

# **MANGO HILL INFRASTRUCTURE DEVELOPMENT CONTROL PLAN**

**Sector Plan No. 002 - 1000**

**for**

**Town Centre Core Sector One**

**Town Centre Core Precinct**

**North Lakes Development**

**8 March 2002**

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## **1.0 Introduction**

- 1.1 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 must then prepare a sector plan and lodge it with Council for approval in accordance with the relevant provisions of the DCP.
- 1.2 A sector plan is the final plan in the plan making process. 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 relevant Precinct Plan, form the basis for assessment of development applications and self-assessable development.
- 1.3 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 this sector plan prevail as provided by clause 1.11 of the DCP.
- 1.4 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 clause 1.11 of the DCP.
- 1.5 The principal developer has created a sector to be known for planning purposes as *Town Centre Core Sector One*. This document constitutes the Sector Plan for Town Centre Core Sector One.
- 1.6 The location of the sector within the DCP is shown on Figure 1.
- 1.7 As envisaged in the DCP, the Town Centre Core Precinct Plan 002 (21st September 2001) shows with some certainty the way in which particular parts of the precinct will be developed. Due to the complexity of the development in the Town Centre Core and its relationship to the Town Centre Frame, Council has stated certain development requirements which are mandatory. In some cases, the Precinct Plan has defined the final nature or location of specific land uses and structures. Nothing in this Sector Plan shall be construed to diminish those provisions of the Precinct Plan. In the same way, for some particular matters, this Sector Plan sets particular development standards, development requirements, and specific planning and development controls. Nothing elsewhere in this Sector Plan shall be construed to diminish those provisions of this Sector Plan. Any development application must comply with all the matters referred to in this paragraph.
- 1.8 On other matters Council does not have specific requirements and will deal with these matters on a performance basis. Therefore, subject to the DCP, the relevant content of the Precinct Plan will form the basis for assessment of development where no specific requirement or suitable guideline has been stated by this sector plan. In some instances, this sector plan outlines acceptable solutions, which if satisfied by development, are one way of achieving the requirements of the precinct plan in regard to that particular matter. The Precinct Plan Map has been reproduced for convenience in Figure 2.

## **2.0 Sector Plan Context**

- 2.1** This sector covers the Town Centre Core Precinct. It is bounded by North Lakes Drive to the north, the Bruce Highway exit ramp and service road to the south, Anzac Avenue to the east and a proposed trunk collector road to the west. The sector forms part of the Town Centre Core land use element. The area of the sector is 30.28 hectares, including portions of the road network surrounding and included in the sector.
- 2.2** The plan in Figure 3 shows the final boundaries of the Town Centre Core land use element relative to this sector. The Proposed Metes and Bounds Description of the sector is provided in Annexure A.

### **3.0 General Desired Environmental Outcomes**

The DCP includes a number of over-arching desired environmental outcomes (DEO) as well as numerous DEO for each element identified by the DCP. However, a number of the DEO overlap a number of elements. Therefore, DEO 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 General**

In relation to the land use element of Town Centre Core, the DCP states the following general desired environmental outcomes:

*DCP, Cl.4.1.1:*

- “(a) To provide a commercial and social centre for the new town and its surrounding area, containing major retailing, administrative, commercial, entertainment, community and leisure facilities and a mix of medium and high density housing.*
- (b) To encourage the development of employment opportunities within the town centre core as a focus of the Shire’s northern Major Employment Centre.”*

#### **3.2 Specific**

In relation to the land use element of the Town Centre Core, the DCP provides the following specific desired environmental outcomes:

*DCP, Cl. 4.1.2:*

- “(a) To encourage vitality, viability and efficiency of the town centre core through a combination of a single major shopping centre of approximately 60,000m<sup>2</sup> gross lettable area (GLA), bulky goods retailing, other major commercial and community land uses and possibly high density residential development.*
- (b) To provide opportunities for a wide range of employment for the local and wider community in the broad categories of commerce, retailing, entertainment and leisure, and community services.*
- (c) To promote the establishment of the town centre core as a key component of the major employment centre which is integrated functionally and physically with other employment areas in the Kallangur/Mango Hill area, with the transit centre and regional transport system, and with the local and regional infrastructure system.*
- (d) To encourage the provision of retailing, business services, entertainment and leisure, and community services in step with the needs of the Mango Hill development and surrounding populations.*
- (e) To promote the development of the town centre core in a managed, orderly and efficient manner, with infrastructure provided in accordance with infrastructure agreements between the State Government, the Council and the principal developer.*

- (f) *To promote the establishment of a town centre which is physically attractive and functionally convenient through the spatial arrangement, design and construction of its component parts.*
- (g) *To enable the progressive development of the town centre core by including provision for redevelopment and intensification of premises used for core functions and associated car parking areas at the time of development/preparation of sector plans.”*

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.



## **4.0 Planning Intent**

The DCP provides an outline of the planning intents for the Town Centre Core (for example see section 4.2 of the DCP). These intents can be broadly summarised as follows:

- (i) to provide the physical, social, commercial and functional focus for the DCP area and surrounding areas;
- (ii) include a combination of buildings, landscaped areas and streets which provide for major social, cultural and economic needs of the population;
- (iii) to provide a foundation for the Major Employment Centre in the Northern Growth Corridor;
- (iv) to provide a mixed and flexible environment to meet future employment needs;
- (v) to provide for the most intensive and highest order activities in terms of retailing, commercial and professional services, community services and entertainment and leisure services;
- (vi) to provide for possible high density residential;
- (vii) to provide highly developed pedestrian areas and linkages to the Town Centre Frame and the wider open space and pathway network; and
- (viii) to provide a high degree of accessibility within the regional transport network through connections to the transit centre, road network, public transport, including possible future rail system, pedestrian and cycle networks.

The Town Centre Core is expected to include:

- a single major shopping centre of approximately 60,000 m<sup>2</sup> GLA;
- a bulky goods centre and retail showrooms up to a maximum 20,000 m<sup>2</sup> GLA;
- supporting small scale incidental retailing in a main street environment;
- high order business and commercial services;
- high order administrative and community services;
- high order entertainment and leisure activities including a cinema complex developed in conjunction with the major shopping centre;
- a transit centre;
- public spaces, plazas and landscaped open space; and
- possibly high density residential development.

## **5.0 Development and Landscape Concept**

### **5.1 Development Concept**

#### **5.1.1 Background**

The broad land use principles for developing the Town Centre Core are outlined in the Town Centre Core Precinct Plan (Plan No. 002). The sector's location as part of the planned North Lakes Town Centre is an important consideration in the development of an integrated town centre concept. The sector will form the southern anchor to The Corso. This road will be developed as a mixed-use urban environment, extending north through the Town Centre Frame to the North Lakes Town Park and Lake Eden.

Apart from Stage One of the major shopping centre development area and the frontage buildings flanking the main pedestrian entry to the major shopping centre development area on North Lakes Drive (for a distance of not less than 100 metres centring on the projection of The Corso), car park areas and associated internal access roads, all of the following development will be established over time.

#### **5.1.2 Planning Context**

The Sector Plan Map shows the fundamental parameters for development within the sector and forms a framework for the implementation of the development requirements and guidelines contained in this sector plan (refer Figure 5). It also indicates the desired relationships of proposed building areas to adjacent roads, pedestrian areas, landscape areas and car parking areas.

The Town Centre Core Sector has been located at the intersection of two arterial roads, the Bruce Highway and Anzac Avenue, to provide excellent access and exposure for the major shopping centre to develop in this location. Anzac Avenue provides the primary entry, including arrivals from Brisbane, the Shire to the west of the Bruce Highway, the north and Redcliffe to the east.

The central area of the Town Centre Frame, between this sector and Lake Eden, will be developed as a mixed-use, pedestrian friendly urban environment. It will ultimately provide a range of activities which may include community and education infrastructure, small scale retail, office and commercial premises, personal services, medium and high density housing, recreation and leisure activities and a public transit centre. The character of this area will be diverse, intense and highly urbanised. Street level development will encourage activities such as cafes, small offices, specialty retailing and other related facilities. The Corso, dividing this central area of the Town Centre Frame, will be developed as a main street environment, anchored at one end by the main pedestrian plaza adjacent to the main pedestrian entry to the major shopping centre development area and at the other end by a lakeside village precinct.

The balance of the Town Centre Frame will be developed as a mixed use environment, providing a range of opportunities for retail and business services,

community infrastructure, recreation and leisure activities, residential development and public transport services.

Pedestrian and bicycle circulation to the Town Centre Core Sector will be a priority of the overall DCP area circulation and open space systems. A highly permeable system of pathways and bikeways will encourage the use of these means of transport as a viable alternative to the private vehicle.

Public transport access to the sector will predominantly be provided by a bus interchange to be conveniently located in the Town Centre Frame, with good pedestrian links to the Town Centre Core Sector. The bus network will ultimately provide both local and regional transport services.

### 5.1.3 Development Character

The Town Centre Core Precinct Plan details the character of development expected within the Town Centre and the roads that surround the Town Centre Core.

### 5.1.4 Core Facilities

#### *.1 Major Shopping Centre Development Area*

This area will contain the major shopping centre, which will be developed in stages to contain approximately 60,000m<sup>2</sup> gross lettable area.

The key elements of this development area will include:

- (i) Major retailing and specialty tenancies offering high order comparison shopping for non-food lines, as well as major and specialty tenancies for food and grocery shopping;
- (ii) A pedestrian and entertainment/leisure oriented retail precinct integrated with the active frontage uses located on North Lakes Drive and the pedestrian urban spaces between North Lakes Drive and the entry to the major shopping centre development area. This area will be developed as a shared pedestrian priority/vehicular access area and as the primary pedestrian focus within the precinct. Pedestrians will have priority in this area as the shared access area is only for the circulation of cars between car parks;
- (iii) High order entertainment facilities, possibly including cinemas and other forms of technology-based entertainment;
- (iv) A range of convenience-oriented commercial, professional and personal services, as well as small scale incidental retail, which may function independently of the major shopping centre in terms of trading hours.

The principal opportunities for recreation in the Town Centre Core will be through the provision of landscaped urban spaces primarily focussed on the pedestrian urban space between North Lakes Drive and the main pedestrian entry to the major shopping centre development area. They will be integrated into the overall landscape concept plan for the precinct, extending throughout the Town Centre Core and Frame and the balance of the DCP area.

Activities such as a cinema complex, indoor entertainment centre, indoor and outdoor dining facilities, including restaurants, cafes, food court and the like, may be provided. Uses within this area will be intended to operate over extended hours and provision should be made to ensure access and public safety to achieve this. Specifically, the cinema shall be constructed so that its entrance and foyer take access from this pedestrian area, albeit the actual cinema entrances are likely to be located at the first floor level. In the event the cinema entry is within (or becomes within) an airconditioned enclosed mall a quality alternative entrance direct to the un-airconditioned pedestrian way shall be provided and operated. This alternative entry is to be located no greater than 65 metres from North Lakes Drive.

## *.2 Bulky Goods Retail and Related Uses Development Area*

This area is to primarily contain the bulky goods retail and related uses, and may include one or more buildings to a combined total area of a maximum 20,000m<sup>2</sup> gross lettable area. The area is close to the major shopping centre development area, to derive maximum benefits from the staging of development and shared car parking. Its location in the southern portion of the precinct will benefit from highway exposure and car-oriented access.

Retail development such as stand-alone shopping centres, department stores, discount department stores, cinemas, supermarkets and other major retail facilities which would compromise or diminish the role or function of the major shopping centre development area are not intended in the bulky goods retail and related uses development area.

Pedestrian links will be provided between the buildings in this area and between those buildings and the major shopping centre.

## *.3 North Lakes Drive*

North Lakes Drive, as an urban main street, will be the interface between the Town Centre Core and the Town Centre Frame, and will contribute to the establishment of a high degree of integration between these two land use elements. It will develop with a pedestrian scale character on both sides of the street. This will include buildings built up to the property boundary to define the street environment, generous footpaths, awnings, display windows and a high quality streetscape urban design character. The main street environment will be extended into the Town Centre Frame by the development of The Corso linking the major shopping centre development area to Lake Eden.

#### *.4 North Lakes Drive Frontage Development*

Small scale incidental commercial, retail, residential and entertainment premises will be developed along North Lakes Drive. These buildings will define the edge of the street, creating a strong link with the buildings defining the opposite side of North Lakes Drive. Their outward oriented design, pedestrian friendly character and active frontages combined with the streetscape design of North Lakes Drive will create an attractive and inviting pedestrian environment. The Council requires this frontage development to extend for an overall distance of not less than 200 metres, being 100 metres to the east and west of The Corso. This specific planning control is shown on the Precinct Plan Map Figure 4, and in this Sector Plan at Figures 2 & 5.

“Active frontage” and its derivatives mean uses which:

- reinforce and encourage pedestrian activity,
- encourage direct business and/or social activity along the street and provide opportunities for people to meet,
- use a direct face with the street to undertake business, not from within a separate shopping centre or arcade,
- are undertaken in premises which directly address the street,
- have well proportioned access doorways, which remain open during normal trading periods, generally located no more than 6 metres from any other doorway in the same premises or adjoining premises, and
- are undertaken in premises which have frontages which are interesting to pedestrians, display activity inside, and are generally transparent.

At the time of the first stage of the shopping centre development, a frontage of at least 100 metres (being generally 50 metres either side of the projection of The Corso) must be built. The second stage, being the extension of active frontage along North Lakes Drive for the balance of the 200 metres, will be constructed as part of the Stage 2 extension of the shopping centre, contemporaneously with the construction of the shopping centre Stage 2 extension. The frontage development will also be completed either before or contemporaneously with the completion of the Stage 2 shopping centre works. These construction works shall commence when an acceptable level of occupancy for the Stage 1 frontage buildings occurs (not less than 85% average occupancy in the preceding 24 month period). For the purposes of this paragraph Stage 2 will be when the major shopping centre development area expands beyond 35,000 square metres gross leaseable area.

