

BUNDABERG REGIONAL COUNCIL
APPROVED PLAN FOR TOWN
PLANNING PURPOSES
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PLAN OF DEVELOPMENT 2

Kensington Aviation Business Precinct and Kensington Super Park Precinct

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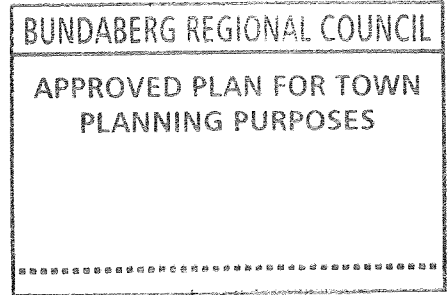
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Town Planning & Development



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Revision	Date revised	Chapter/section/page revised	Signatures		
			Originator	Checked	Approved
A	26/09/2006	First draft issued	JC	DN	
0	15/12/2006	Final	JC	MR	DN
1	2/11/2007	Revised to accommodate amendments to planning scheme	JC	JC	JC
2	6/02/2008	Revised to accommodate council's requests	JC	JC	JC
3	17/02/2012	Revised to remove special design treatments on sites not on Johanna Boulevard and Commercial Avenue and to introduce self assessment	JC	JC	CPI/JP

BUNDABERG REGIONAL COUNCIL

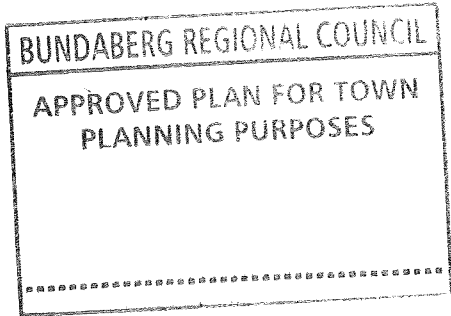
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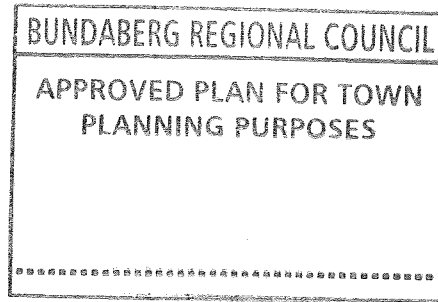
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Kensington Aviation Business Precinct
& Kensington Super Park Precinct

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PART 1—PRELIMINARY

1.1 Citation

This document may be cited as the *Kensington Aviation Business and Super Park Plan of Development—Preliminary Approval POD 2*.

1.2 Land to which this plan of development applies

This plan of development applies to land—
situated at Commercial Avenue and Johnanna Boulevard,
Kensington;
described as part of Lot 2 SP177129;
containing an area of 31.806 hectares; and
shown in figure 1 in Appendix 1;
referred to in this plan of development as the *plan area*.

1.3 Purpose

This plan of development has been prepared for Pressler Properties under the provisions of section 3.1.6 of the IPA—Preliminary approval may override a local planning instrument.

The plan of development is intended to advance the purpose of the IPA in seeking to achieve ecological sustainability by—

identifying assessable, self-assessable and exempt development;
providing a basis for assessing development applications in the plan area.

1.4 Preliminary approval

This preliminary approval varies the effect of the following local planning instruments to the extent stated in this plan of development and subject to any conditions of the approval¹—

the planning scheme—Bundaberg City Plan, including—

definitions and terms stated in section 1.2 'Definitions and Terms';

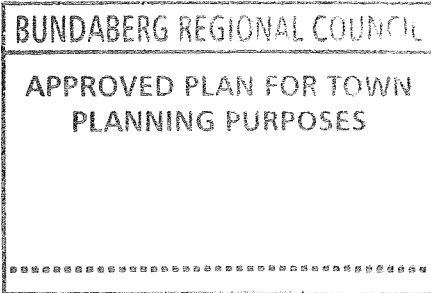
the effects of *Map 3.3 Local Area 2 Southern Industrial Area*;

the effects of *Development Assessment Table for Local Area 2—Southern Industrial* on levels of assessment and applicable codes;

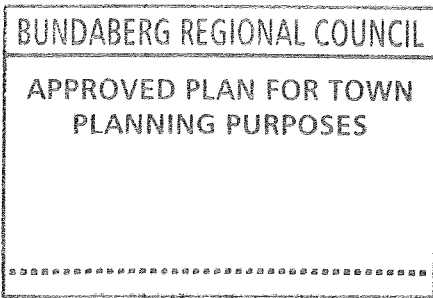
the effects of *Development Assessment Table for Bundaberg Airport Overlay* on levels of assessment and applicable codes;

Land use codes included in section 4.2; and

General codes included in section 4.3;



¹ In cases where Council adopts a new planning scheme provision or policy after approval of this Plan of Development that has different requirements to this Plan of Development, the Plan of Development prevails.



1.5 Development included in this approval

1.5.1 Aspects of development

This preliminary approval applies to the following development—

- (a) making a material change of use of premises;
- (b) reconfiguring a lot;
- (c) building work; and
- (d) operational work.

1.5.2 Approved uses

This approval varies the effect of the planning instruments so that the assessment tables contained in this plan of development replace the applicable assessment table in the planning scheme and the codes in this plan of development are applicable codes.

To remove any doubt, if this Preliminary Approval conflicts with any provisions of the Bundaberg City Planning Scheme, local laws, or policies the approval prevails.

1.5.3 Approved reconfiguring

The approval incorporates the following reconfiguring components—

- (a) the creation of lots and common property in a community titles scheme;
- (b) the creation of lots;
- (c) the dedication of new road.

1.5.4 Approved works

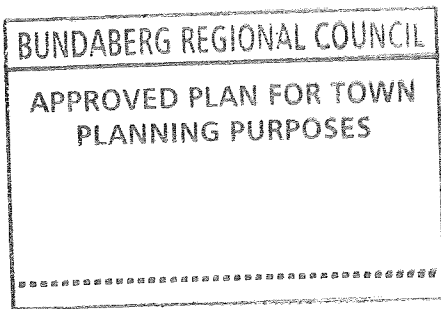
The following works are associated with the development and are incorporated in this preliminary approval—

- (a) roadwork's and drainage;
- (b) provision of water supply and sewerage systems, including a non-potable reticulated water supply; and
- (c) the construction of buildings to accommodate the commercial industry, sporting, and recreational uses.

1.6 Land included in either the Aviation Business or the Super Park Precinct

Land in the plan area is included in either the Aviation Business Precinct, or in the Super Park Precinct.

Figure 2 in Appendix 2 delineates the two precincts.



