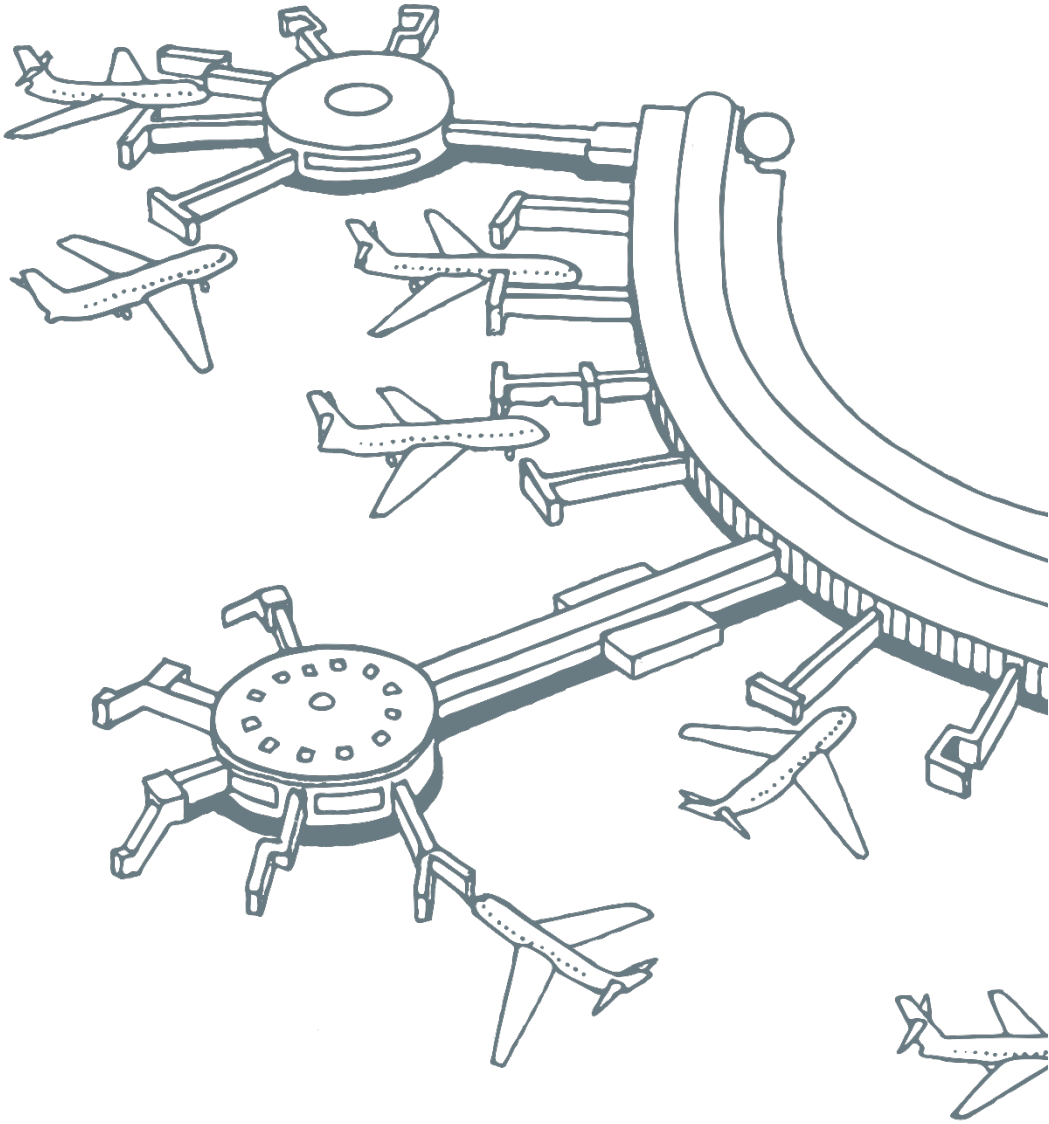
APPENDIX C
BNE AUTO MALL DEVELOPMENT PLAN



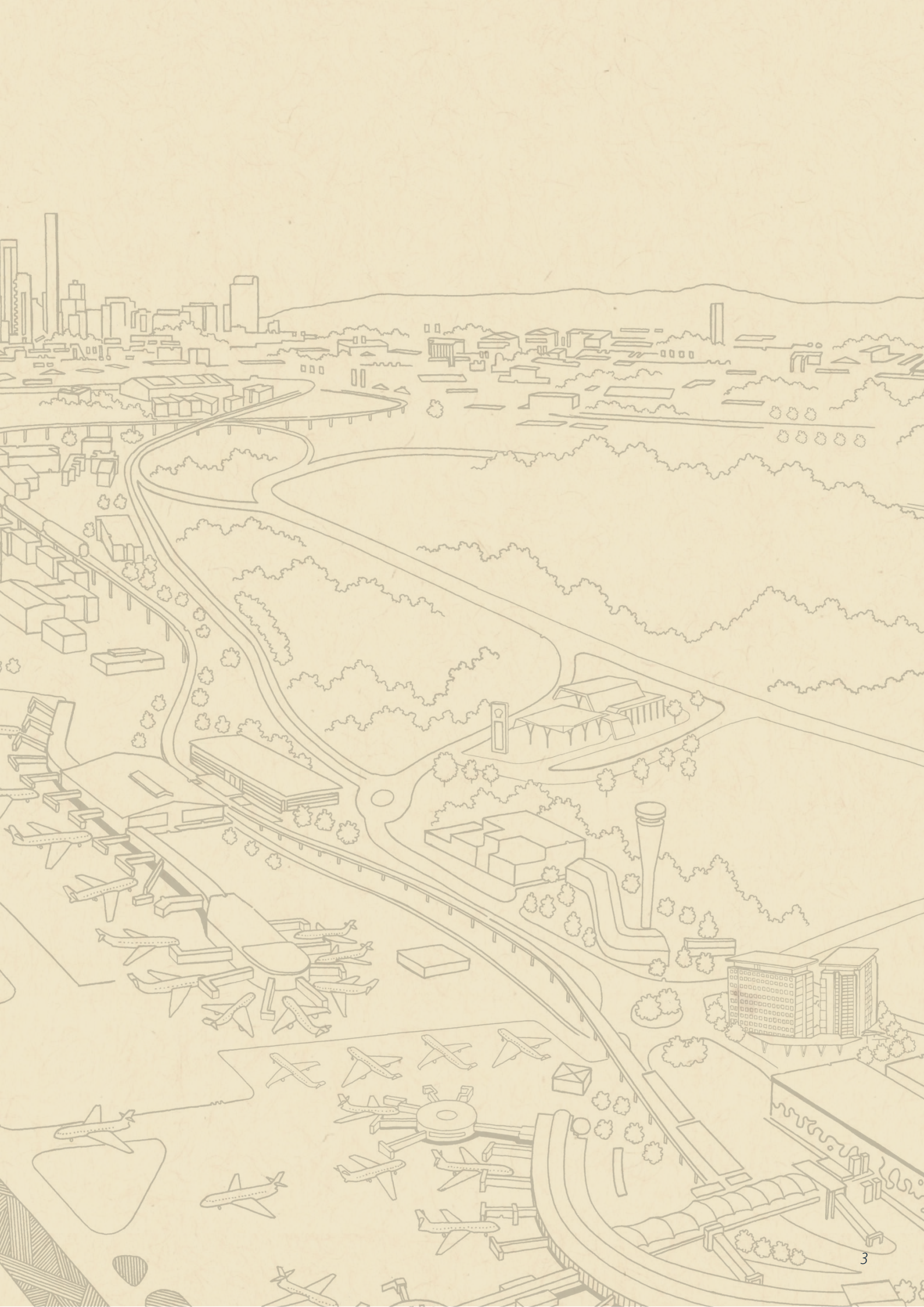
BRISBANE AIRPORT AUSTRALIA

BNE Auto Mall Development Plan

A practical guide for the development of automotive dealerships

June 2019

CONTENTS



INTENT

THE OPPORTUNITY

BAC's vision for Brisbane Airport is to be world class – a distinctive place that visitors keep coming back to, and the best possible partner for airlines and businesses.

Brisbane Airport is Queensland's most important transport hub, Australia's third busiest airport and one of the nation's fastest growing.

At Brisbane Airport Corporation, we are proud of what we've achieved over the past two decades. We believe our role extends beyond simply providing effective and efficient aviation facilities. It's also about building, and being, a place that reflects the best attributes of our city, state and country.

Brisbane Airport has a responsibility to maximise the potential of its built assets and natural advantages – the extensive landholding in single ownership, the confluence of transport modes, the location eight kilometres from the CBD, the existing utilities and infrastructure – for development.

The BNE Auto Mall Development Plan has been produced to support and advance the delivery of the Airport's Vision, specifically the following key objectives defined in the Brisbane Airport Master Plan:

- To reflect "iconic Queensland themes" including enhanced scenic amenity using a variety of colours, textures and materials.
- To achieve a balance between on-airport built environment and biodiversity values.
- To be recognised as a leader in the management of energy, water, waste, noise and biodiversity, including Water Sensitive Urban Design.
- To achieve environmentally sustainable development across the airport.
- Deliver planned and integrated transport networks.
- Deliver integrated artwork.

WORKING WITH THIS DOCUMENT

THE BNE AUTO MALL DEVELOPMENT PLAN

The BNE Auto Mall Development Plan provides a simple and synthesised precinct specific resource **for the development of automotive dealerships (only)**. It has been produced to support and advance the directions set by the established legislative, regulatory and guidance documentation.

It sets in place clear overarching development objectives, defining the guiding ambition for the development of automotive dealerships within the BNE Auto Mall Precinct.

It is intended for use by all with an interest and intent to develop their dealership business at the BNE Auto Mall - developers and their design teams. It provides development parameters, and defines precinct-wide design requirements to ensure all development contributes to the delivery of the desired amenity of this significant and unique destination.

The document seeks to harness the opportunity to work at a bold scale, advancing the airport's reputation for excellence in planning and the built environment. It also seeks to advance the airport's ambition to be proudly local but world-class, a distinctive place that visitors keep coming back to, and the best possible partner for airlines and businesses.

KEY ELEMENTS

The BNE Auto Mall Development Plan consists of three key elements:

PART 1: PRECINCT AMBITION, VISION & VALUES

Providing the overarching ambition for the Auto Mall project. It sets in place a guiding vision for the long-term character, role and contribution of the built environment of this key airport destination. The 'Statement of Intent' is intended to be used as a quick reference resource to communicate effectively and concisely the core values and development ambition.

PART 2: USER MANUAL - A PRACTICAL GUIDE FOR DEVELOPMENT

Sets out design and development parameters for the development of automotive dealerships within the precinct and is structured in two sub sections (see diagram below).

BNE AUTO MALL DEVELOPMENT PLAN

→

PART 01 → PROJECT AMBITION

PART 02 USER MANUAL

PART 3 → GETTING STARTED

PART 2: USER MANUAL - A PRACTICAL GUIDE FOR DEVELOPMENT

A

Creating great development foundations

Considers the overarching site planning requirements for development lots.

A1 General site planning
A2 Spatial planning for vehicles
A3 Landscape infrastructure & water management

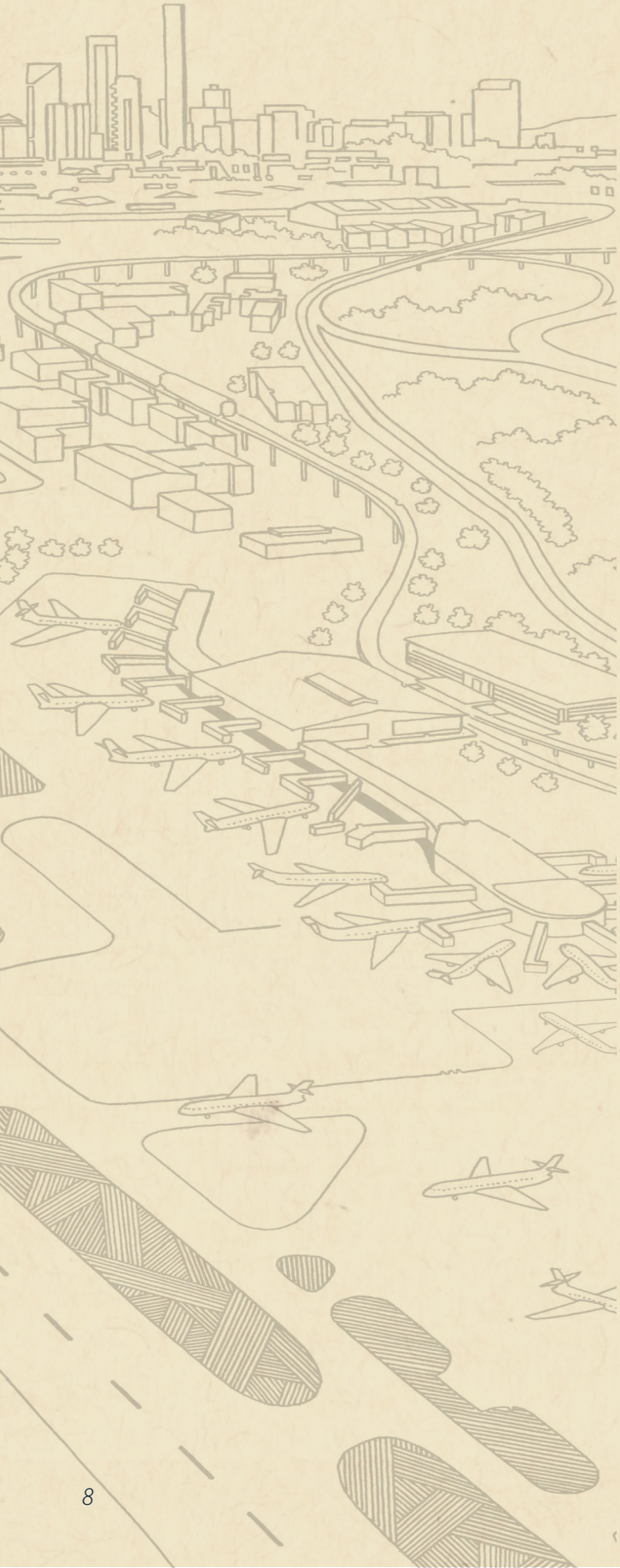
B

Creating a great place to do business

Provides guidance for architecture and associated urban infrastructure, including signage, wayfinding, access and movement.

B1 Building Design
B2 Lighting
B3 Fencing
B4 Services & infrastructure
B5 Signage & wayfinding
B6 Access & movement

PART 01: PRECINCT AMBITION, VISION & VALUES



A PREMIER COMMERCIAL ADDRESS

Brisbane Airport serves as the premier gateway to Queensland. BAC's extensive landholding offers a unique planning and development opportunity close to the Brisbane CBD.

The Brisbane Airport 2014 Master Plan mapped and categorised BAC's developable landholding into five simple and distinct precincts:

1. Airport Central.

2. Airport North.

3. Airport East.

4. Airport South.

5. Airport West.

The naming and definition of these precincts has been determined to establish identifiable geographic areas, in which synergies of character and strong 'brand', land use and development typology, as well as sustainable infrastructure strategies can be understood and delivered.

The BNE Auto Mall is located at the heart of Airport activity, in the Airport Central Precinct.

BNE AUTO MALL AMBITION & ASSETS

The BNE Auto Mall has been conceived to provide a world-class destination for automotive manufacturers and dealers, buyers of new cars as well as the public and motoring enthusiasts interested in a diverse range of exciting automotive experiences.

A key attraction and distinctive feature of the BNE Auto Mall will be a 2.5 kilometre Performance Track at the heart of the area. The track will be supported by high quality facilities for manufacturers and will provide an unrivalled platform to support the promotion and delivery of memorable motoring experiences for both established and new enthusiasts.

The project site is a 51.3ha parcel of undeveloped low lying land enclosed by Moreton Drive, Airport Drive and Nancy Bird Way, close to the Brisbane International Terminal (Airport Central Precinct).

This expansive land parcel, the business proposition and the flexibility offered by the planning environment present a unique opportunity to create a distinctive and memorable address.

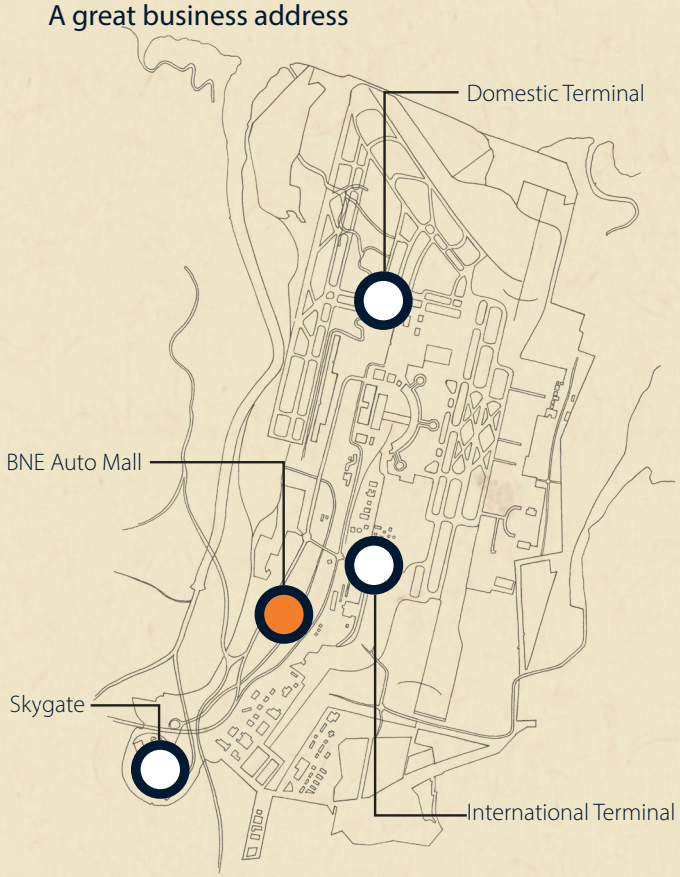
Access & movement

- Future development will be accessed off an internal road network that feeds off Nancy Bird Way (Stage 01) and Airport Drive (Stage 02 and 03).
- A future Transit System is planned, to traverse the precinct.
- Pedestrian movement will be supported by a network of walking paths, likely to be aligned to the internal road network.

Desired amenity

- The proposed development environment will be characterised by a distinctive Queensland feel, high quality and distinctive architecture, and a people-orientated and subtropical public realm.
- The precinct will have a strong urban structure, established through the built form.
- Due to the scale of the areas, architecture and landscape treatments are expected to be bold to complement the scale of the Auto Mall precinct.
- Development will be encouraged to embrace innovation and adopt ecologically sustainable development initiatives.
- Building designs and landscape treatments will deliver a high level of visual amenity for both tenants and visitors.
- Opportunities will be explored to enable the positive integration with the Kingsford Smith Memorial.
- The siting and design of development will harness opportunities for views and vistas of the Performance Track.

A great business address



DEVELOPMENT VISION

BNE Auto Mall is intended to be more than a conventional business address for the automotive industry.

The vision for the precinct has been developed to take advantage of its location within the Brisbane Airport setting, to create a unique destination that offers tenants and visitors significant choice as well as access to an exciting and distinctive destination.

The 'Statement of Intent' for the BNE Auto Mall summarises the overarching ambition for the precinct.

It sets in place a guiding statement of intent for development, to ensure that each development initiative contributes to the long-term character, role, landscape and broader experience of this key airport destination.

The statement is intended to communicate effectively and concisely the core ambition for the successful development of the area.

BNE Auto Mall will be Australia's **premier multi-purpose automotive destination**.

It will provide **a vibrant and visually distinctive business address**, offering tenants, customers and visitors **easy access** to a wide range of retail choices and activities in **a unique setting.**

BNE Auto Mall will be **an exciting landmark destination** that **celebrates the experience and innovation of transport** and the automotive industry.

