



LPP/09 Kingsford Smith Business Park Design Guidelines

1.0 Citation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). This Policy may be cited as *Local Planning Policy 09 – Kingsford Smith Business Park* (LPP/09).

2.0 Introduction

2.1 Purpose

The purpose of this Policy is to ensure that a high and consistent standard of development is maintained throughout the Kingsford Smith Business Park precinct.

2.2 Background information

Kingsford Smith Business Park plays a central role in supporting Hedland's ongoing industrial and commercial development. It provides a range of lot types and sizes encouraging a diverse mix of light and service industrial, warehousing, and bulky goods commercial business opportunities. Stage 1 of development is complete, with future stages to be undertaken in the future (refer *Appendix 7.3*).

3.0 Objectives

The objectives of the Policy are:

1. To establish a high-quality light industrial / bulky goods estate which services Port Hedland and creates employment opportunities.
2. To form a cohesive light industrial / bulky goods precinct which capitalises on the proximity of the Port Hedland International Airport and allows for a range and scale of businesses that may benefit from this proximity.
3. To implement and achieve sustainable building and management practices, including maximising resource efficiency, minimising waste to landfill, minimising energy use, and water consumption.

4.0 Application of this Policy

4.1 Application

This Policy applies to all referrals or development applications for all development zoned 'Special Use 2 – Kingsford Smith Business Park'.

If the Policy is inconsistent with the *Town of Port Hedland Local Planning Scheme No. 7* (Scheme) and the Regulations, the Scheme and the Regulations prevail to the extent of any inconsistency.



4.2 Exceptions

It is not intended for this Policy to be applied retrospectively to existing approved development, except where development applications are made to vary existing approvals, and these are not considered by the Town to be minor variations.

4.3 Submission Requirements

Refer to *Appendix 7.2 – Submission Requirements*.

4.4 Type of Assessment

4.5.1 Outcome and Performance Based Assessment

To facilitate good design outcomes, the Policy provides two pathways for development assessment and determination. Applications for development approval need to demonstrate that the proposal achieves the Policy objectives and the requirements of each design element through either of the following pathways:

- a. **Accepted Standard** – these provisions provide a straightforward means for the development proposal to demonstrate that it satisfies the objectives and design principles of the Policy. They outline the expected development standards that should be met through this pathway.
- b. **Performance Criteria** – this pathway offers an alternative merit-based approach when one or more of the Accepted Standards are not satisfied. This allows for innovative design responses that may be more context and site responsive. Where an Accepted Standard provision is not met, the proponent should provide sufficient justification to demonstrate how they have met or exceeded the requirements of the relevant Performance Criteria(s) when this pathway is pursued.

Appendix 7.4 contains a Checklist that is required to be submitted along with the development application.



5.0 Policy Provisions

5.1 Building Setbacks

Element Objectives

O.5.1.1 The setback of the development from the street reinforces and/or complements the existing or proposed character of the street.

O.5.1.2 The primary street setback allows for the accommodation of required parking, mandatory landscape setback zone and a footpath in front of the building.

O.5.1.3 To provide flexibility for future changes of lot or building use that can still comply with the parking provisions of the Scheme.

Accepted Standard

A.5.1.1 Buildings are setback a minimum 25m from the primary street boundary (see Figure 1).

A.5.1.2 Buildings are setback a minimum 19m from the secondary street boundary (see Figure 1).

A.5.1.3 Buildings are setback a minimum 1m to side and rear boundaries.

A.5.1.4 A minimum of 60 percent of the building frontage is built to the nominated front setback line.

A.5.1.5 Front setback areas are only used for the purpose of access, car parking and landscaping, or where appropriate and subject to the Town's approval, for trade display.

Performance Criteria

P.5.1.1 The Town is satisfied the setback of the buildings from the primary and secondary street boundaries:

- Positively contributes to the prevailing or future streetscape character; and
- Sufficiently allows for the required parking, mandatory landscape setback zone and a footpath in front of the building.

P.5.1.2 The Town is satisfied that buildings with a nil-1m setback from the side or rear boundaries:

- Will not have any adverse impact on the amenity of the adjoining property.
- Positively contributes to the prevailing or future development context and streetscape.
- Demonstrates how natural light and ventilation will be provided to the internal areas.
- Considers any implications of a reduced setback in line with the Building Code of Australia (e.g. firewalls); and
- Appropriately manages stormwater so as to not adversely impact adjoining properties in line with Local Planning Policy 11.