The balance of the North Lakes Drive frontage shown as “Continuous North Lakes Drive Frontage Development...” on the Sector Plan Map (refer Figure 5) may be completed in a non specific time after the initial construction of stages one and two of the North Lakes Frontage. However, frontage development along North Lakes Drive shall not be permitted outside the initial 200 metre development area (being 100 metres to the east and west of The Corso) until construction of the frontage development in this initial area has been completed.

This frontage development must be two storey in appearance from North Lakes Drive but may consist of a mix of single storey and two storey tenancies. Buildings development along the North Lakes Drive frontage will not be demolished and replaced with carparking. These buildings are expected to be actively managed and tenanted to ensure that active frontages are maintained and positively contribute to the overall level of activity in the Town Centre.

The development along North Lakes Drive is intended for a wide range of uses including specialty retail, commercial and professional offices, entertainment and hotel uses and possibly residential units at the upper levels integrated into mixed use developments. 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. Services, waste storage and removal, plant areas and vehicular access must be accessed from a circulation laneway to the south of the buildings. However, they must be detailed in a way that conceals these building services and storage facilities and which keeps an attractive view for pedestrians entering and using the city lane.

These developments will be required to contribute to the ambience, urban character and functional layout of the built form and pedestrian environments.

## *.5 Residential*

Having regard to market expectations and demand, the Town Centre Core Sector may include medium/high density residential development. This is most likely to occur on development sites in conjunction with commercial activities located at the ground floor level, in the form of mixed-use developments.

In accordance with the DCP, the maximum density for residential development in the Town Centre Core is 80 dwelling units per hectare, calculated by dividing the number of units by the site area. Low-rise residential buildings of single or double storey design requiring large site areas are not permitted in the Town Centre Core.

Where residential use occurs as part of a mixed-use development, separate access to the residential part of the building and separate car parking must be provided. Units will be screened from the unacceptable impacts of high intensity retail and commercial development, such as intrusive night lighting, air conditioning plants and exhausts, waste disposal facilities, traffic noise and major access points.

Any residential development within the sector will be in accordance with the guidelines for Integrated Development contained in AMCORD.

## *.6 Other Land Uses*

A landscaped detention basin will be provided at the intersection of the Bruce Highway and Anzac Avenue as part of the stormwater management strategy for the sector.

A future road reserve will be located along the Bruce Highway frontage of the sector. This lot is only intended for the provision of services, landscape and road works.

## **5.2 Landscape Concept**

5.2.1 The landscape framework of the sector is to be in accordance with the design principles shown indicatively on the Sector Landscape Plan (Figure 6). Landscape planting is proposed to achieve the following:

- (i) to soften the appearance and give scale to buildings within the sector;
- (ii) to define entrance statements;
- (iii) articulate urban spaces;
- (iv) provide shade within surface car park areas
- (v) significantly screen car park areas;
- (vi) screen service areas; and
- (vii) establish the internal circulation road as a tree-lined boulevard.

Car park areas shall be significantly screened from a driver's eye view from public roadways by effective landscaping. The landscaping shall include trees and shrubs, but occasional views of key elements of the Shopping Centre Development Area buildings will be provided.

5.2.2 The use of native species as the predominant planting type will visually reflect the original natural setting of the DCP area, as well as offering benefits of reduced maintenance and water requirements. Exotic and flowering species may be used sparingly as feature planting, for example, 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.

5.2.3 Planting layout and density must ensure that opportunities for casual surveillance of vehicle drop-off areas, arrival areas, and bus stops.

5.2.4 Landscaping and street furniture within the sector must:

- (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;
- (vii) establish appropriate screening where required to protect visual amenity; and

- (viii) blend with the landscaping of the adjoining major streetscapes.
- 5.2.5 With the staging of development, any undeveloped areas of the sector must be grassed or landscaped.
- 5.2.6 The species of trees, shrubs and groundcovers are to be selected from the Plant List for this sector included in Annexure B. Plants of similar characteristics may be substituted for a species in the Plant List, if approved by Council.
- 5.2.7 The selection of landscape material is to be cognisant of safety considerations by excluding thorny or poisonous plants that may be hazardous.
- 5.2.8 The landscape character of the detention basin at the intersection of the Bruce Highway and Anzac Avenue must ensure it continues to perform the role of a stormwater management facility and shall complement the adjoining landscape treatments. The surrounding development and any cutting and filling must take into consideration the desire to establish this area as an attractive landscape entry statement for the sector. The detention basin will be developed with the use of predominantly native species and landscaped to replicate a natural wetland environment.
- 5.2.9 Specific landscape requirements for particular areas within the sector are detailed in the relevant sections, namely for the North Lakes Drive frontage development and buildings framing the main pedestrian entry to the major shopping centre development area; the major shopping centre development area and the bulky goods retail and related uses development area.



## **6.0 Land Use Rights**

- 6.1** Clause 2.4.9 of the DCP requires the final specification of land use rights for land in a sector to be chosen from the supplementary table of development in the DCP for the particular 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).
- 6.2** Land within the sector may be used for the purposes specified in column A of the supplementary table of development for the Town Centre Core land use element which is the subject of this sector plan.
- 6.3** The following purposes in Column B of the supplementary table of development for the Town Centre Core land use element are nominated for the land in this sector:
- Accommodation units (not at ground level)
  - Amusement premises
  - Apartments (not at ground level)
  - Bulky Goods Centre < 20,000m<sup>2</sup> GLA (only on Lot 102)
  - Car park
  - Car wash
  - Catering premises
  - Child care centre
  - Commercial services
  - Communication station
  - Community premises
  - Convention centre
  - Cultural facility
  - Educational establishment
  - Entertainment library
  - Hardware centre
  - Hotel
  - Indoor recreation
  - Licensed club
  - Motel
  - Occasional market
  - Office
  - Place of worship
  - Public utilities
  - Recycling depot
  - Restaurant
  - Retail nursery
  - Retail showroom (only on Lot 102)
  - Shop
  - Shopping centre <60,000m<sup>2</sup> GLA (one only on Lot 101)
  - Special use

- 6.4** Each use or combination of uses must not exceed the servicing requirements and provisions of this sector plan unless Council's approval under section 12 has been obtained.
- 6.5** The Supplementary Table of Development (Town Centre Core) setting out the final specification of land use rights for land in this sector is contained in Annexure C.
- 6.6** The other purposes set out in column B of the supplementary table of development for the Town Centre Core land use element are permissible purposes for land in this sector (i.e. they become column C purposes).
- 6.7** The development requirements set out in Annexure F are required to achieve the Desired Environmental Outcomes set out in the DCP and the Precinct Plan and all development in this sector must comply with these development requirements.

An application for development approval which does not comply with or satisfy the development requirements set out in Annexure F must not be made until an application to vary those requirements has been made and approved by Council in accordance with Section 6.8.

- 6.8** .1 An application may be made to the Council for the variation of a development requirement set out in Annexure F which application must not be made as part of or in conjunction with any other application. An application must contain all necessary information to allow Council to properly consider the application. The Council may request in writing further information to enable it to decide the application.
- .2 In deciding an application under clause 6.8.1 if Council is satisfied:
- (a) there are special circumstances for exercising its discretion; and
  - (b) the application for variation achieves the Desired Environmental Outcomes in the DCP and Precinct Plan in an alternate way; and
  - (c) the variation would not be likely, in the opinion of Council, to cause a person to make a properly made submission objecting to the proposal, if the circumstances allowed;
- the Council may vary any one or more of part of a development requirement set out in Annexure F with or without conditions. If Council is not in its sole discretion so satisfied Council must refuse to vary any one or more or part of a development requirement set out in Annexure F.
- .3 Council must inform the applicant within ten (10) days of its decision in respect of the application.
- 6.9** Section 6.7 and 6.8 must not be construed to derogate from any of the provisions of the Sector Plan.

## **7.0 General Development Requirements and Guidelines**

### **7.1 Introduction**

- .1 Clause 2.4.2 of the DCP requires a sector plan to specify for land in the sector development and car parking requirements, guidelines for design and siting, landscaping and signage. Clause 1.11 of the DCP outlines that to the extent a sector plan does not provide these provisions, then the provisions of the planning scheme relevant to the particular form of development will prevail (refer also Section 1.7 of this Sector Plan).
- .2 The requirements and guidelines outlined in this section apply to all development within the sector and describe development requirements related to:
  - (i) subdivision requirements;
  - (ii) development undertaken in stages;
  - (iii) stormwater management;
  - (iv) regrading concept;
  - (v) vehicular and pedestrian access;
  - (vi) building materials, types, colours and quality;
  - (vii) building design for climate;
  - (viii) signage and artworks;
  - (ix) services and servicing;
  - (x) lighting and glare management;
  - (xi) plant and equipment;
  - (xii) crime prevention through environmental design (CPTED) assessment; and
  - (xiii) landscaping.
- .3 The requirements and guidelines outlined in Sections 8.0, 9.0 and 10.0 describe the additional specific development requirements for building structures and landscaping. They have been described separately for the three generalised building areas, namely:
  - (i) North Lakes Drive frontage development and buildings fronting the main pedestrian entry to the major shopping centre;
  - (ii) Major shopping centre development area; and
  - (iii) Bulky goods retail and related uses development area.

Figure 7, Generalised Development Areas highlights these generally defined areas.

Sections 11, 12 and 13 relate to all development in the sector.

### **7.2 Subdivision Requirements**

- .1 The sector can be developed in a staged manner or as a single entity, provided that for each stage the subdivision and development of individual buildings, access roads, car parking, services and landscape and the design and siting of buildings is in accordance with the earthworks principles represented on the Indicative Regrading Concept Plan (Figure 10) and the design intentions of the sector plan.

- .2 The Proposed Plan of Subdivision shown on Figure 4, includes an initial subdivision of four (4) lots. This includes separate lots for the major shopping centre development area; the bulky goods retail and related uses development area; the landscaped detention basin at the intersection of the Bruce Highway and Anzac Avenue; and a future road reserve along the Bruce Highway frontage of the sector to provide for the exit ramp and service road, services and landscaping. Each lot must be provided with permanent practical and physical access, which must be ensured through legal means such as a constructed dedicated road or an access easement.

The land that contains the existing entry sign to the DCP area will not be created as a saleable lot and must in the future be either amalgamated with the adjoining lot or created as road reserve.

- .3 The requirements for further subdivision of the sector beyond four lots must be as determined by Council.

### **7.3 Development Undertaken in Stages**

- .1 The staged development of the sector must ensure that each stage is designed as a complete architectural and landscape composition.
- .2 Each stage must form a coherent development and any future development sites will be provided with temporary landscaping, so the presentation of the sector to street and park frontages does not give a temporary or partially completed appearance.
- .3 On completion of work in any stage, the remainder of the sector must 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.
- .4 Figure 9, Proposed Stage One Development Plan, indicates the areas of development to be completed initially.
- .5 Small scale incidental commercial, retail, residential and entertainment premises will be developed along North Lakes Drive. These buildings will define the edge of the street, creating a strong link with the buildings defining the opposite side of North Lakes Drive. Their outward oriented design, pedestrian friendly character and active frontages combined with the streetscape design of North Lakes Drive will create an attractive and inviting pedestrian environment. This frontage development must extend for an overall distance of not less than 200 metres, with not less than 100 metres to the east and west of The Corso. This specific planning control is shown on the Precinct Plan Map Figure 4, and in this Sector Plan at Figures 2 & 5.

At the time of the first stage of the shopping centre development, a frontage of at least 100 metres (being generally 50 metres either side of the projection of the centreline of The Corso) must be built. The second stage, being the extension of active frontage development along North Lakes Drive for the balance of the 200 metres, will be constructed as part of the Stage 2 extension of the shopping centre, contemporaneously with the construction of the shopping centre Stage 2 extension. The frontage development will also be completed either before or contemporaneously with the completion of the Stage 2 shopping centre works. These construction works shall commence when an acceptable level of occupancy for the Stage 1 frontage buildings occurs (not less than 85% average occupancy in the preceding 24 month period). For the purposes of this paragraph Stage 2 will be when the major shopping centre development area expands beyond 35,000 square metres gross leaseable area.

This frontage development must be two storey in appearance from North Lakes Drive but may consist of a mix of single storey and two storey tenancies. 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 to ensure that active frontages are maintained and positively contribute to the overall level of activity in the Town Centre.

The development along North Lakes Drive is intended for a wide range of uses including specialty retail, commercial and professional offices, entertainment and hotel uses and possibly residential units at the upper levels integrated into mixed use developments. 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. Services, waste storage and removal, plant areas and vehicular access must be accessed from a circulation laneway to the south of the buildings. However, they must be detailed in a way that conceals these building services and storage facilities and which keeps an attractive view for pedestrians entering and using the city lane.

These developments will be required to contribute to the ambience, urban character and functional layout of the built form and pedestrian environments.

- .6 At the time of preparing the DCP in 1998, the proposed staging of the major shopping centre took into account market potential, tenant demand and commercial feasibility at that time. The DCP nominated a stage one development of 16,000 m<sup>2</sup> GLA opening in 2000, with the first full year of trading in 2001. Stage two (approximately 30,000 m<sup>2</sup> GLA) was nominated to open in 2005, with the first full year of trading in 2006. Stage three (approximately 8,500 m<sup>2</sup> GLA) was nominated to open in 2010, with the first full year of trading in 2011.

However, the DCP recognises that a high degree of flexibility in planning for the development of the shopping centre is required, and that the staging is approximate only and will be subject to the commercial viability of the centre and the ability of the market to support the shopping centre. The intended strategy described above may be varied by the Council upon the submission of a report to the satisfaction of Council, which assesses the market potential and economic effects of the proposed

modified staging. At the time of preparing this Sector Plan, Council had used the discretion allowed by the DCP and has varied the timing and size of the stages.

As at October 2001, Stage One (approximately 25,000 m<sup>2</sup>GLA) is anticipated to be open by the end of 2002, Stage Two (approximately 21,000 m<sup>2</sup> GLA) is anticipated to open between 2005 and 2007, and Stage Three (approximately 8,000 m<sup>2</sup> GLA) is anticipated to open between 2010 and 2012.