Illustrative plan

Whilst the focus of this development plan is automotive dealerships the adjacent plan provides an illustrative representation of the ultimate development within Auto Mall and identifies six distinct neighbourhoods, clustered along key streets.

It shows the Test Track and Driver Experience Centre at the heart of the precinct, establishing a hub of activity around which prime locations for automotive dealerships are organised.

The neighbourhood characters are developed from the unique opportunities each location offers within the overall master plan, relative to commercial exposure, visibility, access and opportunities to engage with the public.

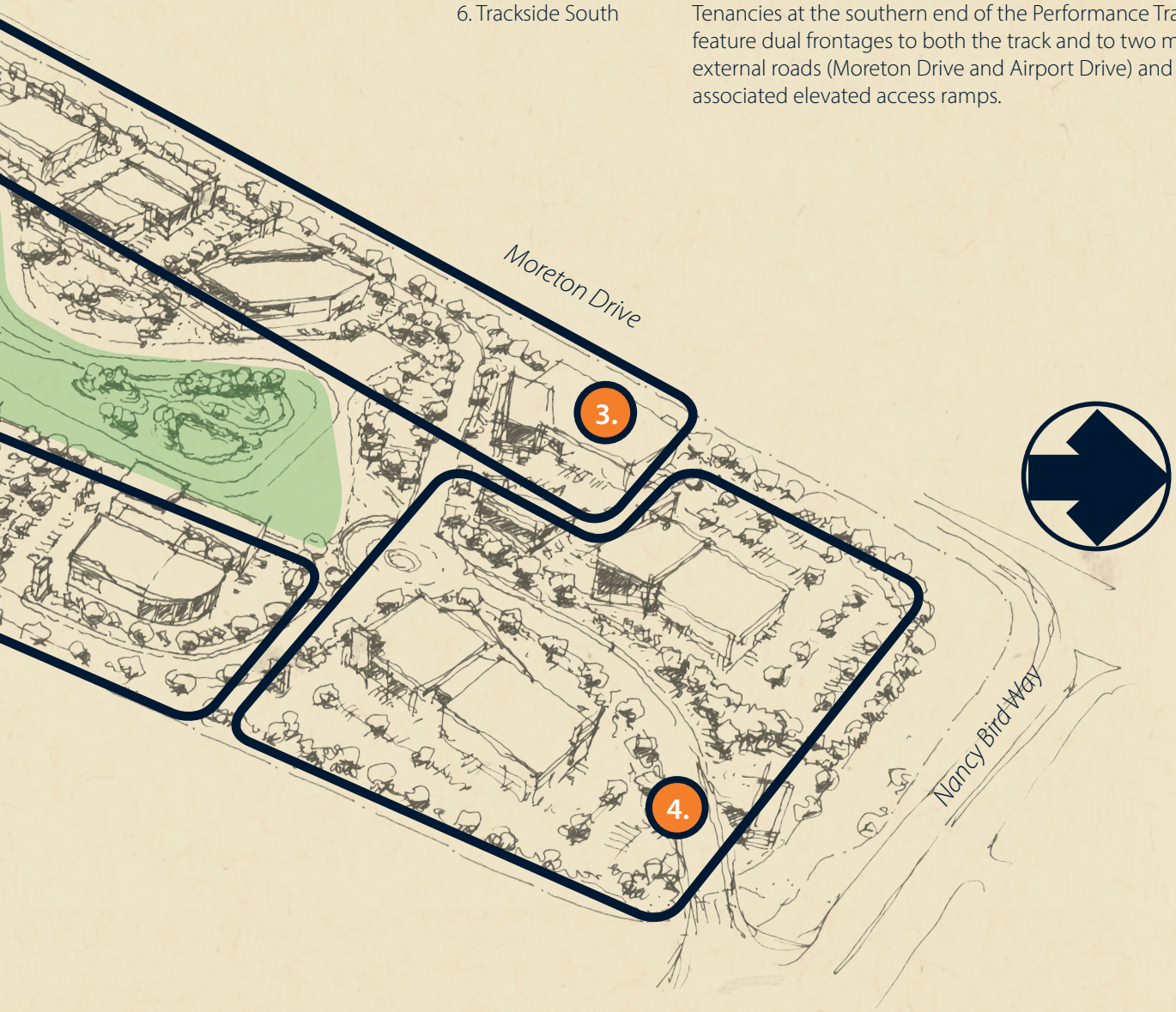
All tenant sites in the Auto Mall master plan feature multiple frontages. All development is required to deliver well-designed solutions for building elevations and landscape treatments to key addresses.

Key addresses include:

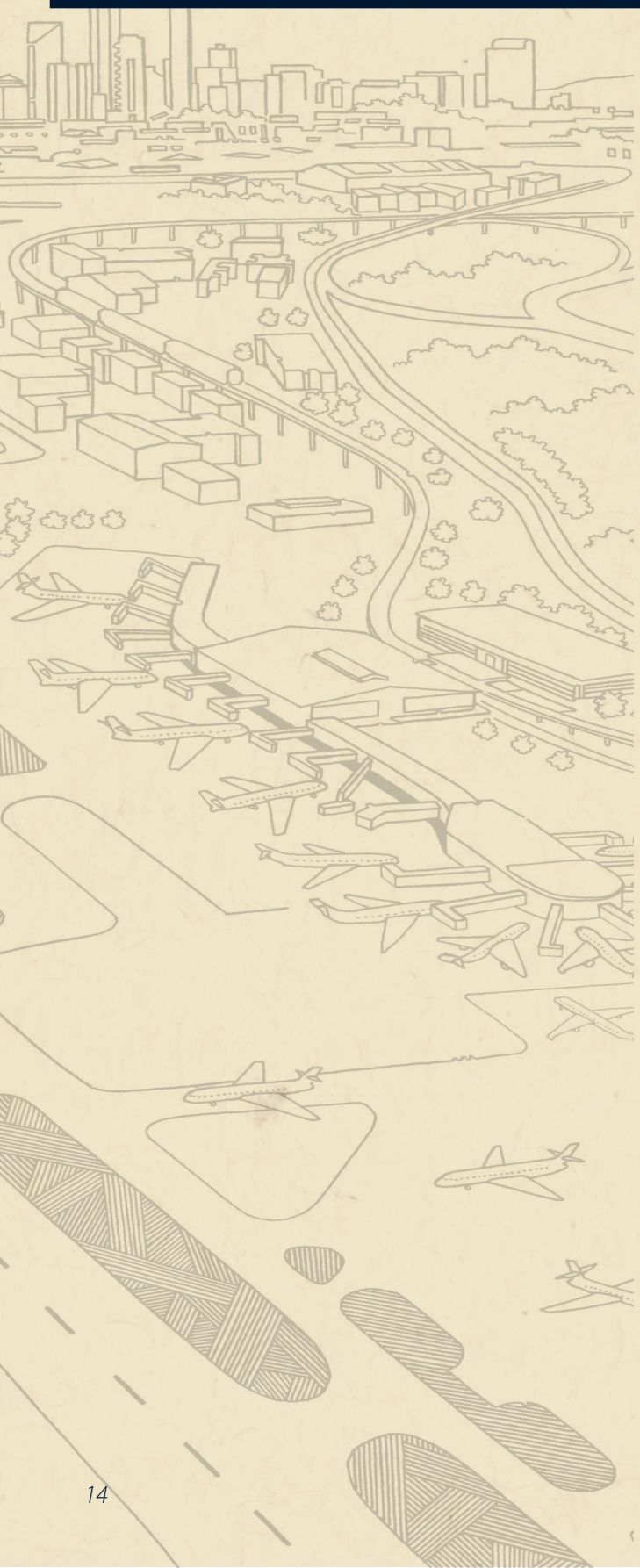
- The Internal Avenue.
- The Performance Track.
- Moreton Drive.
- Nancy Bird Way.
- Airport Drive.

DEVELOPMENT ADDRESS REQUIREMENTS

Address	Key design opportunities
1. Auto Central	Auto Central is the public and active heart of Auto Mall, occupying a central location in the precinct. Driver Experience Centres, Track Control Centre, and associated public facilities are likely to be key features of this address. Development overlooks the Pit Lane on the west side of the track, creating visual interest for a more community-oriented, events and entertainment precinct on the east side.
2. Moreton Central	Tenancies here have their principal frontage to the east, addressing the internal avenue, with opportunities for a strong secondary address and exposure to Moreton Drive.
3. Trackside West	Principal addresses are oriented to the west, presenting a strong urban frontage onto both the internal avenue and Moreton Drive. These tenancies feature opportunities to address the southern end of the Performance Track and the provided four-wheel drive facility.
4. Nancy Bird Gateway	Tenancies at the northern end of Auto Mall enjoy commercial exposure onto the principal northern entrance into the Auto Mall Precinct, as well as opportunities for long views down the length of the Performance Track.
5. Trackside East	Tenancies address the internal avenue, leading to Auto Central, with direct west-facing frontage onto the test track.
6. Trackside South	Tenancies at the southern end of the Performance Track feature dual frontages to both the track and to two major external roads (Moreton Drive and Airport Drive) and their associated elevated access ramps.



PART 02: USER MANUAL - A PRACTICAL GUIDE FOR DEVELOPMENT



INTRODUCTION

The BNE Auto Mall Development Plan has been produced to guide the development outcomes of automotive dealerships and ensure individual projects contribute to the delivery of an overall coherent vision.

The plan provides design parameters for lot development, to coordinate character and quality, to ensure all developments strengthen the identity of the Auto Mall and contribute to establishing it as the premier commercial destination for automotive manufacturers and automotive dealerships in Queensland.

The development plan provides a reference to guide day to day decision making, project development and evaluation to ensure all opportunities and investment are aligned to realise BAC's vision for the area.

STRUCTURE

The planning guidelines are presented in two sections:

A

Creating great development foundations

Considers the overarching site planning requirements for development lots.

A1 General site planning
A2 Spatial planning for vehicles
A3 Landscape infrastructure & water management

B

Creating a great place to do business

Provides guidance for architecture and associated urban infrastructure, including signage, wayfinding, access and movement.

B1 Building design
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B3 Fencing
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A | CREATING GREAT DEVELOPMENT FOUNDATIONS

OVERARCHING SITE PLANNING OBJECTIVES FOR AUTOMOTIVE DEALERSHIPS

Use development to define the street

A key site planning objective for the BNE Auto Mall is to deliver buildings that define and address the street with quality frontages, using building facades to enhance the Auto Mall experience by creating an exciting and unique business and retail address.

This approach is a key strategy to delivering a point of difference at the BNE Auto Mall, setting it apart from the more typical car automotive dealerships. The proposed approach elevates the dealership brand to create a distinctive 'shop frontage' more typical of a quality high street, to carefully manage and balance the visual dominance of large numbers of vehicles which can often present as a large car park rather than bespoke retail destination and automotive experience.

The proposed orientation and positioning of buildings is aimed at creating an active and dynamic streetscape, using building scale and proximity to the street edge to define distinctive street addresses for businesses.

Use development siting to harness visual relationships

Positioning buildings perpendicular to the street helps preserve view corridors throughout the precinct, ensuring visual connections to the test track are maintained and enabling businesses to draw on the expansive landscape setting of the airport to enhance their address. This approach also secures generous open space around buildings for vehicle display and servicing requirements.

The addition of the Performance Track is a significant point of difference for the BNE Auto Mall. The design approach to the precinct establishes the track at the heart of the precinct, as a focal point of the development. The design guidance enables buildings to acknowledge this feature and establish visual connectivity to the track, with opportunities for 'pit lane' type viewing areas, for trackside automotive dealerships to further enhance the customer experience.

Overall, the BNE Auto Mall aims to create a consistent but dynamic built environment, providing its users with an exciting and unique experience.

Pay attention to infrastructure details

Development is to respond to the surrounding infrastructure to mitigate visual impact and deliver and maintain a high standard of visual amenity for the whole site.

Deliver integrated landscape infrastructure & storm water management solutions

The principles of Water Sensitive Urban Design are to be used to integrate stormwater and landscape on the site, providing multiple benefits from infrastructure investments and supporting a resilient and welcoming environment for workers and visitors.

The required capture and use of rainwater will reduce demand on potable water and the volume of stormwater and pollutants entering the receiving environment.

Keeping stormwater at surface and in the landscape on the flat site will reduce the requirement for piped networks, provide treatment of stormwater flows and support the establishment of passively irrigated and cooling green spaces.

ESTABLISHING A DISTINCTIVE BUSINESS ADDRESS - INFLUENCES & KEY CONSIDERATIONS

Use development to define streets, and create a high quality and distinctive destination.

All lots have the potential for significant visibility on multiple sides. This characteristic presents both opportunities and potential risks for the precinct as it grows.

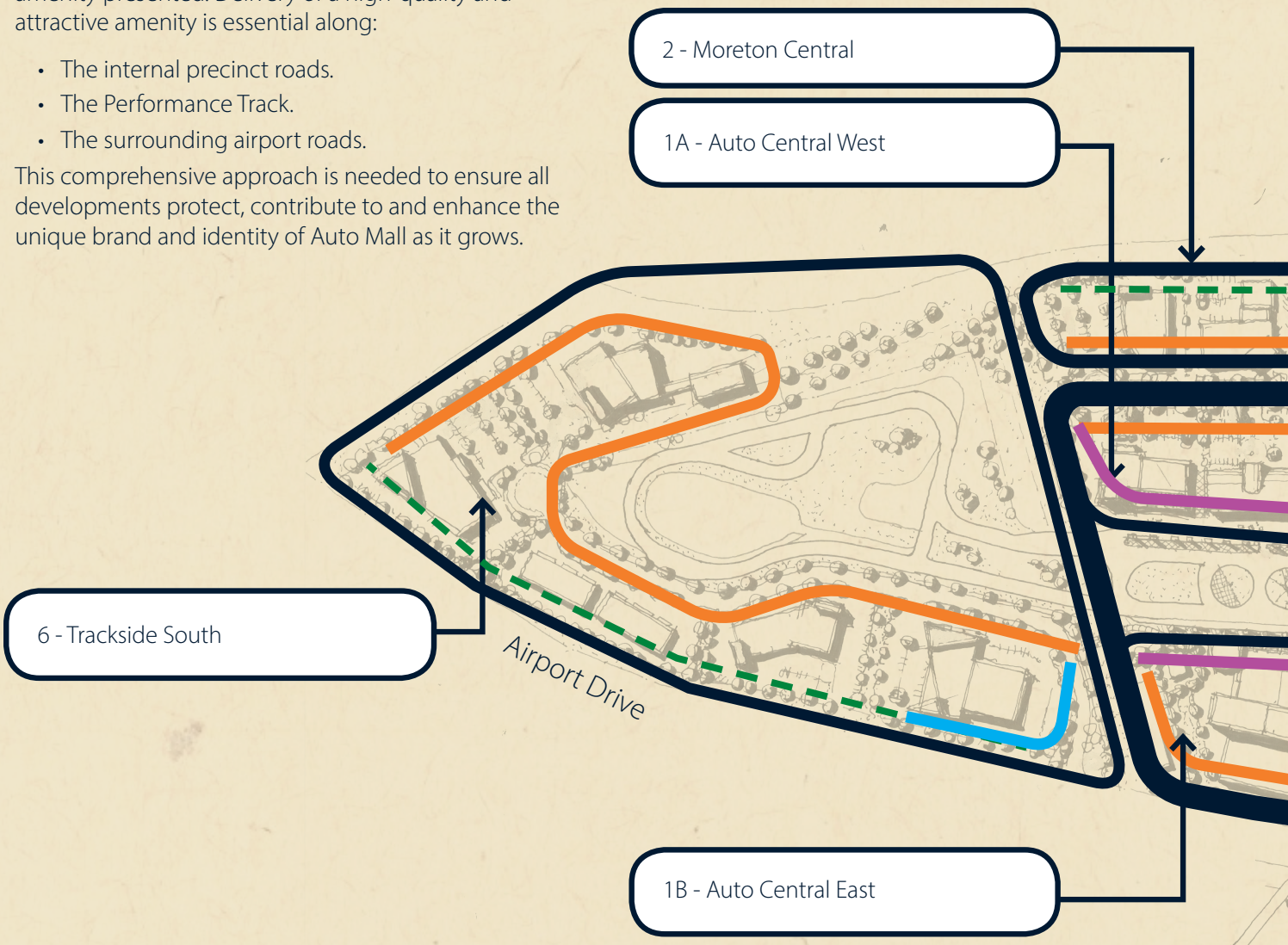
To manage risk and maximise opportunity for all, development needs to consider carefully its relationship with lot edges and the character and quality of the amenity presented. Delivery of a high-quality and attractive amenity is essential along:

- The internal precinct roads.
- The Performance Track.
- The surrounding airport roads.

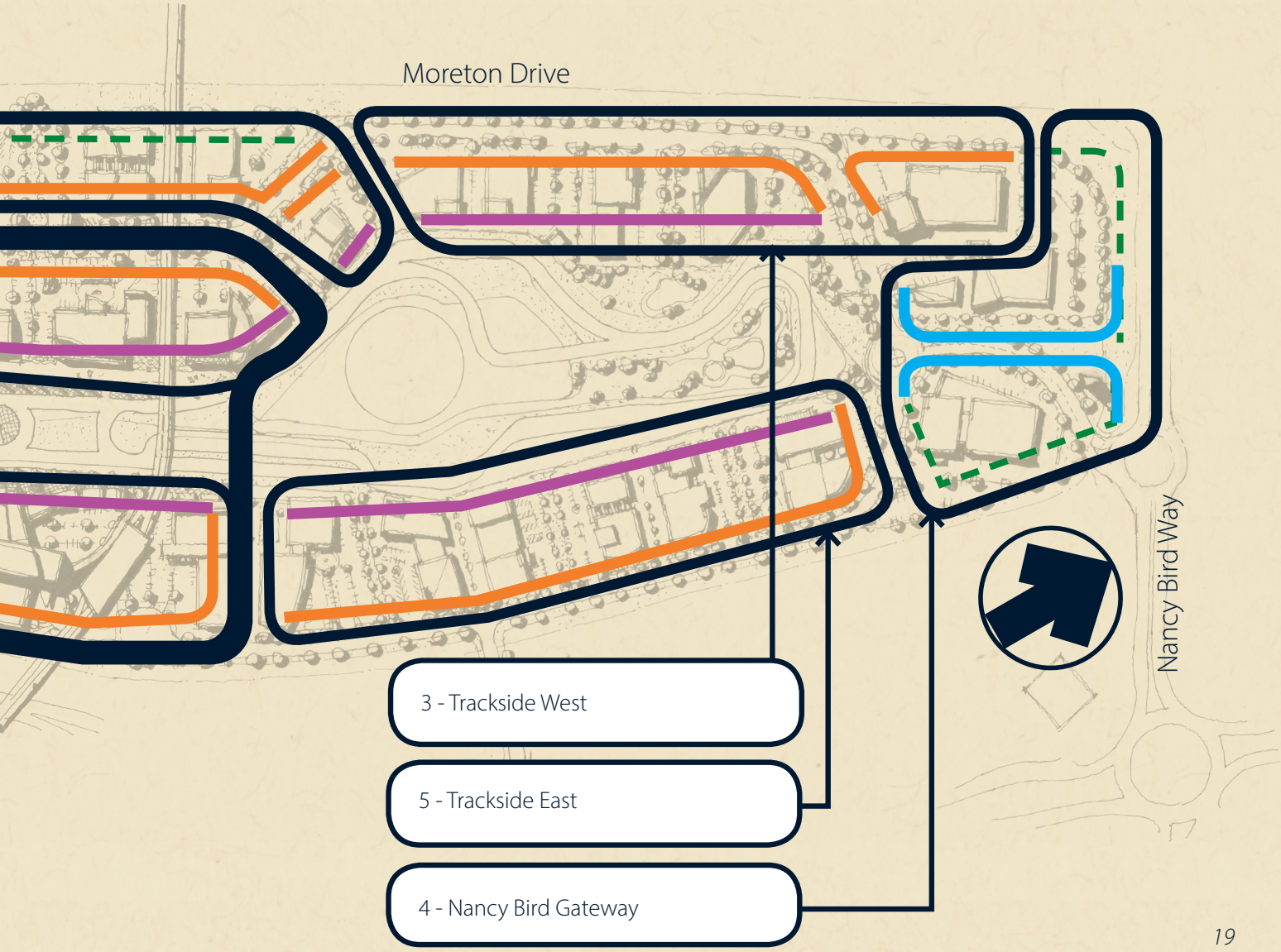
This comprehensive approach is needed to ensure all developments protect, contribute to and enhance the unique brand and identity of Auto Mall as it grows.