1.7 Commencement and relevant period

This plan of development takes effect on (the day the application is approved)

The relevant period² of this approval is increased as follows:

- (a) Where section 3.5.21 (1) (a) of the act states a relevant period of 4 years for a development approval for a material change of use, this is increased in accordance with section 3.5.21 (1) (b) to 10 years;
- (b) Where section 3.5.21 (2) (a) of the act states a relevant period of 2 years for applications for lot reconfiguring not requiring operational works, this is increased in accordance with 3.5.21 (2) (c) to 5 years;
- (c) Where section 3.5.21 (2) (b) of the act states a relevant period of 4 years for lot reconfiguring requiring operational works, this is increased in accordance with section 3.5.21 (2) (c) to 7 years;
- (d) Where section 3.5.21 (3) (a) of the act states a relevant period of 2 years for development approvals other than for a material change of use or reconfiguring a lot, this is increased in accordance with section 3.5.21 (3) (c) to 12 years;

1.8 Conditions of approval

All development on the subject land is to comply with this plan of development and the conditions of approval.

1.9 Explanatory background

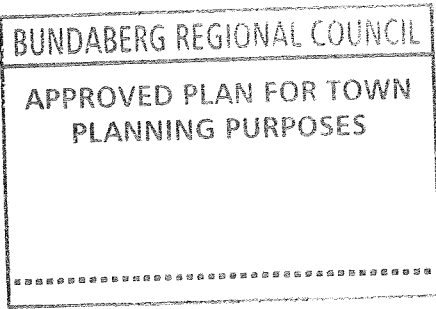
Section 0 of the plan of development does not have a direct role in development assessment.

This Plan of Development is—

- (a) an integral part of a Preliminary Approval;
- (b) contains definitions specific to it;
- (c) includes a development assessment table applicable within the area; and
- (d) identifies applicable codes.

As the site abuts the Bundaberg Regional Airport there is potential to develop freehold business premises with direct airside access for

² See the IPA, section 3.5.21 when approval lapses if development not started.

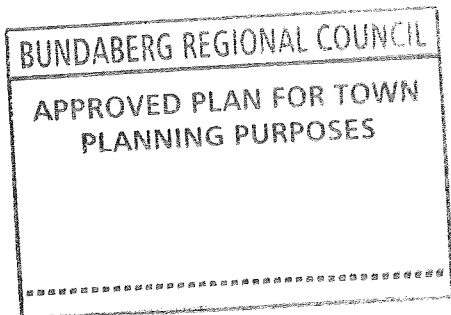


aircraft and accredited personnel and vehicles. This is likely to be attractive to aviation related development that would benefit from direct access to the airports aprons, taxiways and runways but that does not necessarily require an "on airport" location.

In addition and building on the vision of Commercial Avenue and Johanna Boulevard becoming major entry corridors for air passengers to Bundaberg there is a need to ensure that development on this site is of a similar high standard of design as the northern commercial industry areas surrounding these corridors and is landscaped to provide a fitting image for the city.

This Plan of Development provides for a mix of industrial, commercial and community use development options within the Plan of Development area (rather than being limited to industry only).

The Plan of Development also allows for the development of a major regional sport and recreational facility (the Super Park). This would accommodate regional level active sports facilities, including sports fields, recreational facilities, toilets and change rooms, grandstands, associated catering establishments and ancillary structures which would be developed over time.



PART 2— INTERPRETATION

2.1 Definitions

2.1.1 Defined terms in the IPA

All terms that are defined in the IPA have the same meaning as in the IPA.

2.1.2 Defined uses in planning scheme

Unless otherwise defined in this plan of development, all terms that are defined in the Bundaberg City Plan have the same meaning as in that scheme.

2.1.3 Defined uses in this plan of development

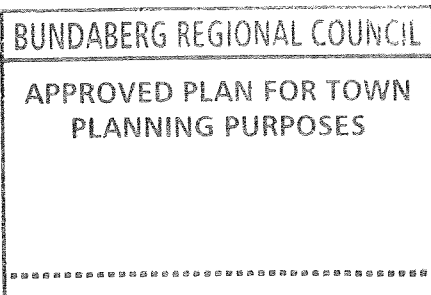
In this plan of development—

Aviation or Industry-related Business means any commercial, retail, office or business use that predominantly serves the commercial and industrial activities or workforce in the general area; OR that serves, administers, or has a functional relationship with the aviation or air transport industry; OR is involved in the design, manufacture, use, or operation of aircraft

Convenience Store means a retail outlet with a gross floor area of less than 750 square metres selling groceries, meats, fruit and vegetables, delicatessen lines, seafood, newsagency lines or similar for the day to day needs of the community.

Homemaker Outlet means a retail outlet with a gross floor area less than 750 square metres selling homemaker goods to the general public including soft furnishings, carpets, furniture, home decorator items, paints, household electronic or electrical goods, recreational goods and similar.

Pharmacy means the use of premises of not more than 750 sqm gross floor area for the dispensing of medication and ancillary pharmaceutical products to the general public, together with associated sale of health and medical supplies and products.



Post Office means use of premises of not more than 750 sqm gross floor area as an agency for Australia Post. A use for the purpose of Post Office also includes the ancillary retail sale of related merchandise lines including stationery, paper products, office requisites, and packaging.

Newsagency means use of premises of not more than 750 sqm gross floor area as a retail outlet selling newsagency lines to the general public together with any associated sale of books, stationary products, or confectionery; or acting as a lotto agency, or dry cleaning agency; and selling or providing any similar ancillary products or services.

Take Away Liquor Outlet means the use of premises for the wholesale or retail sale of spirits, wine or beer for consumption off the premises, and includes any facilities for tasting or sampling product on-site.

2.1.4 Administrative definitions for this plan of development

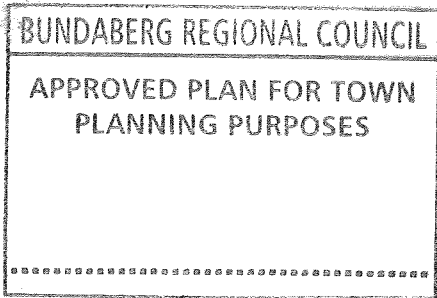
In this plan of development—

hangar means a building or part of a building used or intended to keep one or more aircraft;

plan area—see section 0.

2.2 Roads, watercourses and reclaimed land

To remove any doubt this plan of development does not vary the effect of section 1.2.1 of the planning scheme.



PART 3 — ASSESSMENT CATEGORIES

This part contains development assessment tables for each of the two precincts in the plan of development.

3.2 Explanation of development assessment table

The development assessment table identifies—
the assessment category applicable to development stated in the table;
the applicable assessment criteria for self assessable and code assessable development.

