24 August 2018

Edmondson Park

Landcom Town Centre North Design Guidelines

Gallipoli Drive, Bezentin Ridge Road, Croatia Avenue and Campbelltown Road

Prepared by Willowtree Planning Pty Ltd on behalf of Landcom

August 2018

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PART 1 INTRODUCTION

1.1 NAME OF THIS DOCUMENT

This document is called the *Edmondson Park: Landcom Town Centre North Design Guidelines* (the Design Guidelines).

1.2 PURPOSE OF THE DESIGN GUIDELINES

The purpose of the Design Guidelines is to guide development of land within the Landcom Town Centre North, within the context of the Edmondson Park South Concept Plan.

1.3 LAND TO WHICH THE DESIGN GUIDELINES APPLY

The Design Guidelines apply to development on land known as the Landcom Town Centre North at Edmondson Park (the site) as shown at **Figure 1** – *Land to which the Design Guidelines Apply*. This includes the Parkland, Maxwells Creek and Station Precincts (refer to **Figure 2** – *Landcom Town Centre North Precincts*).

Figure 1 Land to which the Design Guidelines Apply

Figure 2 Landcom Town Centre North Precincts

1.4 STRUCTURE OF THE DESIGN GUIDELINES

The design guidelines comprise five parts:

- **Part 1 – Introduction**: outline the intent and application of the design guidelines
- **Part 2 – Vision and Principles**: identify the overall outcomes for the site
- **Part 3 – Key Elements and Urban Structure**: provide the preferred layout of development on the site
- **Part 4 – Town Centre Built Form Guidelines**: provide performance criteria and design solutions for built form in the Landcom Town Centre North
- **Part 5 –Residential Precinct Built Form Guidelines**: provide performance criteria and design solutions for built form in the Residential Precinct.

1.5 APPLICATION OF THE DESIGN GUIDELINES

The Design Guidelines support the Edmondson Park South Concept Plan in guiding development within the Landcom Town Centre North.

The design guidelines provide an integrated performance framework in which to consider each development application on its merits. A key feature of this framework is to facilitate innovation and creativity through enabling alternative design solutions that can demonstrate achievement of the relevant performance criteria or vision and principles.

Vision and principles

The vision and principles represent the overall outcomes for the site.

Key elements and urban structure

The key elements provide an increased level of detail on the vision and principles, and the urban structure represents the preferred spatial expression of the vision and principles.

Variations to the urban structure are permitted where alternative layouts can demonstrate they address the vision and principles.

Performance criteria and design solutions

Performance criteria are consistent with and provide further detail on the vision and principles. They address matters that are considered important to achieving quality development outcomes on the site. The design solutions represent the preferred way of demonstrating achievement of the performance criteria. Should development adopt a design solution, it will be taken that it has achieved the relevant performance criteria.

Alternative design solutions

Should development not adopt a design solution, it may propose an alternative design solution. This alternative solution will be assessed against the relevant performance criteria. Should the relevant performance criteria not be satisfied, the applicant is to demonstrate that the proposal considers the vision and principles. When assessing a development application, the consent authority is to apply a flexible approach that allows consideration of reasonable alternative design solutions.

1.6 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

The Design Guidelines provide guidance for development on the site. They are to be read in conjunction with:

- SEPP (State Significant Precincts) 2005
- SEPP (Major Development) 2005
- Concept Plan Approval MP 10-0118 and any subsequent approved amendments. It is specifically noted that these design guidelines do not include matters relating to the issues related to the points below, as the development needs to be consistent with the Concept Plan (as modified):
    - Bushfire management
    - Vegetation management
    - Heritage and archaeology (European and Aboriginal)
    - Waste management
    - Water cycle management
    - Noise and vibration
    - Relevant SEPPs.

The *Edmondson Park South Development Control Plan 2012* and *Liverpool Development Control Plan 2008 do* not apply to land subject of these Design Guidelines.

1.7 FIGURES

All figures in these guidelines are indicative only and are not to scale.

1.8 TERMS AND ACRONYMS

The names of all places, streets and laneways used in the design guidelines are for placeholder purposes only. Actual names may be determined in the future with the involvement of the relevant statutory authorities.

The following terms are used throughout these design guidelines.