#### **7.4 Stormwater Management**

- .1 Development within the sector must comply with the provisions of the Mango Hill Infrastructure Agreement (MHIA), Council's Design Manual, the Stormwater Management Plans for Freshwater Creek and Tributary C as approved by Council, and the Environmental Protection Policy (Water).
- .2 Relevant stormwater management works for the sector are to be provided, including the construction of all drainage and landscape works associated with the Freshwater Creek and Tributary C catchments within the DCP area, and the construction of a landscaped detention basin at the intersection of the Bruce Highway and Anzac Avenue.

#### **7.5 Regrading Concept**

The proposed regrading of the Town Centre Core forms part of an overall regrading strategy including both the Town Centre Core and the Town Centre Frame. An indicative regrading concept for the Town Centre Core Sector is shown on Figure 10. The earthworks principles reflected on this regrading may be varied with the agreement of Council in consultation with the principal developer, provided it takes into account:

- .1 the integration of levels between the Core and the Frame;
- .2 integration between the major shopping centre development area, the bulky goods retail and related uses development area and the detention basin area;
- .3 the visual impact of batters and/or retaining walls along the Bruce Highway frontage;
- .4 the efficient management of earthworks; and
- .5 principles included in the Town Centre Core Precinct Plan.

Each subsequent sector plan must address this regrading concept. Implementation may be in a staged manner, in accordance with the development strategy. The initial stage of the regrading will include no less than:

- North Lakes Drive for the full extent of the Town Centre Core frontage;
- The initial stages of the major shopping centre development area; and
- The detention basin.

The regrading of The Corso and its environs shall be undertaken in accordance with approvals granted by Council from time to time.

## **7.6 Vehicular, Cycle and Pedestrian Access**

The Sector Plan Map (Figure 5) illustrates the arrangement of external major roads, proposed signalised intersections or roundabouts, indicative vehicular access points, indicative pedestrian access points, shared pedestrian/vehicular access, internal circulation road, major recreational paths and landscaped car parking areas within the Town Centre Core Sector. Specific requirements include the following:

- .1 Vehicular ingress and egress points from public roads surrounding the sector are limited to the Indicative Vehicular Access Locations shown on the Sector Plan Map. External entry point to the sector will be connected to an internal circulation road to facilitate the distribution of traffic around the sector.
- .2 Vehicular access points must ensure no queuing occurs onto external roads from internal roads or across pedestrian areas.
- .3 The internal layout and design of the sector must 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;
  - (iv) defining pedestrian areas and entrances with architectural accents, lighting and/or landscape treatments and providing access directly from streets or pedestrian areas; and
  - (v) if pedestrian access via car parking areas is unavoidable, these routes must be clearly identified and designed to maximise safety and convenience.
- .4 Direct access for emergency vehicles must be provided to every building within the sector by the provision of a minimum 3.5 metre clear carriageway width.
- .5 Access for all people including people with a disability must be achieved by the provision of all fully accessible paths of travel within the sector with signing appropriate for their purpose.

- .6 The specific locations of bicycle access and parking areas must be included in any development application to Council for a material change of use (MCU). Convenient bicycle parking will be provided at locations immediately adjacent to the main pedestrian entries to the major shopping centre and the bulky goods retail and related uses development area (refer image 1). Consideration of cycle and pedestrian routes and how they access the external road and bike path system must have regard to riders' safety and potential conflicts between motor vehicles, bicycles and pedestrians on both the internal circulation road and the external road systems. 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 the following rate for the total development on each site identified in figure 4. Each stage is to include the appropriate portion of the end use facilities:

- (i) Employees end use facilities:
    - (a) The number and type of bicycle spaces and storage facilities which are outlined in the appropriate standard referred to as Austroads – Guide to Traffic Engineering Practice Part 14;
    - (b) 1 shower cubicle with ancillary change rooms per 10 bicycle spaces required by (a) above. Facilities may be utilised by both males and females provided adequate privacy and accessibility is ensured for both sexes.
  - (ii) Customers end use facilities:
    - (a) Office development 1 bicycle space per 750m<sup>2</sup> of gross floor area;
    - (b) Retail development 1 bicycle space per 500m<sup>2</sup> of gross floor area;
    - (c) Other development 1 bicycle space per 750m<sup>2</sup> of gross floor area
- .7 The internal circulation road within the sector may be developed in stages and will eventually perform a key function in providing access to all development within this sector. The circulation road must be designed as an attractive, efficient, and convenient route for motorists, with concessions made for convenient pedestrian accessibility across and along this road as required. This road will be planted with canopy trees at a density which, when mature, provides a continuous canopy (refer image 2). The treatment of this road will vary adjacent to the main pedestrian entry as discussed in 7.6.10.
- .8 Access to the Town Centre Core Sector in stage one must be provided by the extension of North Lakes Drive as far as the mid-western access point into the major shopping centre development area as shown on Figure 9, Stage One Development Plan.
- .9 The 3.5-metre wide laneway connection onto North Lakes Drive from the shared pedestrian/vehicular area adjacent to the main pedestrian entry to the major shopping centre will operate as a one way vehicle exit. This will be closed if, in the opinion of an independent expert to be appointed by Council, the traffic exiting this area causes undesirable disruption to motor vehicle or pedestrian movements at North Lakes Drive.



- .10 The two-way 6-metre wide east-west laneway connection (“city lane”) positioned between the frontage development and the major shopping centre development area. From a vehicular traffic perspective, this laneway will function only as a local convenient circulation link connecting car park areas. It is to carry a desirable maximum of 1,000 vehicles per day with an absolute maximum of 2,000 vehicles per day. Pedestrian priority will be given to the section adjacent to the major pedestrian entry to the major shopping centre development for at least 25 metres either side of the centre line of The Corso. It will include a 2 metre wide footpath on either side of the laneway and have a total width of no greater than 10 metres - a “city lane”.
- .11 External setdown points for buses and taxis adjacent to the sector must be provided by the principal developer. These setdown points must be determined by Council and Queensland Transport in consultation with the principal developer.
- .12 Vehicular access points must minimise the loss of or interference with bus stops, loading zones and taxi ranks.
- .13 The intersection of North Lakes Drive and The Corso must 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 images 3 and 4).
- .14 The pedestrian entries to the major shopping centre must acknowledge the importance of the pedestrian movement corridor being created through the extension of The Corso. Therefore access from the landscaped carparking area to the major shopping centre development in proximity to The Corso extension must focus on North Lakes Drive and the circulation laneway. However a minor secondary entry to the major shopping centre development area will be permitted in proximity to the circulation laneway provided:
  - (i) pedestrian pathways in the carpark layout focus on the other shopping centre entries;
  - (ii) the width of this minor secondary entry must be no more than 2.0 metres;
  - (iii) this entry is not to be highlighted as a major entry and entry feature cues are of a moderate nature;
  - (iv) no external shops shall be provided adjacent to this food court access;
  - (v) this access is to be closed upon completion of Stage 2 of the Shopping Centre if an independent expert, to be appointed by Council, determines that the entry significantly adversely affects pedestrian activity in the movement corridor created through the extension of The Corso.

15. In order to facilitate access to the first stage of development of the major shopping centre development area and to provide suitable access from other locations in the town centre, an adequate circulation system must be provided within the town centre area. This will be achieved by the provision of the roads shown in image 5. For the first stage of the major shopping centre, North Lakes Drive will be extended past The Corso to provide the opportunity for vehicular access to carparking west of the pedestrian plaza area. The extension of Lakefield Drive and an additional road link between North Lakes Drive and Lakefield Drive will be constructed within 12 months of opening of the shopping centre. At that time, The Corso road reserve will be dedicated and the network connection to Finnegan Drive north of Lake Eden will be completed to its ultimate standard.

## **7.7 Building Materials, Types, Colours and Quality**

- .1 Materials used on the exterior of buildings, particularly in the public realm must:
  - (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.
- .2 Preferred major wall materials include:
  - (i) pre-cast concrete with shade line texture finish and relief finishes to visually break up large areas of wall;
  - (ii) rendered finishes;
  - (iii) timber effect detailing;
  - (iv) banded and patterned block work;
  - (v) ceramic tile details; and
  - (vi) brickwork.
- .3 Materials, finishes and colours must:
  - (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.
  - (iii) include compatible colours and elements to create a distinctive town centre with a strong sense of place.
- .4 Brighter colour accents are acceptable for minor detail elements such as window and door frames, columns, handrails, ornamental features and signage details.

- .5 In order to avoid unreasonable glare nuisance to surrounding development, the major materials and colours must not be highly reflective.
- .6 Building roofs, fascias and cappings must satisfy the design criteria established above. Preferred major roofing materials include corrugated pre-finished and coloured metal sheets. The application of these materials must minimise any reflective nuisance to surrounding development.
- .7 Any free-standing walls, retaining walls and any other landscape must complement the built form and the landscape setting, including the use of complementary materials and colours.
- .8 Retaining walls must be consistent in appearance, provide a unifying element and visual enhancement of the overall development, and be softened with landscaping. They must be of a scale and materials that complement the surrounding built environment while responding to landform.

## **7.8 Building Design for Climate**

- .1 All buildings must 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 must be incorporated to enhance each building's design response to the climate, by providing sun protection and to minimise the impact of strong winds.
- .2 The design of buildings within the North Lakes Drive frontage development and the main pedestrian entry to the major shopping centre development area from North Lakes Drive are to respond to the northerly exposure and solar access. Pedestrian weather shall be provided, normally by an awning but occasionally by a colonnade if it is light weight in appearance and conducive to active frontage uses (refer figure 7). Along North Lakes Drive an awning may still be required in addition to such a colonnade in order to maintain continuity of pedestrian movements. The use of these areas for restaurants, food courts and major urban spaces may also be enhanced by the provision of shade structures, overhangs, colonnades, screens and the like to improve comfort levels and provide relief from the weather (refer images 6 and 7).
- .3 The incorporation of energy efficiency measures in the design of buildings is encouraged, and may include the following:
  - (i) ventilation of the buildings to take advantage of prevailing breezes;
  - (ii) use of insulation in the ceiling-roof area, walls and floor;
  - (iii) consideration of the positioning, size and shading of windows transparent building elements and other external openings to control the amount of heat entering the buildings;
  - (iv) incorporation of gas or solar hot water heaters and solar energy devices;
  - (v) use of building materials which impose energy efficiency; and
  - (vi) the design, installation, and management of mechanical and electrical plant which promotes energy efficiency.

- .4 All non-residential buildings greater than 2500m<sup>2</sup> 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.m<sup>2</sup> 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
- .5 All residential buildings within this precinct should generally achieve the “suggested solutions” as stated in the Queensland Residential Development Guidelines - Attached Housing.
- .6 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.

## **7.9 Signage and Artworks**

### **.1 Signage**

- (i) Signage guidelines are included at Annexure 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.
- (ii) 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 Annexure D. Signage and architectural graphics will be considered on their merits by Council in consultation with the principal developer.

- (iii) The guidelines provide for a range of sign types anticipated within the Town Centre Core. 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.
- (iv) A coordinated signage plan will establish provisions for signage within the major shopping centre development area. 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 Annexure D, may form part of a coordinated signage plan.
- (v) The Queensland Department of Main Roads has authority over advertising devices that are beyond the boundaries of, but visible from, the Bruce Highway and Anzac Avenue frontages of the sector, where such devices may create a traffic hazard. Where proposed advertisements may create such a hazard, an application will be referred to the Department of Main Roads for written approval.
- (vi) Primary signage must be located in proximity to the locations shown on Figure 5, Sector Plan Map. One only freestanding primary signage pylon will be erected on the Anzac Avenue frontage of the sector to a maximum height of 25 metres above finished ground level. Other primary signage as indicated on the Sector Plan Map will be erected to a maximum height of 10 metres above finished ground level. For the purpose of this Sector Plan, Council is prepared to view a tower constructed as part of the major shopping centre building as a locality identification statement and not part of the primary signage for the development provided the signage is limited, restrained, but distinct and which announces the location of both the Town Centre and the North Lakes Development generally. The details of such signage must be submitted as part of a signage coordination plan.
- (vii) Signage and architectural graphics that identify a development may also be located on the facade of the building provided that it is coordinated with the overall building design in character and detail (refer image 8). Signage on the bulky goods buildings and major shopping centre building will be limited and generally only name the primary tenants in the respective buildings. “Third party” advertising is most unlikely to be permitted in this sector.

- (viii) All freestanding primary signage along the frontage of the site must be developed in association with the frontage landscape areas. Signage that is restricted in its content to merely the identification of 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 and western access street frontages and adjacent to the Vehicular Access Locations of the sector as indicated on the Sector Plan Map (refer image 9).
- (ix) The materials, form, scale and proportions of any signage must be of a high quality and coordinated with the built form throughout the sector, while providing sufficient flexibility for corporate identification and marketing purposes.
- (x) Lighting of any signage must not cause a nuisance to drivers or pedestrians.
- (xi) Signs above pedestrian areas must have a minimum clearance of 2.4 metres (refer image 10).
- (xii) Signage within the sector must comprise visible and legible signs, which do not result in a cluttered or discordant streetscape (refer images 11-13).
- (xiii) All signage must appear professional and incorporate coordinated graphics.
- (xiv) Bunting and streamers are not permitted.
- (xv) Signage must not obscure more than 25% of the window on which it is displayed. Any support structure to a sign must not be visible unless treated as an integral part of the visual design. Cabling to illuminate signs must not be visible.
- (xvi) The use of the North Lakes logo as an integral but subordinate element of the signage and graphics is encouraged, subject to the agreement of the principal developer.

## **.2      Public Artworks**

The inclusion of public art, which contributes to the identity of the North Lakes Town Centre, will be encouraged. It may be used to create landmarks at key nodes as well as being integrated with the fabric of urban space. Public artworks within the sector must address the following requirements:

- (i) High quality works of art, graphics, sculptures, ornamental features, murals and patterned pavers are encouraged to enhance the built environment. These artworks must contribute strongly to the built form and landscape environment.
- (ii) Public art may be temporary or 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 must 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 must be durable and appropriate for use in an urban space.
- (v) 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.
- (vi) The design and construction of the artwork, whether permanent or temporary, must be appropriate to the need for public safety.
- (vii) Maintenance responsibility for artwork on public land must be established prior to commissioning. A conservation and maintenance repair report must be completed by the artist and be lodged for approval by Council prior to commissioning the artwork.