3.3 Applicability of overlays in the planning scheme

This plan of development varies the effect of the planning scheme Table 3.9—'Development Assessment Table For Ecology Protection Overlay' by not applying to development within the plan of development area—see section 1.2.

To remove any doubt, Table 3.13—'Development Assessment Table For Bundaberg Airport Overlay' applies to development within the plan of development area except where varied by this Plan of Development.

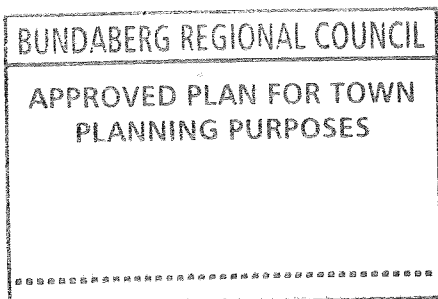
3.4 Assessment table for the Aviation Business Precinct

The following table is the development assessment table for the Aviation Business Precinct.

Development Assessment Table—Aviation Business Precinct

Development Assessment Table—Aviation Business Precinct
Development identified in the development assessment table as self-assessable that does not comply with the acceptable solutions of the relevant code is code assessable.
A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan.

Defined Use	Application Type	Applicable codes
Commercial Activity B other than shop	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code</i>
Convenience Store	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code</i>
Homemaker Outlet	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code</i>
Industry General	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code</i>

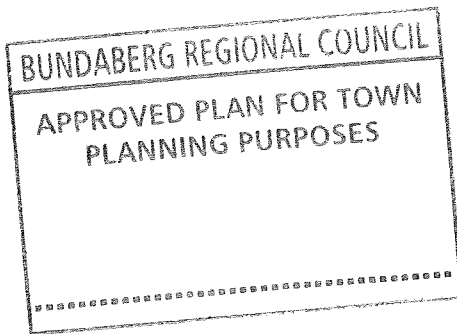


Development Assessment Table—Aviation Business Precinct

Development identified in the development assessment table as self—assessable that does not comply with the acceptable solutions of the relevant code is code assessable.

A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan.

Defined Use	Application Type	Applicable codes
Industry Light	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>
Industry Service	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>
Newsagency	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>
Pharmacy	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>

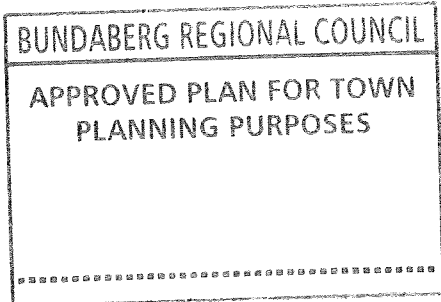


Development Assessment Table—Aviation Business Precinct

Development identified in the development assessment table as self-assessable that does not comply with the acceptable solutions of the relevant code is code assessable.

A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan.

Defined Use	Application Type	Applicable codes
Post Office	Self Assessable	Kensington Aviation Business Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>
Residential Multi-unit	Impact Assessable	



Development Assessment Table—Aviation Business Precinct

Development identified in the development assessment table as self—assessable that does not comply with the acceptable solutions of the relevant code is code assessable.

A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan

Defined Use	Application Type	Applicable codes
<p>The following defined uses except where an aviation or industry related business—</p> <ul style="list-style-type: none"> ▪ Agriculture; ▪ Animal Husbandry; ▪ Commercial Activity A for a medical or dental centre; ▪ Commercial Activity B for a shop; ▪ Commercial Activity C for a department store, major shopping complex or supermarket; ▪ Industry – Food related; ▪ Industry – Noxious, Offensive or Hazardous; ▪ Recreation Outdoor; ▪ Residential Single Unit; ▪ Residential Display Home; ▪ Residential Dual Occupancy; ▪ Residential Special; and ▪ Special Use 	<p>Impact Assessable</p>	
<p>Park</p>	<p>Exempt</p>	<p>N/A</p>

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Development Assessment Table—Aviation Business Precinct

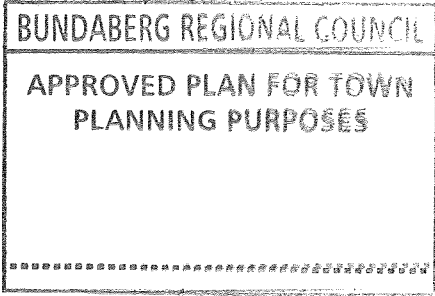
Development identified in the development assessment table as self—assessable that does not comply with the acceptable solutions of the relevant code is code assessable.

A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan.

Defined Use	Application Type	Applicable codes
All other uses defined in the Bundaberg City Plan or this POD	Code Assessable	Kensington Aviation Business Code House Code (applicable to caretakers residence only) Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code
Other (not defined)	Impact Assessable	

3.5 Assessment table for the Super Park Precinct

The following table is the development assessment table for the Super Park Precinct.



Development Assessment Table—Super Park Precinct

Development Assessment Table—Super Park Precinct		
A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan.		
Defined Use	Application Type	Applicable codes
Caretaker's Residence	Code Assessable	Kensington Super Park Code House Code
Convenience Store	Impact Assessable	
Recreation Indoor	Self Assessable	Kensington Super Park Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>
Recreation Outdoor	Self Assessable	Kensington Super Park Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>
Community Activity	Self Assessable	Kensington Super Park Code <i>Infrastructure Services Code</i> <i>Signs Code</i> <i>Landscaping Code</i> <i>Vehicle Parking and Access Code</i>

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Development Assessment Table—Super Park Precinct

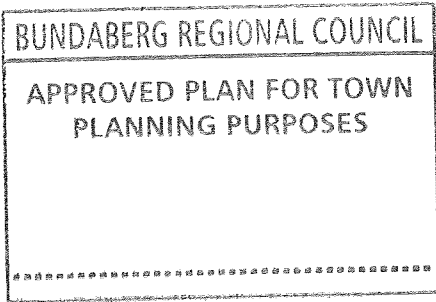
A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan.