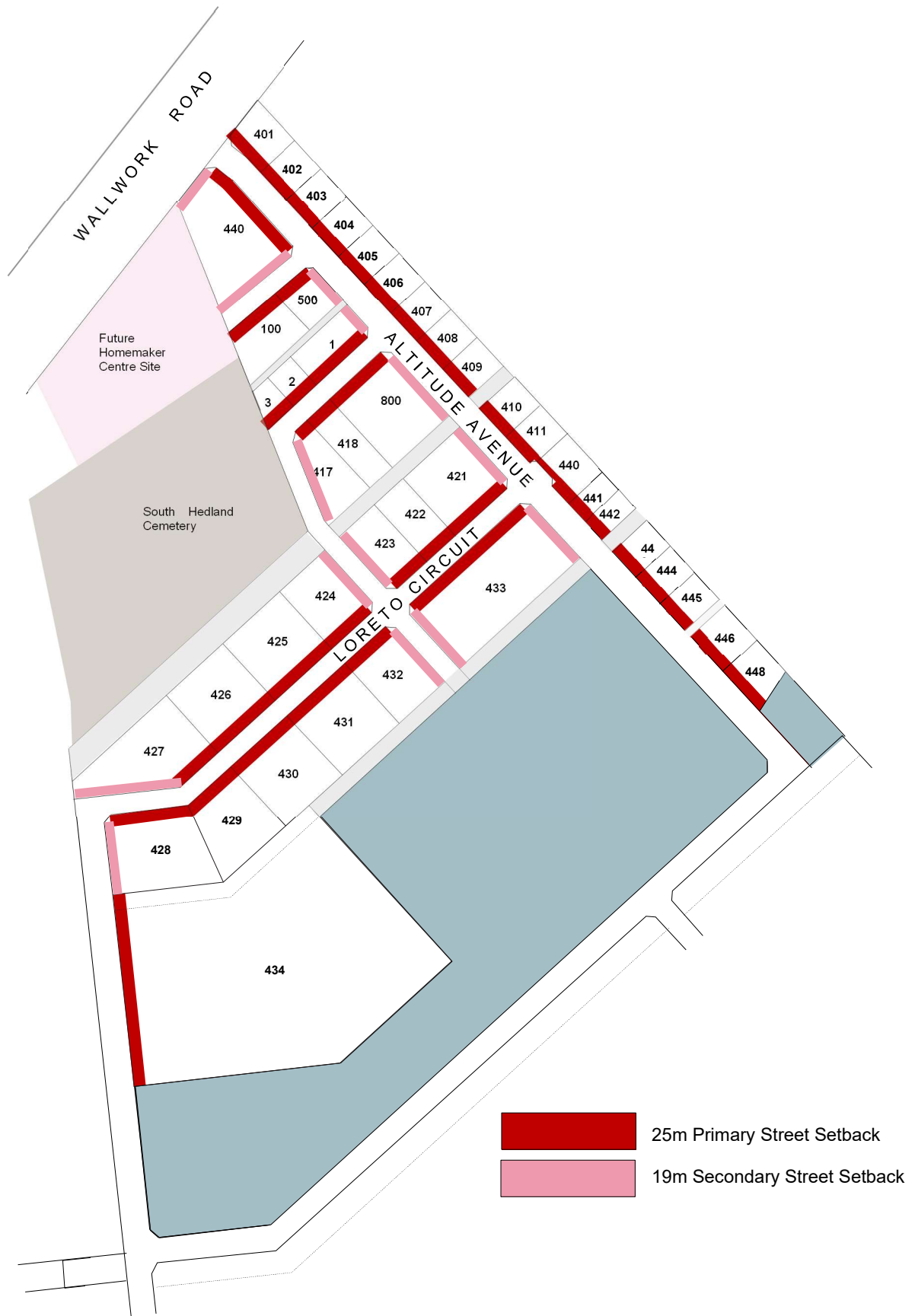
Design Guidance

D.5.1.1 Developers are encouraged to carefully articulate buildings to address public streets, car parking areas, and pedestrian pathways.

D.5.1.2 Building entrances, offices, and other components that generate public movement are to be located facing the main street frontage to promote passive surveillance and to provide a corporate image.



Figure 1: Plan with setbacks





5.2 Building Height

Element Objectives

O.5.2.1 To maintain minimum clearances for the operational requirements of the Airport.

O.5.2.2 To provide a consistent height across the precinct.

Accepted Standard

A.5.2.1 Buildings and all other structures (e.g. radio mast) shall be no more than 8m in height from finished ground level, unless specific approval is obtained from PHIA and/or Air Services Australia.

Performance Criteria

P.5.2.1 The Town is satisfied that the height of buildings and all other structures conform to the Civil Aviation Safety Authority Regulations and Air Services Australia Regulations. Applications may be referred to Port Hedland International Airport (PHIA) for comment against the Port Hedland Master Plan in relation to Obstacle Limitation Surfaces (OLS).

Design Guidance

D.5.2.1 Variations in height can be used as a design feature to highlight entrances and create architectural interest

Figure 2: Example of how variation in height and roof articulation can be used on the façade to create visual interest. (Image: HomeCo Cairns, Tomkins Commercial, 2021)





5.3 Parking & Access

Element Objectives

O.5.3.1 To provide easy, clear, and legible visitor and staff parking.

O.5.3.2 To minimise conflicts between pedestrians, parking and service / loading areas.

Accepted Standard

A.5.3.1 Car parking is provided at rates and design in accordance with the Scheme.

A.5.3.2 Service / haulage vehicles are separated from visitor and staff parking areas, screened from the street, and located at the rear or sides of the buildings behind the front building line.