## **7.10 Services and Servicing**

- .1 All loading zone parking must be accommodated within the sector and accessed from the internal circulation road.
- .2 The storage of all refuse and recyclable materials must be provided off the internal circulation road and suitably screened (refer image 14).
- .3 For buildings fronting North Lakes Drive within the major shopping centre development area, all services, waste storage and removal, plant areas and vehicular access must be accessed from the internal circulation road to the south of the buildings.
- .4 Sharing of service areas is permitted.
- .5 All service connection points are to be incorporated within the building or its associated hard and soft landscaping. Service connections must not protrude from paving or driveways or cause any hazard for pedestrians or vehicles.
- .6 Landscaping and other solid screening devices will be used to screen views of service areas, loading bays, refuse areas and plant and machinery (refer images 15-17). Solid screening devices will screen these areas to views from all surrounding roads.

## **7.11 Lighting and Glare Management**

- .1 All lighting must be appropriate for, and contribute to, the general character and amenity of the sector.
- .2 Where architectural floodlighting of a building or space is to be provided, this must be achieved through the integration of the luminaires into the fabric of the building.
- .3 No person will cause, carry out or erect a light source in such a manner that light emanating from the source is a nuisance.
- .4 Lighting systems must be designed to prevent direct and/or reflected glare to surrounding areas. This applies particularly to disabling and uncomfortable glare to pedestrian and vehicular movement or at entrances, steps, stairs and pedestrian paths.
- .5 Where provided within landscaped areas, the choice and location of lighting must allow for plant and tree growth and, conversely, not become obscured as the landscape matures.
- .6 All car parking and open space areas which may be subject to night-time use must be artificially illuminated. Security and safety lighting must be provided throughout these areas.
- .7 Permanent strobe, laser, flashing, oscillating, moving or alternating lights will not be permitted in locations around the periphery of the sector where they are likely to cause a nuisance.
- .8 The efficiency of energy consumption is to be encouraged in the design of lighting systems.
- .9 Technical parameters, design installation, operation and maintenance of outdoor lighting must comply with requirements of *AS4282 – Control of the Obtrusive Effects of Outdoor Lighting*.

## **7.12 Plant and Equipment**

Plant and equipment must comply with the following requirements:

- .1 All air conditioning /ventilation plant and other equipment located on the roof or externally around the buildings must be treated as an integral part of the building form and screened from view to match with surrounding materials.
- .2 Lift motor rooms, plant rooms and the like must be treated as an integral part of the building form in order to create a coherent roofscape.



### **7.13 Crime Prevention Through Environmental Design (CPTED) Assessment**

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 and/or dead end alleys;
- (ii) provide reasonable opportunity for casual surveillance of car parking areas from surrounding buildings, roads and pedestrian areas; and
- (iii) include lighting of public places.

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, as well as the factors outlined in this sub-section.

### **7.14 Landscaping**

- .1 15 % of the site area of the Sector Plan must be landscaped. Each stage of development subject of a development permit for Material Change in Use must include sufficient landscaping that the landscaping is implemented progressively as the sector is developed. The landscaped detention basin may be included in the calculation of this landscape requirement. The following sections will detail the form of landscaping appropriate within particular areas of the precinct.
- .2 Each Material Change in Use application is to include a landscape plan include sufficient detail to enable Council to be satisfied that the required outcomes will be achieved.
- .3 The landscape plans shall include, but not be limited to, details of plant selection, planting bed preparation and finish, measures for landscape maintenance, both short and long term, which take into account the particular site and soil characteristics of the land covered by this Sector Plan and the proximity of the planting to infrastructure elements such as buildings, structures and sealed area of the development.
- .4 All areas to be planted with the sector are to be irrigated. Details of the irrigation system are to be provided as part of the landscape plan.

## **8.0 North Lakes Drive Frontage Development and Buildings Framing the Main Pedestrian Entry to the Major Shopping Centre - Specific Requirements and Guidelines**

### **8.1 Building Layout**

North Lakes Drive frontage development requirements will include the following:

- (i) zero building setbacks to North Lakes Drive.;
- (ii) 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 image 18). 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;
- (iii) the creation of pedestrian-scale spaces between North Lakes Drive and the entry to the major shopping centre that are proportionally appropriate to the scale of the buildings and their predominantly pedestrian use. In order to achieve this appropriate scale, the distance separating the façades of the buildings facing the area between North Lakes Drive and “City Lane” must not exceed 22 metres with this distance centred on the extension of The Corso;
- (iv) the section of “City Lane” (being the east-west shared pedestrian priority/vehicular laneway) connecting car parks within the major shopping centre will include a footpath with a maximum width of two metres on the northern side of the laneway. If active frontages for buildings fronting onto the city lane are proposed, these active frontages shall extend for no more than 25 metres along the laneway in either direction measured from the centre line of The Corso from its intersection with the main pedestrian entry to the shopping centre; and
- (v) the separation between buildings on opposite sides of the “City Lane” adjacent to the main pedestrian entry to the major shopping centre development area must have a maximum separation of 18 metres measured perpendicular to the center line of the laneway (refer image 19). The design of the buildings must provide shelter for pedestrians either in the form of awnings or lightweight colonnades (refer image 19).

### **8.2 Building Site Coverage**

- .1 There are no building site coverage limits provided all other planning and development requirements are complied with.
- .2 The development levels are to take account of and be consistent with proposed finished levels of other activities within the sector, as well as the levels around the sector boundaries, such as the surrounding road and footpath levels.

### 8.3 Building Height and Form

- .1 Development along North Lakes Drive will commence with the 100 metres of development centring at the intersection with The Corso and extend in either direction along North Lakes Drive. The expansion of buildings and landscaping from this 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 (refer images 20 and 21). In order to ensure the continuous urban edge, freestanding developments must not be constructed fronting North Lakes Drive between Memorial Drive and the western end of this sector.
- .2 All buildings (excluding communication and signage tower structures) fronting North Lakes Drive and framing the main pedestrian entry to the major shopping centre development area must:
  - (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) 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 image 22);
  - (v) limit the street frontage width of individual buildings projecting above the podium to a maximum of 30 metres in order to reduce the impact of taller buildings;
  - (vi) encourage ground floor activity such as retailing, cafes and restaurants to animate the adjacent street and pedestrian spaces (refer image 23); and
  - (vii) where openings are not provided, maximise glazing at the ground floor level so as to display interior activity to the street.
- .3 The facades of all buildings must:
  - (i) provide for active frontages to North Lakes Drive

- (ii) incorporate one or more entries for each separate tenancy which is to address North Lakes Drive to contribute to an active frontage;
  - (iii) accentuate entries to separate use areas when viewed from the road frontages, pedestrian areas and car park frontages;
  - (iv) include windows at upper levels which provide for viewing of external areas (refer image 24);
  - (v) provide relief elements to building mass by the use of such building techniques as banding in surfaces, external framing, entry structures, pergolas, subtle variations in parapet design, roofing heights and treatments and the like (image 25); and
  - (vi) address all street and pedestrian frontages.
- .4 The corners of buildings must be designed to highlight and strengthen corners, particularly at the intersection of North Lakes Drive and The Corso (refer image 26).
- .5 The roofscape must be treated as an integral part of the building design. The form of the roof of each building must:
- (i) be considered when viewed from below as well as from above, as it will be visible from many parts of the surrounding development and road network; and
  - (ii) not be in strong visual contrast with the character of neighbouring buildings.

#### **8.4 Design Theme**

- .1 Figures 8, Architectural Images, illustrate a desirable urban design outcome for building forms, architectural elements, outdoor spaces, major entries and landscape character within the Town Centre Core Sector. They provide one example of an acceptable solution 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.
- .2 A distinctive, contemporary architectural style is to be adopted which is suited to the South-East Queensland climate and local culture, as shown in Figures 8.
- .3 The architectural character of buildings fronting North Lakes Drive must promote an urban atmosphere (refer images 27). Facades must present small scale incidental tenancies with a continuity of architectural character.

#### **8.5 Building Layout**

- .1 Buildings within this development area of the sector must be constructed generally within the Continuous North Lakes Frontage Development Area shown on the Sector Plan Map.

- .2 The location and design of the building "footprints" within the sector must take account of:
- (i) topography;
  - (ii) drainage;
  - (iii) soil conditions;
  - (iv) services;
  - (v) orientation towards focal points;
  - (vi) microclimate considerations;
  - (vii) vehicular access;
  - (viii) pedestrian movement patterns;
  - (ix) streetscape and landscape design;
  - (x) adjoining developments;
  - (xi) minimising the effect of overshadowing on pedestrian areas of taller buildings; and
  - (xii) pedestrian scale to be established for the laneway between North Lakes Drive and the shopping centre (refer image 28).
- .4 The layout of public spaces within the sector must 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.
- .5 Unless required by a statutory authority, service areas, including loading docks and waste storage areas, for any building fronting North Lakes Drive are not to be directly accessed from North Lakes Drive and are to be fully screened from the street.

## **8.6 Landscape and Streetscape**

### **8.6.1 North Lakes Drive**

- .1 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" for the stage one building development. Planting must include canopy trees with a minimum clear trunk of 1.8 metres. Street trees must provide visual continuity to the street, reduce the road scale and provide shade to on-street car parking, bus stop waiting areas, and adjacent pedestrian areas.
- .2 The treatment of the verges on both sides of North Lakes Drive along the main street section is to include generous footpaths, possible bus stops, street trees, lighting, landscaping and street furniture.
- .3 Landscape planting along the verges must provide delineation between the pedestrian and vehicular environments. Predominantly native planting must be used.

- .4 Street furniture may 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 with solidly anchored bases. The materials and finishes have a simple, unadorned quality with an emphasis on natural materials.
- .5 Standard streetlights used throughout the DCP area will be erected along North Lakes Drive. Any specialist lighting proposed will be subject to separate consideration by Council.
- .6 The lighting along North Lakes Drive must accentuate its role as a gateway to the DCP area, and highlight the characteristics that make this gateway special, such as the edge defining elements of the buildings, the trees and the paving. The lighting of North Lakes Drive and the other streets of the Town Centre Frame must reinforce the structure of the town centre, particularly when viewed from outside the town centre area.
- .7 Paving, walls, steps and ramps used along North Lakes Drive and around the buildings framing the main pedestrian entry to the major shopping centre must be designed as an identifiable system giving a high quality experience in these intensely pedestrian areas and ensuring access for people with disabilities. These elements must contribute to the visual identity of the sector through consistent materials and detailing that integrate with the built environment, the landscaping and other elements of the streetscape (refer images 29 and 30). Quality surface treatment of the road surface at the intersection of North Lakes Drive and The Corso must define this environment as a pedestrian area and must emphasise the continuity of the pedestrian environment between the Town Centre Core and the Town Centre Frame.

#### 8.6.2 Buildings Framing the Main Pedestrian Entry to the Major Shopping Centre

Urban open spaces associated with the buildings framing the main pedestrian entry to the major shopping centre will establish a series of outdoor spaces and pedestrian links that form an extension of the internal shopping centre space. These areas will connect with, and extend across North Lakes Drive into the Town Centre Frame, and via The Corso, to the shores of Lake Eden.

- .1 Urban open spaces associated with the buildings framing the main pedestrian entry to the major shopping centre must establish a series of outdoor spaces and pedestrian links that form an extension of the internal shopping centre space. These areas must connect with, and extend across, North Lakes Drive into the Town Centre Frame, and via The Corso, to Lake Eden.
- .2 The landscape must contribute to the intensive use character of these spaces and provide shade protection, visual interest, and soften the surrounding built form without cluttering the space. The use of planting beds, water features, public art and feature planting in these areas must contribute towards the creation of an interesting and vibrant environment (refer images 31).

- .3 These open spaces, while part of the major shopping centre development area, are to be designed and developed as part of the public open space network. Furniture and paving within these areas is to be consistent with the treatment of like elements in North Lakes Drive and the public areas adjacent to the North Lakes Drive frontage development.
- .4 A range of light fittings and lighting effects, which highlight the buildings and urban spaces framing the main pedestrian entry to the major shopping centre, must be included. Special lighting elements can include in-ground lighting, handrail and stairs lighting, illumination of structures, paving and entries, as well as decorative lighting, in itself a feature. Lighting must be used to:
  - (i) highlight the characteristics that make the area special such as the buildings, the trees, paving patterns and works of art;
  - (ii) provide a festive quality;
  - (iii) contribute to the extended hours useability and safety of the spaces; and
  - (iv) provide continuity for the pedestrian access routes leading into the sector from The Corso and from North Lakes Drive.
- .5 To enhance the useability and attraction of the urban spaces the following elements must be included:
  - (i) ample seating including benches, low walls, and edges of planter beds;
  - (ii) surface treatments which emphasise the pedestrian priority and slow vehicle speed environment;
  - (iii) the shared pedestrian priority/vehicular laneways which include a continuous surface treatment from building edge to building edge, with the differentiation between the pedestrian and vehicle environments defined by banding and/or minimal changes in level. The laneway will include pedestrian priority for a distance of at least 25 metres either side of the centreline of The Corso; and
  - (iv) surface treatments establishing a high quality environment through the use of consistent materials and detailing that seamlessly connect this environment with the North Lakes Drive pedestrian environment and the major shopping centre.
- .6 Where a car parking area abuts the North Lakes Drive frontage, there must be a strong landscaped edge at the property line to reinforce the continuity of the built edge to the street as an interim measure until the built form expands along North Lakes Drive (refer image 32).