A key site planning objective is therefore to deliver buildings that define and address the street with quality frontages, using building facades to enhance the Auto Mall experience by creating exciting and unique business and retail addresses both within the precinct and to the external road network.

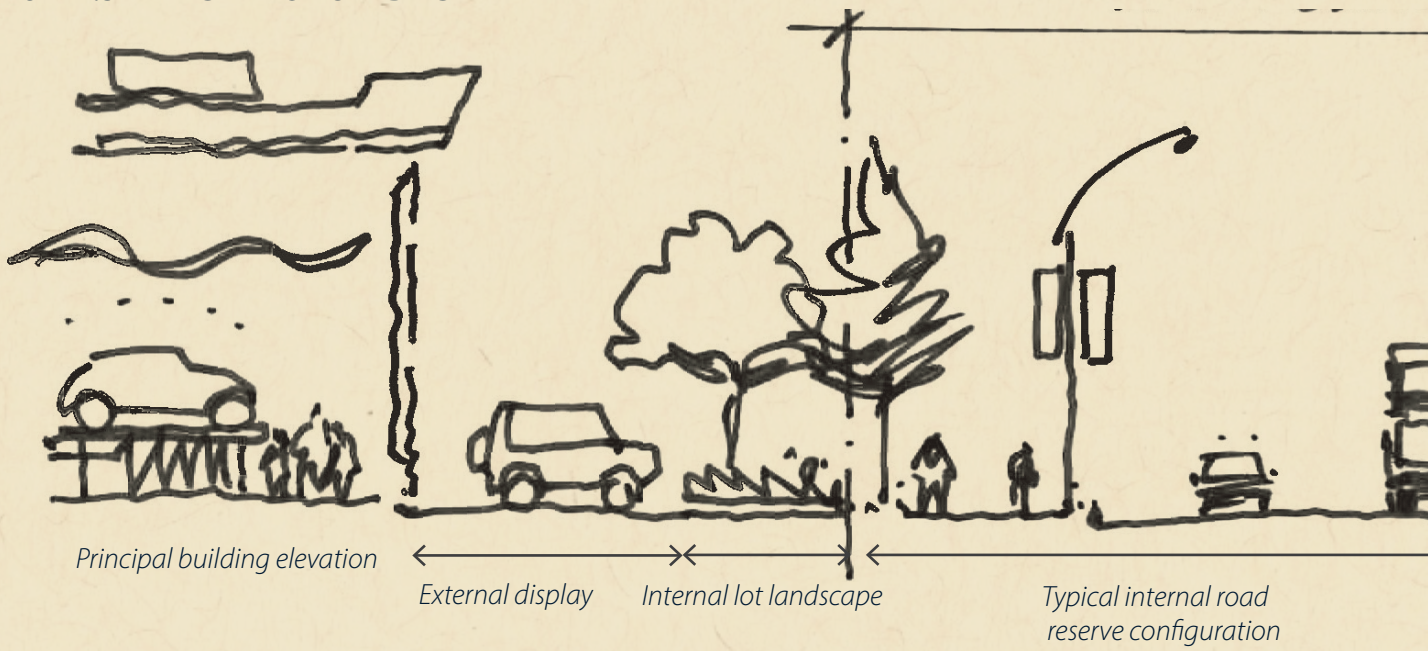
The consistent application of built form principles will enhance the precinct streetscape and maximise opportunities for promotion and interaction between precinct users and facilities and define a visually distinctive and exciting destination at the airport.



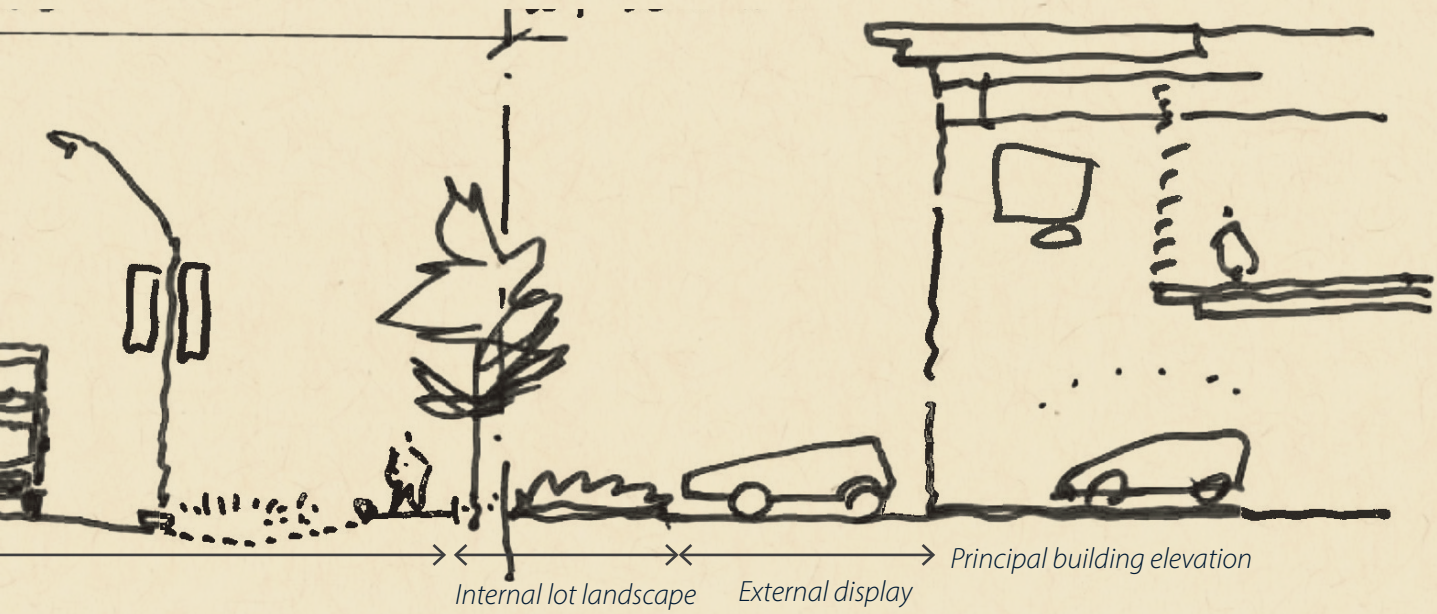
Address type	Key design considerations
Auto Mall Precinct	Characteristics - Typically viewed at high speed, and by the majority of the airport's passengers and visitors as they make their way between terminals. Role - Along these highly visible precinct edges the design treatment presents the quality and character of the BNE Auto Mall Precinct brand to all. These edges present opportunities for simple and bold scale planting and architectural treatments.
Internal Avenues	Characteristics - Typically viewed at moderate to low speeds by retailers and their customers, as they explore opportunities at the Auto Mall, these avenue edges provide a welcoming, well ordered, legible and high quality street address for businesses. Role - These avenue edges provide the principal visual and physical introduction between businesses and clients, and retailers and customers.
Trackside	Characteristics - Development edges define and address the Performance Track to enhance the precinct experience, with strong visual activation of the track. Role - The Performance Track is a key defining characteristic of the precinct. Along these highly visible edges design treatments contribute to establishing a distinctive identity for the track, offering activation that supports customer experiences both on the track and viewing the track from individual businesses.
Threshold/ Gateway	Characteristics - Typically viewed at moderate to low speeds by retailers and their customers as they enter the precinct. These edges define the arrival into the Auto Mall Precinct and introduce the precinct qualities and character. Role - Along these highly visible precinct edges the design treatment reflects the quality and characteristics of the precinct brand and present a welcoming, well ordered, legible and high quality street address.



A1.4 & A1.5 TYPICAL LOT SETBACK



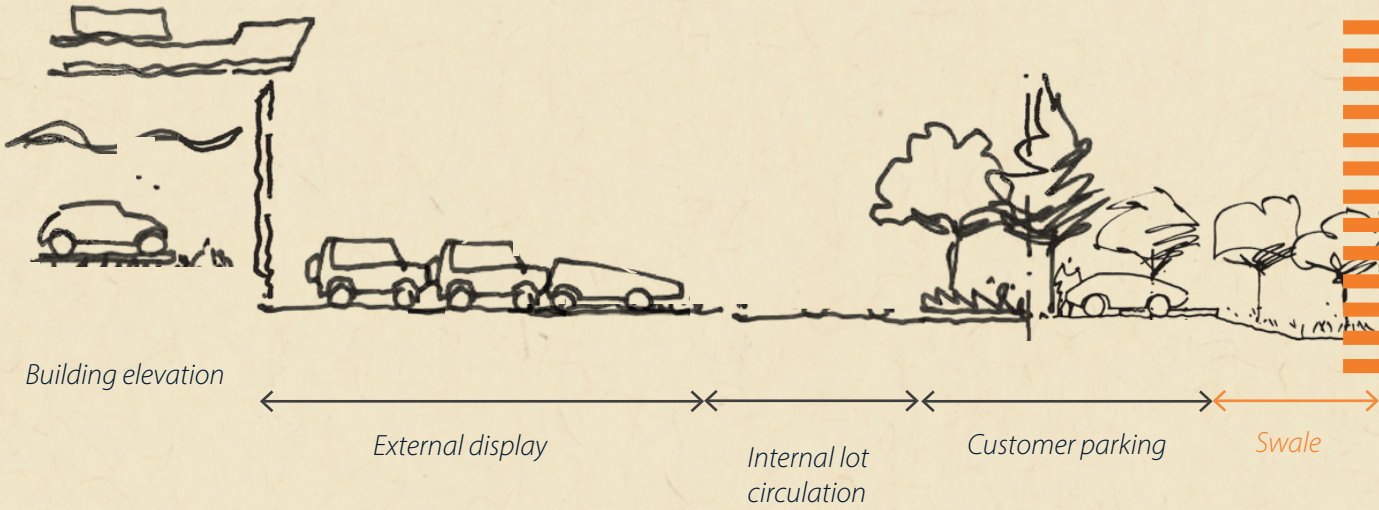
A1	GENERAL SITE PLANNING	
Ref	*Initiative*	*Planning parameters*
A1.1	*Respecting the investment and amenity of neighbours*	Buildings and ancillary structures do not negatively impact on the amenity of adjoining properties and create functional spaces. All building setbacks, measured from the outermost wall: • Contribute positively to the urban form and function of the precinct by creating a well defined street corridor. • Are consistent with surrounding development and streetscape. • Do not compromise existing service corridors or infrastructure delivery. • Consider and incorporate emergency services access requirements. • Consider specific building requirements, particularly fire protection. • Do not adversely impact on the amenity of public spaces. Design and future maintenance of the vegetated stormwater management swale enhances landscape amenity at the common boundary.
A1.2	*Lot types*	Across the precinct three principal lot types have been identified, each with distinct planning considerations relating to the orientation of principal building elevations: • Trackside. • Internal street address. • External street address.
A1.3	*Super lots/ Amalgamated lots*	Where a number of adjacent lots are within the same ownership the following planning requirements apply: • Avoid long (multi-franchise) showrooms on street boundary. • Maintain overland flow paths for stormwater. • Build over trunck stormwater prohibited. • Maximum lot dimension permitted without substantial landscape break 200m (Inclusive of stormwater swales). • Stand-alone single brand showrooms are preferable. • Shared workshop and service facilities are acceptable. • Set aside land from lots for substation requirements.



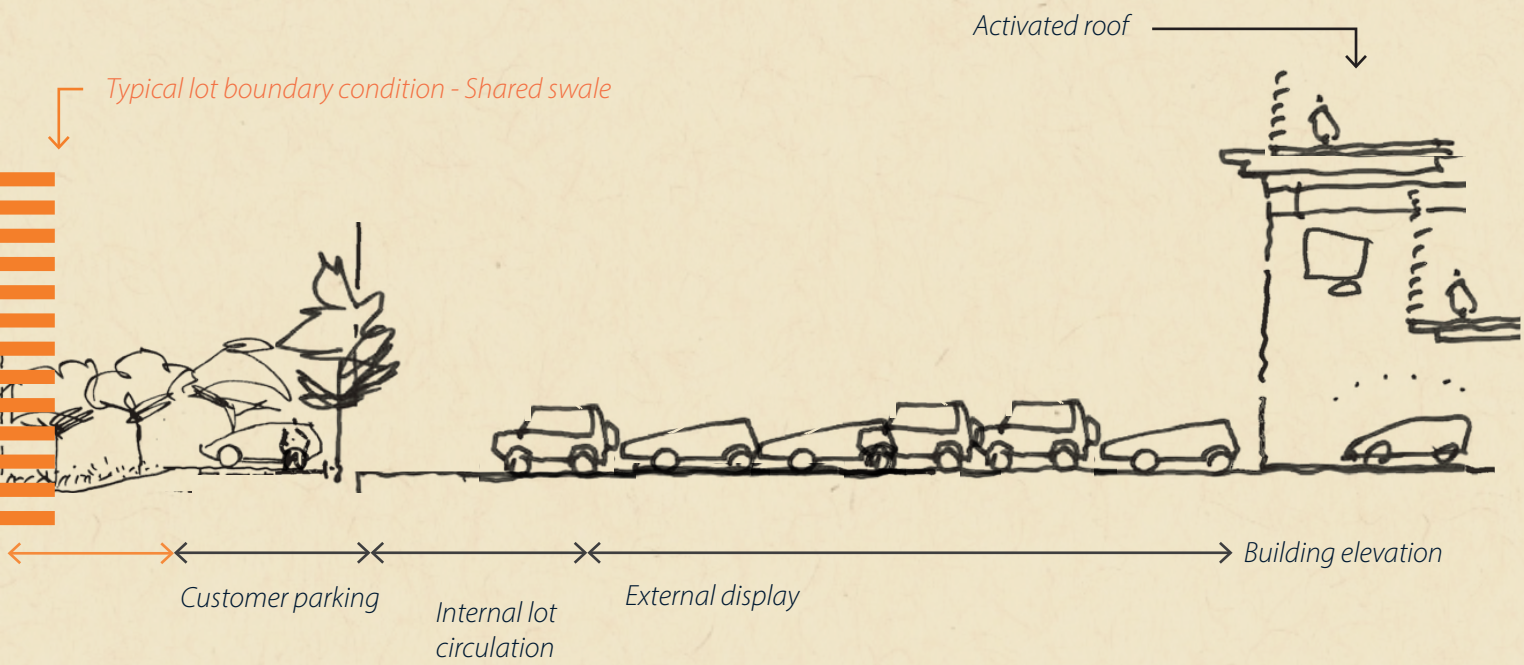
A1.4 Front setbacks

A consistant 9m building setback is required from the principal street address and lot boundary. The setback includes a minimum 3m wide strip for landscape, to establish an attractive and well defined address to the property. This setback area can also be used to display a single row of vehicles.

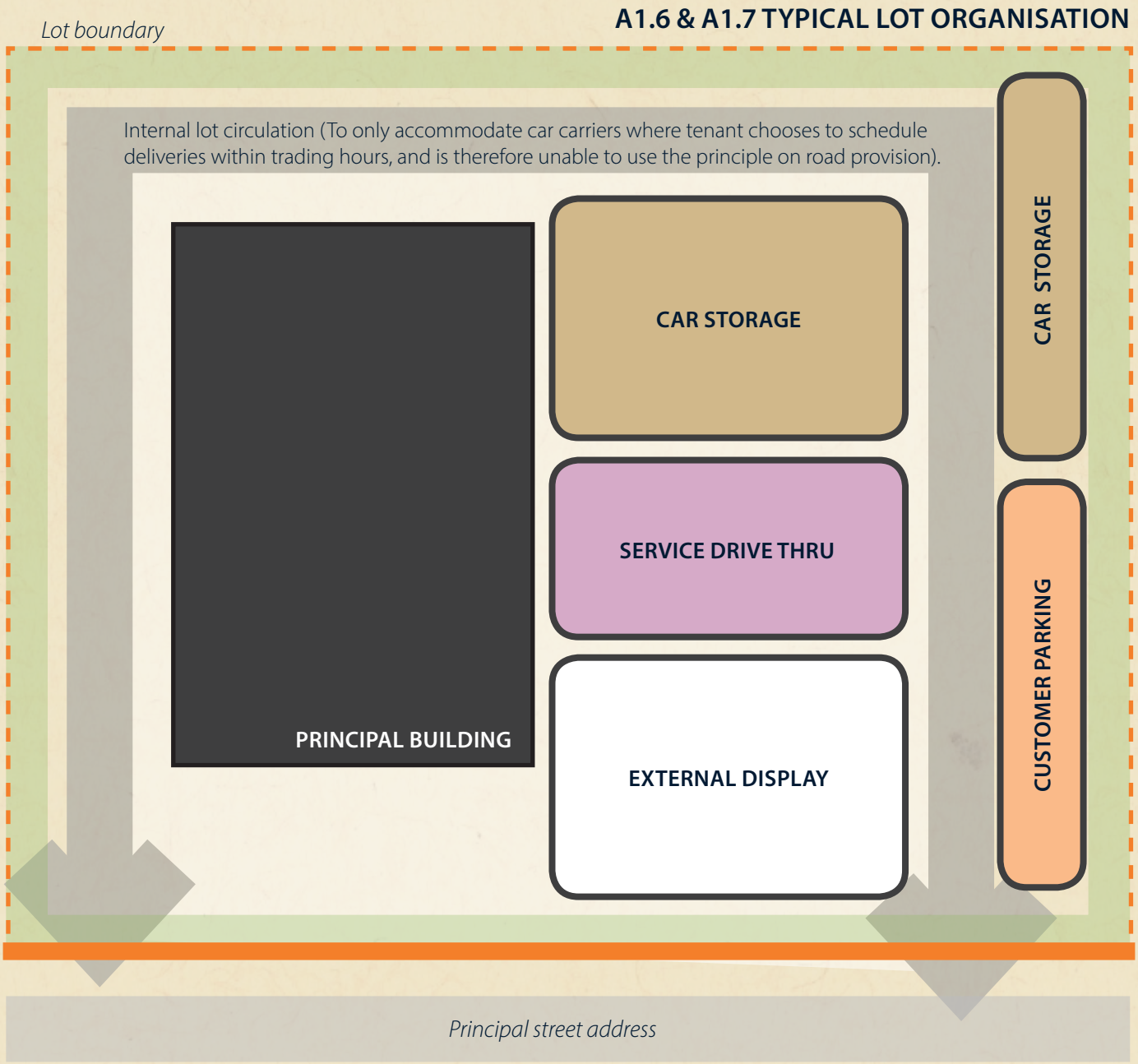
A1.6 & A1.7 TYPICAL LOT ORGANISATION



A1	GENERAL SITE PLANNING	
Ref	*Initiative*	*Planning parameters*
A1.4	*Setback to the internal avenue*	9m setback from front boundary, including a 3m landscape zone to establish an attractive and well defined street address to the property. For a corner site, setbacks maintain required sightlines for all road users. Parameter does not apply to Auto Central neighbourhood.
A1.5	*Setback to airport roads*	Due to the significant visibility of lots, on all sides, buildings to provide active frontage to surrounding external airport roads and to include an optimum 5m landscaped edge (minimum permitted 3m) to ensure an attractive and tidy character is presented, unless otherwise approved by BAC.
A1.6	*General building position*	Site levels are not to be adjusted without BAC approval. BAC provides Minimum Development Levels (MDLs) based on a risk based assessment of flood immunity. An adopted MDL for the Auto Mall to provide equivalent Q100 flood immunity is 3.5m Airport Datum (AD). Freeboard component allowance of 300mm above MDL shall be considered.