A.5.3.3 Vehicle access and on-site manoeuvring shall be designed so that all vehicles (including service/ haulage vehicles) are capable of entering and leaving the site in a forward gear.

A.5.3.4 A minimum of 1 bicycle parking space is provided and located in a publicly accessible, sheltered location near the front entrance of a building.

A.5.3.5 Crossovers are provided in accordance with the Town's Crossover Policy, prior to the commencement of building/site use. One crossover, with a maximum width of 6m is permitted per lot.

Performance Criteria

P.5.3.1 The Town is satisfied the number of car parking bays meets staff, visitor and operational needs and will not result in overflow onto surrounding streets/ verges. This may be required to be demonstrated through a site-specific traffic impact assessment.

P.5.3.2 The Town is satisfied that vehicle manoeuvring areas are designed to recognised standards and ensure safe, conflict-free movement that does not compromise parking efficiency or pedestrian safety.

P.5.3.3 The Town is satisfied that bicycle parking is located and designed to provide convenient, safe, and weather protected facilities for visitors.

P.5.3.4 The Town is satisfied that any variation to crossover requirements demonstrates safe, efficient access that aligns with the intent of the Town's Crossover Policy and does not impact the efficiency of any drainage infrastructure within the road reserve.

Design Guidance

D.5.3.1 Consider the use of lighter coloured asphalts, or asphalt sealants, which can be applied to black asphalt to lighten the colour, reducing heat gain in car parking areas.

D.5.3.2 Clear, line-marked paths for pedestrian movement should be provided that are separated from areas of frequent vehicular movement.

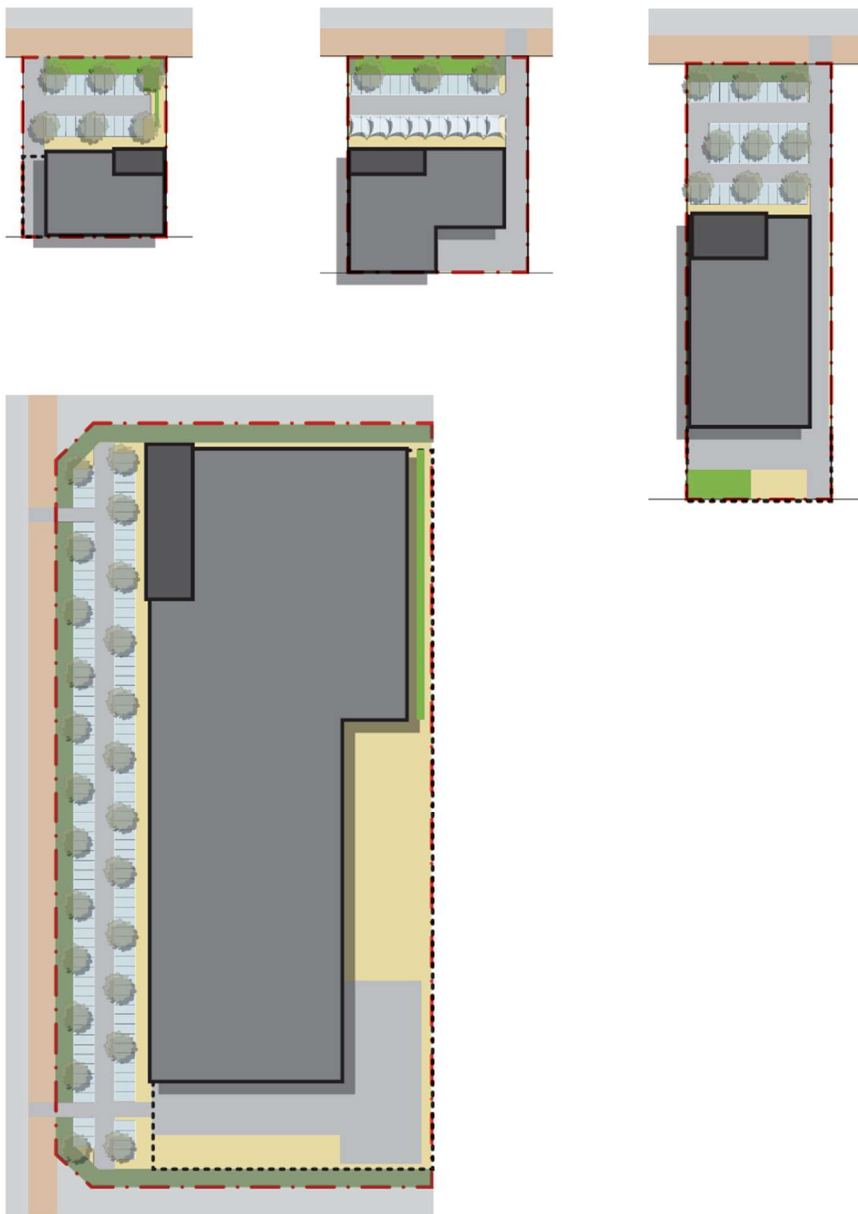
D.5.3.3 Developers are encouraged to facilitate cycling and other alternative transport modes through the provision of 'end of trip facilities' including staff showers, lockers and changerooms, and providing dedicated, secure covered bicycle parking areas.