## **9.0 Major Shopping Centre Development Area – Specific Requirements and Guidelines**

### **9.1 Building Setbacks**

- .1 The setbacks and finished levels of development within the major shopping centre development area must take account of the levels around the boundaries of the sector, such as the surrounding road and footpath levels. Setbacks or retaining walls are required, particularly along the Anzac Avenue boundary of the sector, to accommodate the existing height differences between Anzac Avenue and the major shopping centre development area.
- .2 Building setbacks must provide for functional, convenient and comfortable pedestrian movement, standing areas at bus stops, display windows, queuing of patrons at entertainment venues and the like.
- .3 Variations in the building setbacks must be included on all facades to ameliorate the visual effects of building length and bulk.
- .4 Building setbacks of the major shopping centre from North Lakes Drive must create the critical mass anticipated by the Precinct Plan for the intersection of North Lakes Drive and The Corso. The major shopping centre will be setback so that the separation between buildings on opposite sides of the “City Lane” adjacent to the main pedestrian entry to the major shopping centre development area does not exceed 18 metres measured perpendicular to the center line of the laneway. This will provide built form, which frames the corridor from North Lakes Drive to the internal shopping mall.

### **9.2 Building Site Coverage**

- .1 There are no building site coverage limits provided all other requirements of the sector plan are complied with.
- .2 Development must provide for integration between buildings, roads, car parking areas and pedestrian and community spaces. This will be achieved by setting the difference in the levels of the major shopping centre development area, associated car park areas and other development within the sector at a maximum gradient of 3%.

### **9.3 Building Height and Form**

- .1 The facades of all buildings must:
  - (i) accentuate entries to separate use areas when viewed from the road frontages, pedestrian areas and car park frontages (refer images 33-34). This is to be moderated with respect to the minor secondary entry;
  - (ii) incorporate variety in the articulation of facades; and



- (iii) provide relief elements to building mass by the use of such building techniques as banding in surfaces, external framing, recessed and stepped walls, entry structures, pergolas and the like (refer image 35).
- .2 The vistas along the vehicular entry roads from North Lakes Drive into the major shopping centre development area will be created as a significant vista by use of architectural graphics, entries landscaping and arrival features (refer images 36 and 37).
- .3 The roofscape must be treated as an integral part of the building design. The form of the roof of each building must:
  - (i) be considered when viewed from below as well as from above, as it will be visible from many parts of the surrounding development and road network; and
  - (ii) not be in strong visual contrast with the character of neighbouring buildings.
- .4 There is no height limit on buildings to be developed within the major shopping centre development area. However, to minimise the impact of taller buildings, any development must ensure that:
  - (i) podiums are built to a maximum podium height of 15 metres above finished ground level for any building. The taller components of any building must be located in positions which minimise the impact of bulk and form on streetscape and pedestrian environments in the immediate vicinity, as well as the impact of overshadowing (refer image 38);
  - (ii) the design of the building displays aesthetic merit and does not unduly compromise the privacy and amenity of adjoining development;
  - (iii) where a stepped building profile is incorporated, a minimum 3 metre building setback is included above any podium (refer image 39); and
  - (iv) the street frontage width of individual buildings projecting above a podium does not exceed 30 metres in order to reduce the impact of taller buildings.
- .5 The use of identification, signage towers and buildings that contribute to the establishment of an urban gateway for the Town Centre Core is encouraged. Features that create landmarks and give scale to the mass of large scale building elements such as a tower element will be encouraged (refer image 40). This element may include limited, restrained, but distinct signage that announces the location of both the Town Centre and the North Lakes development generally.

## 9.4 Design Theme

- .1 Figures 8, Architectural Images, illustrate a desirable urban design outcome for building forms, architectural elements, outdoor spaces, major entries and landscape character within the Town Centre Sector. They provide one example of an acceptable solution for the intended form of development.

- .2 The built form of the major shopping centre development area must create a landmark that reinforces the development area as a key place-making element, befitting its function as the major commercial, shopping and entertainment focus for the community. A distinctive, contemporary architectural style suited to the South-East Queensland climate and local culture is to be adopted. This must include architecture incorporating lightweight embellishments with articulation of building form and scale to merge with their settings and establish a consistency of the overall design character.
- .3 The architectural character of the main frame of the major shopping centre must relate to the ambience and character developed in the central food court of the major shopping centre, and the buildings framing the main pedestrian entry to the major shopping centre. A sense of openness is encouraged by allowing natural light into internal malls and other public areas and through the incorporation of lightweight building elements (refer to Figures 8).
- .4 The design of the major shopping centre development area and associated car park areas will relate to the Bruce Highway and Anzac Avenue intersection and frontages, by ensuring that the building facades address these major roads and that service areas and the like are appropriately screened. The design of the major building elements will provide an attractive “front” façade to the major surrounding roads.
- .5 To minimise undesirable visual impacts of bulk and scale, architectural treatments or elements must incorporate two or more of the following elements:
  - (i) differently textured or coloured building materials;
  - (ii) architectural graphics or other externally visible artworks on or in front of building facades (refer images 41 and 42);
  - (iii) subtle variations in parapet design, roofing heights and treatments;
  - (iv) vertical or horizontal stepping in facades;
  - (v) display windows extending around entries;
  - (vi) windows at upper levels which provide for viewing of external areas; and/or
  - (vii) landscaping elements which are appropriately positioned and of a suitable scale.
- .6 The pedestrian entries to the major shopping centre must acknowledge the importance of the pedestrian movement corridor being created through the extension of The Corso. Therefore access from the landscaped carparking area to the major shopping centre development in proximity to The Corso extension must focus on North Lakes Drive and the circulation laneway. However, a minor secondary entry to the major shopping centre development area will be permitted in proximity to the city lane provided:
  - (i) pedestrian pathways in the carpark layout focus on the other shopping centre entries;
  - (ii) the width of this minor secondary entry must be no more than 2.0 metres;
  - (iii) this entry is not to be highlighted as a major entry and entry feature cues are of a moderate nature;
  - (iv) no external shops shall be provided adjacent to this food court access;
  - (v) this access is to be closed upon completion of Stage 2 of the Shopping Centre if an independent expert, to be appointed by Council, determines that the

entry significantly adversely affects pedestrian activity in the movement corridor created through the extension of The Corso.

## **9.5 Building Layout**

- .1 Buildings within the sector must be constructed generally within the Generalised Building Area shown on the Sector Plan Map.
- .2 The location of the building “footprints” within the sector must take account of:
  - (i) topography;
  - (ii) drainage;
  - (iii) soil conditions;
  - (iv) services;
  - (v) orientation towards focal points;
  - (vi) microclimate considerations;
  - (vii) vehicular access;
  - (viii) pedestrian movement patterns;
  - (ix) streetscape and landscape design;
  - (x) adjoining developments; and
  - (xi) the effect of overshadowing on pedestrian areas.
- .3 The layout of public spaces within the sector must 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 prevention of anti-social behaviour at all hours.

## **9.6 Landscape and Streetscape**

The landscape design theme for the major shopping centre development area can generally be described as having an informal planting character, incorporating distinctive key character elements already established in the DCP area. These key character elements include predominantly native planting and the use of natural materials such as stone and wood within the landscape and streetscape treatment.

Lighting of entries to the major shopping centre development area, vehicular routes, pedestrian pathways and building edges must create a distinctive night time character for the major shopping centre. Lighting must be used to accentuate entries to the building. Lighting of other facades will be relatively subdued, but must incorporate lighting to highlight landscape edges, façade modulations or other features that contribute to the night time character of the sector.

Pedestrian and cycle paths within the major shopping centre development area must be lit with a safe level of lighting, in accordance with the relevant Australian Standards for road lighting. The scale of the lights must be appropriate to pedestrian and cycle movements. Pathways must be landscaped and, where practicable, adjoin building frontages. The major pathway network is to incorporate pram and wheelchair ramps.

Lighting around the internal circulation road must comply with the relevant Australia Standards for road lighting.

#### 9.6.1 Entry Areas

Vehicular entry areas to the major shopping centre development area must be planted with canopy trees and a variety of low growing plant species, including some flowering groundcovers and low shrubs to create a treed avenue entry or a treed gateway entry, which maintains clear sight lines for drivers and pedestrians. This planting treatment must complement the landscape framework established along the North Lakes Drive entry to the DCP area, as well as reinforcing the open space and urban design corridors linking the major shopping centre development area with the wider Town Centre Frame.

Entry areas may incorporate entry walls/elements for identification of development within the sector.

#### 9.6.2 Pedestrian Linkages and Plazas

Pedestrian linkages and plazas within the major shopping centre development area are to be developed as part of an overall, integrated public open space network connecting the Town Centre Core with the wider DCP area. Pedestrian linkages and plazas must have the following characteristics:

- (i) continuous pedestrian connections around the major shopping centre development area in association with the internal circulation road (refer image 43);
- (ii) landscaping of the pedestrian linkages and plaza areas must soften, enhance and provide scale to the buildings, without obscuring the buildings or pedestrian areas from casual surveillance;
- (iii) include shade protection where possible;
- (iv) pedestrian entry points to the major shopping centre building must be accentuated by the use of architectural accents, lighting and landscape treatment;
- (v) pedestrian linkages and landscape planting extending from these entry points must connect through car park areas to the pedestrian pathway associated with the internal circulation road (refer image 44) and to facilitate connections to the Transit Centre located in the Town Centre Frame;
- (vi) landscaped pedestrian pathways must connect from the entries on the southern side of the shopping centre through the car parks to the front doors of the bulky goods retail and related uses development area (refer image 45);
- (vii) distinction in the paving treatments of pedestrian environments will be made between intensive pedestrian areas incorporating special paving treatment, general footpath areas and pathways within car park areas; and
- (viii) one entry to the cinemas, if provided, must be within 65 metres of North Lakes Drive (refer image 46).

#### 9.6.3 Major Car Park Areas

The establishment of tree-lined access roads within the major shopping centre development area must strengthen the visual character and improve the microclimate of outdoor spaces, by providing protection from the summer sun and strong winds. Major car park areas will be integrated with associated pedestrian and road frontage treatments. The internal circulation road must be planted with canopy trees at a density which, when mature, provides a continuous canopy.

Landscaping for surface car parks is to include broad crowned native shade trees with low maintenance requirements. Trees must be planted in large tree pits with quality topsoil and subsoil drainage at a rate of not less than one tree per six vehicle spaces, except where shade structures are provided, in addition to the Landscape Frontage Area planting and the Landscape Buffer planting. 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.

Structured or rooftop car parking may be developed in later stages of the development. Vehicles parked in these facilities shall be significantly screened from view from public roadways within proximity of the site. The intention is that the buildings and any car parking structures read as attractive buildings, not rows of parked cars. Pergolas or shade structures may be constructed in surface car park areas provided they are integrated with the built form and landscaping of the sector. This may be achieved by the use of increased landscaping at the end of each separate structure or by providing massed areas of landscape adjacent to massed areas of shade structures. (refer Image 47)

Where trees are provided in car parks, they must be enclosed in kerbed barriers to protect them from contamination of planting beds from oil and other car park pollutants. Where trees are likely to be hit by motor vehicles, protection such as grates or barriers must be provided.

#### 9.6.4 Landscaped Frontages to Car Parks and Service Areas

The verges of North Lakes Drive along the sector frontage must be consistently landscaped, with appropriate street trees and landscape planting to provide a shaded, pedestrian environment. This pedestrian environment must form a continuation of the main street environment to be developed on North Lakes Drive adjacent to its intersection with The Corso.

Until the construction of frontage development along North Lakes Drive, a landscape frontage will establish a landscape edge to significantly screen the car parking areas, as shown on Figure 6, Sector Landscape Plan. (refer image 48-50)

The Landscaped Buffer planting along the Bruce Highway and Anzac Avenue frontages and the frontage along North Lakes Drive between Anzac Avenue and Memorial Drive will have a minimum width of 6 metres. These buffers must be planted to create a high degree of presentation and significantly screen car park areas. The buffer may take into account limited viewing opportunities to the buildings, and sightline requirements at vehicular and pedestrian entry points to the sector. (Refer Figure 6, Sector Landscape Plan.) Where retaining walls or batters

are required to be constructed, a minimum of 3 metres of the landscape buffer must be located clear of these works.

Battering of grade differences between the building and car park levels and Anzac Avenue must result in an appropriate treatment of grade differences must result in an effective landscape treatment. . Landscape screening around the sector perimeter must ensure that the car park areas are significantly screened and take into account limited viewing opportunities to the buildings (refer image 51). The Precinct Plan also includes images, which illustrates acceptable outcomes.

Fencing to road boundaries is not permitted other than in association with temporary construction or as part of staged construction.

## **10.0 Bulky Goods Retail and Related Uses Development Area – Specific Requirements and Guidelines**

### **10.1 Building Setbacks**

- .1 Building setbacks along the Bruce Highway frontage must acknowledge the large scale of these buildings and their highway setting. Setbacks include a 6-metre wide landscape frontage area as shown on Figure 6, Sector Landscape Plan, for the provision of screening and retaining walls, or battering of grade differences between the building levels and the Bruce Highway if required (refer images 52 and 53). The top of the bank is an average of 30 metres from the Bruce Highway and no additional setbacks, in addition to the 6-metre wide landscape frontage, will be required. However, where retaining walls or batters are required to be constructed, a minimum of 3 metres of the landscape buffer must have a gradient of no greater than 1 vertical metre to 4 horizontal metres in a location, which achieves the landscape outcomes. This may necessitate localised widening of the landscape buffer.
- .2 The setbacks and finished levels of development must take account of the levels around the boundaries of the sector, such as the surrounding road and footpath levels.
- .3 Variations in the building setbacks must be included on all facades to ameliorate the visual effects of building length and bulk.
- .4 Building form and setbacks along the Bruce Highway must create view opportunities into the sector, reinforcing the gateway imagery of the bulky goods development area as an arrival point to the DCP area.
- .5 Any building taller than 15 metres must include a podium that is stepped back above the podium from the building frontage.

### **10.2 Building Site Coverage**

- .1 There are no building site coverage limits provided all other planning and development requirements are complied with.
- .2 Development must provide for integration between buildings, roads, car parking areas, and pedestrian and community spaces. This must be achieved by setting the difference in the levels of the bulky goods retail, associated car park areas and other development within the sector at a maximum gradient of 3%.

### **10.3 Building Height and Form**

- .1 The bulky goods retail centre is intended to accommodate large, open plan, showroom style buildings with single floor display areas generally in excess of 1,000 m<sup>2</sup> and potentially as large as 10,000 m<sup>2</sup> or more.

