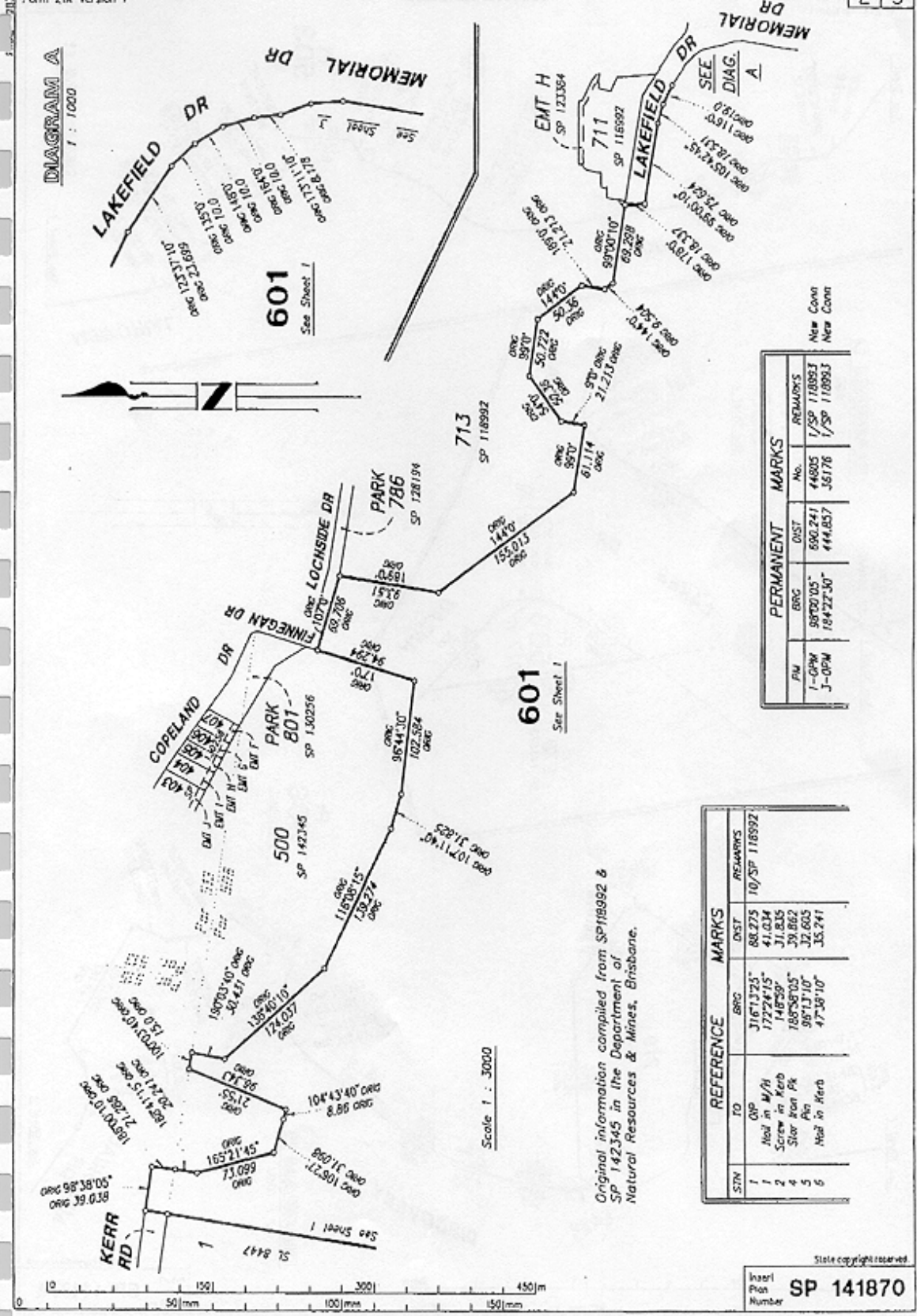
14. Insert Plan Number
SP 141870

083 558 01N

PIKE MILLS MCNOUILLY PTY LTD + 34899049

15:53

30/08/01

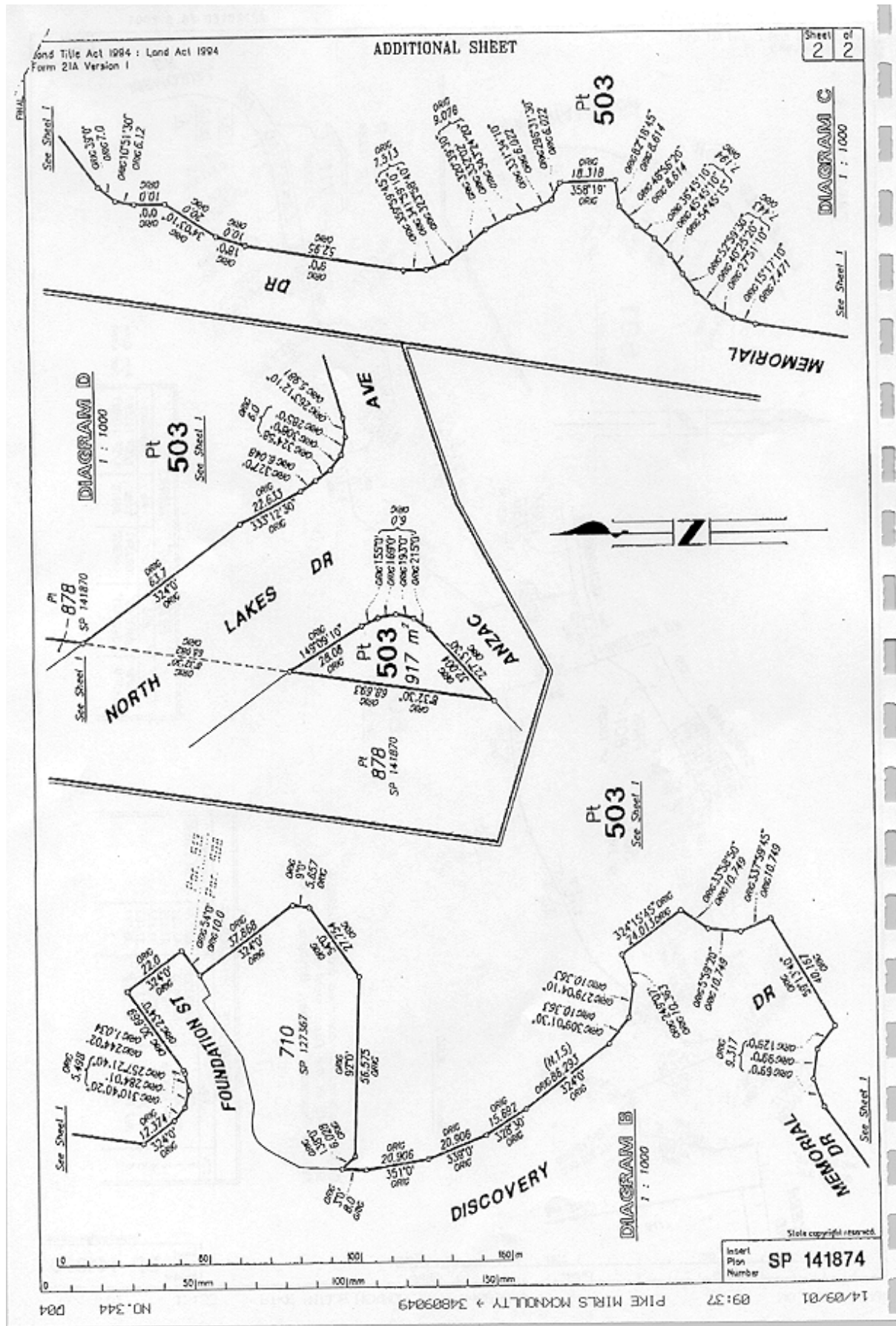


PERM	BRG	DIST	No.	REMARKS
1-GPM	98°00'03"	690.241	44805	1/SP 118892
3-GPM	194°22'30"	444.857	36178	1/SP 118893

STN	TO	BRG	DIST	REMARKS
1	GNP	316°13'25"	88.275	10/SP 118892
2	Nail in M/A	172°24'15"	41.034	
3	Screw in Kerb	148°59'	31.835	
4	Star Iron Pk	185°58'05"	39.862	
5	Pin	98°13'10"	32.605	
6	Nail in Kerb	47°58'10"	35.241	