Figure 2 - Example of a typical 25m front setback with access, parking, and landscaping.



Figure 3 - Examples of indicative parking layouts setbacks for different lot sizes.





5.4 Landscaping

Element Objectives

O.5.4.1 To soften the visual impact of built form and provide shade where possible.

O.5.4.2 To avoid increase in local bird activity, due to conflicts with neighbouring airport uses.

Accepted Standard

A.5.4.1 A 5m wide landscape setback is to be provided on all primary and secondary street boundaries.

A.5.4.2 A minimum of 10% of the total property area shall be landscaped, inclusive of the landscape setback area.

A.5.4.3 All landscape areas (except where it is over an ATU) are to be vegetated at a ratio of:

- Trees at: 1 per 10m²; and
- Shrubs at 1 per 1m²; and
- Groundcovers and grasses at 1 per 1m²

See *Figure 4*.

A.5.4.4 Planting layout and species selection maintain safe sight lines for vehicles by being reduced to no higher than 0.75m within 1.5m of a crossover.

A.5.4.5 All plant species must be selected in according to the Town's [Preferred Planting Guide](#).

A.5.4.6 Suitable species of shade tree are to be provided to parking areas at a ratio of 1 per 4 car bays, evenly distributed throughout the parking areas and protected by concrete bollards.

A.5.4.7 New planting areas (except for drainage swales) shall have 100% coverage of rock or wood mulch, to a minimum size of 20mm and spread a minimum depth of 100mm, in line with Local Planning Policy 11.

A.5.4.8 All landscaped areas are to have a low flow trickle irrigation system and programmable water controller/timer system installed.

Performance Criteria

P.5.4.1 The Town is satisfied that the landscaping along street boundaries provides an equivalent level of visual amenity and streetscape character to a continuous 5m landscaped setback.

P.5.4.2 The Town is satisfied that proposed planting ratios will achieve appropriate shade, cooling and visual quality.

P.5.4.3 The Town is satisfied that planting layout and species selection maintain unobstructed sight lines for vehicles at vehicle access points.

P.5.4.4 The Town is satisfied that plant species are suited to local conditions in a manner consistent with the Town's preferred planting guidance.

P.5.4.5 The Town is satisfied that shade trees within parking areas provide effective shade, and amenity equivalent to evenly distributed trees at the 1 per 4 bay standard.

P.5.4.6 The Town is satisfied that mulching achieves full coverage and will not scour outside of property boundaries in line with Local Planning Policy 11.

P.5.4.7 The Town is satisfied that irrigation design supports efficient water management.

Design Guidance

D.5.4.1 Additional landscaping beyond the 5m landscape setback area and trees between parking bays is encouraged to further soften the visual impact of the building.



D.5.4.2 Trees planted in clusters can provide greater strength during cyclone events.

D.5.4.3 The Town's [Public Open Space and Street Tree Strategy](#) and [appendices](#) (Appendix A in particular) provides additional guidance on tree planting and maintenance suitable to the Pilbara climate.

D.5.4.4 Please contact the Town of Port Hedland's Environmental Health Services Department to discuss the proposed effluent treatment systems for location, design, and approval requirements.

Figure 4 - Example application of vegetation ratios for a 10 m² garden bed, showing one tree per 10 m², groundcover or grass per 1 m² and one shrub per 1 m².

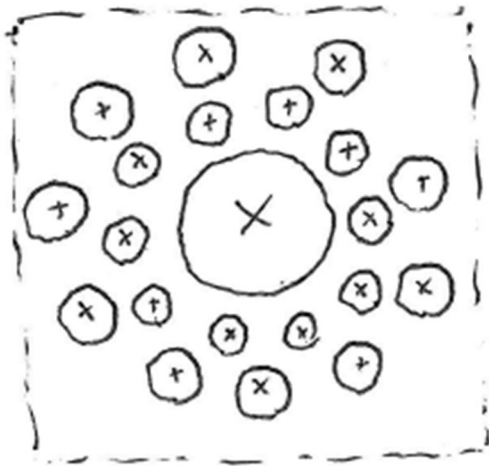


Figure 5 – Example of vegetated landscape setback with mulch.





5.5 Building Interface

Element Objectives

O.5.5.1 Ensure that all buildings in the precinct relate and contribute to the streetscape and character of the precinct.

O.5.5.2 Provide clear visual cues for entry points for visitors and deliveries through the building design.

O.5.5.3 Use a varied palette of materials, finishes and colours within the building design to break down the perceived mass of the building and to avoid monotonous, uniform building facades and development on each lot to present as an integrated whole.

O.5.5.4 Materials and colours do not adversely impact airport operations in the area.

O.5.5.5 Limit the visual impact of plant and equipment, particularly from the street.

Accepted Standard

A.5.5.1 Buildings must be designed to address the primary street and secondary street (where applicable).