ADG	The *Apartment Design Guide* published by the Department of Planning and Environment on the day on which *State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (Amendment No 3)* commences, or as otherwise amended, superseded, updated or repealed, or as otherwise clarified by the Department of Planning and Environment.
BCA	The *Building Code of Australia*, which refers to the document published by or on behalf of the Australian Building Codes Board, that is prescribed under the Environmental Planning and Assessment Act 1979, or as otherwise amended, superseded, updated or repealed, or as otherwise clarified by the relevant Board.
Edmondson Park South	The area of the Edmondson Park suburb which is mapped as a State Significant Precinct and subject to the planning controls under Schedule 3, Part 31 to *State Environmental Planning Policy (State Significant Precincts) 2005*.
Frasers Town Centre	Reference to the majority portion of the Edmondson Park South site which is south of the South West Railway Line and currently under Frasers ownership. The Frasers Town Centre is not subject to these Design Guidelines.
Landscape Area	Any part of a site, at ground level, that is permeable and consists of soft landscaping, turf or planted areas and the like and can include planted areas on structures. It does not include driveways, parking areas, hard paved drying yards or other service areas.
Maxwells Creek Precinct	The Precinct following the curved alignment of the Maxwells Creek riparian area and associated open space, as shown in green on **Figure 1** (refer to **Section 1.3** above). The Maxwells Creek Precinct primarily comprises residential land uses.
Parkland Precinct	The western-most Precinct within the Landcom Town Centre North, as shown in blue on **Figure 1** (refer to **Section 1.3** above). The Parkland Precinct primarily

	comprises residential land uses, along with the School Site.
SEPP 65	*State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development*.
Station Plaza	Open space area provided in the south-east portion of the Landcom Town Centre North, adjacent to the Edmondson Park Railway Station.
Station Precinct	The eastern-most Precinct within the Landcom Town Centre North, as shown in orange on **Figure 1** (refer to **Section 1.3** above).
Vertical or horizontal articulation	Architectural features that reduce the perception of building length, mass and bulk to enhance people's visual experience of the place.
Landcom Town Centre North	The area of Edmondson Park South which is located to the north of the South West Railway Line. This is the portion of the Edmondson Park South State Significant Precinct which is subject to these Design Guidelines.

PART 2 VISION AND PRINCIPLE

2.1 VISION

- The Landcom Town Centre North is inspired by its natural surrounds and is a model 21st century parkland, transit oriented development completing Edmondson Park's influential role in the southwest
- The Landcom Town Centre North offers the elements of a well-lived life: nature for nourishment, history for inspiration, health for aging in place and activity for happiness and stimulation
- New ways of living and traveling increase leisure time
- The Landcom Town Centre North is a place you are proud to call home.

2.1.1 The Landcom Town Centre North Will

Be Green, by:

- Creating a safe, legible, accessible gateway into the 150 hectares of regional parklands
- Shifting primary modes of transport from the private vehicle to train, bus, cycle and walking through investment in the public domain and infrastructure, all within a 10-minute walk of the Edmondson Park Railway Station
- Extending nature into the development creating streets as linear parks and supplementing the native backdrop.

Be Healthy, by:

- Inspiring a healthy lifestyle where walking, hiking, cycling and social well- being are embedded in resident's everyday life and interactions
- Providing the opportunity to age-in-place through a range of up-sizing and down-sizing opportunities within a single neighbourhood and provide versatile designs to meet the changing needs of occupants over time.

Be Active and Inclusive, by:

- Welcoming people to live, gather and play in Edmondson Park irrespective of lifestyle, ability or socio- economic status
- Raising awareness about the European and Aboriginal heritage of Edmondson Park through interpretation and art
- Attracting events to Edmondson Park by providing spaces for pop- up events, markets, festivals and bush events
- Supporting but not competing with the Frasers Town Centre land uses to the south by focusing on community, civic uses and a diverse residential community.

2.2 PRINCIPLES

The Landcom Town Centre North develops according to the following overarching principles:

- Connectivity- a system of new local streets and pedestrian paths provide maximum permeability and legibility through visual and physical connections to key destinations. Special attention has been given to 'green to green' connections
- Amenity- Local streets, blocks and indicative built form solutions optimise public and private amenity
- A Context Sensitive Approach- Character Areas have been identified early in the process to appropriately match density, built form and natural environment to deliver an authentic lifestyle environment and choice

- Diversity- A variety of housing typologies are proposed which respond to the site features and also provide a sensitive transition to existing land uses and future housing; typically transitioning at the back of the block to 'complete the streets.'