Original information compiled from SP118892 & SP 142345 in the Department of Natural Resources & Mines, Brisbane.

Scale 1 : 3000
Inset Plan Number SP 141870



APPENDIX B

PLANT LIST

**Appendix B: Indicative Plant Schedule -
Major Community Facilities 'A' Sector One**

Botanical Name	Common Name
Trees & Palms	
Acmena smithii	Lilly Pilly
Agathis robusta	Kauri Pine
Allocasuarina littoralis	Black She Oak
Allocasuarina torulosa	Forest She Oak
Araucaria cunninghamia	Hoop Pine
Archontophoenix cunninghamia	Pickabean Palm
Backhousia citriodora	Lemon Scented Myrtle
Backhousia myrtifolia	Carrol
Banksia integrifolia	Coast Banksia
Barklya syringifolia	Crown of Gold Tree
Brachychiton acerifoliun	Flame Tree
Brachychiton rupestre	Bottle Tree
Buckinghamia celsissima	Ivory Curl Flower
Callistemon salignus	Pink Tips
Callistemon viminalis	Weeping Bottlebrush
Callitris columellaris	Bribie Island Pine
Cassia fistula	Golden Shower Tree
Cassia javanica/Cassia siamea	Cassia
Castanospermum australe	Black Bean
Casuarina cunningghiana	River She Oak
Casuarina glauca	Swamp She Oak
Cupaniopsis anacardioides	Tuckeroo
Elaeocarpus eumundii	
Eucalyptus citriodora	Lemon Scented Gum
Eucalyptus ptychocarpa	Swamp Bloodwood
Eucalyptus curtisii	Plunkett Mallee
Euodia elleryana	Pink Euodia
Ficus Hillii	Hill's Fig
Ficus macrophylla	Moreton Bay Fig
Ficus rubignosa	Port Jackson Fig
Flindersia australis	Crows Ash
Flindersia pimenteliana	Flindersia
Flindersia schottiana	Bumpy Ash
Grevillea robusta	Silky Oak
Harpullia pendula	Tulipwood
Hymenosporum flavum	Native Frangipanii
Jacaranda mimosifolia	Jacaranda
Lagerstroemia indica	Crepe Myrtle
Livistona australis	Livistona
Livistona decipiens	Weeping Cabbage Palm
Livistona nitida	Livistona
Lophostemon confertus	Brush Box
Lophostemon suaveolens	Swamp Box
Melaleuca linariifolia	Snow in Summer
Melaleuca leucadendron	Small Leaved Paperbark
Melaleuca quinquenervia	Broadleaved Paperbark
Metrosideros queenslandicus	Queensland Golden Myrtle
Oreocallis sp. nova (wickhamii)	Tree Waratah
Peltophorum pterocarpus	Yellow poinciana
Phoenix canariensis	Canary Island Palm