A.5.5.2 The main customer entrance is located on the primary street elevation and provides protection for pedestrians through integrated building elements such as a verandah, canopy or colonnade.

A.5.5.3 A minimum of two glazed openings (each a minimum 1m²) face the primary street, and where applicable, a minimum of one glazed opening (minimum 1m²) faces the secondary street.

A.5.5.4 Street fronting facades must feature a minimum of two colour/ material types. At least one base colour that is muted and one feature colour / material that is bolder (see *Figures 6-9*).

A.5.5.5 A minimum of 15% of the front facade shall be constructed of solid material such as bricks, stone, concrete, blockwork or the like (rather than lightweight cladding).

A.5.5.6 All windows are shaded with an awning designed to protect from summer sun.

A.5.5.7 Roof cladding shall not exceed a solar reflectance index of 82 or more. Zinalume, 'Surfmist', white or similar finishes will not be approved.

Performance Criteria

P.5.5.1 If addressing the secondary street, the Town is satisfied that the building presents a visually engaging frontage to the primary street.

P.5.5.2 The Town is satisfied that the main entrance is appropriately located and clearly signalled through architectural elements that enhance pedestrian comfort.

P.5.5.3 The Town is satisfied that glazed openings are arranged to maximise surveillance, visual interest and connection with primary and secondary streets.

P.5.5.4 The Town is satisfied that street facing facades use a complementary mix of colours and materials that create visual interest through defined base and feature elements.

P.5.5.5 The Town is satisfied that the building design has considered the Pilbara climate and appropriately manages sun and solar heat gain (e.g. window awnings, tinting).

P.5.5.6 The Town is satisfied that roof cladding materials are non-reflective and selected to avoid glare.

P.5.5.7 Where more than one building is planned for a site, the location and design of the buildings must result in an integrated development layout.



A.5.5.8 Where more than one building is planned for a site, the secondary building must be located behind the primary building line and utilise the same material and colour palette as the primary building.

A.5.5.9 Plant and equipment must be effectively screened from street view using roof structures and architectural elements or be designed as an integral part of the building aesthetic.

P.5.5.8 The Town is satisfied that plant and equipment are fully screened from both primary and secondary streets, and do not detract from the visual amenity of the area.

Design Guidance

D.5.5.1 Where there are numerous separate buildings on the site, the use of colours, form and materials should be complementary and consistent so that they may present as an integrated development.

D.5.5.2 Projecting features such as canopies, sun shading, overhanging roof etc. should be provided, particularly over walkways.

D.5.5.3 Where possible, buildings should be orientated and designed to be energy efficient through passive solar design.

D.5.5.4 The use of different cladding materials, separately or in combination, is encouraged. The use of Pilbara stone or rammed earth is particularly promoted.

D.5.5.5 Prominent building elements such as a feature wall, canopies, steel bracing and columns, sunscreens, ventilation louvres etc. should be highlighted with strong colours/feature materials to provide visual interest and relief on the building facades.

D.5.5.6 Building colours should generally be sympathetic and complementary with the natural environment and site landscaping.

D.5.5.7 Essential functional elements such as stacks or ductwork should be integrated into the building design as external feature elements.



Figure 6 – Building elements should be arranged to create a legible and expressive façade.

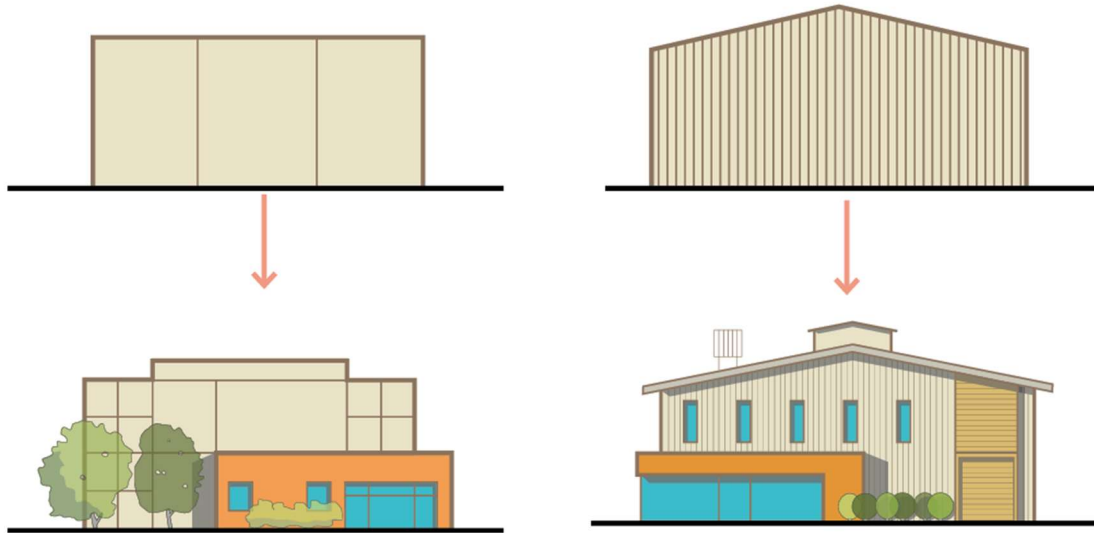


Figure 7 – Example of an entry point that is articulated architecturally through a feature portico in a bold colour and a vegetated landscape setback with rock mulch. (Image: TTR Industrial Park, Cawley Architects, 2018)