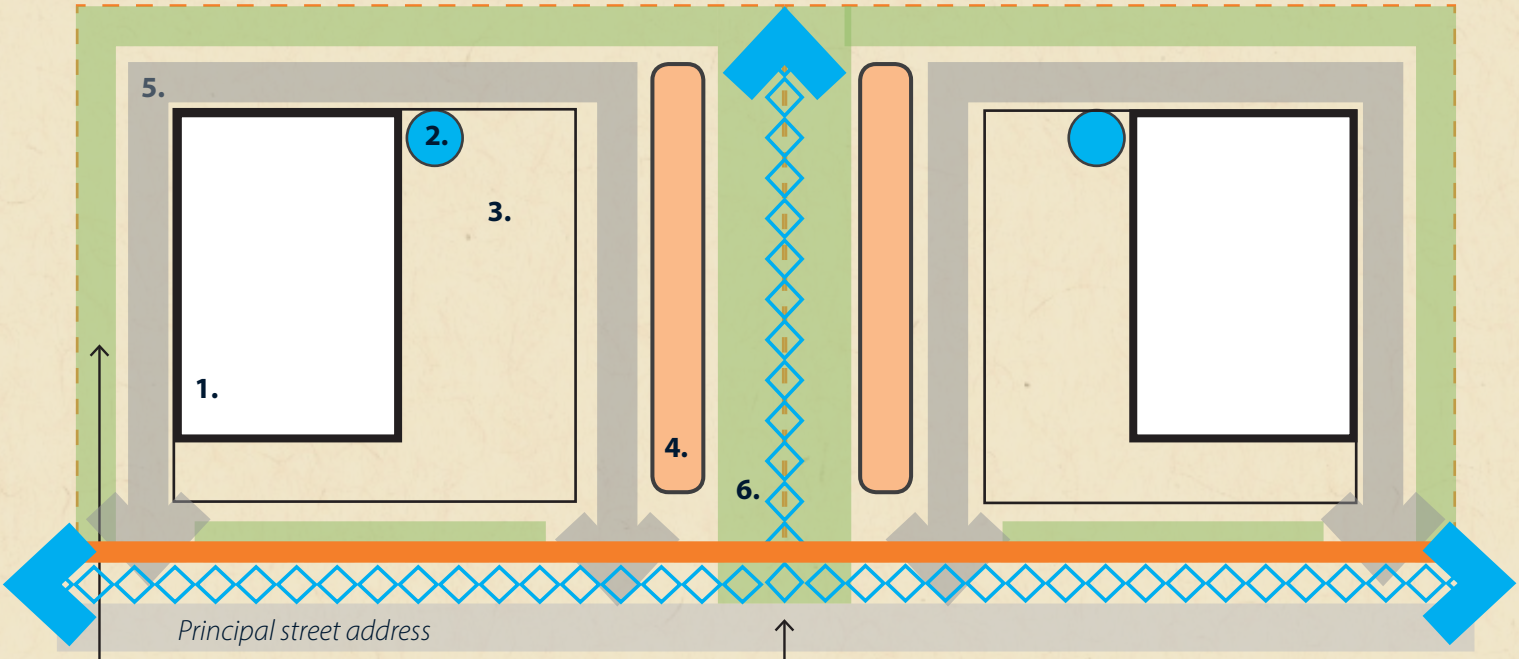


A1.6 & A1.7 TYPICAL LOT ORGANISATION



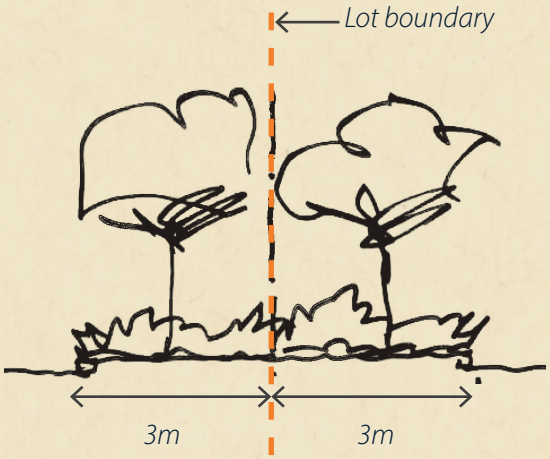
A1	GENERAL SITE PLANNING	
Ref	*Initiative*	*Planning parameters*
A1.8	*Boundary treatments*	**Side and rear boundaries - The following should be adhered to unless otherwise approved by BAC:** • To be designed to enhance visual amenity and clearly delineate development edges. • Use planting to screen boundary fencing. • Accommodate at least one passively irrigated tree every 7m. • Incorporate grasses and groundcovers. • Include flush kerbs to passively irrigate plants. • A 5m wide landscape strip is to be provided at rear. **Front boundaries** • To be designed to create a welcoming and high quality "address" and enhance the visual amenity of the street. • A consistent landscape palette and character should be adopted to create a strong sense of cohesion across the precinct. • Development must provide a 3m wide (minimum) landscape strip from the property boundary. • Corner sites should provide landscaped setbacks to both street frontages. • Front setback areas should be free of structures such as rainwater tanks and outbuildings but may accommodate compliant signage, where appropriate. **Track boundary** • Maintain views to track. • Ensure the safety of track users. • Wild grasses, groundcover and shrub planting permitted.

A1.8 BOUNDARY TREATMENTS - ILLUSTRATIVE PLAN & SECTIONS

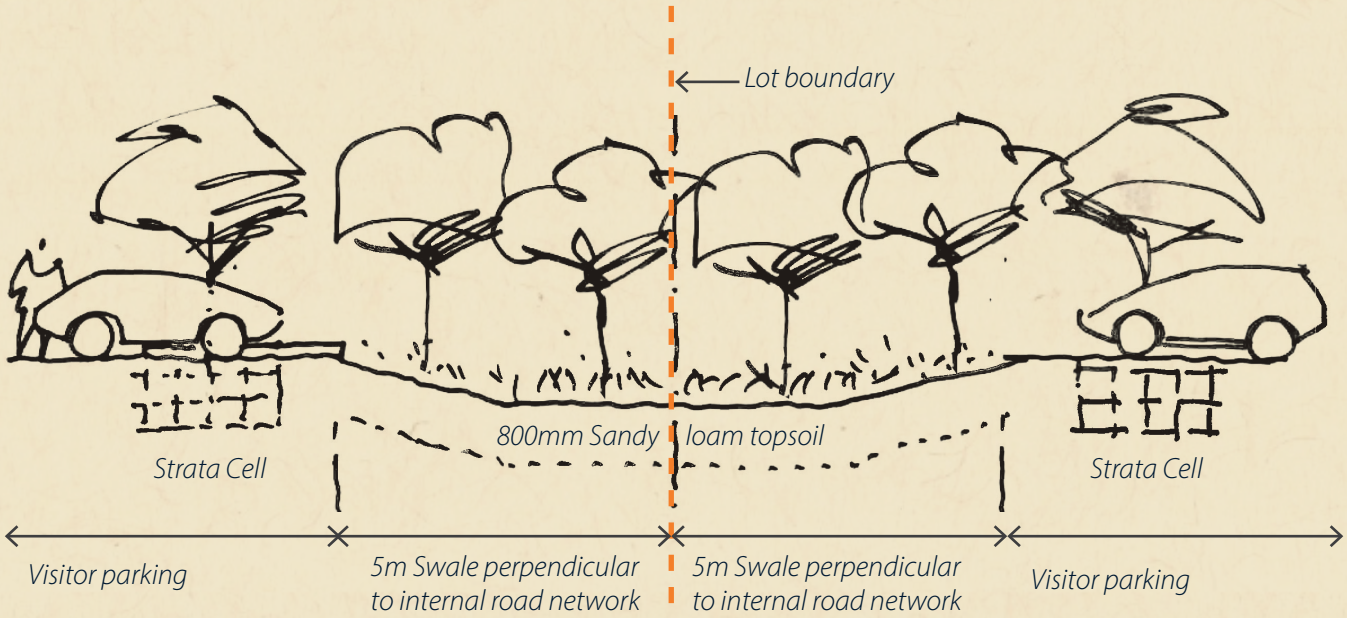


1. Principal building
2. Rain water tank
3. General parking zone
4. Customer parking
5. General circulation
6. Swale (5m per lot)

Boundary treatment opposite swale



Boundary treatment- Vegetated stormwater management swale



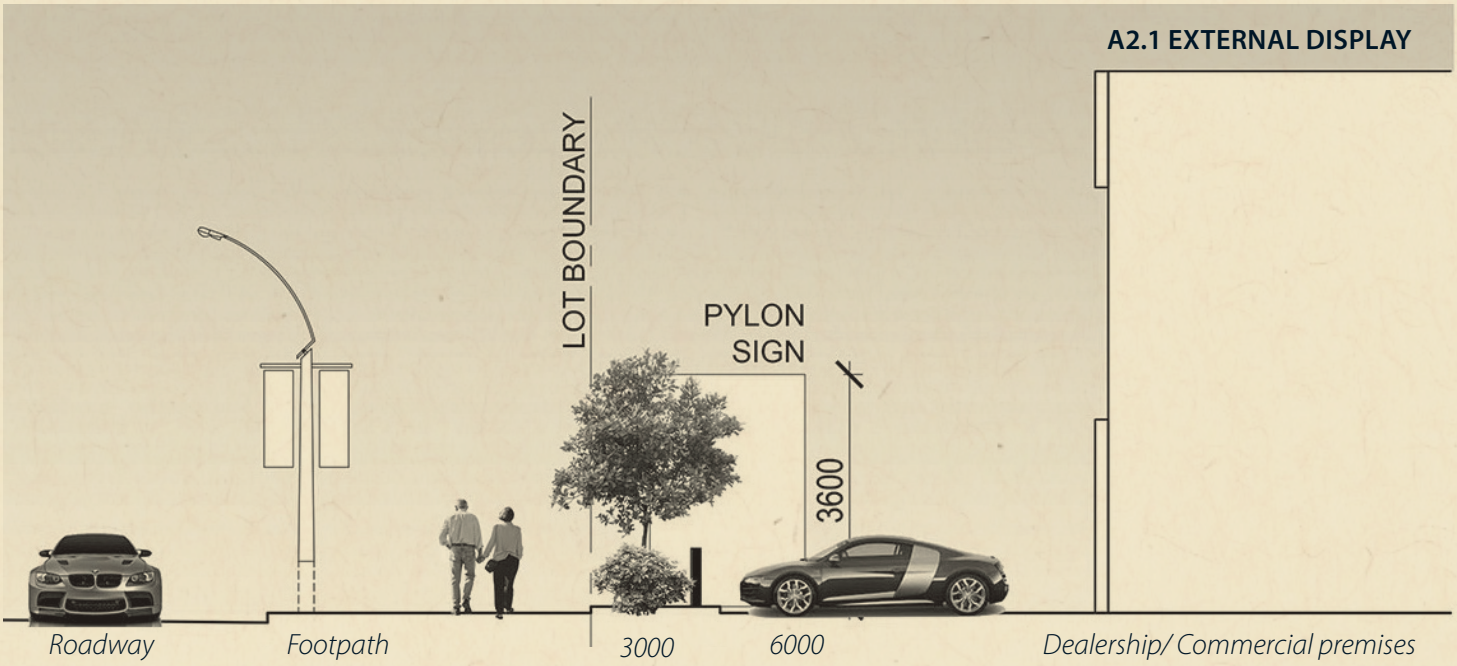
A2.1 External Display

The principal commercial frontage presents a high-quality and clutter-free retail presence to the street.

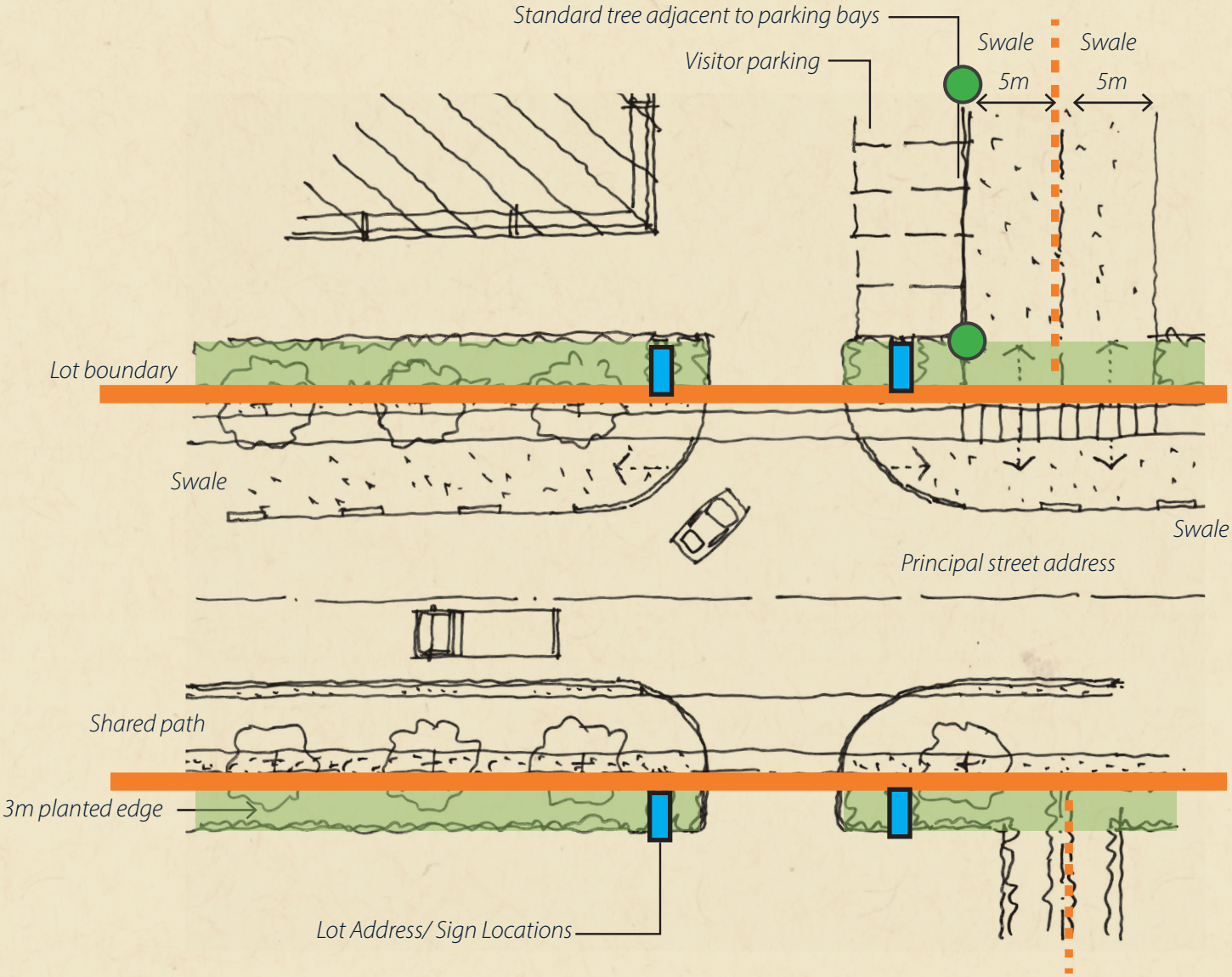
Only one row of cars is permitted to be displayed to the front of the showrooms, unless otherwise approved by BAC. Proponents to submit illustrations to demonstrate the outcomes of proposed revision.

A2	SPATIAL PLANNING FOR VEHICLES	
Ref	*Initiative*	*Planning Parameters*
A2.1	*External display*	• Only one row of cars is permitted to be displayed to the front of the showrooms, unless otherwise approved by BAC. Proponents to submit illustrations to demonstrate the outcomes of proposed revision. • Majority of external display to be to side of showroom.
A2.2	*Car parking*	Parking areas to be designed to: • Create welcoming and comfortable space for staff, visitors and customers • Provide a consistent landscape language across all lots to convey a strong sense of unity throughout the development • Enhance visual amenity of overall development • Reduce impermeable surface area where possible to assist heat island reduction aspirations, energy use minimisation and other sustainable initiatives • Visitor/customer car parking to be positioned at the front of site, and along the side boundary • Specific car parking provisions/requirements as defined in BAC Planning Guidelines • Car parking must not be accommodated within the designated landscape setbacks Disabled parking provision to: • Be provided at a rate of one space per 50 standard parking spaces, with a minimum of one space a requirement • Be in accordance with the latest Australian Standards • Be provided as close as possible to the main entrance of buidings. Parking space design to: • Be a light coloured concrete surface treatment • Provide parking delineation in a contrasting concrete (concrete to be jointed segmented slabs) • Incorporate one passively irrigated shade tree every three car spaces (Unless otherwise approved by BAC). • Incorporate grasses and groundcover planted accent areas to support passive irrigation • Incorporate flush kerbs to support the passive irrigation of plants • All car parking to be accommodated on site.

A2.1 EXTERNAL DISPLAY



A1.6 BUILDINGS DEFINE A STRONG STREET ADDRESS

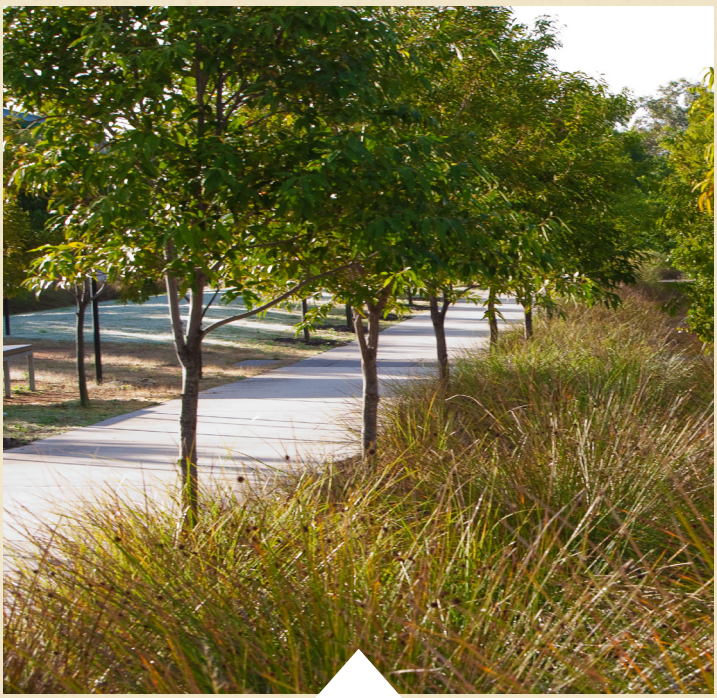


A3.4 Recycled Water/Harvesting

Water storage tanks are required for all sites to harvest rainwater from roofs.