**Appendix B: Indicative Plant Schedule -
Major Community Facilities 'A' Sector One**

Botanical Name	Common Name
Trees & Palms	
Podocarpus elatus	Brown Pine
Roystonea regia	Cuban Royal Palm
Syzygium australe	Scrub Cherry
Syzygium francisii	Giant Water Gum
Syzygium jambos	Rose Apple
Syzygium leuhmanii	Small Leaved Lilly Pilly
Syzygium paniculatum	Dwarf Magenta Cherry
Tristaniopsis laurina	Water Gum
Waterhousia floribunda	Weeping Myrtle
Xanthostemon chrysanthus	Golden Penda
Shrubs	
Baeckea sp. Mt Toza	Dwarf Baeckea
Baeckea virgata	Twiggy Myrtle
Baeckea virgata dwarf	Dwarf Baeckea
Banksia Birthday Candles	Dwarf Banksia
Banksia ericifolia	Heath Banksia
Banksia integrifolia	Coastal Banksia
Banksia robur	Swamp Banksia
Banksia spinulosa var collina	Hairpin Banksia
Callistemon Dawson River	Dawson River
Callistemon Little John	Little John
Callistemon Ned Kelly	Ned Kelly
Callistemon pachyphyllus	Bottlebrush
Cyathea australis	Rough Tree Fern
Gardenia Florida	Double Gardenia
Grevillea "Coconut Ice"	Coconut Ice
Grevillea "Majestic"	Majestic
Grevillea "Robyn Gordon"	Grevillea
Grevillea "Superb"	Superb
Grevillea banksii	Red Silky Oak
Grevillea Honey Gem	Honey Gem
Grevillea Ned Kelly	Ned Kelly
Hibiscus rosa sinensis	Hibiscus
Hovea acutifolia	Pointed Leaf Hovea
Leptospermum flavescens	Tantoon Tea Tree
Leptospermum petersonii	Lemon Scented Tea Tree
Leptospermum Pink Cascade	Pink Cascade
Melaleuca linariifolia Snowflake	Dwarf Tea Tree
Murraya paniculata	Orange Jessamine
Pittosporum revolutum	Brisbane Laurel
Pittosporum undulatum	Mock Orange
Syzygium Blaze	Dwarf Lilly Pilly
Syzygium Elite	Compact Lilly Pilly
Syzygium Tiny Trev	Dwarf Lilly Pilly
Tibouchina jules	Tibouchina
Westringea fruticosa	Wynyabbie Gem

**Appendix B: Indicative Plant Schedule -
Major Community Facilities 'A' Sector One**

Botanical Name	Common Name
Groundcovers	
Agapanthus africanus	Lily of the Nile
Agapanthus orientalis	Lily of the Nile
Agapanthus Peter Pan	Dwarf Agapanthus
Anigozanthos hybrids	Kangaroo Paws
Blechnum cartilagineum	Fern
Cissus rhombifolium	Grape Ivy
Cissus Ellen Danica	Grape Ivy
Crinum pendunculatum	River Lily
Dianella revoluta	Flax Lily
Dietes bicolor	Japanese Iris
Dietes grandiflora	Japanese Iris
Evolvulus pilosus	Blue Sapphire
Gardenia radicans	Dwarf Gardenia
Grevillea Bronze Rambler	Bronze Rambler
Grevillea Royal Mantle	Prostrate Grevillea
Hardenbergia violacea	Purple Coral Pea
Hardenbergia violacea Bushy Blue	Bushy Blue
Helichrysum ramosissimum	Yellow Buttons
Hemerocallis species	Day Lily
Hibbertia dentata	Toothed Guinea Flower
Hibbertia scandens	Snake Vine
Liriope "Evergreen Giant"	Liriope
Lomandra hystrix	Creek Mat rush
Lomandra longifolia	Mat Rush
Lomandra multiflora	Long Leaved Mat Rush
Myoporum ellipticum	Creeping Boobiella
Myoporum parvifolium	Myoporum
Pittosporum Miss Muffet	Dwarf Pittosporum
Pittosporum tobira	Miss Muffet
Viola hederaceae	Native Violet
Zierra Carpet Star	Carpet Star
Grasses	
Cynodon dactylon	Green Couch
Danthonia induta	Wallaby Grass
Digitaria didactyla	Blue Couch
Greenlees Park	Hybrid Couch
Poa australis	Native Poa
Vines	
Jasminum polyanthum	Jasmine
Pandorea pandorana	Wonga Wonga Vine
Pandorea jasminoides	Bower of Beauty
Trachelospermum jasminoides	Variegated Star Jasmine
Trachelospermum jasminoides	Star Jasmine