Figure 8 – Example of a feature entry point that protects pedestrians and a facade can be more interesting by using different colours. (Image: TTR Industrial Park, Cawley Architects, 2018)



Figure 9 – Example of clear separation between visitor and service vehicle areas and use of materials to highlight the office area. (Image: Cranbourne West, Cameron)





5.6 Fencing	
Element Objectives	
O.5.6.1 To provide security for businesses, without compromising the visual appeal of the precinct.	
Accepted Standard	Performance Criteria
<p>A.5.6.1 No fencing is permitted forward of the building line.</p> <p>A.5.6.2 Fencing within the primary and secondary street setback areas are to be a minimum standard of garrison, visually permeable and a maximum height of 1.8m.</p> <p>A.5.6.3 Fencing outside of the primary and secondary street setback areas are to be a minimum standard of black cyclone mesh PVC galvanised link mesh fencing, visually permeable and a maximum height of 1.8m.</p> <p>A.5.6.4 Electric and barbed/ razor wire fencing is not permitted.</p>	<p>P.5.6.1 The Town is satisfied that fencing is designed and located to:</p> <ul style="list-style-type: none"> • Maintain unobstructed sight lines between the building and the street. • Safe vehicle sight lines; and • Contribute to a visually appealing streetscape, this may be required through additional landscaping or building character articulation. <p>P.5.6.3 The Town is satisfied that fencing up to a maximum height of 2.4 m may be provided to address site-specific safety considerations.</p>

5.7 Signage	
Element Objectives	
O.5.7.1 To strike a balance between providing good visual exposure for businesses and limiting the potential for visual clutter.	
Accepted Standard	Performance Criteria
<p>A.5.7.1 All signs are to be related to the use of the site and do not display information unrelated to the site (e.g. billboards).</p> <p>A.5.7.2 All signs shall be designed as an integral part of the building fabric and shall be of a standard equal to and consistent with the building design and detail.</p> <p>A.5.7.3 All signs shall be designed and placed in accordance with the Town's Local Law and Local Planning Policy 02.</p>	<p>P.5.7.1 The Town is satisfied that all signs located within the site are consistent, relevant to the use of the site, and enhance the character and amenity of the area.</p> <p>P.5.7.3 Signs do not include any of the following:</p> <ul style="list-style-type: none"> • Intermittent flashing illumination. • Rotating or moving signs; and • Sequined or glittering signs.
Design Guidance	
<p>D.5.7.1 Large scale signage painted directly onto roofs is encouraged, given its proximity to the airport.</p> <p>D.5.7.2 Signage attached to buildings is encouraged and should be designed to be an integral part of the building, e.g. recessed in the façade, fascia or awning and incorporated as three-dimensional elements to add quality to the overall design concept.</p>	



5.8 External Lighting

Element Objectives

O.5.8.1 To provide a safe working environment and security after business hours.

O.5.8.2 To minimise adverse impacts of light spill to adjoining properties, passing motorists or airport operations.

Accepted Standard

A.5.8.1 No external lighting shall be directed beyond the lot boundary.

A.5.8.2 To ensure no glare is caused to pilots, no lighting shall be installed 3 degrees above the horizontal.

A.5.8.3 No coloured lights are permitted to be visible external to the building.

Performance Criteria

P.5.8.1 The Town is satisfied that the external lighting conforms to the Civil Aviation Safety Authority Regulations and Air Services Australia Regulations. Applications may be referred to Port Hedland International Airport (PHIA) for comment.

Design Guidance

D.5.8.1 Timer controls, photosensitive cells, or motion sensors to control operation of specific light fixtures and fittings are encouraged for both internal and external lighting.

D.5.8.2 Feature lighting that highlights the architectural elements of façades is encouraged.

5.9 Stormwater Management

Element Objectives

O.5.9.1 To ensure that each lot contributes to the effective stormwater management strategy for the precinct.

Accepted Standard

A.5.9.1 Stormwater management shall be designed in accordance with the Town's Local Planning Policy 11 – Stormwater Management. For the 1% AEP, refer **Appendix 7.5**.

A.5.9.2 Where mapped, on-site drainage flows should be as notated on **Figure 10**.

A.5.9.3 Stormwater management shall be designed to ensure no there is no standing water on the site that will attract birds.

Performance Criteria

P.5.9.1 The Town is satisfied that stormwater management shall be designed in a way that:

- Is in accordance with the Town's Local Planning Policy 11 – Stormwater Management.
- Does not adversely impact the drainage of stormwater across the precinct or adjoining properties; and
- Will not attract birds or other wildlife.