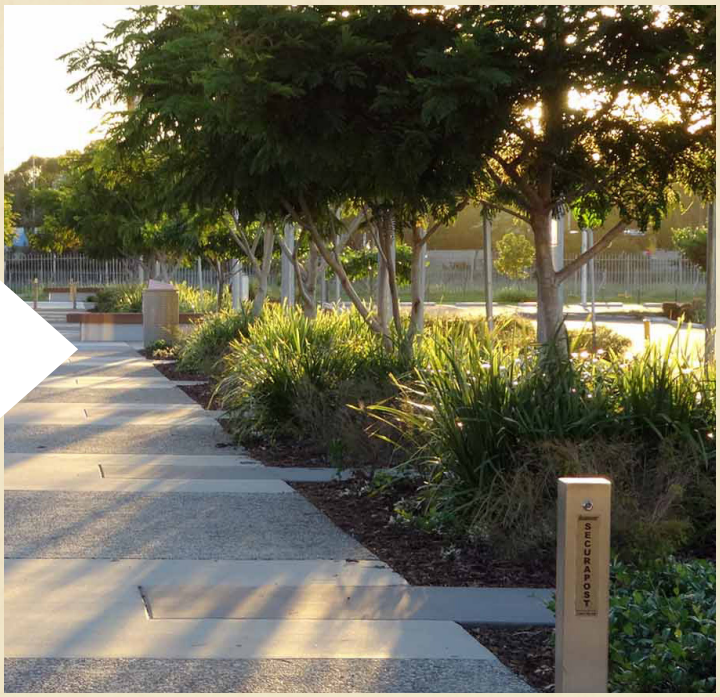
If tanks are visible to the public, they must be of a high-quality specification (pop riveted steel tanks) and their design and setting carefully considered.

A2	SPATIAL PLANNING FOR VEHICLES	
Ref	*Initiative*	*Planning Parameters*
A2.3	*Car storage*	Position car storage and service parking to ensure a high level of visual amenity and a consistent standard of street address is achieved, and protect the distinct character of the Auto Mall experience. Note - Planning requirements for car storage do not apply to general car parking areas. See A2.2.
A2.4	*New vehicle deliveries*	All unloading and loading of car carriers must be undertaken within designated areas located in the road reserve. Unloading and loading of car carriers will only be permitted during hours approved by BAC.



A2.2 Well-defined and comfortable parking

Exploit opportunities for visitor parking to be integrated into well shaded, safe and attractive landscape edges.



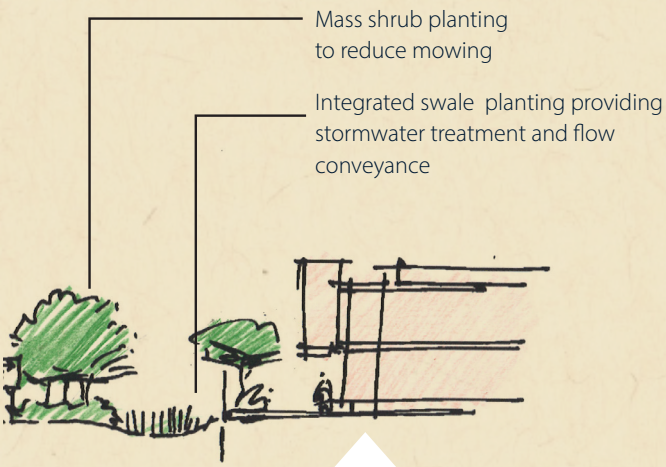
Tree Pits

In order to successfully establish trees in extensive areas of hard standing, use passively irrigated tree pits designed to capture and treat stormwater.

Example of passively irrigated tree with suitable soil volume under pavement (Citygreen strataflow system).

Source: Strataflow Treepit (Citygreen - Urban Landscape Solutions)

A3	LANDSCAPE INFRASTRUCTURE & STORMWATER MANAGEMENT	
Ref	*Initiative*	*Planning Parameters*
A3.1	*General* Stormwater Management	Deliver excellence in sustainable water management to provide stormwater quality and support a green resilient landscape. Each development site to participate in precinct stormwater management strategy which will achieve the following minimum reductions in total pollutant load, compared to untreated stormwater run-off: - 80% reduction in Total Suspended Solids (TSS). - 60% reduction in Total Phosphorus (TP). - 45% reduction in Total Nitrogen (TN). - 90% reduction in Gross Pollutants >5mm. (Source: Post construction phase - stormwater management design objectives (Table B), State Planning Policy (SPP) – Water Quality) • On-site drainage to be designed for Q10 events • Site occupier to ensure no adverse impacts to wider precinct stormwater management strategy • All overland flow paths to be retained.
A3.2	*Landscape Outcomes*	• Vegetated Stormwater Management Swales will be required at regular intervals between lots for site drainage. • Swales are to be provided at boundaries perpendicular to the internal road network. The Swale corridor should be: • 5m wide and be located adjacent to the 5m corridor provided in neighbouring lots to achieve one swale with a total width of 10m. • Generally located at approximately 200m maximum intervals to form part of the precinct wide stormwater management strategy. (Refer also to A1.3) • Swales to be heavily vegetated with suitable plant and tree species (Refer to BAC Landscape Setting Strategy) • To be designed to include 800mm depth of sandy loam topsoil to support plant health and stormwater treatment. • To include a maximum of two crossovers through each swale • To include flush kerbs to passively irrigate plants • Weeds managed to achieve less than 5% weed cover. No Class 1, 2 or 3 weed species (as per the Queensland Government Declared Pest Plants) • Adequate establishment period of no less than 12 weeks • Regular lot maintenance to reduce the risk of attracting wildlife • Maximum slope on batter to be 1:3 • Minimum base of the Swale to be 1m.



Source: Graham Gambie, Parks & Recreation Superintendent, Gladston Ports Corporation Ltd.

A3.1 General stormwater management

Look for opportunities to provide stormwater treatment in landscaped areas to provide multiple benefit including shade and amenity.

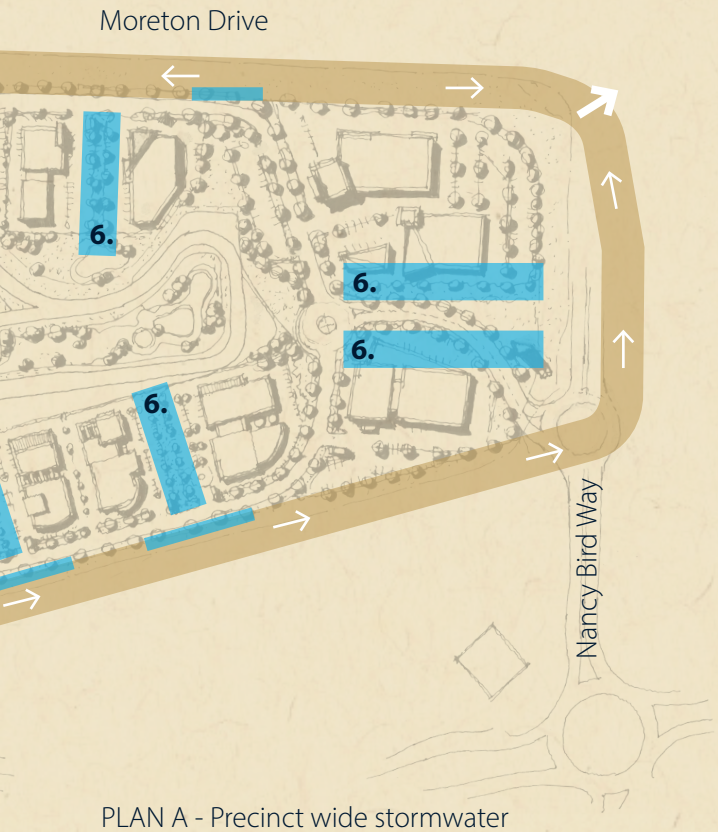
Landscape value

Passively watered landscapes, where surface runoff is directed to landscape areas provide multiple benefits to on lot design:

- Reduced costs as a portion of the stormwater quality treatment is provided within the required landscape corridor.
- Improved tree health, landscape amenity and lot value.
- Reduced demand on potable water.
- Best practice in climate change mitigation through increased shade canopy and cooler, well irrigated landscapes.
- Healthy landscapes require less maintenance.

A3.1 GENERAL STORMWATER MANAGEMENT STRATEGIES - INDICATIVE ILLUSTRATIVE PLANS

A3	LANDSCAPE INFRASTRUCTURE & STORMWATER MANAGEMENT	
Ref	*Initiative*	*Planning Parameters*
A3.3	*Stormwater Quality*	Demonstrate that all impervious areas receive treatment prior to discharge. Look for opportunities to provide stormwater treatment in landscaped areas that provide multiple benefit (e.g. amenity and shade). Acceptable Solution: • Maximise opportunities for surface runoff to be directed to passively watered landscapes and the vegetated stormwater management swale through site layouts which encourage multiple short drainage paths. • Inclusion of bio retention within the base of the swale to optimise removal of pollutants • Provision of passively irrigated tree pits designed to capture and treat stormwater
A3.4	*Potable Water Reduction*	• Water storage tanks are required for all sites to harvest rainwater from roofs • Site occupier to install minimum 100kl rainwater tank to be plumbed for re-use (toilets, carwash and irrigation). This sizing should be optimised to achieve 70% volumetric reliability. • If tanks are visible to the public, they must be of a high-quality specification (pop riveted steel tanks) • Visible tanks must match the colour palette of the adjacent building • Tanks to be used for first flush toilet systems, irrigation and car washing



PLAN A - Precinct wide stormwater management strategy illustrating proposed location for swales

Stormwater Strategies

- Vegetated stormwater management swale
- Surface drainage flow lines to encourage multiple short drainage lines
- 100KL Rainwater tank
- Stratflow Street Tree Cells or similar under visitor parking

Key

1. Principal building

2. Retail frontage

3. General parking zone

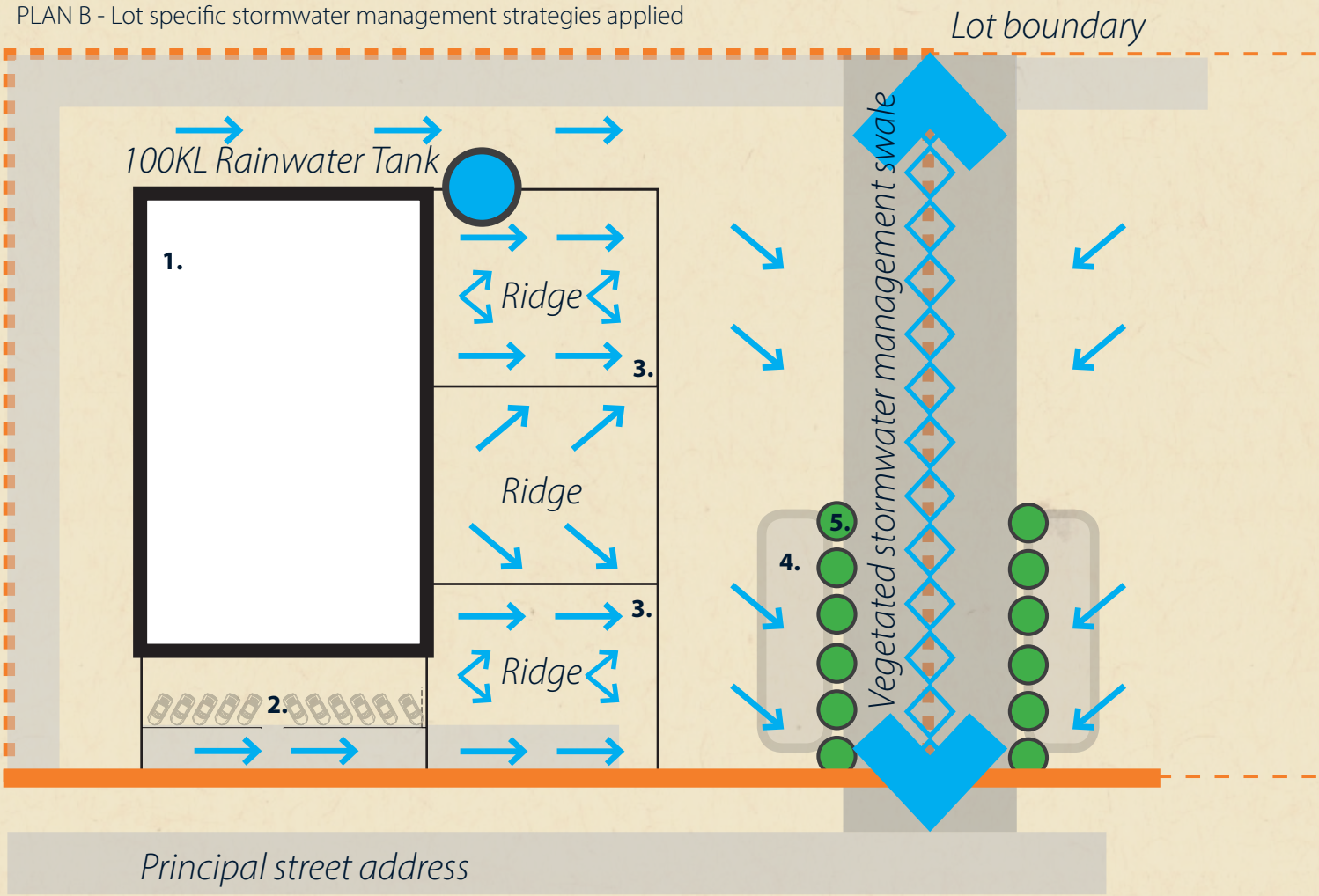
4. Customer parking

5. Irrigated tree pits and planting - Trees to be planted at minimum 7m intervals along side and rear boundaries

6. Swales & Rain Gardens - Recommended location for precinct wide stormwater mangement swales

7. External drainage channel and treatment swale with direction of flow

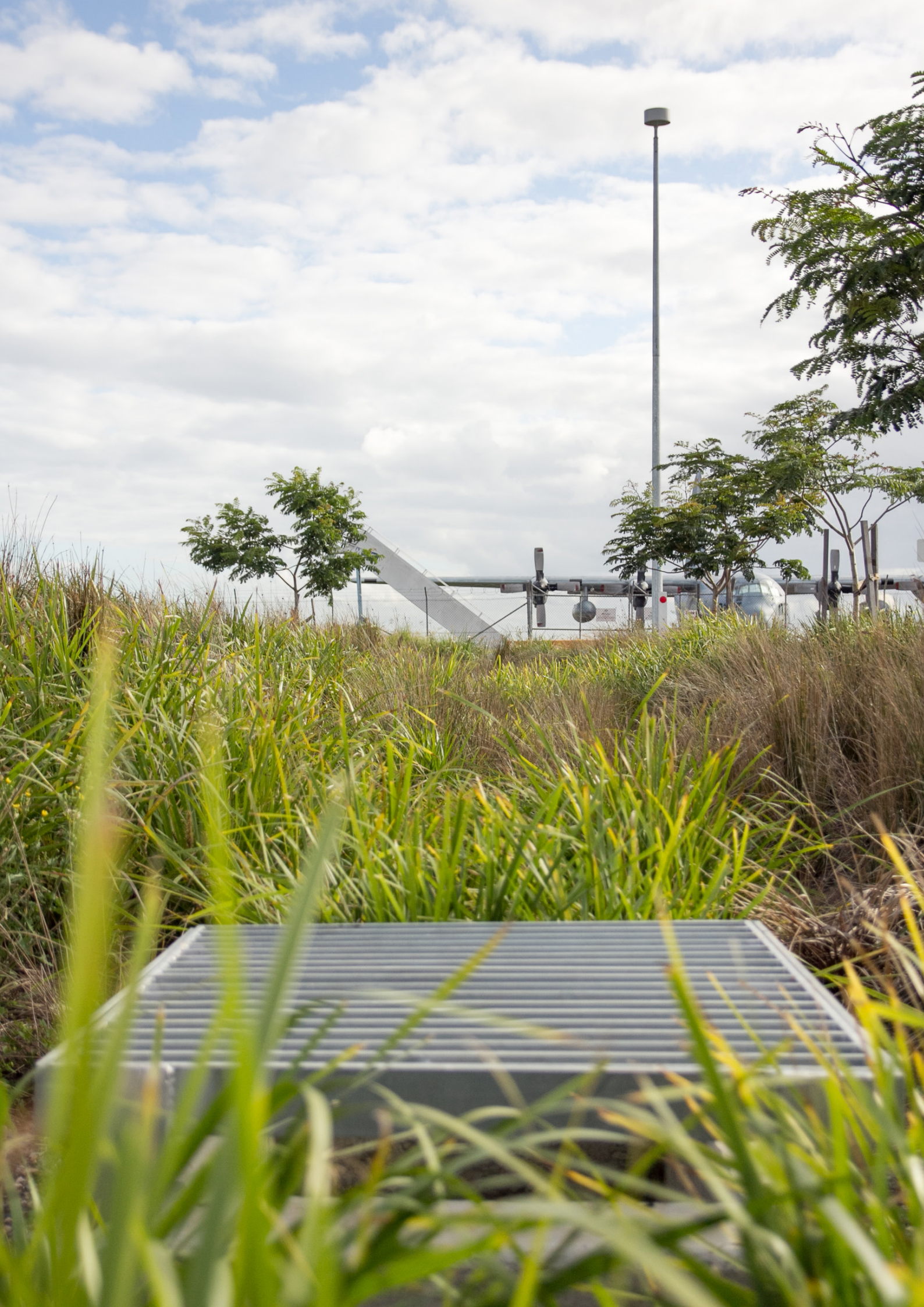
PLAN B - Lot specific stormwater management strategies applied



A3.5 General landscape design requirements

A consistent and simple palette of material to be used to convey a strong sense of unity and cohesion throughout the development

A3	LANDSCAPE INFRASTRUCTURE & STORMWATER MANAGEMENT	
Ref	*Initiative*	*Planning Parameters*
A3.5	*General Landscape Design Requirements*	• All planting to be in accordance with the Landscape Setting Strategy • A consistent and simple palette of material to be used to convey a strong sense of unity and cohesion throughout the development • High-quality materials to be used to ensure minimal and appropriate maintenance requirements and avoid material failures • Planting design and species choice to maximise shade and tree cover • Species to be as per the Landscape Setting Strategy "BNE Destinations" Thematic Landscape Areas Plant Guide
A3.6	*Management of Fauna*	• To manage risk and protect airport operations planting choices should be made to avoid creating new habitat and food sources for fauna.
A3.7	*General Materials Choice*	Materials choice to consider the following requirements: 1. Have a long life and low toxicity 2. Have a low environmental footprint 3. Be locally sourced where possible 4. Materials to be suitable for the marine environment of the airport.



B | CREATING A GREAT PLACE TO DO BUSINESS

OVERARCHING PLANNING OBJECTIVES

Delivering distinctive, high-quality architecture that contributes to the Auto Mall brand and experience

Building design guidelines provide a basis for a consistent and high-quality built form which enhances the overall experience of the Auto Mall Precinct. The intent is to deliver well designed spaces with high-quality materials which are indicative of the overall precinct.

As the lots have the potential for active frontages at both the front and back boundaries, building designs must present quality facades to the internal precinct roads, the external airport roads and the Performance Track.

Due to the high visibility, it is integral that buildings present high-quality design and finishes on all facades, as they will be seen from multiple angles.

The overall principle of the building design guidelines is to provide high-quality, well designed buildings which create a strong presence and street address. Designing for both frontages of the lots maintains a visual connection to the test track, as the feature of the precinct.

A consistent delivery of such built form will enhance the precinct streetscape and maximise the interaction between the precinct users and the facilities.

Delivering site-wide cohesion and business brand opportunities

Recognising this site as a unique precinct, dedicated to auto retail and driving, the signage guidelines are different to those for a typical public road environment.

The aim of the signage guidelines is to acknowledge the unique nature of the site and provide appropriate design direction that achieves site-wide visual cohesion without inhibiting lot holders' ability to clearly express their business brand and offering.