Development within the Landcom Town Centre North is also guided by the following general principles:

- The Landcom Town Centre North has a distinct, attractive urban character and sense of place
- The Landcom Town Centre North has a compact, legible, walkable and cyclable structure
- The Landcom Town Centre North comprises a mixed use core that includes a suitable mix of high density residential uses and retail/commercial uses with supporting community floorspace
- The Station Precinct provides around 5,200m^2 of commercial/retail gross floor area with supporting community floorspace, complementing while not detracting from the key commercial area provided within the Frasers Town Centre to the south
- Block and lot patterns are of a size and dimensions that are suited to their intended land use and design
- Buildings are predominantly medium to high density
- The Station Precinct contains towers, including a landmark building which is strategically located to mirror the tower element within the Frasers Town Centre, creating a Station gateway and contributing to the overall legibility of the combined Landcom Town Centre North and Frasers Town Centre
- Residential accommodation is provided as medium to high density Cottages, Terrace Houses, Residential Flat Buildings and Studio Apartments
- Buildings and their associated open spaces engage with and activate the street through:
    - A combination of retail and community uses at the ground floor along and connecting destinations and key desire lines
    - Ground floor residential façade articulation, activation and street address controls
    - Local parks, paths and communal open space oriented towards the public domain and interfaces controlled to reinforce a permeable, green street network functioning as active, linear parks
    - Green spaces oriented towards the street are heavily planted contributing to street canopy and overall urban cooling and walkability
- The public domain is well designed and finished to a high standard, and contributes to the creation of a distinct sense of place for the Landcom Town Centre North
- Design of residential accommodation, in particular in mixed use settings, provides for a high level of amenity, including solar access, visual and acoustic privacy
- Streets, pedestrian and cyclist paths create an interconnected, legible and permeable network of major, minor and fine grain connections that facilitate convenient, safe, and comfortable movement
- The use of public transport, walking and cycling is promoted
- The open space network is designed to leverage off the 150ha of regional open space within Edmondson Park through visual and multi modal physical connections. Streets and paths and local parks are useable, well distributed and accessible to all residents and have a high level of amenity
- The Landcom Town Centre North has strong visual and physical connections to adjoining open space
- Residential uses are provided in a range of typologies, medium to high densities with low density transitional fabric, and levels of affordability, catering for a broad range of people.

2.3 PRECINCTS AND SITES

Integrating with the adjoining Edmondson Park Railway station, the Landcom Town Centre North is an accessible, vibrant, mixed use and transit oriented residential community with ancillary commercial, educational and open space land uses. It comprises the following Precincts and School Site (refer to **Figure 1** in **Section 1.3** above):

- Station Precinct, which directly adjoins the northern edge of the Edmondson Park Railway Station, which is owned by both Landcom and the Office of Strategic Lands
- Maxwells Creek Precinct, which follows the curved alignment of the Maxwells Creek Conservation Area, providing a secondary ring around the Station Precinct
- Parkland Precinct, which creates a transition between the higher densities provided within the Maxwells Creek Precinct and the Station Precinct and the existing residential accommodation within the surrounding suburb of Edmondson Park (which primarily provides detached dwellings)
- School Site, which includes a minimum of 2ha for a primary school to be developed, with a total potential of 6ha to be developed as a K-12 school subject to the future requirements of the Department of Education. The balance of the School Site is developed for residential purposes.

The Station Precinct is the core of the Landcom Town Centre North. Commercial and retail land uses provided within the Station Precinct complement the commercial floorspace provided within the Frasers Town Centre. The Station Precinct within the Landcom Town Centre North is ringed by the Maxwells Creek Conservation Area containing the Maxwells Creek riparian corridor. The curve of this riparian corridor and associated Conservation Area results in a road network which responds to this alignment, and which is therefore both curved and linear.

The Landcom Town Centre North includes public open spaces, as well as linkages to the wider Edmondson Park South open space networks and conservation areas.