Defined Use	Application Type	Applicable codes
The following defined uses— <ul style="list-style-type: none"> ▪ Agriculture; ▪ Animal Husbandry; ▪ Aviation or Industry-related Business; ▪ Commercial Activity A; ▪ Commercial Activity B; ▪ Commercial Activity C; ▪ Homemaker Outlet; ▪ Industry – Food related; ▪ Industry – General; ▪ Industry – Light; ▪ Industry Service; ▪ Industry – Noxious, Offensive or Hazardous; ▪ Newsagency; ▪ Pharmacy; ▪ Post Office ▪ Residential Single Unit; ▪ Residential Display Home; ▪ Residential Dual Occupancy; ▪ Residential Multi Unit; ▪ Residential Special; ▪ Special Use; and ▪ Take Away Liquor Outlet. 	Impact Assessable	
Park	Exempt	N/A
All other uses defined in the Bundaberg City Plan or this POD	Code Assessable	Kensington Super Park Code Infrastructure Services Code Signs Code Landscaping Code Vehicle Parking and Access Code

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Development Assessment Table—Super Park Precinct		
A shaded area within the development assessment table represents impact assessable development that is unlikely to be consistent with the Plan of Development or the Bundaberg City Plan.		
Defined Use	Application Type	Applicable codes
Other (not defined)	Impact	



PART 4 — ASSESSMENT CRITERIA

4.1 Composition of Part 4—Assessment criteria

The plan of development contains codes for each precinct.

The codes in this plan of development are—

Kensington Aviation Business Code; and

Kensington Super Park Code.

4.2 Plan seeks to achieve Planning Scheme Outcomes

To remove any doubt, the desired environmental outcomes contained in section 1.1 of the planning scheme continue to have effect.

This plan of development seeks to achieve the following levels of outcomes—

overall outcomes—stated as the purpose for each code;

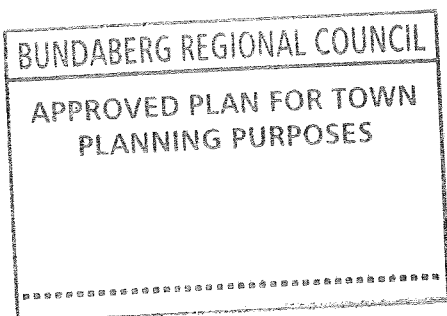
performance criteria—for codes; and

probable solutions—for a performance criteria set out matters that assist in complying with the performance criteria;

acceptable solutions—for a performance criteria set out how compliance with the performance criteria is to be achieved.

4.3 Compliance with a code

Assessable development complies with a code if it is consistent with the performance criteria for that code.



4.4 Kensington Aviation Business Code

4.4.1 Purpose of the code

The purpose of the Kensington Aviation Business Code is to ensure that development contributes to—

an efficient, effective and functionally integrated mixed commercial industry precinct, that takes advantage of the Bundaberg Airport and its facilities;

a high quality streetscape that establishes an appealing commercial environment and continues the high standard of urban design and landscaping that typifies Johanna Boulevard and Commercial Avenue to the north;

a high amenity commercial industry precinct that is typified by visually pleasing buildings that are visually compatible with each other, are of a similar physical character, and developed so as not to result in any significant emissions of light, noise or air pollution.

4.4.2 Performance criteria, acceptable and probable solutions

Kensington Aviation Business Code	
PERFORMANCE CRITERIA	SOLUTIONS
<i>The purpose of the code may be achieved if the following criteria are satisfied</i>	SELF ASSESSMENT – Acceptable Solutions (<i>illustrate how compliance with the Performance Criteria is to be achieved</i>) CODE ASSESSMENT – Probable Solutions (<i>illustrate how compliance with the Performance Criteria may be achieved</i>)
Applicable to all development	
P1. The design, scale and siting of buildings and other works— <ul style="list-style-type: none"> i creates a high quality and visually appealing building form; and ii contributes positively to the streetscape; and iii results in buildings that are visually compatible with and of a similar physical character to adjoining and nearby buildings within the plan area; and iv Results in buildings that avoid long unarticulated facades or roofs by incorporating changes in setback, variations in parapet design, variation in roof heights and slopes, 	S1.1 Front walls of buildings have a maximum unbroken length of 15 metres. S1.2 Any ground storey office, entrance foyer, building forecourt or display window is oriented or opens toward the footpath of the primary street frontage of the site, irrespective of any secondary access to or from a carpark located other than at the front of the building. S1.3 Buildings are no more than 15 metres high. S1.4 Site cover does not exceed 75%. S1.5 Buildings are set back not less than 6 metres from the primary road frontage, or less than 4.5 metres from any other road frontage.

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Kensington Aviation Business Code	
PERFORMANCE CRITERIA	SOLUTIONS
<i>The purpose of the code may be achieved if the following criteria are satisfied</i>	SELF ASSESSMENT – Acceptable Solutions (<i>illustrate how compliance with the Performance Criteria is to be achieved</i>) CODE ASSESSMENT – Probable Solutions (<i>illustrate how compliance with the Performance Criteria may be achieved</i>)
and other design treatments.	
P2. Noise and light emissions do not adversely affect amenity.	S2.1 External lighting is provided in accordance with Australian Standard AS 4282 for commercial activities A, B and C; and in accordance with AS 2560 for other uses. S2.2 Any noise produced by the use does not exceed the background noise level plus 10 dB(A) (6am-10pm) or background noise level plus 3dB(A) (10pm-6am) measured as the adjusted maximum sound pressure level at any noise sensitive place. S2.3 Illumination levels 1.5m outside the site do not exceed 8 Lux.
P3. Disposal of wastewater does not result in harm to the environment or human health.	S3.1 Wastewater is disposed of to Council's sewerage system unless S3.5 or S3.6 are adopted; and S3.2 Noise generating equipment utilised to pre-treat liquid waste is acoustically baffled to comply with S2.2 of this Code; and S3.3 Covers are provided over odour generating industrial processes with odour stripping of waste air; and S3.4 There is no discharge of liquid waste to local streams, natural wetlands, dry watercourses or Council's stormwater system; and S3.5 Liquid wastes that cannot be disposed of to the sewerage system in accordance with the Sewerage and Water Supply Act are to be disposed of off-site to an approved waste disposal facility; and S3.6 Where industrial on-site treatment systems are provided, the associated off-site sludge disposal is to an approved waste disposal facility.
P4. Solid waste disposal does not result in harm to the environment.	S4.1 Solid wastes are disposed of in accordance with the Environmental Protection (Waste) Policy 2000 and Environmental Protection (Waste Management) Regulations 2000.
P5. Parking, access, manoeuvring, and outdoor storage areas do not generate dust, noise or drainage problems.	S5.1 All vehicle parking, access and manoeuvring areas and any outdoor storage areas are Asphaltic Concrete (AC) sealed or concrete sealed; and drained; and are constructed with a physical kerb or barrier that prevents vehicular access to landscaped areas and other unsealed parts of the site.
P6. Stormwater drainage discharge does not result in adverse water quality impacts in receiving waters or environments.	S6.1 All stormwater from the site is conveyed by an underground piped system to outlet to the approved point of connection. S6.2 Each outlet has stormwater quality improvement devices fitted that remove sediment, grease and oils. S6.3 All drainage infrastructure is provided in accordance with the Queensland Urban Drainage Manual and the Bundaberg Engineering Design Planning Scheme Policy.