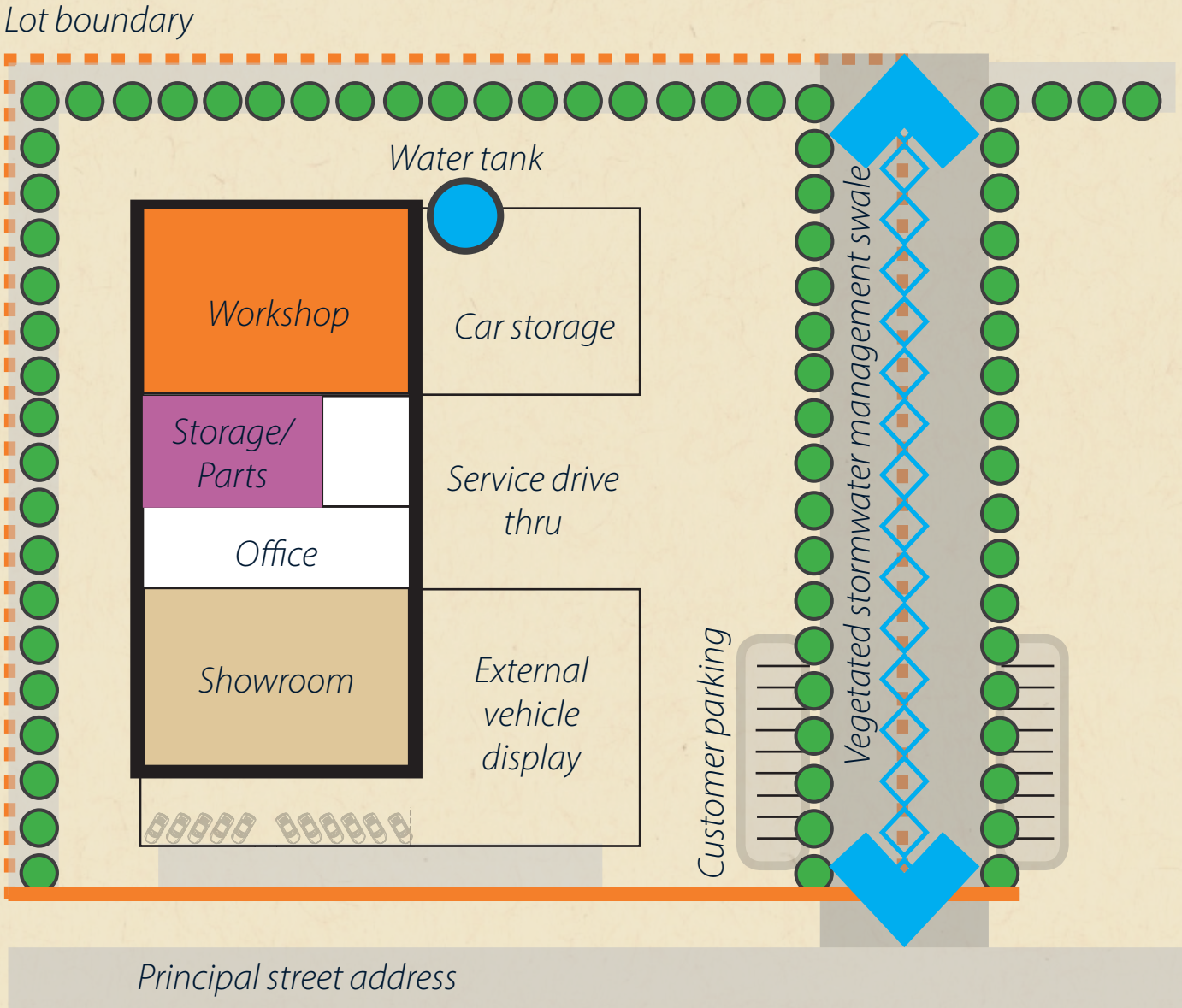
There are three different lot frontage types:

- Internal road - A lot's primary street address is on the internal roads of the Auto Mall. This is the main signage identification point where customers and others will recognise and then access the lot.
- Performance Track - Some lots will address the test track, providing a further opportunity to reinforce brand awareness.
- External major road – A small number of lots address the external road network. The presentation and signage of these lots requires a high level of coordination, with opportunities for bold scale interpretation due to the driving speed along these routes.

B1.4 Building signage

Brand signage must feature on both front and rear facades but must be proportionate to the building height and scale.

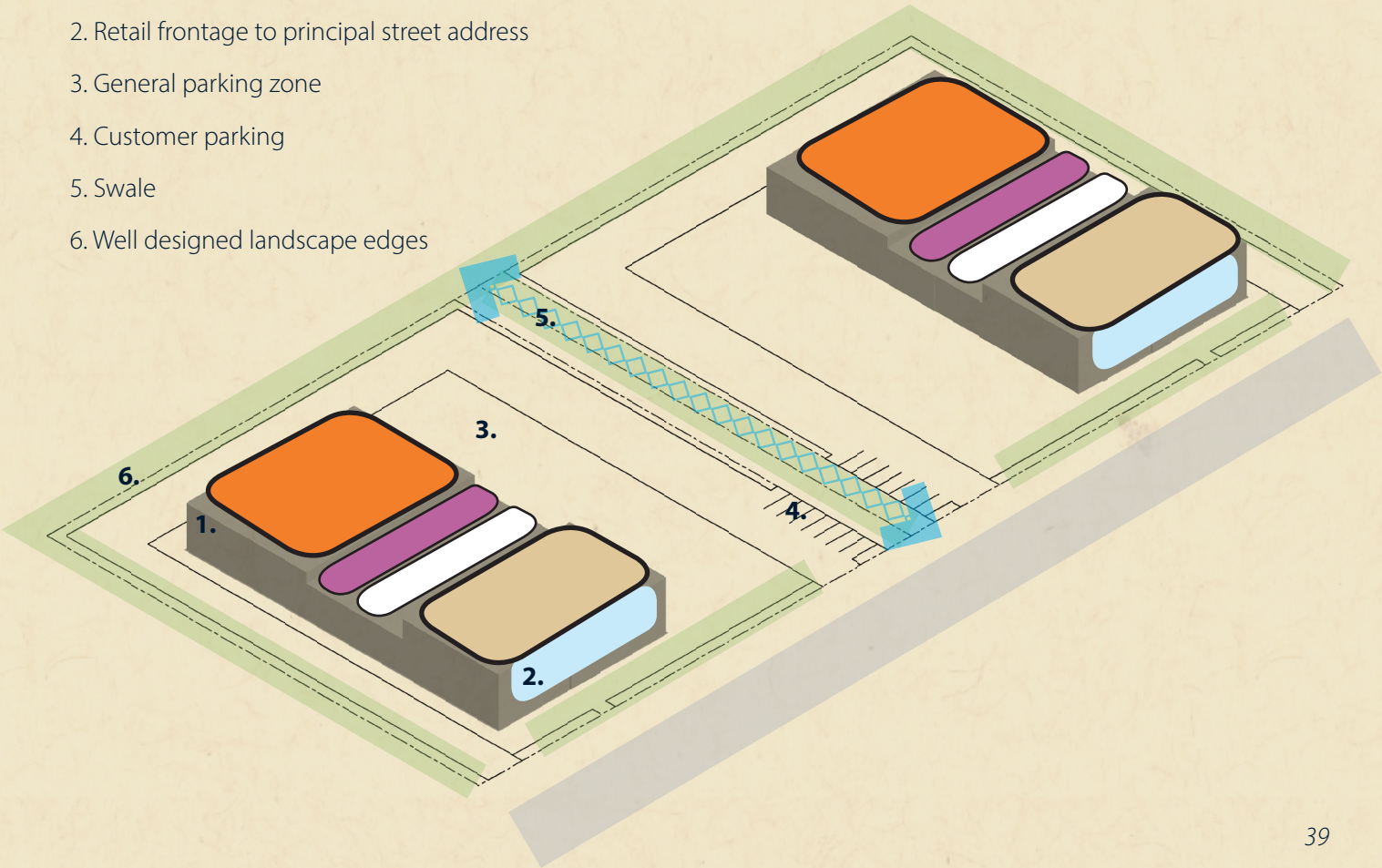
B1.2 BUILDING MASSING - INDICATIVE ILLUSTRATIVE PLAN



B1	BUILDING DESIGN	
Ref	*Initiative*	*Planning parameters*
B1.1	*Height*	• Limited to two-three storeys • Minimum Building height: 7.2m • Maximum Building Height: 12m These heights are applicable to automotive developments within the precinct. The height of other building typologies will be subject to review and approval by BAC.
B1.2	*Building Massing*	• Building massing should be increased at the street edge to promote the visibility of important building facades and help definea strong urban street character. • Buildings accommodating ancillary functions, positioned behind the showrooms, may be of lower volumes with the workshop zone towards the rear boundary replicating the volume of the showroom. This will provide high volume spaces to both the front and rear boundaries, allowing for maximum visibility from the internal and external road ways, or Performance Track.
B1.3	*Materials*	• Quality materials and finishes to complement the overall precinct • Aluminium composite panel that accords with Australian Standards (acceptable fire rating) • Fibre cement and blockwork not acceptable
B1.4	*Building Signage*	• Brand signage to be in proportion to building height • Brand signage must feature on both front and rear facades but must be proportionate to the building height and scale

B1.2 BUILDING MASSING

1. Principal building
2. Retail frontage to principal street address
3. General parking zone
4. Customer parking
5. Swale
6. Well designed landscape edges



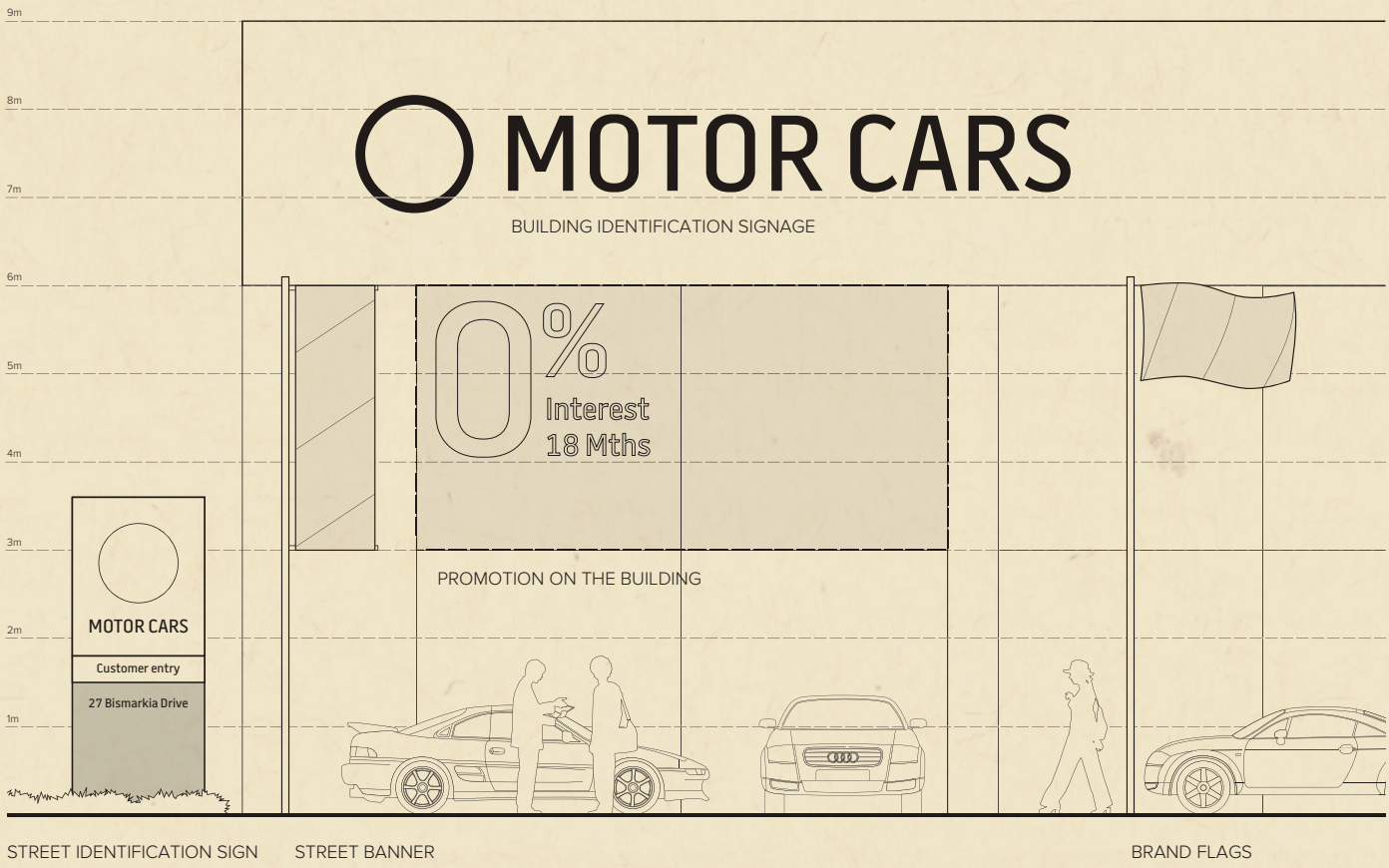
B1.7 Architecture

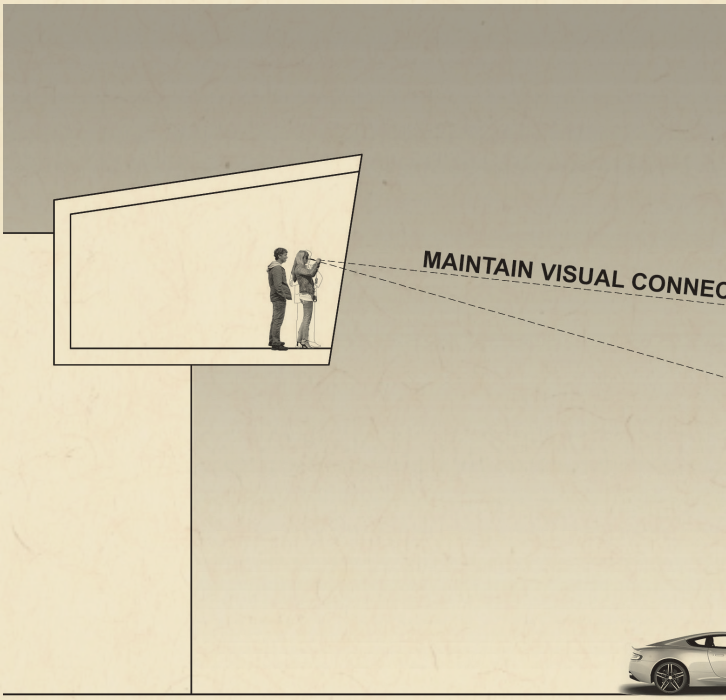
A consistent and simple palette of materials to be used to convey a strong sense of unity and cohesion throughout the development.

Architecture to exploit the opportunity for interesting facades presented by the simple, low scale, large volume footprints.

B1	BUILDING DESIGN	
Ref	*Initiative*	*Planning parameters*
B1.5	*Front of House*	• Present high ceiling showroom spaces to address the street • Provide large volume showroom spaces with primarily glazed facades facing the street edge • Brand entry statements to face street to create the point of address and entry to the showrooms
B1.6	*Roof*	• Opportunities to activate the roof space and create customer viewing terraces • Roof sheeting to be Colorbond - White or Surmist or equivalent (To assist with compliance with Section of the Building Code of Australia dealing with energy efficiency for Class 2 – Class 9 buildings). • Low glare materials required.
B1.7	*Architecture*	• Buildings should be designed to deliver a high standard and distinctive architecture • A consistent and simple palette of materials to be used to convey a strong sense of unity and cohesion throughout the development. • Architecture to exploit the opportunity for interesting facades presented by the simple, low scale, large volume footprints. • Architecture should be responsive to the subtropical climate of the region • Architecture should exploit opportunities to incorporate shading devices in the design and articulation of elevations and entrances • Shading devices must be incorporated in buildings and must not detract from the amenity of the precinct (i.e. no shade cloth, hail netting, carports etc.).

B1.5 FRONT OF HOUSE

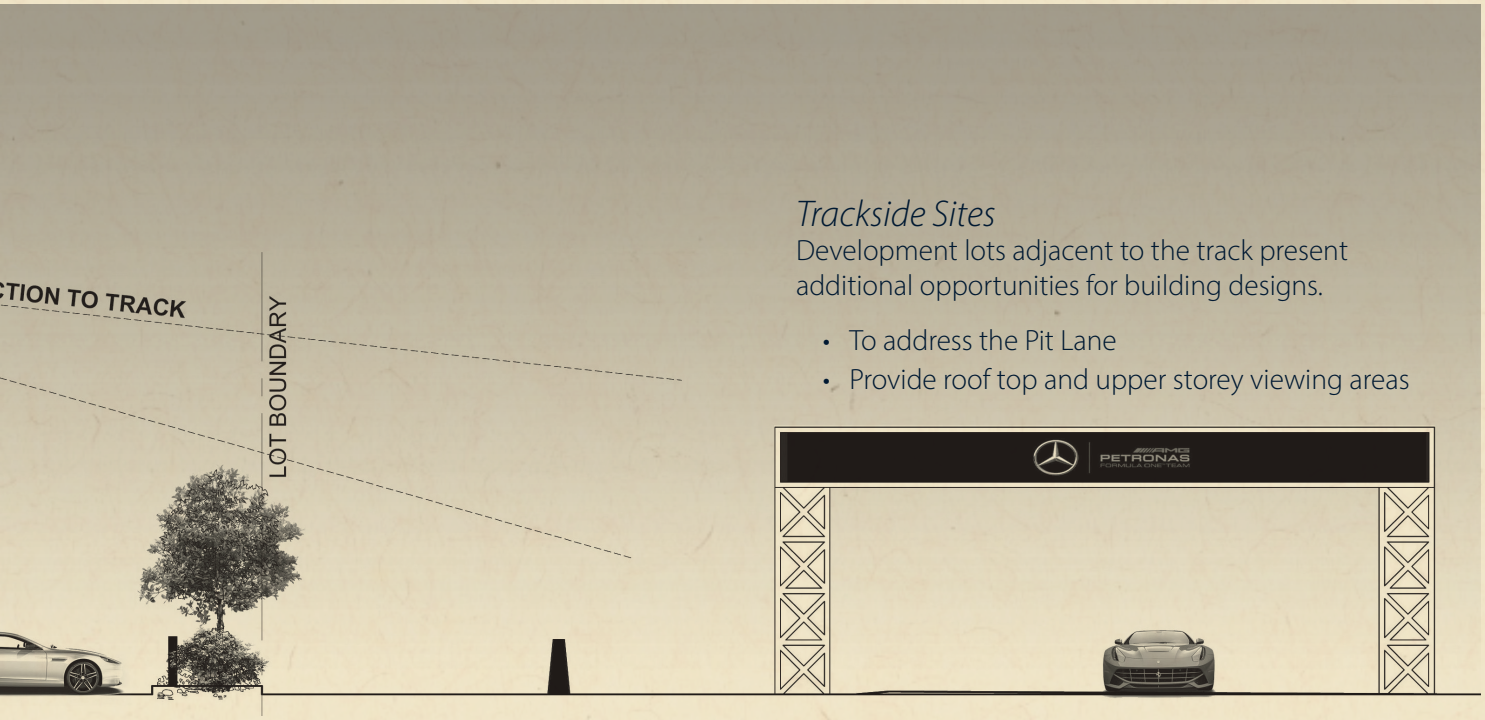




B1	BUILDING DESIGN	
Ref	*Initiative*	*Planning Parameters*
B1.8	*Trackside sites*	• To acknowledge the Performance Track in back of house design. • Brand façade signage to face both street and track. • Raised viewing areas at the back of the building to view track use are encouraged for trackside lots.

B2.2 Internal lighting

Brand signage must feature on both front and rear facades but must be proportionate to the building height and scale.



Trackside Sites

Development lots adjacent to the track present additional opportunities for building designs.