- .2 There is no height limit on buildings to be developed within the bulky goods retail and related uses development area. However, to minimise the impact of taller buildings, any development must ensure that:
  - (i) podiums are built to a maximum podium height of 15 metres above finished ground level. The taller components of any building must be located in positions which minimise the impact of bulk and form on streetscape and pedestrian environments in the immediate vicinity, as well as the impact of overshadowing;
  - (ii) the design of the building displays aesthetic merit and does not unduly compromise the privacy and amenity of adjoining development; and
  - (iii) where a stepped building profile is incorporated, a minimum 3 metre building setback is included above a podium.
- .3 Features that create landmarks and give scale to the mass of large scale building elements such as the bulky goods retail centre are encouraged (refer images 54 and 55).
- .4 The facades of all buildings must:
  - (i) accentuate entries to separate use areas when viewed from the internal circulation road frontages (refer image 56), pedestrian areas and car park frontages; and
  - (ii) provide relief elements to building mass by the use of such building techniques as banding in surfaces, external framing, recessed and stepped walls, entry structures, pergolas and the like (refer image 57).
- .5 The roofscape must be treated as an integral part of the building design. The form of the roof of each building must:
  - (i) be considered when viewed from below as well as from above, as it will be visible from many parts of the surrounding development and road network; and
  - (ii) not be in strong visual contrast with the character of neighbouring buildings.

#### **10.4 Design Theme**

- .1 A distinctive, highway architecture must be adopted for the bulky goods and related uses development area. This must include architecture incorporating lightweight embellishments, with articulation of building form and scale to merge with their settings.
- .2 The character of the bulky goods retail and related uses must reflect the overall theming of the major shopping centre, as well as the corporate theming of the operator.
- .3 The easternmost access road between the bulky goods development sites from the exit ramp and service road, provides an opportunity to establish a gateway to the sector. The buildings on either side of the access road must develop “portal” elements on the corners of the buildings. The corners of these buildings, the



retaining walls and the treatment of this access road will be scaled to avoid creating a potential canyon as the road passes between dominant building elements. Image 58 illustrates an acceptable solution.

- .5 The design of the bulky goods and related uses development area and associated car park areas must relate to the Bruce Highway and Anzac Avenue intersection and frontages by ensuring that the building facades relate to these major roads and that service areas and the like are screened. . The design of the major building elements will provide an attractive “front” façade to the major surrounding roads. The services and storage areas for these buildings will be effectively screened from view from the adjoining road reserves.
- .6 To minimise undesirable visual impacts of bulk and scale, architectural treatments or elements must incorporate two or more of the following elements:
  - (i) differently textured or coloured building materials;
  - (ii) architectural graphics or other externally visible artworks on, in front of, or internal to building facades;
  - (iii) subtle variations in parapet design, roofing heights and treatments;
  - (iv) vertical or horizontal stepping in facades;
  - (v) display windows extending around entries;
  - (vi) windows at other levels which provide for viewing of external areas; and/or
  - (vii) landscaping elements which are appropriately positioned and of a suitable scale.

## **10.5 Building Layout**

- .1 Buildings within the sector must be constructed generally within the Bulky Goods Retail and Related Uses Development Area shown on the Sector Plan Map.
- .2 The location of the building “footprints” within the sector must take account of:
  - (i) topography;
  - (ii) drainage;
  - (iii) soil conditions;
  - (iv) services;
  - (v) orientation towards focal points;
  - (vi) microclimate considerations;
  - (vii) vehicular access;
  - (viii) pedestrian movement patterns;
  - (ix) streetscape and landscape design;
  - (x) adjoining development; and
  - (xi) design of buildings to minimise the effect of overshadowing on pedestrian areas.
- .3 The layout of public spaces within the sector must 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 prevention of anti-social behaviour at all hours.

## **10.6 Landscape and Streetscape**

The landscape design theme for the bulky goods and related uses development area can generally be described as having an informal planting character, incorporating distinctive key character elements already established in the DCP area. These key character elements include predominantly native planting and the use of natural materials such as stone and wood within the landscape and streetscape elements.

Lighting must be used to accentuate entries to buildings and car parking areas. Lighting of other facades must be subdued. All pedestrian areas and paths must be provided with a safe level of lighting.

Pedestrian paths must be landscaped and, where practicable, adjoin building frontages. The major pathway network is to incorporate pram and wheelchair ramps where required.

Hard landscape elements must be constructed of high quality materials and design and coordinated with the architectural design and landscape.

### **.1 Entry Areas**

Entry areas from the internal circulation road to the bulky goods retail must be planted with a variety of plant species, including some flowering groundcovers, turf, low shrubs and canopy trees to create a treed gateway entry. These areas may also incorporate entry walls/elements for identification. Planting must maintain clear sight lines for drivers and pedestrians.

The internal circulation road must be planted with canopy trees at a density which, when mature, provides a continuous canopy.

### **.2 Pedestrian Linkages and Plazas**

Pedestrian linkages within the bulky goods retail and related uses development area must be developed as part of an overall, integrated public open space network connecting the Town Centre Core with the wider DCP area. Pedestrian connections must be provided linking the bulky goods retail and the major shopping centre development areas, including shade protection where possible.

All pedestrian entry points to the bulky goods retail buildings must be accentuated by the use of architectural accents, lighting and landscape treatments. Pedestrian linkages and landscape planting extending from these entry points must connect through car park areas to the pedestrian pathway associated with the internal circulation road.

Distinction in the paving treatments of pedestrian environments within the bulky goods retail and related uses development area must be made between intensive pedestrian areas incorporating special paving treatment, general footpath areas and pathways within car park areas.

### **.3 Major Car Park Areas**

Landscaping for surface car parks is to include broad crowned native shade trees

with low maintenance requirements. Trees must be planted in tree pits with quality topsoil and subsoil drainage at a rate of not less than one tree per six vehicle spaces, except where shade structures are provided, in addition to the Landscape Frontage Area plantings and the Landscaped Buffer plantings. 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 is encouraged, to enhance the overall landscape effect and create variety.

Pergolas or shade structures may be constructed in car park areas provided they blend with the built form and landscaping of the sector (refer image 59).

Where trees are provided in car parks, they must be enclosed in kerbed barriers to protect them from contamination of planting beds from oil and other car park pollutants (refer image 60).

Where trees are likely to be hit by cars, protection such as grates or barriers must be provided.

#### .4 Landscaped Frontages to Car Parks, Service Areas and Major Roads

The landscape treatment of the Bruce Highway frontage of the bulky goods retail and related uses development area must acknowledge the large scale of these buildings and their highway setting. The planting of trees and vegetation in large scale masses must reduce the visual built form impact and substantially limit the bulky appearance of the buildings. Setbacks must provide for selective view corridors into the development area, retaining walls if required, and/or battering of grade differences between the building levels and the Bruce Highway (refer Figure 6, Sector Landscape Plan).

The Landscaped Buffer planting along the Bruce Highway frontage and the western boundary of the sector will have a minimum width of 6 metres. This buffer must be planted to create a high degree of presentation. The buffer may take into account limited viewing opportunities to the buildings, and sightline requirements at vehicular and pedestrian entry points to the precinct. (Refer Figure 6, Sector Landscape Plan.) Where retaining walls or batters are required to be constructed, a minimum of 3 metres of the landscape buffer must be located clear of these works.

Any retaining walls along the Bruce Highway frontage of the sector must incorporate design treatments to enhance the sector frontage. These walls must be consistent in appearance and be softened with landscaping. They must be of a scale, form and materials that enhance the highway and service road environment as well as the bulky goods retail buildings, while also responding to landform (refer images 61).

The landscaping must be planned and designed so as not to affect the integrity of the infrastructure such as engineering services, drainage systems and retaining structures, including those forming part of the landscape works. These matters, if not fully addressed by the sector plan, will be required to be fully reported on by

the applicant when submitting an application for development permits for material change of use and operational works.

The landscape treatment of the bulky goods retail and related uses development area and the adjoining landscaped detention area must be integrated (refer image 62).

Fencing to road boundaries is not permitted other than in association with temporary construction or as part of staged construction.

## **11.0 Car Parking**

Clause 2.4.2 of the DCP requires a sector plan to specify for land in the sector car parking requirements. Clause 1.11 of the DCP provides that to the extent a sector plan does not provide these provisions, then the provisions of the planning scheme will prevail.

- 11.1 The number of car parking spaces to be provided for development within this sector and the design of the car park are to be in accordance with the planning scheme requirements current at the time of lodgement of the material change of use application. The design of the car park is to be in accordance with Council's requirements unless modified by the document. The design of the car park and the impact of the traffic associated with any development is to be assessed and a traffic engineering report submitted with any material change of use application. The report must address at least the issues identified by the Precinct Plan. In assessing the report and carparking requirements for stage 1, Council will have regard to likely levels of use, and may defer construction of some of the carpark until parking studies show it is required. The total parking need will be re assessed when stage 2 of the shopping centre is considered.
- 11.2 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.
- 11.3 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.
- 11.4 Parking access within the sector is to be controlled to minimise its impact on the surrounding road network, the internal circulation road and other development within the sector.
- 11.5 Safe pedestrian routes must be provided between the major shopping centre and any car parking area separated from the major shopping centre by the internal circulation road.
- 11.6 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.
- 11.7 The visual impact of any structured or basement car parking from the surrounding streets is to be minimised. Any structured parking on the northern side of the major shopping centre development area is to be "sleeved" behind small scale incidental retail development fronting North Lakes Drive. This "sleeving" of the car parking area will maintain active frontages to North Lakes Drive.
- 11.8 The parking areas fronting North Lakes Drive (to at least 100 metres east and west of The Corso) must be set back from the frontage to allow for future development. In the interim, this area will be landscaped to significantly screen car park vehicles and shall be kept free of all services, unless otherwise approved by Council. However, part of the setback area may be used for "nose in" car parking to be accessed from an internal circulation

carriageway. The internal circulation carriageway is to be located in this area a minimum distance of 17 metres from North Lakes Drive.

- 11.9 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 of Queensland who must certify that the construction has been undertaken in accordance with the approved car park design.

## **12.0 Infrastructure Obligations of the Principal Developer**

### **12.1 Infrastructure to be Provided**

The infrastructure required to be provided by the principal developer to serve the sector includes internal and external infrastructure provisions in accordance with the Rezoning Conditions, the Mango Hill Infrastructure Agreement 1999 (MHIA) and agreements made with the State Government in accordance with the DCP. These obligations are summarised as follows:

#### **12.1.1 Roads**

Unless already constructed, construct the following roads including carriageways, stormwater drainage, verges, bus setdowns, footpaths, bikeways, landscaping, traffic control devices, traffic signals and streetlighting as applicable. Any reference to initial construction in this section is a reference to construction approved by Council in accordance with the rezoning conditions, the MHIA and, where applicable, the Mango Hill Agreement – Main Roads (MHIA-MR).

- .1 A four-lane median divided arterial road (North Lakes Drive) between Node H and Node I in accordance with the Rezoning Conditions, the MHIA and State Government Agreements.
- .2 Anzac Avenue/North Lakes Drive intersection to suit the construction of North Lakes Drive between Nodes H and I and the requirements of the Department of Main Roads and Queensland Transport, including associated auxiliary right turn, left turn and stand-up lanes and traffic signals.
- .3 A four-lane arterial road (North Lakes Drive) between Node I and Node T 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 shopping centre side of North Lakes Drive, across the frontage of the 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 which cannot be alleviated by localised intersection or traffic signal improvements. Bus stops will continue to be provided along North Lakes Drive.

- .4 The intersection at Node I to suit the standard of construction of adjacent roads including auxiliary left turn, right turn and stand-up lanes and traffic signals.
- .5 A two-lane trunk collector standard road between Node T and Node AE in accordance with the MHIA.

- .6 The intersections at Node T and Node AE to suit the standard of construction of adjacent roads including auxiliary left turn, right turn and stand up lanes and traffic signals. The staging of traffic signals may be undertaken in accordance with the timetable approved by Council in accordance with the MHIA.
- .7 Any other intersections between Nodes I and Node T and between Node T and Node AE to suit the standard of construction of adjacent roads including auxiliary left turn, right turn and stand up lanes and traffic signals, if required. The staging of traffic signals may be undertaken in accordance with the timetable approved by Council in accordance with the MHIA.
- .8 A two-lane combined exit ramp and service road between Node AC and AF in accordance with the MHIA.
- .9 The construction of the bridge at Node AB in accordance with the MHIA and the MHIA-MR.
- .10 Widening of Anzac Avenue between Nodes AF and H in accordance with the MHIA and State Government agreements.
- .11 Bridge widening and signalisation of Bruce Highway exit ramp, service road and Anzac Avenue.
- .12 Bikeways and pathways required along the road frontages to the sector and all the above external roads in accordance with the MHIA.

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

#### 12.1.2 Water

- .1 Construct a connection at Node 89.
- .2 If not already constructed, construct a water supply network within the DCP area (including those sections of the mains shown on Figure 13), necessary to service the anticipated demand within this sector.
- .3 Make contribution towards water headworks and bulk water supply in accordance with the MHIA.



### 12.1.3 Sewerage

Construct a sewerage system to service each lot within the sector unless otherwise approved by Council and make contributions towards sewerage headworks in accordance with the MHIA and unless otherwise agreed with Council, construct the trunk main TM7 as shown on Figure 14.

### 12.1.4 Park

The requirements for park provision throughout the DCP area are provided for in the MHIA. No area within this sector will be dedicated as park.

### 12.1.5 Electricity Supply and Lighting

- .1 Provide underground electricity distribution to all properties within the sector to Energex or another appropriate supplier of electricity and Council standards.
- .2 Provide public lighting to all roads, streets, and other public areas and facilities within the sector, on North Lakes Drive between Nodes H and I and on the exit ramp and service road when constructed to the relevant Australian Standards and in accordance with the requirements of Energex or alternate supplier of electricity, Council and in the case of State Controlled Roads the Department of Main Roads.
- .3 Provide high voltage electricity services to service the sector to Energex or another appropriate supplier of electricity and Council standards.
- .4 Provide all electricity services and distribution systems on North Lakes Drive and the road connecting Nodes AE to T as underground services, including conduits along all road verges within the sector and adjacent roads to meet the anticipated demanded of the DCP area.