Kensington Aviation Business Code	
PERFORMANCE CRITERIA	SOLUTIONS
<p><i>The purpose of the code may be achieved if the following criteria are satisfied</i></p>	<p>SELF ASSESSMENT – Acceptable Solutions (<i>illustrate how compliance with the Performance Criteria is to be achieved</i>) CODE ASSESSMENT – Probable Solutions (<i>illustrate how compliance with the Performance Criteria may be achieved</i>)</p>
<p>P7. Advertising devices —</p> <ul style="list-style-type: none"> i complement the architecture of buildings and are proportional to the building or structure on which they are placed; ii comply with the characteristics of the precinct and urban design having regard to— <ul style="list-style-type: none"> a. location and siting; b. size and height; c. layout and colour; and d. selection of sign type. iii do not create or contribute to visual clutter; and iv maintain the proportions and alignment of the advertising on adjoining buildings. 	<p>S7.1 Advertisements associated with commercial and retail premises are— not located on walls facing adjoining residential premises; and located so as to align with signs on adjoining premises; and do not project above parapet or façade lines.</p> <p>S7.2 Advertisements associated with industrial premises— where in a multiple tenancy building or allotment have a maximum of one freestanding pylon sign per allotment; and where attached to an individual building, do not exceed 2.5m² in area.</p>
Applicable to development on Sites with a street frontage to Johanna Boulevard or Commercial Avenue.	
<p>P8. Facades of buildings are constructed predominantly of masonry and have a high visual amenity.</p>	<p>S8.1 The facades of buildings (other than shade devices, entry porticos, and similar) facing Johanna Boulevard and those facing Commercial Avenue are constructed from tilt up slab, brick, masonry, or similar; and are painted; or rendered and painted.</p>
<p>P9. Building materials do not incorporate highly reflective materials.</p>	<p>S9.1 Any windows incorporate clear or non-reflective tinted glass; and any steel feature wall or shade device is painted.</p>
<p>P10. Car parking areas are not visually intrusive when viewed from the street, and are set back and screened from any street frontage.</p>	<p>S10.1 Car parking areas are not located between the front of the building and any street frontage but to the side or rear of the building; and are located a minimum of 6 metres from any street frontage (as illustrated in figure 3 at the end of the code).</p> <p style="text-align: center;">OR</p> <p>S10.2 Car parking areas are set back a minimum of 2.5 metres from any street frontage and are screened from the frontage by a painted masonry or stone wall, with associated landscaping. The wall is to be a minimum of 800 mm above the car parks pavement surface at all points along the wall (as illustrated in figure 4 at the end of the code).</p>
<p>P11. Outdoor display areas are set back from any street frontage and screened so as not to be visually intrusive when viewed</p>	<p>S11.1 Outdoor display areas are set back a minimum of 2.5 metres from any street frontage and are screened from the frontage by a painted masonry or stone wall, with associated landscaping. The wall is to be a minimum of 600 mm above</p>

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Kensington Aviation Business Code

PERFORMANCE CRITERIA	SOLUTIONS
<i>The purpose of the code may be achieved if the following criteria are satisfied.....</i>	SELF ASSESSMENT – Acceptable Solutions (illustrate how compliance with the Performance Criteria is to be achieved) CODE ASSESSMENT – Probable Solutions (illustrate how compliance with the Performance Criteria may be achieved)
from any street.	the display areas pavement surface at all points along the wall (as illustrated in figure 4 at the end of the code).
P12. Outdoor storage areas, loading and unloading areas, and non-passenger vehicle parking areas are set back from any street frontage and screened so as not to be visually intrusive when viewed from any street.	S12.1 Any outdoor storage areas; loading and unloading areas; and non-passenger vehicle parking areas are located to the side or rear of the building and are setback a minimum of 15 metres from any street frontage. These areas are screened from any street by either the building; a masonry wall; dense landscaping, or a combination of these.
Applicable to development on Sites with a street frontage other than Johanna Boulevard or Commercial Avenue,	
P13. Car parking areas and outdoor display areas are not visually intrusive when viewed from the street.	S13.1 Car parking areas and outdoor display areas are set back a minimum of 1.5 metres from any street frontage and are screened from the street by the planting of trees, shrubs and ground covers within the 1.5 metre setback area.
P14. Outdoor storage areas are not visually intrusive when viewed from any street.	S14.1 Outdoor storage areas are located to the side or rear of the building and not between the building and any street frontage.