- To address the Pit Lane
- Provide roof top and upper storey viewing areas

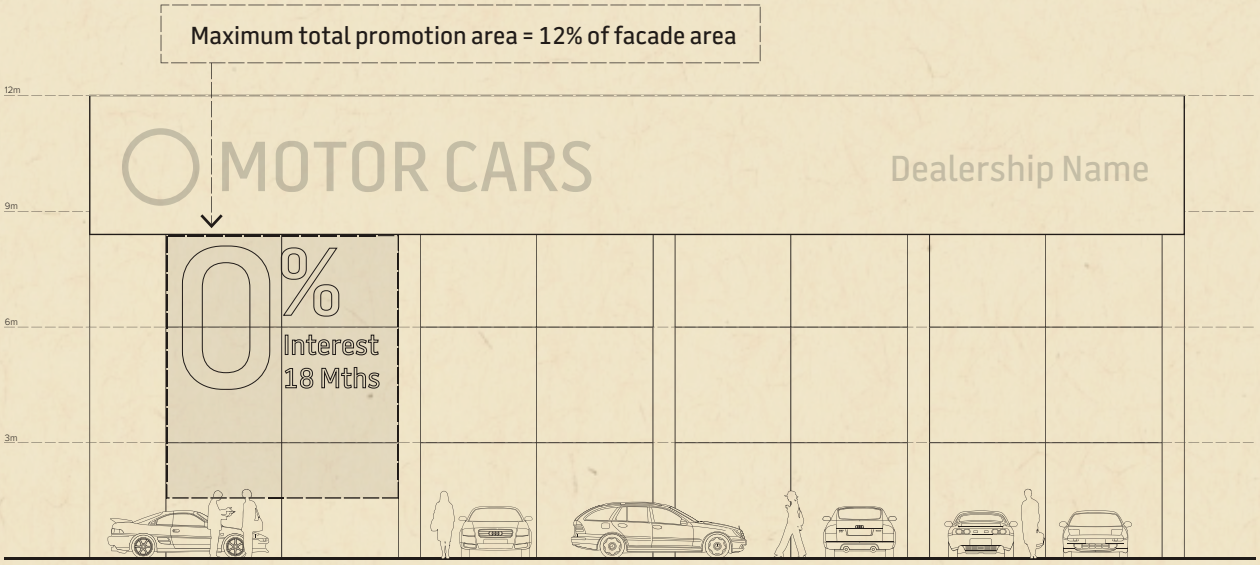
B1	BUILDING DESIGN	
Ref	*Initiative*	*Planning Parameters*
B1.9	*Screening of services*	• Plant decks, air conditioning systems, substations, refuse areas and all back of house services are to be screened from view using aluminium louvres or aluminium battens. • Booster assemblies must be designed to complement the high quality and distinctive architectural aesthetics of the building.
B1.10	*General sustainability commentary*	Best practice Green Building design is expected Specific considerations include but are not limited to the following: • The use of solar power is encouraged. • The use of recycled water for wash bays is encouraged. • Ensure sufficient space is planned for in refuse areas to accommodate recycling. • All trade bays and wash bays are to be connected into the sewage system. • Tenants have a ground lease with BAC. • There is sufficient electrical infrastructure on the airport to support the installation of solar power systems. • The renewable energy electrical designs ensures: – There is no export from the installation into the BAC network. – Safe shut down and restart on the loss of mains supply. – Required power quality criteria is achieved. • It is supported by aviation-specific studies including: – A glare analysis study required by the Civil Aviation Safety Authority (CASA). – A radio frequency investigation by Airservices Australia.

B2	LIGHTING	
Ref	*Initiative*	*Planning parameters*
B2.1	*External lighting*	• External lighting restrictions will be in place due to air traffic control requirements. • Only LED yard lighting with motion sensors, to be used to reduce over lighting of external spaces after hours. • All lighting must achieve zero spill above the horizontal and not impact on track operations.
B2.2	*Internal lighting*	• Perimeter showroom lighting to remain on after hours, dimmable lights are encouraged. • LED light fittings to be used for energy efficiency.

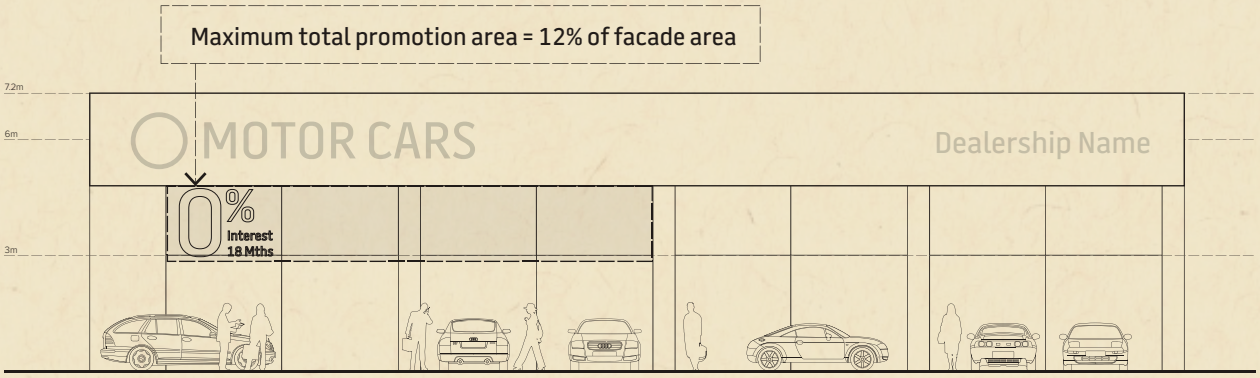
B3	FENCING	
Ref	*Initiative*	*Planning parameters*
B3.1	*Perimeter security*	For security or site delineation, bollards may be used where they comply with the following: • Fixed bollards are black (i.e. perimeter, preferably screened by/in landscaped areas). • Removable bollards are safety yellow (entrance/exit to the site only). • Stainless steel or galvanised only. • 140mm diameter (round). • 900mm high. • Weather resistant and low maintenance design is adopted. NB: Bollards are not mandatory. Bolt down bollards are not permitted, unless prior approval has been provided by BAC.
B3.2	*Fencing*	• Perimeter fencing is not permitted. • Fencing within development sites is not permitted.

B4	SERVICES AND INFRASTRUCTURE	
B4.1	*Energy efficiency*	• Provide a high level of energy efficiency in the building design.
B4.2	*Fire fighting capabilities*	• If buildings are a sufficient size to require fire sprinklers, on site storage tanks will be required.

B5.4 BRAND PROMOTION ON THE BUILDING



MAXIMUM BUILDING HEIGHT - TYPICAL APPLICATION



MINIMUM BUILDING HEIGHT - TYPICAL APPLICATION

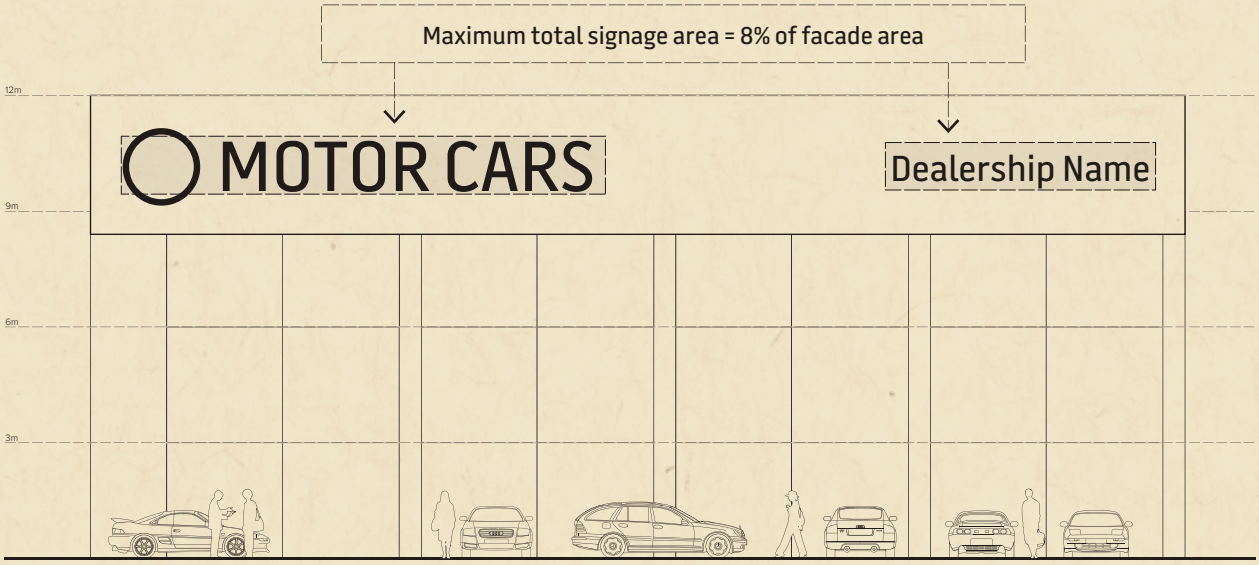
SIGNAGE AND WAYFINDING SUMMARY

All lots will have an internal road frontage and at least one other frontage. Each frontage can accommodate different sign types as follows:

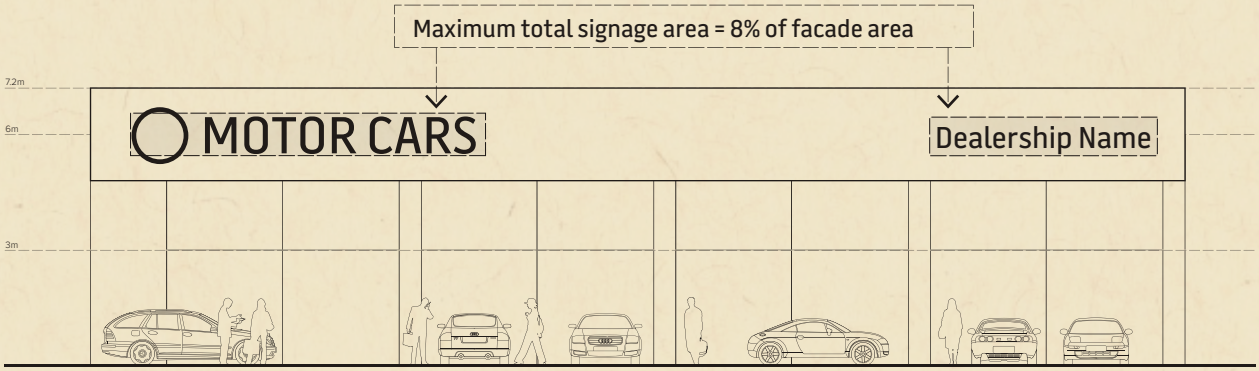
	Internal Road	Performance Track	External Major Road
Building identification signage	x	x	x
Street identification sign	x		
Promotion on the building	x		
Street banners	x		
Brand flags	x	x	x
Trackside hoarding		x	

Signage within lots used to direct vehicles and pedestrians, and identify different areas and services within the lot are not addressed in this section.

B5.2 BUILDING IDENTIFICATION SIGNAGE



MAXIMUM BUILDING HEIGHT - TYPICAL APPLICATION

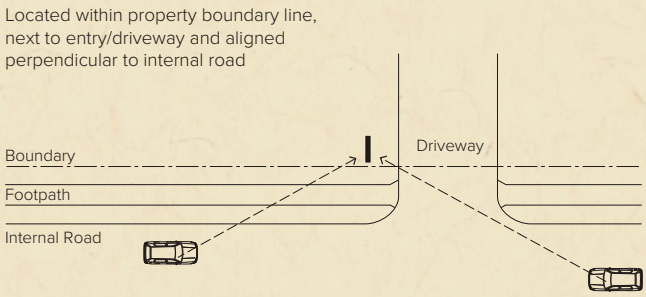


MINIMUM BUILDING HEIGHT - TYPICAL APPLICATION

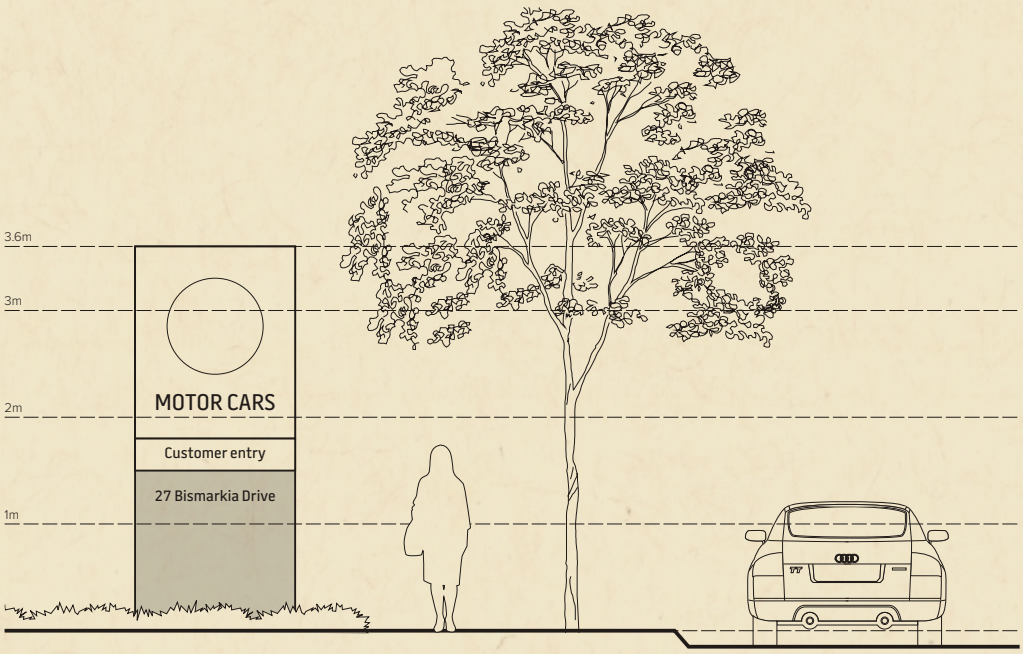
B5	SIGNAGE AND WAYFINDING	
Ref	*Initiative*	*Planning parameters*
B5.1	*Brand/ corporate identity*	• BNE acknowledges that brand corporate identity guidelines will form a major part of the dealership designs. Brand guidelines should be adhered to but still follow the site planning and building design guidelines provided by BAC.
B5.2	*Building identification signage*	• High level building signage used to identify the vehicle manufacturer brand as a minimum and dealership name if appropriate. • Applicable to the two most prominent building facades and may be applicable to a third building facade based on viewer site line angles into specific lots. • Signs are manufactured to conform with vehicle manufacturer brand design guidelines where applicable. • Where a vehicle manufacturer's brand design guidelines do not apply, the signage design must match a typical manufacturer's standard incorporating fabricated elements with internal illumination. • Signs should not extend beyond the building façade. • There may be up to two signs on a facade if different messaging is required eg. manufacturer brand and dealership name. • The total area of signage on a building facade must not be greater than 8% of the facade area, unless otherwise approved by BAC. • Illuminated signs must not adopt characteristics of those used at an aerodrome as outlined in the Civil Aviation Safety Authority Manual of Standards. Specifically the colours red, blue, green and yellow to be avoided.

B5	SIGNAGE AND WAYFINDING	
Ref	*Initiative*	*Planning parameters*
B5.3	*Street identification signage*	• Maximum one sign per lot. • Sign to be located on the internal road frontage only. • Sign to be two sided and positioned perpendicular to the traffic flow. • Sign to be used to identify the vehicle manufacturer brand and dealership name, street number and street name. • Sign size is 3600 mm high x 1500 mm wide x 200 mm deep. • Sign to be positioned inside the lot boundary line, within a landscape strip beside the customer vehicular entry point. • The position of the sign should not obscure driver sight lines entering and exiting the lot. • 'Customer entry' or similar appropriate street identification is to be located at driveway entrances. • The sign is composed of a concrete base supporting an illuminated identification sign that should be designed to follow the manufacture's brand design guidelines where applicable. • The concrete base is intended as a consistent element across the site which also aligns with other sign types around the whole airport precinct. • Detailed specifications of the sign construction and concrete base size, colour, aggregate and footings will be provided by BAC. • Signage to be complementary with BAC precinct signage.
B5.4	*Promotion on the building*	• Located on the internal road frontage only • This includes digital screens and static signage used to display current offers or marketing campaigns • It includes devices that may be mounted onto the building facade as well as devices that are mounted behind the glass line and visible from the internal road • Externally mounted devices should be integrated within the building facade • The total area of promotional devices on a building facade must not be greater than 12% of the facade area.

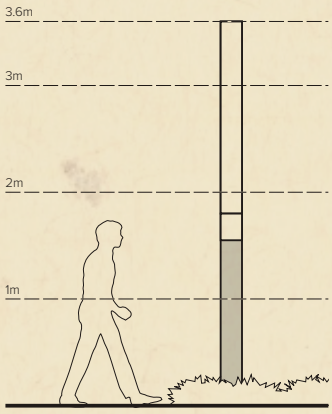
B5.3 STREET IDENTIFICATION SIGNAGE



TYPICAL LOCATION - TOP VIEW



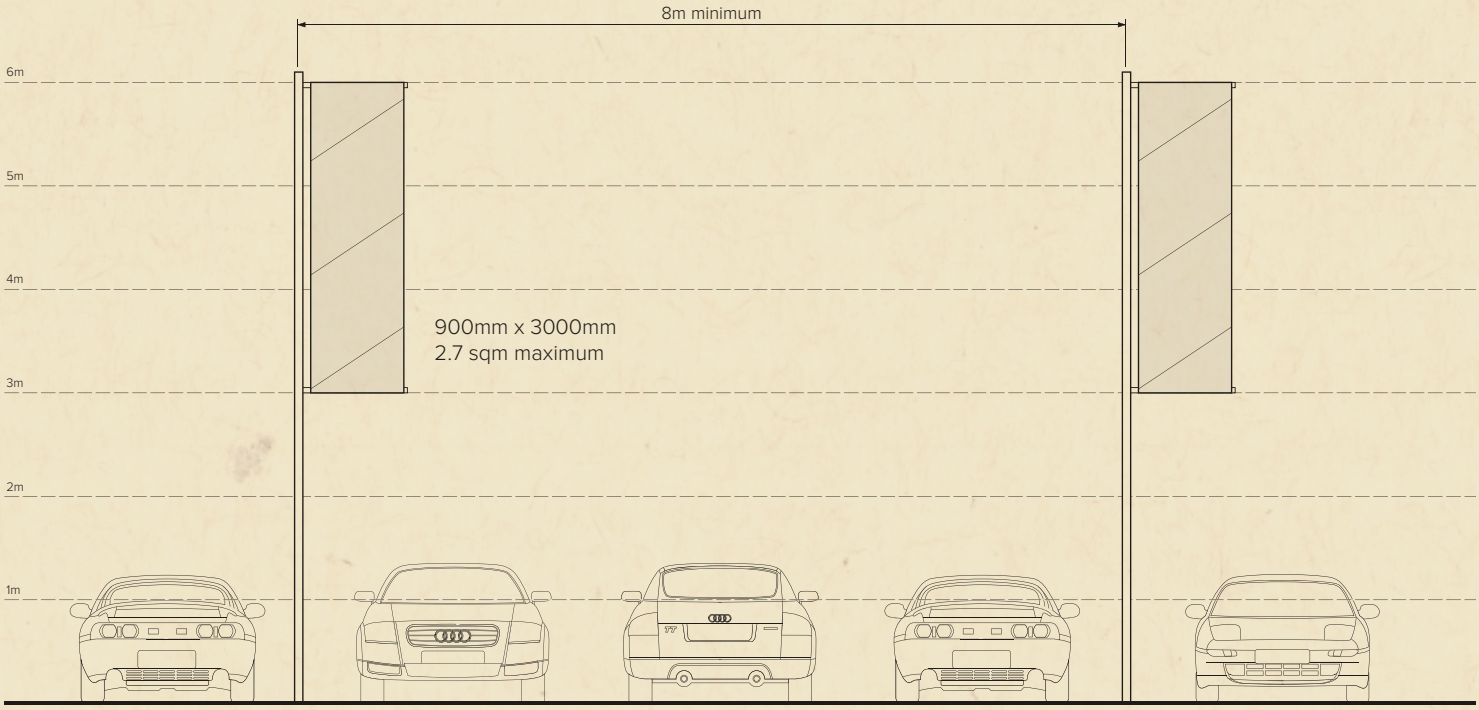
FRONT & BACK VIEW



SIDE VIEW

B5	SIGNAGE AND WAYFINDING	
Ref	*Initiative*	*Planning parameters*
B5.5	*Street banners*	• Located on the internal road frontage only. • Street banners are intended to further identify the manufacturer's brand or promote current offers or marketing campaigns. • The banner is of a non-rigid material that is fixed at the top and bottom to brackets extending from a freestanding pole or lighting standard. • The banners are positioned inside the boundary line spaced at least 8 metres apart. • The top of the banner is not to exceed 6 metres above the ground. • The area of the banner is not to exceed 2.7 square metres.
B5.6	*Brand flags*	• Can be located on all frontages. • Branded flags are intended to convey a celebratory atmosphere. • Flags are a light weight fabric, may be any shape and are not supported by horizontal brackets. • They may be placed in clusters or along the boundary line spaced at least four metres apart. • The top of the flag is not to exceed six metres above the ground. • The area of the flag is not to exceed two square metres.