### 12.1.6 Communications

- .1 Arrange for the installation of underground communications services for all lots in the sector.
- .2 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.

### 12.1.7 Stormwater

The principal developer must comply with the provisions of the Stormwater Management Plans for Freshwater Creek and Tributary C as approved by Council and construct stormwater management works so far as they relate to this sector.

Stormwater management works so far as they relate to the sector are to be provided in accordance with the MHIA, Council's Design Manual, the Stormwater Management Plan for Tributary C, including the construction of all drainage and landscaping works in Tributary C, and the Stormwater Management Plan for Freshwater Creek, including the landscaped detention basin shown in Figures 5 and 6.

In addition, the principal developer must construct stormwater drainage systems and stormwater management systems as required by the MHIA and the Environmental Protection (Water) Policy.

## **12.2 Infrastructure Affected by Development**

Without the provision of additional infrastructure, the development of this sector may place demands on the following infrastructure:

- .1 roads external to the DCP area and the sector;
- .2 water supply infrastructure;
- .3 sewerage infrastructure;
- .4 stormwater;
- .5 parks;
- .6 electricity and gas supply; and
- .7 communications systems.

The infrastructure described in Section 12.1, together with the obligations of the principal developer under the MHIA, is required to mitigate the adverse affects on such infrastructure.

## **12.3 How the Required Infrastructure Relates to the Infrastructure Agreements**

The Rezoning Conditions and the MHIA describes the infrastructure which must be provided by the principal developer as part of its obligation to provide infrastructure, as envisaged by Section 12 of the DCP. The works described in Section 12.1 are the principal developer's obligations under the MHIA in so far as they relate to this sector.

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 those agreements as amended.

## **12.4 Program for Infrastructure Provisions**

The principal developer will provide all the infrastructure referred to in Section 12.1 at times to satisfy the requirements of the Rezoning Conditions and 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 October 2002. The staging of the roadworks, where approved by Council, will be as described in Section 12.1.1 and the MHIA.

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

Council is to use its best endeavours, including its powers of resumption if lawful, to obtain all necessary rights to permit the construction of water and sewerage infrastructure if such infrastructure is constructed on land external to the DCP area over which Council does not have such rights.

## **12.5 Water and Sewerage Demands**

As required by the Infrastructure Agreement, the principal developer states as follows:

12.5.1 For the purpose of assessing water supply capacity, the estimated number of Equivalent Tenements for this sector is 484.26 ET.

12.5.2 For the purpose of assessing sewerage capacity, the estimated number of Equivalent Persons for this sector is 767.64 EP.

12.5.3 If a future alternative use of the sector imposes a greater demand on minimum water supply and sewerage infrastructure than assigned in an approved development site within this sector, Council will approve the alternative use provided the developer demonstrates:

- (i) that to do so will not adversely impact on minimum water supply and sewerage infrastructure standards within the DCP area and elsewhere if considered appropriate by the Council's engineer having taken into consideration development approved in the DCP area at the time of an application and future development in the DCP area as provided for by the DCP; and
- (ii) that the principal developer will not be prevented from servicing the total number of ETs or EPs provided in the MHIA.

In the event the developer satisfies Council of the requirements in (i) and (ii) above, the Council will require the payment of headworks charges for ETs and EPs not already paid in respect of the proposed development.

# **ANNEXURE A**

## **PROPOSED METES AND BOUNDS DESCRIPTION OF THE SECTOR**

**METES & BOUNDS**  
**NORTH LAKES – TOWN CENTRE CORE**


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FROM THE POINT OF COMMENCEMENT BEING ON AMG COORDINATES  
EASTING – 501279.929 METRES, NORTHING – 6986875.024 METRES, THENCE  
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 109°55'30"  
FOR A DISTANCE OF 550.15 METRES (MORE OR LESS), THENCE  
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 220°00'00"  
FOR A DISTANCE OF 4.944 METRES (MORE OR LESS), THENCE  
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 133°12'15"  
FOR A DISTANCE OF 17.56 METRES (MORE OR LESS), THENCE  
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 140°00'00"  
FOR A DISTANCE OF 25.112 METRES (MORE OR LESS), THENCE  
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 144°00'00"  
FOR A DISTANCE OF 112.197 METRES (MORE OR LESS), THENCE  
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 149°09'10"  
FOR A DISTANCE OF 30.912 METRES (MORE OR LESS), THENCE  
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 155°00'00"  
FOR A DISTANCE OF 6 METRES (MORE OR LESS), THENCE  
IN A SOUTH EASTERLY DIRECTION AT A BEARING OF 169°00'00"  
FOR A DISTANCE OF 6 METRES (MORE OR LESS), THENCE  
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 193°00'00"  
FOR A DISTANCE OF 6 METRES (MORE OR LESS), THENCE  
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 215°00'00"  
FOR A DISTANCE OF 6 METRES (MORE OR LESS), THENCE  
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 227°13'20"

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FOR A DISTANCE OF 69.097 METRES (MORE OR LESS), THENCE  
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 217°57'50"  
FOR A DISTANCE OF 335.711 METRES (MORE OR LESS), THENCE  
IN A SOUTH WESTERLY DIRECTION AT A BEARING OF 252°10'50"  
FOR A DISTANCE OF 35.83 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 286°46'20"  
FOR A DISTANCE OF 34.7 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 292°52'50"  
FOR A DISTANCE OF 60.371 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 313°49'20"  
FOR A DISTANCE OF 107.361 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 302°17'35"  
FOR A DISTANCE OF 81.963 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 308°34'50"  
FOR A DISTANCE OF 88.915 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 309°34'30"  
FOR A DISTANCE OF 186.114 METRES (MORE OR LESS), THENCE  
IN A NORTH WESTERLY DIRECTION AT A BEARING OF 310°03'40"  
FOR A DISTANCE OF 56.411 METRES (MORE OR LESS), THENCE  
IN A NORTH EASTERLY DIRECTION AT A BEARING OF 40°03'10"  
FOR A DISTANCE OF 116.048 METRES (MORE OR LESS), THENCE  
IN A NORTH EASTERLY DIRECTION AT A BEARING OF 19°55'30"  
FOR A DISTANCE OF 248.613 METRES (MORE OR LESS),  
TO THE POINT OF COMMENCEMENT AND CONTAINING AN AREA OF  
30.2791 HECTARES (MORE OR LESS).

We, Pike Mirls McNoulty Pty Ltd A.C.N. 010 370 448 hereby certify that the Metes and Bounds description contained herein has been prepared by the company and the AMG connection used for the commencement point has been determined by field survey.

  
.....  
Licensed Surveyor/Director

# **ANNEXURE B**

## **PLANT LIST**



**Annexure B: Indicative Plant Schedule -  
Town Centre Core Sector One**

<b>Botanical Name</b>	<b>Common Name</b>
<b>Trees &amp; Palms</b>	
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 acerifolium	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
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 Frangipani
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

**Annexure B: Indicative Plant Schedule -  
Town Centre Core Sector One**

<b>Botanical Name</b>	<b>Common Name</b>
<b>Trees &amp; Palms</b>	
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
Tristaniaopsis laurina	Water Gum
Waterhousia floribunda	Weeping Myrtle
Xanthostemon chrysanthus	Golden Penda
<b>Shrubs</b>	
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

**Annexure B: Indicative Plant Schedule -  
Town Centre Core Sector One**

<b>Botanical Name</b>	<b>Common Name</b>
<b>Groundcovers</b>	
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 Boobialla
Myoporum parvifolium	Myoporum
Pittosporum Miss Muffet	Dwarf Pittosporum
Pittosporum tobira	Miss Muffet
Viola hederaceae	Native Violet
Zierra Carpet Star	Carpet Star
<b>Grasses</b>	
Cynodon dactylon	Green Couch
Danthonia induta	Wallaby Grass
Digitaria didactyla	Blue Couch
Greenlees Park	Hybrid Couch
Poa australis	Native Poa
<b>Vines</b>	
Jasminum polyanthum	Jasmine
Pandorea pandorana	Wonga Wonga Vine
Pandorea jasminoides	Bower of Beauty
Trachelospermum jasminoides	Variegated Star Jasmine
Trachelospermum jasminoides	Star Jasmine

# **ANNEXURE C**

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

**SUPPLEMENTARY TABLE OF DEVELOPMENT  
FOR TOWN CENTRE CORE**

<b>Purposes for which premises may be erected or used without the consent of Council (Permitted Development)</b>  <b>COLUMN A</b>	<b>Purposes for which premises may be erected or used without the consent of Council subject to conditions (Permitted Development subject to conditions)</b>  <b>COLUMN B</b>	<b>Purposes for which premises may be erected or used only with the consent of Council (Permissible Development)</b>  <b>COLUMN C</b>	<b>Purposes for which premises may not be erected or used (Prohibited Development)</b>  <b>COLUMN D</b>
Caretaker's residence Local utilities Park	<p><b>Any one or more of the following purposes on land nominated for that purpose or purposes on an approved sector plan.</b></p> Accommodation units not at ground level Amusement premises Apartments not at ground level Bulky Goods Centre – 20,000m <sup>2</sup> GLA (only on Lot 102) Car park Car wash Catering premises Child care centre Commercial services Communication station Community premises Convention centre Cultural facility Educational establishment Entertainment library Hardware centre Hotel Indoor recreation Licensed club Motel Occasional market Office Place of worship Public utilities Recycling depot Restaurant Retail nursery Retail showroom (only on Lot 102) Shop Shopping centre <60,000m <sup>2</sup> GLA (one only) Special use	<p><b>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</b></p>	Adult product shop Agriculture Air strip Animal husbandry Aquaculture Associated unit Bulk garden supplies Camping grounds Caravan Park Cattery Cemetery Concrete batching plant Contractor's depot Correctional institution Crematorium Dairy Detached house Domestic storage and recreation structure Duplex dwelling Extractive industry Family day care centre Fuel depot Funeral parlour General industry Hazardous industry Heavy vehicle parking Heavy vehicle sales Host farm Institution Junk yard Kennels Lot feeding Motor sport or shooting Piggery Poultry farm Retirement village Rural Industry Showground Simulated conflict Stable Stock yard sales Townhouse units Transport terminal Transportable home village Turf farming Vehicle hire depot Vehicle sales yard Warehouse

The provisions of the Supplementary Table of Development are subject to section 2.4.9 of the DCP.

# **ANNEXURE D**

## **TOWN CENTRE SIGNAGE GUIDELINES**



## **NORTH LAKES TOWN CENTRE CORE SIGNAGE GUIDELINES**

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### **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/m<sup>2</sup>.

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.

## **SIGNS PERFORMANCE CRITERIA**



**Signs shall:**

- (i) not create a hazard to traffic or pedestrians
- (ii) be of character and design standard consistent with the objectives and controls for this sector plan
- (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
- (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
- (v) not unnecessarily repeat or duplicate similar signs.

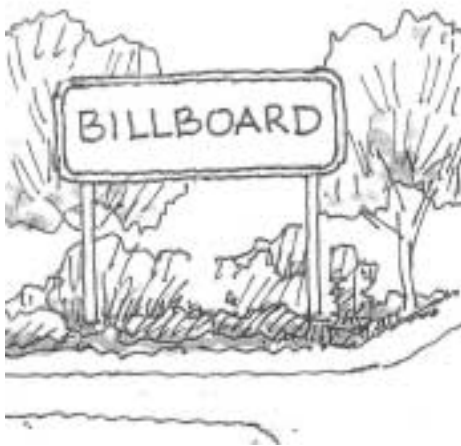
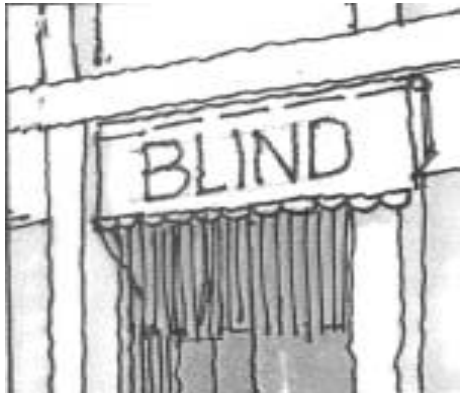
### **4.0 TYPES OF SIGNS**



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.