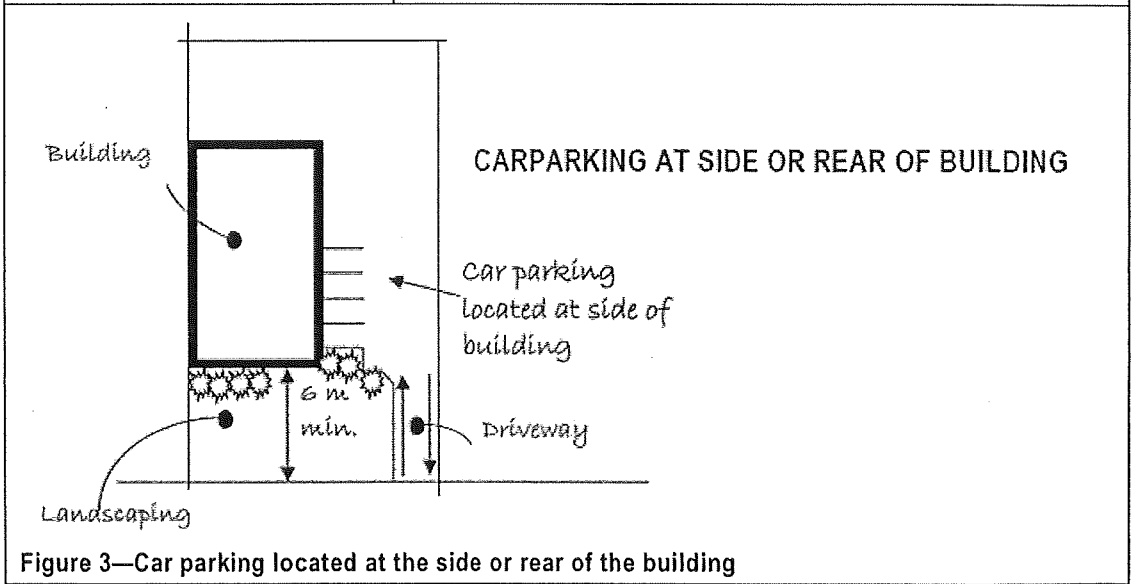


Figure 3—Car parking located at the side or rear of the building

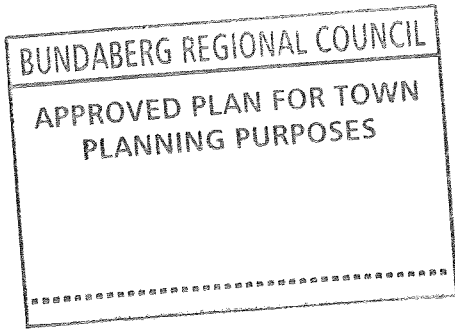
Kensington Aviation Business Code	
PERFORMANCE CRITERIA	SOLUTIONS
The purpose of the code may be achieved if the following criteria are satisfied	SELF ASSESSMENT – Acceptable Solutions (illustrate how compliance with the Performance Criteria is to be achieved) CODE ASSESSMENT – Probable Solutions (illustrate how compliance with the Performance Criteria may be achieved)
<p>Building</p> <p>Driveway</p> <p>masonry wall</p> <p>Landscaping</p> <p>2.5m min.</p> <p>CARPARKING BEHIND MASONRY WALL</p>	
Figure 4—Car parking setback and screened	

4.5 Kensington Super Park Code

4.5.1 Purpose of the code

The purpose of the code is to ensure that development contributes to—

- (a) an efficient, effective and functionally integrated regional sports facility that provides regional standard sport and recreational facilities;
- (b) a high quality streetscape that establishes an appealing vista to the Super Park when viewed from the street and continues the high standard of urban design and landscaping that typifies the commercial development located along Johanna Boulevard and Commercial Avenue to the north, and in the Aviation Business Precinct;
- (c) a high amenity Super Park precinct that is typified by visually pleasing buildings and structures that are visually compatible, are of a similar design character, and developed so as not to result in



- (d) any significant emissions of light, noise, air pollution or solid waste;
- (d) a well screened and configured regional sports facility that places facilities including playing fields, night lighting and carparks so as to avoid excessive disturbance to residential areas and other sensitive land uses.

4.5.2 Performance criteria and probable solutions

Kensington Super Park Code	
PERFORMANCE CRITERIA	SOLUTIONS
<i>The purpose of the code may be achieved if the following criteria are satisfied</i>	CODE ASSESSMENT – Probable Solutions <i>(illustrate how compliance with the Performance Criteria may be achieved)</i>
Applicable to all development	
P1. The proposal contributes to the provision of recreational and sporting facilities including ancillary facilities, for the use of the public; or for the use of a sporting association or club.	No Solution prescribed
P2. The development and its scale, design and character does not adversely impact on and reflects the existing and likely future amenity of the surrounding area.	No Solution Prescribed
P3. Vehicular access to the Super Park is to minimise nuisance to surrounding development.	S3.1 Heavy vehicle, service, and routine access to the Super Park is to be from the road forming the northern boundary of the precinct at its boundary with the Aviation Business Precinct S3.2 Access to the east, linking to the future collector road in the balance area is to be for occasional ceremonial and special event use only.
P4. Any buildings associated with outdoor recreation are ancillary to the outdoor recreation use.	S4.1 Buildings are limited to: i Stands; ii Shelters and other public conveniences; iii Kiosks; iv Clubhouses; and v Caretakers Residence.
P5. The design, scale and siting of sports and recreational facilities including any ancillary buildings, structures, and other works— i create a high quality and visually appealing building form; ii contribute positively to the streetscape when	S5.1 Walls of buildings fronting a public road have a maximum Unarticulated length of 25 metres. S5.2 The ground storey of buildings addressing a public road incorporate some or all of— i offices or community uses, ii display windows, iii entrance foyers, or iv building forecourts oriented or opening toward the footpath

Kensington Super Park Code	
PERFORMANCE CRITERIA	SOLUTIONS
<p><i>The purpose of the code may be achieved if the following criteria are satisfied</i></p>	<p>CODE ASSESSMENT – Probable Solutions (<i>illustrate how compliance with the Performance Criteria may be achieved</i>)</p>
<ul style="list-style-type: none"> viewed from points external to the site; iii result in buildings and other structures that are visually compatible with and of a similar physical character to adjoining and nearby buildings within the plan area; iv result in buildings with street facing facades that incorporate changes in setback, variations in design, roof heights and slopes, and other design treatments that avoid long unarticulated facades or roofs. 	<p>or road.</p> <p>S5.3 Buildings are set back not less than 10 metres from any public road frontage.</p>
<p>P6. Facades of buildings are constructed predominantly of masonry and have a high visual amenity.</p>	<p>S6.1 The facades of buildings (other than shade devices, entry porticos, and similar) facing any external roadway are constructed from tilt up slab, brick, masonry, or similar; and are painted; or rendered and painted.</p>
<p>P7. Building materials do not incorporate highly reflective materials.</p>	<p>S7.1 Any windows incorporate clear or non-reflective tinted glass; and any steel feature wall or shade device is painted.</p>
<p>P8. Car parking areas—</p> <ul style="list-style-type: none"> i are sealed; ii are located in close proximity to the recreational or sporting facility to be served, with ready pedestrian access clear of vehicular movement areas to that facility; iii do not cause a nuisance to nearby residential dwellings due to noise, or glare; iv are well landscaped to both moderate the extremes of climate and to improve the visual amenity of the car park; and v are screened to avoid headlight intrusion into any adjoining premises 	<p>S8.1 All vehicle parking, access and manoeuvring areas are to be—</p> <ul style="list-style-type: none"> i constructed and surfaced with asphaltic concrete (AC); or concrete; vi drained; and vii constructed with a physical kerb or barrier that prevents vehicular access to landscaped areas and other unsealed parts of the site. <p>S8.2 Parking areas—</p> <ul style="list-style-type: none"> i are within 50 metres of the facility they are intended to serve; and ii have dedicated pedestrian pathways from parking areas to the facility separate from vehicular movement areas or raised above but within the parking area. <p>S8.3 Car parking areas are not located within 30 metres of the southern boundary of the precinct.</p> <p>S8.4 Car parking areas are planted with shade trees at the rate of 1 tree per 6 car parking spaces.</p>