APPENDIX C

**SUPPLEMENTARY
TABLE OF DEVELOPMENT
(TOWN CENTRE FRAME)
FOR THIS SECTOR**

**SUPPLEMENTARY TABLE OF DEVELOPMENT
(TOWN CENTRE FRAME 'A' PRECINCT)
FOR TOWN CENTRE FRAME 'A' SECTOR ONE**

<p style="text-align: center;">Purposes for which premises may be erected or used without the consent of Council (Permitted Development)</p> <p style="text-align: center;">COLUMN A</p>	<p style="text-align: center;">Purposes for which premises may be erected or used without the consent of Council subject to conditions (Permitted Development subject to conditions)</p> <p style="text-align: center;">COLUMN B</p>	<p style="text-align: center;">Purposes for which premises may be erected or used only with the consent of Council (Permissible Development)</p> <p style="text-align: center;">COLUMN C</p>	<p style="text-align: center;">Purposes for which premises may not be erected or used (Prohibited Development)</p> <p style="text-align: center;">COLUMN D</p>
<p>Caretaker's residence Local utilities Park</p>	<p>Any one or more of the following purposes on land nominated for that purpose or purposes on an approved sector plan.</p> <p>Car park Catering premises Child care centre (community based) Commercial services (making and selling of services and products associated with arts & crafts) Communication station Community premises Convention centre (community based functions or events) Cultural facility Educational establishment Indoor recreation Occasional market Office (government services, medical dental and paramedical consulting rooms associated with community recreation and leisure uses, business incubator premises, post office, artists studio, recording studio) Outdoor recreation Passenger terminal Place of worship Public utilities (communications tower) Special use (community recreation and leisure) Any other purpose listed in Column B of the supp. table of development of this sector plan or in Column B in Section 5.5 of the DCP that complies with the trust for the purpose of community recreation and leisure facility.</p> <p>Any purpose in this column not nominated for land by the sector plan becomes for that land a permissible development</p>	<p>For land in a sector any purpose not listed in Column A, D or included in Column B but not nominated for that land in an approved sector plan</p>	<p>Adult product shop Agriculture Air strip Animal husbandry Aquaculture Bulk garden supplies Camping grounds Caravan park Cattery Cemetery Concrete batching plant Contractor's depot Correctional institution Crematorium Dairy Extractive industry Fuel depot General industry Hazardous industry Heavy vehicle parking Heavy vehicle sales Host farm Junk yard Kennels Lot feeding Motor sport or shooting Piggery Poultry farm Rural industry Shopping centre >1,500m² GLA Showground Simulated conflict Stable Stock sales yard Transport terminal Transportable home village Turf farming</p>

APPENDIX D

SIGNAGE GUIDELINES



NORTH LAKES TOWN CENTRE CORE

SIGNAGE GUIDELINES

1.0 OBJECTIVES

The objectives of the signage standards for North Lakes are:

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

2.0 DEFINITIONS

Animated Signage:

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

Third Party Advertising:

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

On- Site Business Advertising:

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

Artworks/Murals:

Artwork and murals are architectural graphics and other artworks which do not contain any implied or direct reference to a business undertaking or service or commodity available from a business undertaking. However, artworks and murals may incorporate the North Lakes logo as a supporting or an ancillary element.