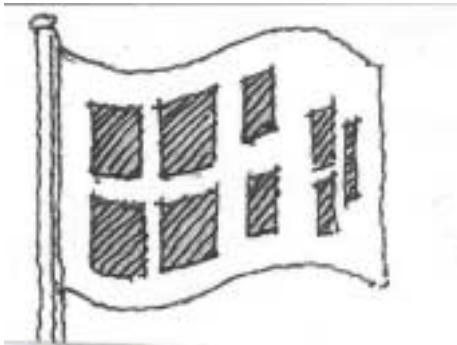
- (i) Above Awning Sign
- (ii) Awning / Fascia Sign
- (iii) Billboard Sign
- (iv) Blind Sign
- (v) Business Plate
- (vi) Canopy Sign
- (vii) Created Awning Sign
- (viii) Flag Pole Sign
- (ix) Footway Sign
- (x) Ground Sign
- (xi) Hamper Sign
- (xii) Highrise Building Sign
- (xiii) Lantern Sign
- (xiv)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



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



TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
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<b>BILLBOARD SIGN</b> 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.		Maximum surface area of sign	20 square metres per side for a maximum of 2 sides
		Maximum height above ground to top of sign	6.5 metres or the height of a building in close proximity whichever is the lesser
		Setting	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
		Minimum setback from side boundary	3.0 metres
		Front setback	Not to project beyond front property alignment
		Maximum	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.
<b>BLIND SIGN</b> 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.			
		Minimum clearance between the lower most point of the sign and the footway	2.4 metres
		Maximum number	1 per tenancy frontage



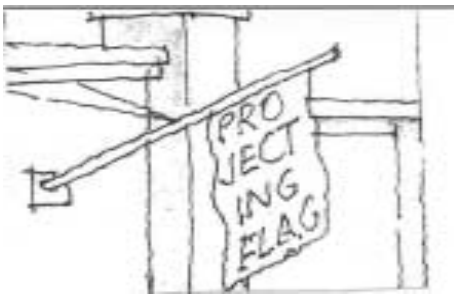
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<b>BUSINESS PLATE</b> A Business Plate is a small advertisement identifying the name and/or trade, business or calling of the occupant or business premises. A Business Plate may be painted or affixed to a wall.		Maximum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

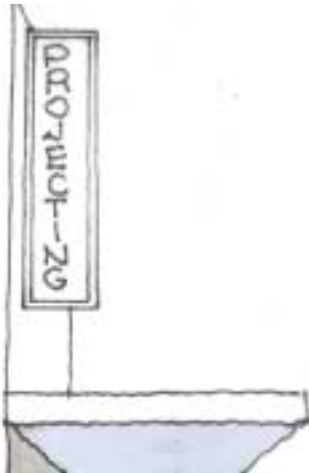
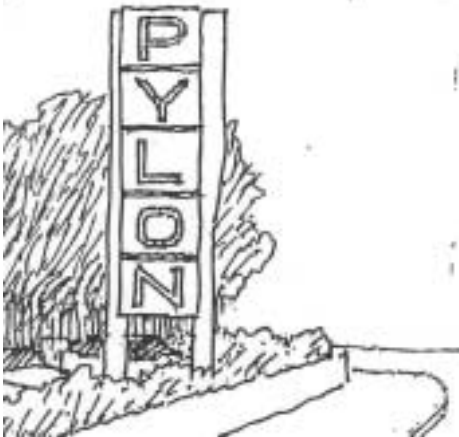
TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<b>CREATED AWNING LINE SIGN</b> A Created Awning Line Sign is an advertisement attached to and extending beyond a fascia of an awning or the like.		Extent	Not more than 0.6 metre above the fascia to which it is attached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



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


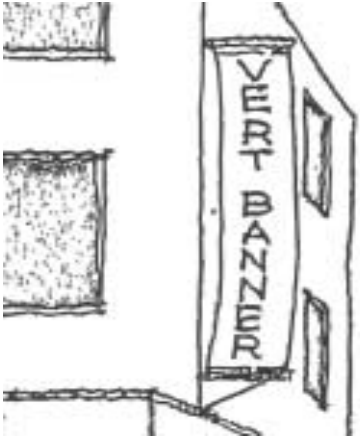
<b>HAMPER SIGN</b> A Hamper Sign is an advertisement, painted or otherwise affixed, between a door head and an awning, or their equivalent levels.			
		Maximum thickness	0.3 metre from the face of the wall
		Maximum Extent	The size and form are to be compatible with the building on which they are located.
<b>HIGH RISE BUILDING SIGN</b> A High Rise Building Sign is an advertisement naming or identifying a high rise building by the use of a logo or the like.			
		Maximum extent	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
		Maximum number	One per building frontage
		Other requirements	A High Rise Building Sign is not to contain third party advertising






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

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<b>PROJECTING SIGN</b> 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.		Minimum clearance between the lowermost point of the sign and the footway	2.4 metres
		Maximum number	One per building frontage
		Orientation	Vertical
		Extent	Not projected above the height of the wall to which it is attached
		Maximum size	Height - 3.0 metres Width - 0.75 metre
<b>PYLON/COLUMN SIGN</b> A Pylon/Column Sign is a large display surface with its height being greater than its width. It may be erected on the ground or mounted on one or more vertical supports.		Aspect	Not be erected to expose an unsightly back view of the sign
		Maximum surface area of sign	20 square metres per side, for a maximum of two sides
		Maximum height above the ground	Not exceeding 10 metres
		Setting	Erected within a landscaped environment
		Maximum number	No Pylon Sign shall be erected on a site along which are located Billboard or Large Pylon signs unless the frontage exceeds 100 metres in which case such signs are to be no closer than 60 metres. Location and maximum number as per Sector Plan
		Minimum setback from side boundary	3.0 metres

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<b>LARGE PYLON SIGN (ONE ONLY)</b>		Aspect	Not be erected to expose an unsightly back view of the sign
		Maximum surface area of sign	75 square metres per side, for a maximum of two sides
		Maximum height above the ground	For major landmark developments, larger pylon signs may be permitted up to a maximum height of 25 metres (one only)
		Maximum number	One only. Location as per Sector Plan
		Setting	Erected within a landscaped environment
		Minimum setback from side boundary	3.0 metres
<b>STALLBOARD SIGN</b> A Stallboard Sign is an advertisement, painted or otherwise affixed, at the base of a shopfront, normally below a shop window.		Fixing	Fitted flush
		Maximum Extent	The size and form are to be compatible with the building on which they are located.

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<b>UNDER AWNING SIGN</b> An Under Awning Sign is an advertisement suspended under an awning or verandah.		Orientation	At right angles to the building frontage
		Minimum clearance between the lowermost point of the sign and footway	2.4 metres
		Extent	Not to project beyond the awning or verandah
		Location	Central to each shop or tenancy or shopping arcade entrance
		Minimum distance between under awning signs	3.0 metres
		Maximum dimensions	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
			Minimum setback from side boundary 1.5 metres
<b>VERTICAL BANNER BUILDING SIGN</b> 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.		Maximum height	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
		Maximum width	0.75 metre
		Minimum clearance between lowermost point of the sign and the footway	2.4 metres
		Maximum surface area of sign	2.4 square metres
		Minimum spacing between signs	6.0 metres
		Minimum setback from side or rear boundary	3.0 metres

TYPE OF SIGN	EXAMPLE OF TYPE OF SIGN	ACCEPTABLE STANDARD FOR SPECIFIC SIGN STYLE	
<b>VERTICAL BANNER FREESTANDING SIGN</b> 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.			
		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 of sign	2.4 square metres
<b>WALL SIGN</b> A Wall Sign is an advertisement, painted or otherwise affixed, flat to a wall.			
		Maximum thickness (or projection from wall)	0.3 metre
		Maximum number	One per tenancy
		Maximum surface area of sign	20% of wall space or 6 m <sup>2</sup> , whichever is the lesser
		Location	Ground floor level and first floor level and not to project beyond the edge of the wall.

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

# ANNEXURE E

## IMAGES

# **ANNEXURE F**

## **DEVELOPMENT REQUIREMENTS (Referred to in Section 6.7)**



Section	Provision
<b>PART 5. – DEVELOPMENT AND LANDSCAPE CONCEPT</b>	
5.1.4.1	<p><u>MAJOR SHOPPING CENTRE DEVELOPMENT AREA</u></p> <p>In the event the cinema entry is within (or becomes within) an airconditioned enclosed mall (an)...alternative entrance direct to the un-airconditioned pedestrian way shall be provided and operated. This alternative entry is to be located no greater than 65 metres from North Lakes Drive.</p>
5.1.4.4	<p><u>NORTH LAKES DRIVE FRONTAGE DEVELOPMENT</u></p> <p>.... The Council requires this frontage development to extend for an overall distance of not less than 200 metres, being 100 metres to the east and west of The Corso.</p> <p>....</p> <p>At the time of the first stage of the shopping centre development, a frontage of at least 100 metres (being generally 50 metres either side of the projection of The Corso) must be built. The second stage, being the extension of active frontage along North Lakes Drive for the balance of the 200 metres, will be constructed as part of the Stage 2 extension of the shopping centre, contemporaneously with the construction of the shopping centre Stage 2 extension. The frontage development will also be completed either before or contemporaneously with the completion of the Stage 2 shopping centre works. .... For the purposes of this paragraph Stage 2 will be when the major shopping centre development area expands beyond 35,000 square metres gross leaseable area.</p> <p>....Frontage development along North Lakes Drive shall not be permitted outside the initial 200metre development area (being 100metres to the east and west of The Corso) until construction of the frontage development in this initial area has been completed.</p>
5.1.4.5	<p><u>RESIDENTIAL</u></p> <p>.... the maximum density for residential development in the Town Centre Core is 80 dwelling units per hectare, calculated by dividing the number of units by the site area. Low-rise residential buildings of single or double storey design requiring large site areas are not permitted in the Town Centre Core.</p>
<b>PART 7. – GENERAL DEVELOPMENT REQUIREMENTS AND GUIDELINES</b>	
7.3.5	<p><u>DEVELOPMENT UNDERTAKEN IN STAGES</u></p> <p>.... Buildings developed along the North Lakes Drive frontage will not be demolished and replaced with carparking ...</p>
7.6.10	<p><u>VEHICULAR, CYCLE AND PEDESTRIAN ACCESS</u></p> <p>The two-way 6-metre wide east-west laneway connection (“city lane”) positioned between the frontage development and the major shopping centre development area. .... will include a 2 metre wide footpath on either side of the laneway and have a total width of no greater than 10 metres. ...</p>

<b>PART 8. – NORTH LAKES DRIVE FRONTAGE DEVELOPMENT SITES AND BUILDINGS FRAMING THE MAIN PEDESTRIAN ENTRY TO THE MAJOR SHOPPING CENTRE.</b>	
8.1	<p><b><u>BUILDING LAYOUT</u></b></p> <p>North Lakes Drive frontage development requirements will include the following:</p> <ul style="list-style-type: none"> <li>(i) zero building setbacks to North Lakes Drive.;</li> <li>(iii) ... the distance separating the façades of the buildings facing the area between North Lakes Drive and “City Lane” must not exceed 22 metres with this distance centred on the extension of The Corso;</li> </ul>
8.3.2	<p><b><u>BUILDING HEIGHT AND FORM</u></b></p> <p>All buildings (excluding communication and signage tower structures) fronting North Lakes Drive and framing the main pedestrian entry to the major shopping centre development area must:</p> <ul style="list-style-type: none"> <li>(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) built on the property boundary;</li> <li>(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;</li> <li>(v) limit the street frontage width of individual buildings projecting above the podium to a maximum of 30 metres...;</li> </ul>
8.5.5	<p><b><u>BUILDING LAYOUT</u></b></p> <p>Unless required by a statutory authority, service areas, including loading docks and waste storage areas for any building fronting North Lakes Drive are not to be directly accessed from North Lakes Drive...</p> <p>...</p>
<b>PART 9. – MAJOR SHOPPING CENTRE DEVELOPMENT AREA</b>	
9.1.4	<p><b><u>MAJOR SHOPPING CENTRE DEVELOPMENT AREA – BUILDING SETBACK</u></b></p> <p>.... The major shopping centre will be setback so that the separation between buildings on opposite sides of the “City Lane” adjacent to the main pedestrian entry to the major shopping centre development area does not exceed 18 metres measured perpendicular to the center line of the laneway.</p>

9.3.4	<p><b><u>MAJOR SHOPPING CENTRE DEVELOPMENT AREA – BUILDING HEIGHT AND FORM</u></b></p> <p>... any development must ensure that:</p> <ul style="list-style-type: none"> <li>(i) podiums are built to a maximum podium height of 15 metres above finished ground level ...</li> <li>(iii) where a stepped building profile is incorporated, a minimum 3 metre building setback is included above any podium ...; and</li> <li>(iv) the street frontage width of individual buildings projecting above a podium does not exceed 30 metres....</li> </ul>
9.4.6	<p><b><u>MAJOR SHOPPING CENTRE DEVELOPMENT AREA – DESIGN THEME</u></b></p> <p>.... a minor secondary entry to the major shopping centre development area will be permitted in proximity to the city lane provided:</p> <ul style="list-style-type: none"> <li>(ii) the width of this minor secondary entry must be no more than 2.0 metres;</li> <li>(iv) no external shops shall be provided adjacent to this food court access;</li> </ul>
9.6.2	<p><b><u>MAJOR SHOPPING CENTRE DEVELOPMENT AREA – PEDESTRIAN LINKAGES AND PLAZAS</u></b></p> <ul style="list-style-type: none"> <li>(viii) one entry to the cinemas, if provided, must be within 65 metres of North Lakes Drive ....</li> </ul>
9.6.3	<p><b><u>MAJOR SHOPPING CENTRE DEVELOPMENT AREA – MAJOR CARPARK AREAS</u></b></p> <p>.... Landscaping for surface car parks is to include ... trees .... at a rate of not less than one tree per six vehicle spaces, except where shade structures are provided, in addition to the Landscape Frontage Area planting and the Landscape Buffer planting. ...</p>
9.6.4	<p><b><u>MAJOR SHOPPING CENTRE DEVELOPMENT AREA – LANDSCAPED FRONTAGES TO CAR PARKS AND SERVICE AREAS</u></b></p> <p>.... The Landscaped Buffer planting along the Bruce Highway and Anzac Avenue frontages and the frontage along North Lakes Drive between Anzac Avenue and Memorial Drive, will have a minimum width of 6 metres. ...</p>
<b>PART 10. – BULKY GOODS AND RELATED USES DEVELOPMENT AREA</b>	
10.3.2	<p><b><u>BULKY GOODS RETAIL – BUILDING HEIGHT AND FORM</u></b></p> <p>...any development must ensure that:</p> <ul style="list-style-type: none"> <li>(i) podiums are built to a maximum podium height of 15 metres above finished ground level. ...</li> <li>(iii) where a stepped building profile is incorporated, a minimum 3 metre building setback is included above a podium.</li> </ul>

10.6.3	<u><b>BULKY GOODS RETAIL – LANDSCAPE AND STREETSCAPE</b></u> Landscaping for surface car parks is to include ... trees ... at a rate of not less than one tree per six vehicle spaces, except where shade structures are provided, in addition to the Landscape Frontage Area plantings and the Landscaped Buffer plantings. ...
10.6.4	<u><b>BULKY GOODS RETAIL – LANDSCAPE AND STREETSCAPE</b></u> The Landscaped Buffer planting along the Bruce Highway frontage and the western boundary of the sector will have a minimum width of 6 metres. ...
<b>PART 11. – CARPARKING</b>	
11.8	<u><b>CAR PARKING</b></u> The parking areas fronting North Lakes Drive (to at least 100 metres east and west of The Corso) must be set back from the frontage to allow for future development. ... However, part of the setback area may be used for “nose in” car parking to be accessed from an internal circulation carriageway. The internal circulation carriageway is to be located in this area a minimum distance of 17 metres from North Lakes Drive.