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Kensington Super Park Code	
PERFORMANCE CRITERIA	SOLUTIONS
<i>The purpose of the code may be achieved if the following criteria are satisfied</i>	CODE ASSESSMENT – Probable Solutions (<i>illustrate how compliance with the Performance Criteria may be achieved</i>)
P9. Car parking areas are not visually intrusive when viewed from the street, and are set back and screened from any street frontage.	<p>S9.1 Car parking areas are located a minimum of 15 metres from any public road frontage when developed independent of any building, with a minimum 6m wide landscaping strip between that frontage and the car park;</p> <p style="text-align: center;">OR</p> <p>S9.2 Carparking areas are located at the side or rear of a building addressing a public road and setback a minimum 6 metres from the road with dense landscaping between the frontage and the car park;</p> <p><i>See figure 5 at the end of the code for an example of how to meet this requirements</i></p> <p style="text-align: center;">OR WHEN CARPARKING IS LOCATED BETWEEN A BUILDING AND THE STREET FRONTAGE</p> <p>S9.3 Carparking areas are located a minimum of 2.5 metres from any public road frontage and are screened from the frontage by a painted masonry or stone wall with associated landscaping. The wall is a minimum of 800 mm above the car parks pavement surface at all points along the wall.</p> <p><i>See figure 6 at the end of the code for an example of how to meet this requirements</i></p>
P10. Noise and light emissions do not adversely affect amenity.	<p>S10.1 External lighting is provided in accordance with Australian Standard AS 2560.</p> <p>S10.2 Night lighting of playing fields by pylon lighting is to be in accordance with the Australian Standard AS 2560.</p> <p>S10.3 Any noise produced by the use does not exceed the background noise level plus 10 dB(A) (6am-10pm) or background noise level plus 3dB(A) (10pm-6am) measured as the adjusted maximum sound pressure level at any noise sensitive place;</p> <p>S10.4 Illumination levels 1.5m outside the site do not exceed 8 Lux.</p>
P11. Hours of operation of the sports and recreation facilities and any ancillary clubhouse facilities safeguards amenity of neighbours.	S11.1 Hours of operation of sportsfields and recreation facilities, including the use of any pylon lighting associated with playing fields is limited to 6.00 am to 11 pm on any day.
P12. The design and siting of the operational works associated with the use maintains the amenity of nearby development.	S12.1 A minimum 6 m wide landscape area is provided along all street frontages, and along side or rear boundaries, other than for carparking areas developed in accordance with P8(iii).
P13. Disposal of wastewater does not result in unacceptable impacts.	<p>S13.1 Wastewater is disposed of to Council's sewerage system.</p> <p>S13.2 There is no discharge of liquid waste to local streams, natural wetlands, dry watercourses or Council's stormwater</p>

Kensington Super Park Code	
PERFORMANCE CRITERIA	SOLUTIONS
<i>The purpose of the code may be achieved if the following criteria are satisfied</i>	CODE ASSESSMENT – Probable Solutions <i>(illustrate how compliance with the Performance Criteria may be achieved)</i>
	system.
P14. Solid waste disposal does not result in unacceptable impacts.	S14.1 Solid wastes are disposed of in accordance with the Environmental Protection (Waste) Policy 2000 and Environmental Protection (Waste Management) Regulations 2000.
P15. Stormwater drainage discharge does not result in unacceptable water quality impacts in receiving waters or environments.	<p>S15.1 All stormwater from the site is conveyed by an underground piped system to outlet to the existing approved detention basin.</p> <p>S15.2 Each outlet has stormwater quality improvement devices fitted that remove sediment, grease and oils.</p> <p>S15.3 All drainage infrastructure is provided in accordance with the Queensland Urban Drainage Manual and the Bundaberg Engineering Design Planning Scheme Policy.</p>

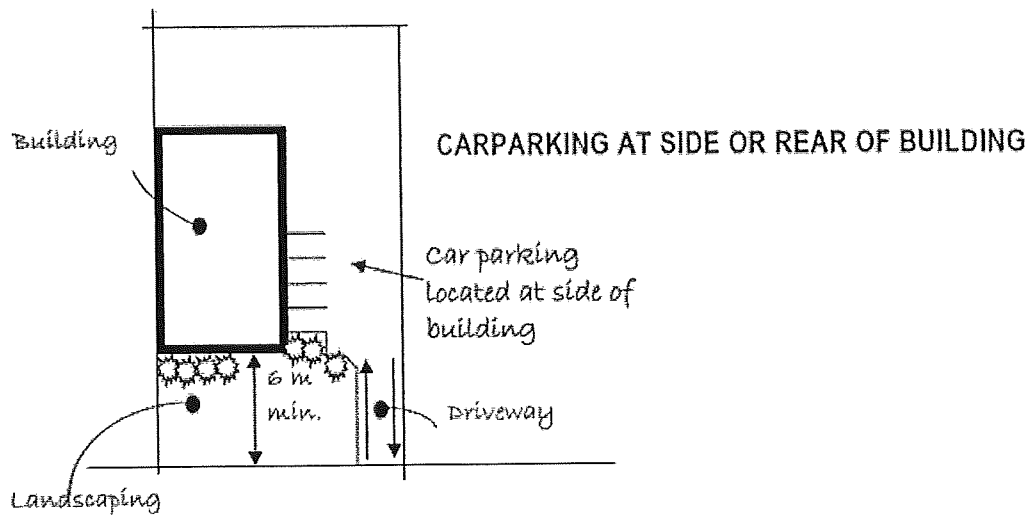


Figure 5—Car parking located at the side or rear of the building

BUNDABERG REGIONAL COUNCIL
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Kensington Super Park Code

PERFORMANCE CRITERIA	SOLUTIONS
The purpose of the code may be achieved if the following criteria are satisfied	CODE ASSESSMENT – Probable Solutions (illustrate how compliance with the Performance Criteria may be achieved)