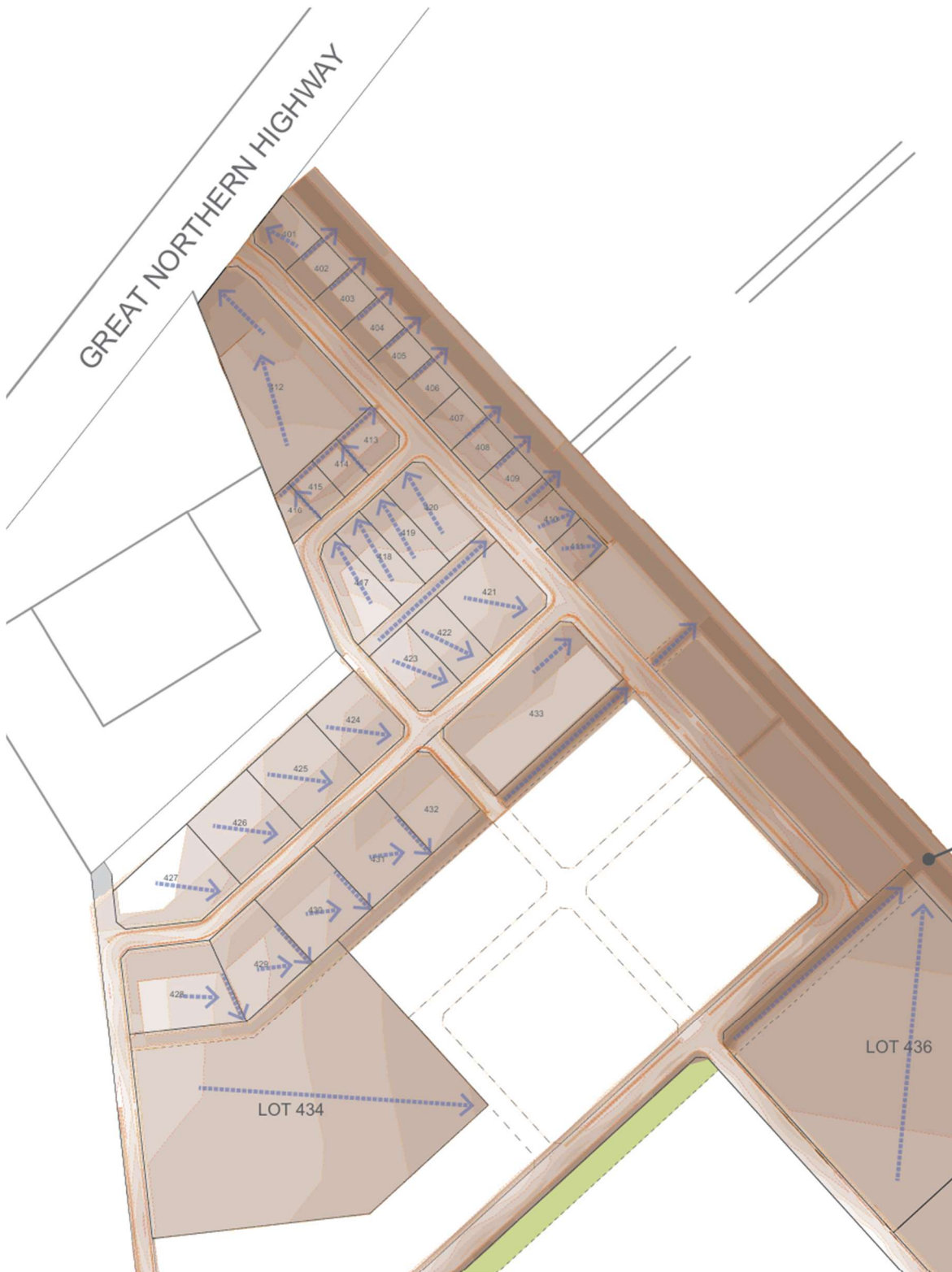
Design Guidance

D.5.9.1 Water Sensitive Urban Design (WSUD) principles are encouraged to be integrated into the stormwater management, such as directing stormwater into garden beds for capturing.

D.5.9.2 Port Hedland is prone to increased mosquito numbers during and after storm events. All drainage should be constructed in a manner that effectively removes the water to the drainage reserve and eliminates standing water, since this provides an ideal mosquito breeding location.



Figure 10 – Drainage Plan





5.10 External Service and Storage

Element Objectives

O.5.10.1 To minimise the visual impact of external service and storage areas on the streetscape.

O.5.10.2 To ensure rubbish, waste and washdown areas do not attract birds or vermin infestation.

Accepted Standard

Performance Criteria

A.5.10.1 All open storage areas shall be located behind the building line and screened from the street.

P.5.10.1 The Town is satisfied that rubbish areas and/or external storage areas are designed or positioned to minimise the visual impact from the street (e.g., through architectural screening, integrated structures, or landscape buffers)

A.5.10.2 A designated rubbish bin storage areas must be provided and indicated on the site plan. It must be located behind the building line and screened from all street frontages.