3.0 SIGNAGE GUIDELINES

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

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

3.1. Scale and Location of Signs on Buildings

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

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

3.2. Principal Developer Signs

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

3.3. Traffic Safety

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

3.4. Installation Fixings

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

3.5. Animated Signs

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

3.6. Clutter

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

3.7. Illumination

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

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

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

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

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

3.8. Environmental Controls

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

3.9. Performance Controls



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

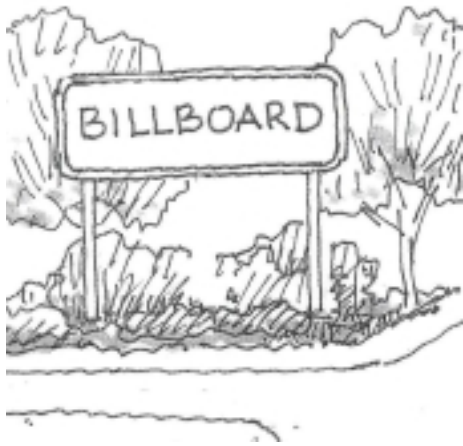
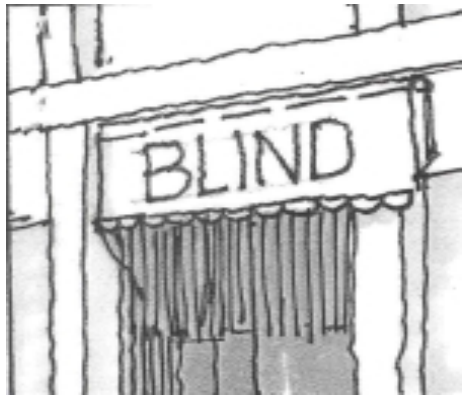
<p>SIGNS PERFORMANCE CRITERIA</p>
<p>Signs shall:</p>
<p>(i) not create a hazard to traffic or pedestrians</p>
<p>(ii) be of character and design standard consistent with the objectives and controls for this sector plan</p>
<p>(iii) complement the streetscape and amenity of the locality by virtue of their size, location, illumination, utilisation of complementary shapes, forms, colours, durable quality materials and design concepts</p>
<p>(iv) if affixed to a building, complement the architectural style of the building by virtue of their size, location, illumination, utilisation of complementary shapes, forms, colours, durable quality materials and design concepts; and</p>
<p>(v) not unnecessarily repeat or duplicate similar signs.</p>



4.0 TYPES OF SIGNS


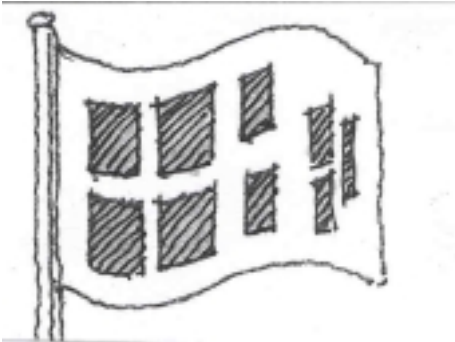
The following schedule sets out maximum criteria for various types of signs. Such signs may be permitted subject to the overall performance standards being met.



- (i) Above Awning Sign
- (ii) Awning / Fascia Sign
- (iii) Billboard Sign
- (iv) Blind Sign
- (v) Business Plate
- (vi) Canopy Sign
- (vii) Created Awning Sign
- (viii) Flag Pole Sign
- (ix) Footway Sign
- (x) Ground Sign
- (xi) Hamper Sign
- (xii) Highrise Building Sign
- (xiii) Lantern Sign
- (xiv) Pole Sign
- (xv) Projecting Flag Sign
- (xvi) Projecting Sign
- (xvii) Stallboard Sign
- (xviii) Under Awning Sign
- (xix) Vertical Banner Building Sign
- (xx) Vertical Banner Freestanding Sign
- (xxi) Wall Sign
- (xxii) Window Sign



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




TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BILLBOARD SIGN A Billboard Sign is a freestanding display surface, the width of which is greater than the height and which may be positioned on the ground or mounted on one or more vertical supports.</p>		<p>Maximum area</p> <p>Maximum height above ground to top of sign</p> <p>Setting</p> <p>Minimum setback from side boundary</p> <p>Front setback</p> <p>Maximum</p>	<p>20 square metres per side for a maximum of 2 sides</p> <p>6.5 metres or the height of a building in close proximity whichever is the lesser</p> <p>As a free standing structure within a landscaped environment and so as not to expose an unsightly back view of the sign to a road or other public places</p> <p>3.0 metres</p> <p>Not to project beyond front property alignment</p> <p>Generally no billboard shall be erected on a site along which are located Pylon or Large Pylon signs unless the frontage exceeds 100m in which case a separation of 60m must be achieved.</p>
<p>BLIND SIGN A Blind Sign is an advertisement painted on or otherwise affixed to solid or flexible material suspended from the edge of an awning, verandah or wall.</p>		<p>Minimum clearance between the lower most point of the sign and the footway</p> <p>Maximum number</p>	<p>2.4 metres</p> <p>1 per tenancy frontage</p>