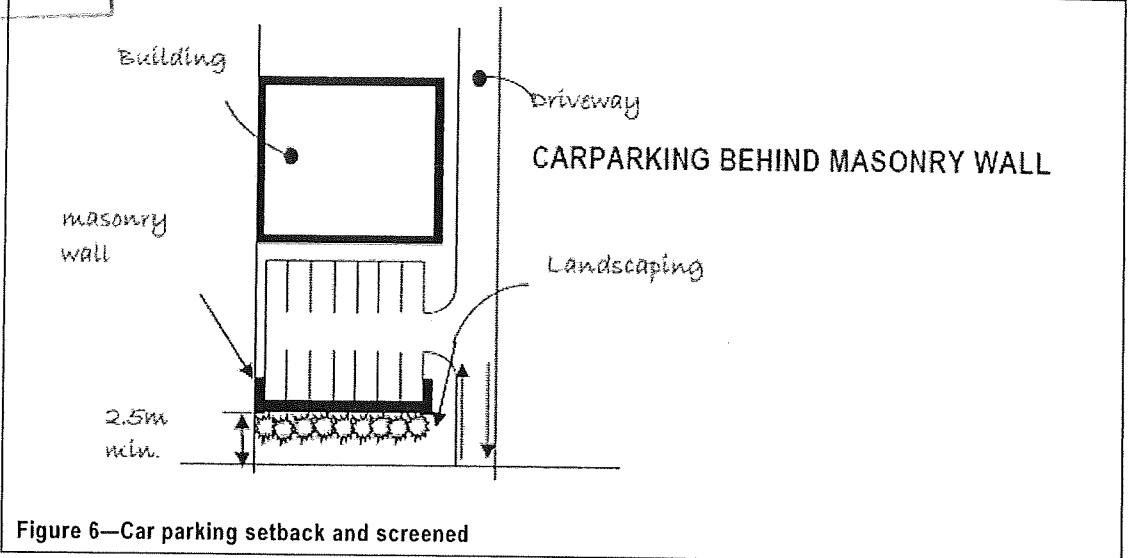
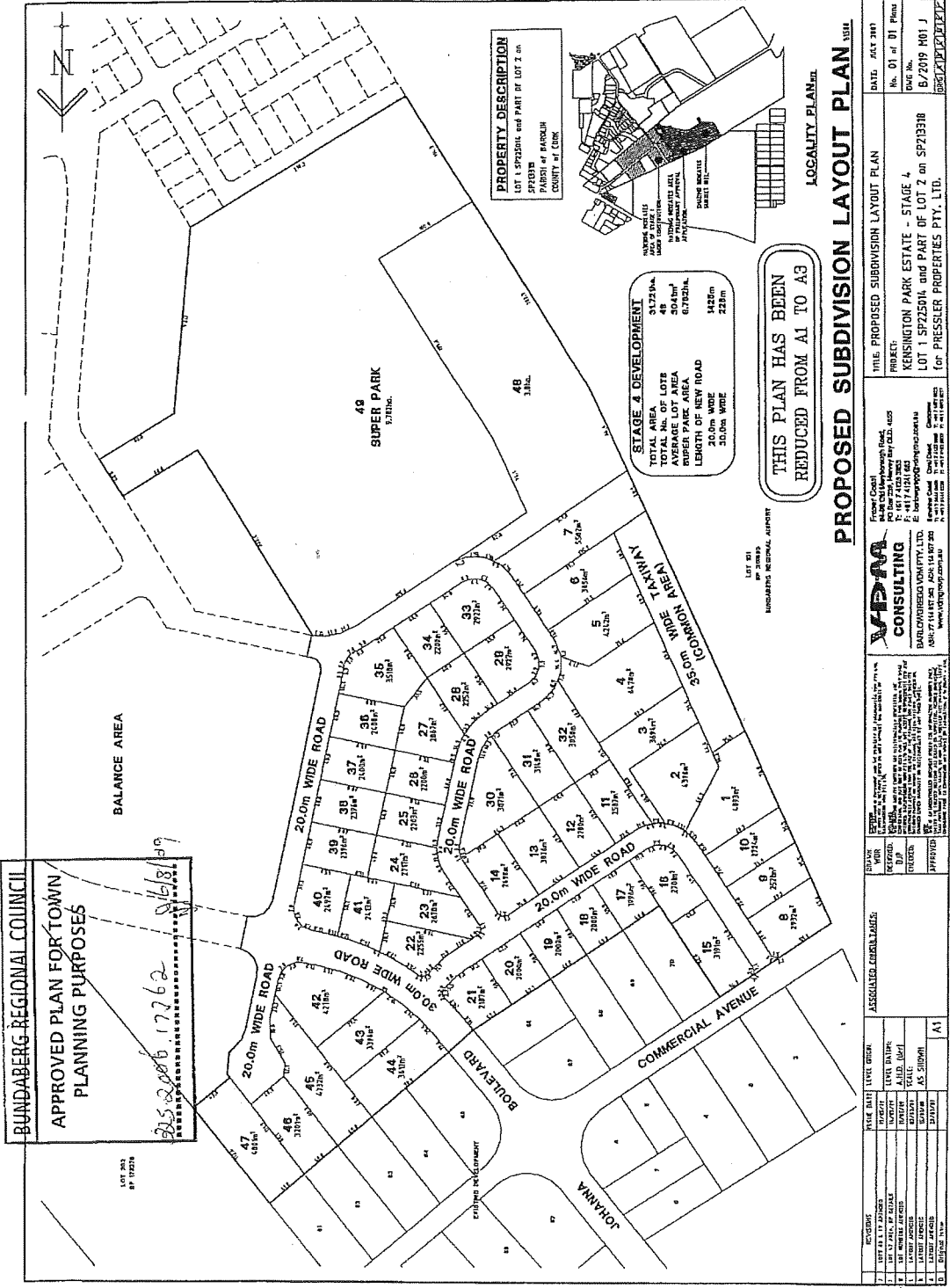


Figure 6—Car parking setback and screened



BUNDABERG REGIONAL COUNCIL
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PLANNING PURPOSES

25/7/12 3252006.17262

BUNDABERG REGIONAL COUNCIL
APPROVED PLAN FOR TOWN
PLANNING PURPOSES

25/7/12 3252006.17262

PROPERTY DESCRIPTION
 LOT 1 SP22504 and PART of LOT 2 on SP22504
 PARISH of BARKOH
 COUNTY of COOK

STAGE 4 DEVELOPMENT
 TOTAL AREA 31720m²
 AVERAGE LOT AREA 504m²
 RIVERPA PARK AREA 67823m²
 LENGTH OF NEW ROAD 1425m
 20.0m WIDE 228m
 30.0m WIDE

THIS PLAN HAS BEEN
REDUCED FROM A1 TO A3

REVISIONS	DATE	BY	REASON
1	16/11/19		
2	25/7/12		
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PROPOSED SUBDIVISION LAYOUT PLAN
 DATE: 25/7/12
 No. 01 of 01 Plans
 PROJECT: KENSINGTON PARK ESTATE - STAGE 4
 LOT 1 SP22504 and PART of LOT 2 on SP22504
 for PRESSLER PROPERTIES PTY. LTD.

VPM CONSULTING
 BALDWINBURG VON PTY. LTD.
 100/100 BROADWAY
 SYDNEY NSW 1585
 P: 487 4151
 F: 487 4151
 www.vpmconsulting.com.au

ASSOCIATED CREDENTIALS:

REGISTERED	LEVEL	NUMBER
REGISTERED	LEVEL	NUMBER
REGISTERED	LEVEL	NUMBER
REGISTERED	LEVEL	NUMBER
REGISTERED	LEVEL	NUMBER

DATE: 25/7/12
 No. 01 of 01 Plans
 PROJECT: KENSINGTON PARK ESTATE - STAGE 4
 LOT 1 SP22504 and PART of LOT 2 on SP22504
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