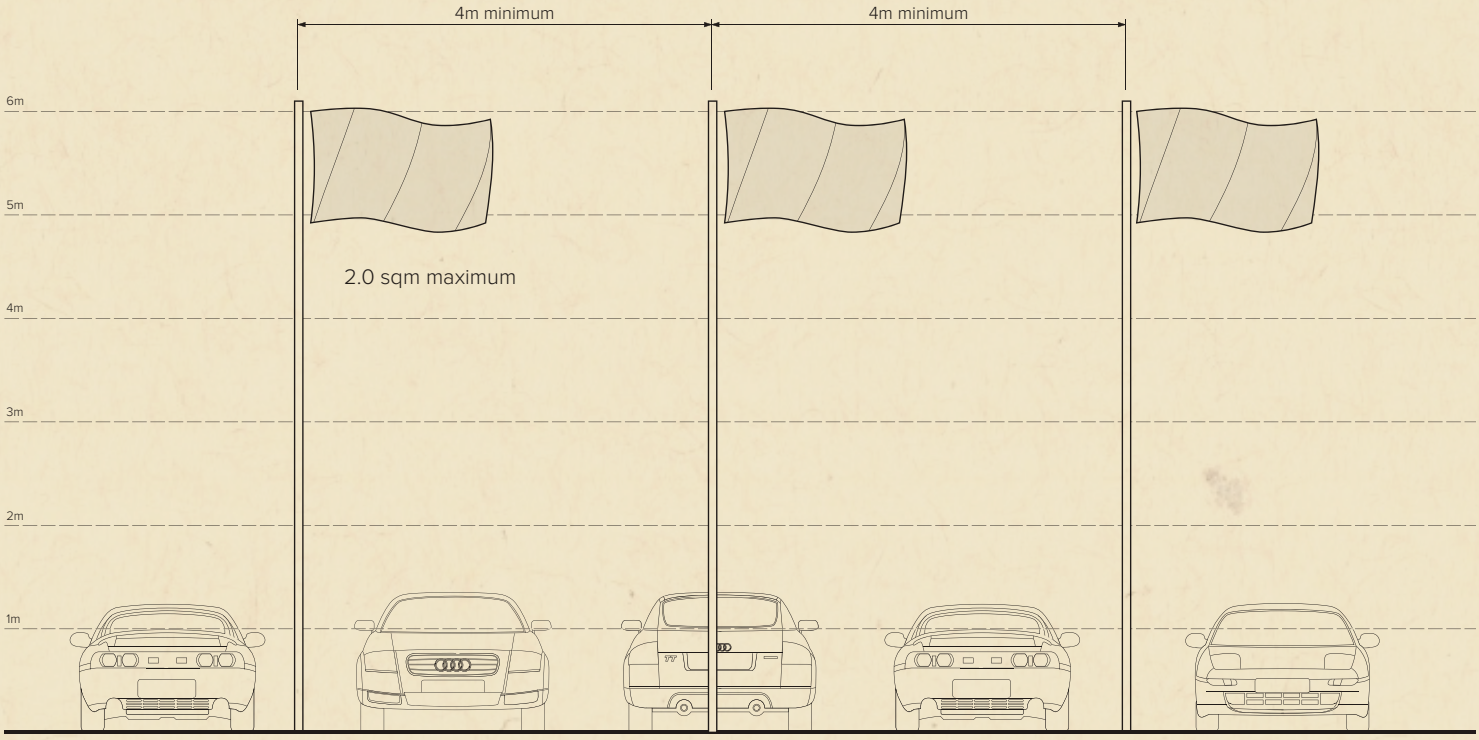
B5.5 STREETBANNERS



TYPICAL SETOUT

B5	SIGNAGE AND WAYFINDING	
Ref	*Initiative*	*Planning parameters*
B5.7	*Brand pylon signs*	• Maximum one sign per brand accommodated within the lot. • Sign to be located on the internal road frontage only. • Sign height should not extend past the height of the adjacent buildings on the lot or be a maximum height of nine metres (whichever is less). • The position of the sign should not obscure driver sight lines entering and exiting the lot. • All signage is to be complementary to BAC precinct signage.

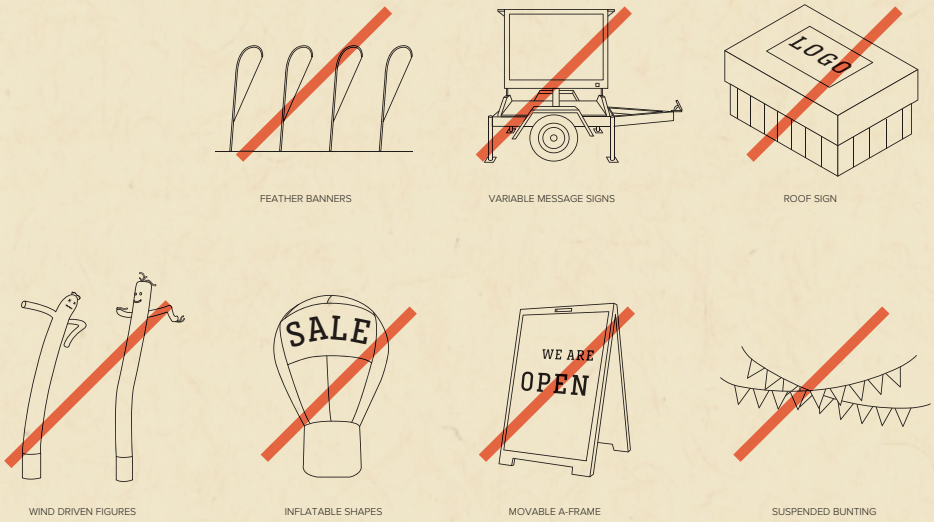
B5.6 BRAND FLAGS



B5	SIGNAGE AND WAYFINDING	
Ref	*Initiative*	*Planning parameters*
B5.8	*Exclusons*	Devices that are designed to grab attention are not considered appropriate for this site. These include the following: • Roof top sign. • Inflatable or wind driven figures or shapes. • Feather banners mounted on the ground or garden beds. • Movable A-frame signs. • Variable message signs. • Suspended bunting. • Outdoor audio broadcasting.

B6	ACCESS AND MOVEMENT	
Ref	*Initiative*	*Planning parameters*
B6.1	*Pedstrian movement*	Development provides for equitable, efficient and safe movement of persons, including persons with a disability, and contributes to pedestrian friendly streets and accessible places where people can meet. Pedestrian site access and internal pathways should: • Connect to public pedestrian areas where appropriate. • Be safe and well lit. • Be clearly defined and visible. • Provide clear sight lines and surveillance of surroundings. • Be separated from car parking and vehicle manoeuvring areas. • Provide direct access to buildings from areas likely to be used at night. • Not be obstructed by solid walls, fencing or landscaping. • Comply with relevant legislative requirements to ensure usability by a person with a disability.

B5.7 EXCLUSIONS



Exclusions

PART 03 - GETTING STARTED

KEY DEVELOPMENT RESOURCES

Established Strategies and Legislative Requirements

Details of the legislative requirements for the airport and its corporate and business objectives are presented in an extensive suite of guiding documents and specifications.

These documents clearly illustrate the diversity of airport considerations and priorities, as well as its business ambition and future development objectives.

The documents provide a means for the airport to coordinate its diversity, and set in place strategies to align priorities, day to day action and decision making.

Statutory Framework for Development

Brisbane Airport Corporation (BAC) is the Airport Lessee Company which holds the long-term lease over Brisbane Airport from the Commonwealth Government. As a result, all building and development activities at Brisbane Airport are regulated by Commonwealth legislation consisting of, but not limited to:

- The Airports Act 1996.
- The Airports (Building Control) Regulations 1996.
- The Airports (Environment Protection) Regulations 1997.
- The Aviation Transport Security Act 2004 and associated regulations.
- Airports (Protection of Airspace) Regulations 1996.

In accordance with the statutory requirements, the BAC must ensure that any development on airport land is consistent with:

- The approved Master Plan for the airport.
- An approved Major Development Plan for the airport (Airports Act 1996, section 89), if applicable.
- The final Airport Environment Strategy.
- The Airport Lessee Company's planning objectives.

Balancing Environmental Sustainability and Airport Operations

BAC is committed to an active response to the long-term impacts of climate change and minimising adverse environmental impacts of aviation and property development activities. The organisation's sustainability goals are to maximise energy, water and waste efficiencies, manage noise impacts, balance the built environment and biodiversity values and achieve best practice in urban and built design.

The airport has three environmental priorities:

- Achieve a balance between the on-airport built environment and biodiversity values.
- To be recognised as a leader in the management of energy, water, waste, noise and biodiversity.
- Achieve environmentally sustainable development across the airport.

Other Key References

In support of the requirements of this legislative and statutory framework BAC has produced a complementary suite of guidance documents. These documents are intended to provide an additional development resource, providing further direction and detail parameters to guide and align development outcomes to its strategic ambition.

The Landscape Setting Strategy
The Landscape Setting Strategy is the primary reference for all landscape initiatives at the airport.

It sets in place a clear overarching 'Statement of Intent', defining the guiding ambition for the landscape of Brisbane Airport. It provides a reference to guide day to day decision making, project development and evaluation to ensure all opportunities and investment are aligned to realise BAC's vision for the development of its landscape asset, to deliver enhanced habitat diversity, best practice environmental quality and memorable landscape experiences.

Brisbane Airport Planning Guideline 2017
The Brisbane Airport Planning Guideline 2017 is the primary reference for planning initiatives that relate to the built environment. It has been developed to support and advance the development direction set by the Brisbane Airport Master Plan.

It provides instruction in relation to operational compatibility, the desired character and amenity of precincts, integration with existing and future infrastructure, and minimum planning requirements. The document provides performance-based planning objectives, intended to be flexible and adaptable to allow optimal site-specific solutions. Compliance with the minimum planning requirements is achieved by satisfying the performance-based objectives outlined in this document.

Other technical guidelines
The Brisbane Airport Technical Guidelines provide additional, detailed information to assist designers, contractors and other specialists involved in preparing design and contract documentation for works on the Brisbane Airport. Specifically the guidelines address the particular conditions the airport environment necessitates, outlining distinct design and construction issues that are unique to the airport.

Precinct-specific advice

The BNE Auto Mall Development Plan has been produced to support and advance the directions set by the legislative, regulatory and guidance documentation detailed above, to provide precinct-specific advice.

The intent of the requirements is to uphold the distinctiveness, quality and amenity of the precinct as it develops over time.

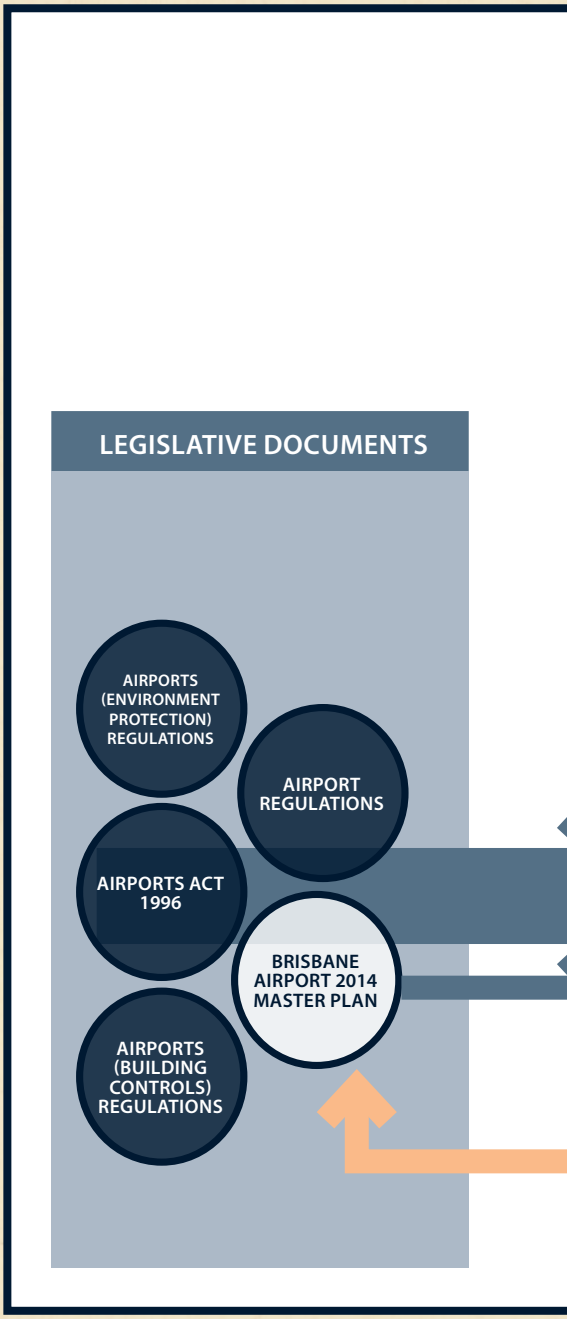
It provides the primary reference for development of BNE Auto Mall.

Where the BNE Auto Mall Development Plan does not respond to aspects of a development, the requirements outlined in the Landscape Setting Strategy and BAC Planning Guideline prevail.

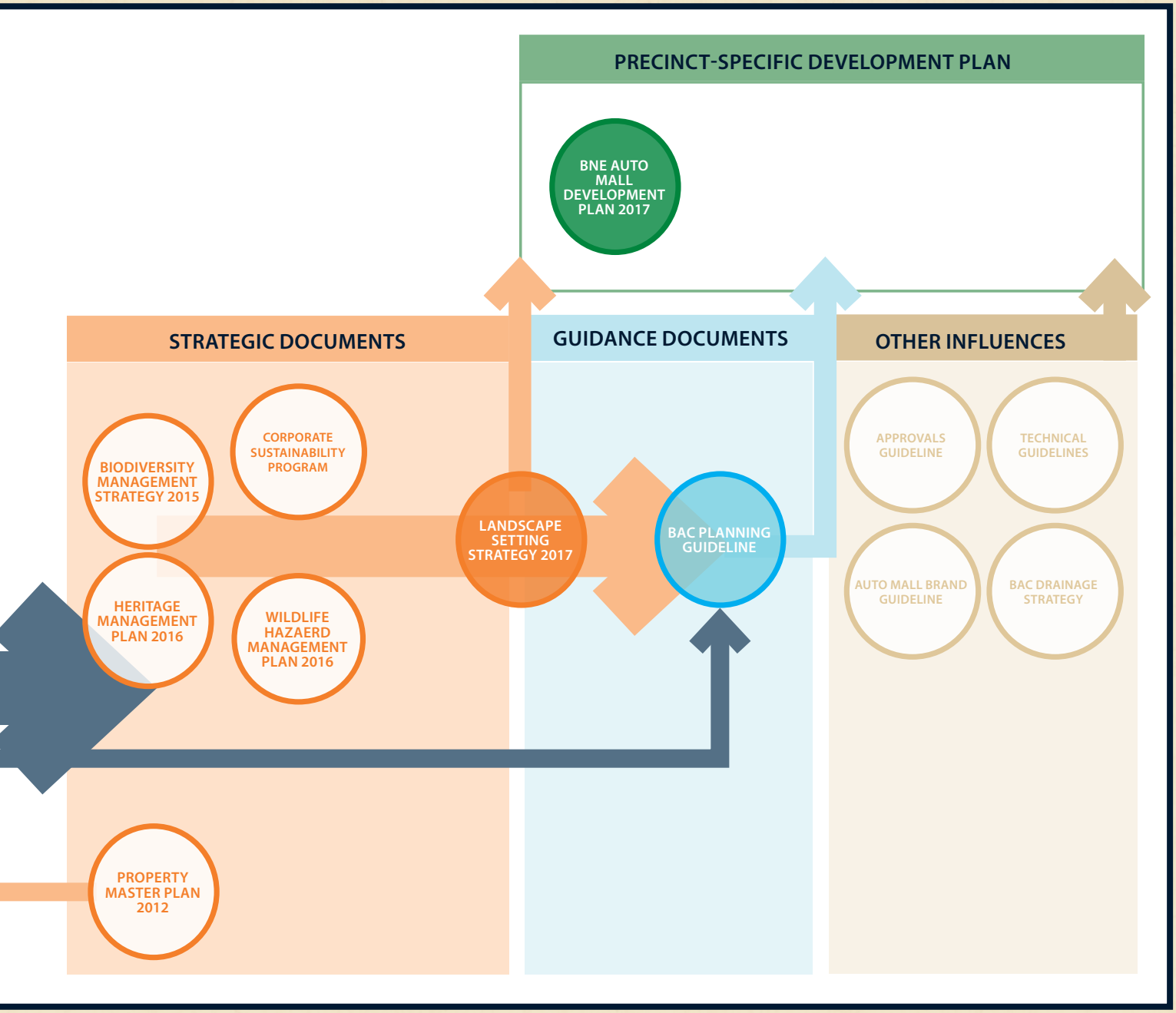
The BAC planning framework

The diagram opposite illustrates the relationship between the key documents of relevance to the design, development and management of the airport precincts.

The BNE Auto Mall Development Plan draws from these documents to embed established relevant principles and practices within the context of a strategic approach to development across the precinct.



THE BAC PLANNING FRAMEWORK



ASSESSMENT AND APPROVAL PROCESS

The Airport Approvals Guideline outlines the airport development approvals process for new development within the airport.

It explains the roles and responsibilities of all parties involved in the process from concept to completion. The adjacent table (from this document) provides a useful quick reference resource for developers, illustrating the recommended process of engagement and approvals at the airport.

The Airport Approvals Guideline is available via Brisbane Airport Corporation's website - www.bne.com.au.

ENGAGE EARLY

A key strategy for development success is to engage early.

Early consultation with relevant BAC team members will ensure that development opportunities:

- Can be shaped to achieve the required development parameters.
- Target investment to deliver development success.
- Contribute to the delivery of the development vision and advance the six development values.

Recommended approval process

First Contact with Client

- Toolkit provided including fact sheet.

Heads of Agreement

- Confirm urban planning.
- Provide approvals guideline.

Final Lease

- Design intent and expectations to be articulated in the lease.
- Final design documentation to be prepared.

Formal Approval Process

- Design review meeting.
- Approvals checklist.
- Articulate security requirements.
- Confirm consistency with the Master Plan.
- Confirm consistency with the AES.
- Consider MDP triggers.
- Confirm consistency with BAC Planning Objectives.
- Assess infrastructure impacts.
- Articulate environmental requirements.
- Articulate environmental requirements.
- Issue BAC consent.
- Assessment against the BNE Auto Mall Development Plan.

Building Work Approval

- Assist client with building approval process with Airport Building Controller (ABC).

Construction

- Issue work approval.
- Liaise with client/contractor.
- Regular inspections.

Final Inspections

- ABC/ BAC to undertake final inspection.

Certificate of Compliance

- ABC to issue the Certificate of Compliance to allow occupation/ use of the project.

Source: Airport Approvals Guideline, Version 4 2017 - Page 8

BRISBANE
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