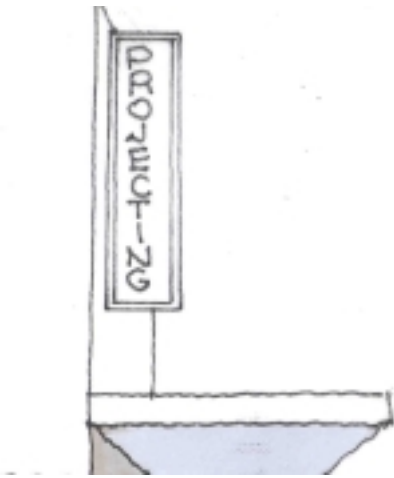

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>BUSINESS PLATE A Business Plate is a small advertisement identifying the name and/or trade, business or calling of the occupant or business premises. A Business Plate may be painted or affixed to a wall.</p>		<p>Maximum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



TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>CREATED AWNING LINE SIGN A Created Awning Line Sign is an advertisement attached to and extending beyond a fascia of an awning or the like.</p>		<p>Extent</p> <p>Maximum area</p> <p>Minimum clearance</p>	<p>Not more than 0.6 metre above the fascia to which it is attached</p> <p>The created area is not to exceed 25% of the fascia</p> <p>2.4 metres to the footpath pavement</p>
<p>FLAG POLE SIGN A Flag Pole Sign is a fabric sign hung from a pole.</p>		<p>Maximum surface area</p> <p>Maximum height above ground</p>	<p>3.0 square metres</p> <p>6.5 metres if planted in the ground</p>



TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>FOOTWAY SIGN A Footway Sign is a portable, freestanding advertisement, normally supported by an 'A' or inverted 'T' frame, and typically displayed on a footway.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Location</p> <p>Other requirements</p>	<p>Height - 1.0 metre Width - 0.6 metre Depth - 0.6 metre</p> <p>1 per tenancy</p> <p>A Footway Sign on a footway is to be positioned near the kerb (but not closer than 0.25 metre) so as to leave clear passage for pedestrians along the footway, particularly the visually disadvantaged who rely on clear passage along the frontage of shops.</p> <p>No footway sign is to be positioned so as to obstruct, clutter or detract from street landscaping, furniture or artwork</p> <p>A Footway Sign not to be located on a public road.</p> <p>A Footway Sign is not to have moving, rotating or animated parts, such as a spinner sign. A Footway Sign is to be displayed only during trading hours and is not to be used for the display of merchandise</p>
<p>GROUND SIGN A Ground Sign is a monolithic sign which, in effect, sits on or rises out of the ground.</p>		<p>Setting</p> <p>Maximum height</p> <p>Maximum surface area</p> <p>Maximum setback from side boundary</p> <p>Maximum number</p>	<p>Erected within a landscaped environment.</p> <p>Not erected to expose an unsightly back view of the sign.</p> <p>When in a residential area, only permitted where used in a name of a multi-unit development site</p> <p>1.8 metres</p> <p>10 square metres</p> <p>3 metres</p> <p>One per frontage for frontages up to 100 metres</p> <p>For frontages over 100 metres, spacing of signs to be no less than 60 metres</p>


TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>HAMPER SIGN A Hamper Sign is an advertisement, painted or otherwise affixed, between a door head and an awning, or their equivalent levels.</p>		<p>Maximum thickness Maximum Extent</p>	<p>0.3 metre from the face of the wall The size and form are to be compatible with the building on which they are located.</p>
<p>HIGH RISE BUILDING SIGN A High Rise Building Sign is an advertisement naming or identifying a high rise building by the use of a logo or the like.</p>		<p>Maximum extent Maximum number Other requirements</p>	<p>Contained within the actual or created outline of a building or appears as if it was part of the original building if part of a structure creating a changed building outline One per building frontage A High Rise Building Sign is not to contain third party advertising</p>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>LANTERN SIGN A Lantern Sign is a translucent lighting fixture displaying the name and/or trade, business or calling of the occupant.</p>		<p>Maximum number for a Home Occupation or Business</p> <p>Maximum edge dimension of lantern</p> <p>Maximum height</p> <p>Maximum illumination</p>	<p>One</p> <p>0.5 metre (ie to fit into a Cube of 0.5 x 0.5 x 0.5 metres)</p> <p>2 metres</p> <p>Not greater than a standard 100 watt incandescent bulb</p>
<p>POLE SIGN A Pole Sign is a freestanding sign mounted on one or more vertical supports which has a smaller surface area and a lower height than a Pylon/Column sign.</p>		<p>Maximum number</p> <p>Aspect</p> <p>Maximum surface area</p> <p>Maximum height above ground</p> <p>Minimum setback from side boundary</p> <p>Setting</p>	<p>One two-sided pole sign per site street frontage</p> <p>Not erected to expose an unsightly back view of the sign</p> <p>2.4m² per side, for a maximum of two sides</p> <p>4.5 metres</p> <p>3 metres</p> <p>Erected within a landscaped environment</p>
<p>PROJECTING FLAG SIGN A Projecting Flag Sign is a non-illuminated, wall-mounted corporate flag.</p>		<p>Maximum size</p> <p>Maximum number</p> <p>Minimum spacing</p> <p>Minimum clearance</p>	<p>0.3 square metre per face</p> <p>4 per site</p> <p>2 metres</p> <p>2.4 metres to the footpath pavement.</p>

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>PROJECTING SIGN A Projecting Sign is a double-faced sign projecting at right angles to a wall and fixed to the wall. A Projecting Sign is not an Under Awning Sign.</p>		<p>Minimum clearance between the lowermost point of the sign and the footway</p> <p>Maximum number Orientation Extent</p> <p>Maximum size</p>	<p>2.4 metres</p> <p>One per building frontage Vertical Not projected above the height of the wall to which it is attached Height - 3.0 metres Width - 0.75 metre</p>
<p>STALLBOARD SIGN A Stallboard Sign is an advertisement, painted or otherwise affixed, at the base of a shopfront, normally below a shop window</p>		<p>Fixing</p> <p>Maximum Extent</p>	<p>Fitted flush</p> <p>The size and form are to be compatible with the building on which they are located.</p>

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

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>VERTICAL BANNER FREESTANDING SIGN A Vertical Banner Freestanding Sign is an advertisement of non-rigid material normally supported at two or more locations from brackets extending from a freestanding pole.</p>		<p>Maximum height (above ground level to top most support) 5.0 metres Maximum width 0.75 metre Minimum clearance between lowermost point of the sign and the footway 2.4 metres Minimum spacing between signs 6.0 metres Minimum setback from side boundary 3.0 metres Maximum surface area 2.4 square metres</p>	<p>n</p>
<p>WALL SIGN A Wall Sign is an advertisement, painted or otherwise affixed, flat to a wall.</p>		<p>Maximum thickness (or projection from wall) 0.3 metre Maximum number One per tenancy Maximum surface area 20% of wall space or 6 m², whichever is the lesser Location Ground floor level and first floor level and not to project beyond the edge of the wall.</p>	

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<p>WINDOW SIGN A Window Sign is an advertisement, painted or otherwise affixed, to the glass of a display window.</p>		<p>Maximum surface area of sign</p>	<p>25% of the area of the glass panel or panels on which it is displayed</p>

APPENDIX E

IMAGES