P.5.10.2 The Town is satisfied that any bins (including general, trade waste, food waste bins etc) are managed to prevent odour, hygiene issues and attraction of birds or vermin, whether through enclosed rooms, ventilated cabinets, mechanical washing systems, or equivalent sanitary infrastructure.

A.5.10.3 Any rubbish bins that contain food waste are to be stored in areas with sealed floors, covered rooves, and provided with connections to water and sewerage disposal to enable the cleaning of bins.

P.5.10.3 The Town is satisfied that secure containment measures are provided to prevent bin displacement during cyclones.

A.5.10.4 If not otherwise enclosed, tie down points or alternative means of securing bins during cyclones must be provided.

A.5.10.5 No permanently open bins shall be permitted on site. Bins shall be closed and sealed at all times.

Design Guidance

D.5.10.1 Landscaping of side boundaries, particularly adjacent to open storage areas is strongly encouraged.

D.5.10.2 Integration of service areas into the building structure is encouraged where practical.



6.0 Document Control Table

Relevant legislation	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Town of Port Hedland Local Planning Scheme No. 7			
Delegated authority	Director Regulatory Services Manager Planning and Economic Development Coordinator Urban Planning			
Business unit	Planning & Development			
Directorate	Regulatory Services			
WAPC approval required	No	Date approved by the WAPC	N/A	
Version control	Version No.	Resolution No.	Adoption date	Public Consultation
	1	201213/384	22 May 2013	Yes
	2	202627/181	27 May 2026	Yes
Review frequency	5 Yearly			



7.0 Appendices

7.1 Definitions

For this Policy, the following definitions apply:

“Amenity” as means all those factors which combine to form the character of an area and include the present and likely future amenity. Amenity includes the ‘liveability’, comfort or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is essential in the public, communal and private domains and includes the enjoyment of sunlight, views, privacy and quiet. It also includes protection from pollution and odours.



7.2 Submission Requirements

In accordance with the Regulations (Schedule 2, cl. 63(1)), a local planning policy may outline any specialist reports or additional information that should be submitted to assist with consideration against the policy provisions.

For developments in whereby this policy is applicable, the below should be used as a guide for additional information that may be required as part of a submission. This should be confirmed by an Officer during a pre-lodgement enquiry with the Town.

Mandatory

- a) Cover letter.
- b) Checklist as per *Appendix 7.4*.
- c) Site plan, floor plans, sections, and elevations.
- d) Stormwater management plan in accordance with LPP/11 Stormwater Management.
- e) A detailed landscaping plan, including the following details:
 - a. Plant species and planting densities.
 - b. Surface treatments (i.e. provision of mulch including details on depth and minimum size); and
 - c. Irrigation to all areas.
- f) Where the development is within a mapped bushfire prone area and does not have an existing management plan, a BAL Assessment in accordance with State Planning Policy 3.7 - Planning in bushfire prone areas will be required.

Dependant on Proposal

- a) Where not illustrated on the elevations, a materials and colour schedule may be required.
- b) Where not outlined sufficiently in the cover letter or the proposal is for a use that may impact amenity an operational management plan may be required.
- c) Where not sufficiently illustrated on the plans and/or may not meet the Scheme provisions or Accepted Standards for traffic & access outlined in this policy, a Traffic impact assessment and management plan may be required.
- d) Where not sufficiently illustrated on the plans, a wastewater management plan may be required, identifying the type of effluent disposal method and location.
- e) Any other specialist reports or additional information as required by the Town to make an assessment of the application.



7.3 Lot Concept Plan and Subdivision Stages

Note 1: Lots sizes are indicative only and should be verified by the Deposited Plan.





7.4 Design Review Checklist

Accepted Standard	What is proposed?	Compliance with the Accepted Standard (Y/N)	If no, what is the justification?
Building Setbacks			
A.5.1.1			
A.5.1.2			
A.5.1.3			
A.5.1.4			
A.5.1.5			
Building Height			
A.5.2.1			
Parking and Access			
A.5.3.1			
A.5.3.2			
A.5.3.3			
A.5.3.4			
A.5.3.5			
Landscaping			
A.5.4.1			
A.5.4.2			
A.5.4.3			
A.5.4.4			
A.5.4.5			
A.5.4.6			
A.5.4.7			
A.5.4.8			
Building Interface			
A.5.5.1			
A.5.5.2			
A.5.5.3			
A.5.5.4			
A.5.5.5			
A.5.5.6			
A.5.5.7			
A.5.5.8			
A.5.5.9			
Fencing			
A.5.6.1			
A.5.6.2			
A.5.6.3			
A.5.6.4			
Signage			
A.5.7.1			
A.5.7.2			
A.5.7.3			
External Lighting			
A.5.8.1			
A.5.8.2			
A.5.8.3			



Stormwater Management			
A.5.9.1			
A.5.9.2			
A.5.9.3			
External Service and Storage			
A.5.10.1			
A.5.10.2			
A.5.10.3			
A.5.10.4			
A.5.10.5			



7.5 Kingsford Smith Business Park 100 Year Flood Levels