PART 3 KEY ELEMENTS AND URBAN STRUCTURE

The key elements provided as part of development of the site are identified in **Table 1** – *Key elements*. The vision and principles for the Landcom Town Centre North as identified in **Part 2** of these Guidelines are spatially expressed in the urban structure for the precinct as shown in **Figure 3** – *Urban structure*.

Performance Criteria	Design Solution
PC1 To ensure that development provides key elements while providing flexibility in the location and arrangement of these elements	**DS1.1** Development provides the key elements in **Table 1** – *Key Elements* and is generally consistent with the structure at **Figure 3** – *Urban Structure.* The size shape and exact locations of open space areas may change during the detailed design process. ***Note:*** *Where variations are proposed, development is to demonstrate how the vision and development principles have been considered.*

Table 1 Key Elements	
Key Element	**Characteristics**
Role and function	▪ Dwellings within the Landcom Town Centre North comprise a suitable mix of medium to high densities so as to support the effective use of the Edmondson Park rail station and functioning of the retail core within the Frasers Town Centre ▪ The Landcom Town Centre North encapsulates transit oriented development principles ▪ The Landcom Town Centre North provides ancillary retail/commercial land uses which do not detract from the retail core within the Frasers Town Centre south of the South West Railway Line.
Land use	▪ The Landcom Town Centre North is a transit oriented residential community with ancillary commercial, educational and open space land uses ▪ The Station Precinct is residentially-focused and adjacent to the Edmondson Park Railway Station to the south ▪ The Station Precinct Centre focuses on retail uses at ground level along Buchan Avenue fronting the Station Plaza and also at north facing strategic corners fronting Maxwells Creek. A key retail street is the newly proposed street connecting Macdonald Road and Buchan Avenue. This street connects pedestrians and cyclists into Maxwells Creek and beyond into the Maxwells Creek and Parkland Precincts. The Station Precinct is predominantly high density residential in the form of apartments. All ground floor units have individual street address and access contributing to fine grain, pedestrian activation. Generally servicing and vehicular access

	is via secondary streets to avoid conflict and compromised streetscape quality ▪ Retail land uses utilise and take advantage of external areas, including level one balconies and terraces, to achieve enhanced activation throughout the Landcom Town Centre North ▪ A mixture of land uses and hours of use throughout the site provides casual surveillance as per the principles of crime prevention through environmental design ▪ Residential areas of the Landcom Town Centre North predominantly comprise medium and high density residential uses in a range of typologies, including but not limited to residential flat buildings, multi-dwelling housing and studio dwellings ▪ Open space networks are accessible to residents ▪ The Station Precinct provides the following land uses: o High-density Residential Flat Buildings o Around 5,200m^2 of ancillary commercial/retail gross floor area with supporting community floorspace o Community uses within and/ or adjacent to the Station Plaza o The Edmondson Park Railway Station Car Park o Public open space ▪ The Maxwells Creek Precinct provides the following land uses: o Medium-density Residential Flat Buildings o Strata Terrace Houses greater than 200m^2 ▪ The Parkland Precinct provides the following land uses: o Low-density Residential Flat Buildings o Manor Apartments o Terrace Houses with a torrens title allotment size greater than 200m^2 o Terrace Houses with a torrens title allotment less than 200m^2 o Front-loaded Cottages Houses with a torrens title allotment o Studio dwellings ▪ The School Site provides the following land uses: o A School (at least 2ha – subject to Department of Education Requirements) o Low-density Residential Flat Buildings o Terrace Houses greater than 200m^2 o Front-loaded Terrace Houses.
Built form	▪ The Station Precinct contains the tallest buildings. The Landcom Town Centre North has a range of height within development blocks to create a modulated, visually interesting skyline ▪ A landmark tower is located to provide a strong visual reference to the Landcom Town Centre North within the broader urban form

	▪ Buildings create a coherent modulated street wall and define streets and other parts of the public domain ▪ The ground floor of buildings activate and engage with the street and public domain, in particular within the Station Precinct through reduced front setbacks, individual unit street address and courtyard walls and landscape that balances privacy and permeability ▪ Buildings are sited and designed to provide high levels of amenity to residents, workers and the public domain ▪ Buildings are modulated and articulated to reduce the appearance of building bulk and scale and to provide visual interest ▪ Diversity of architectural form and expression is encouraged within a framework of visual compatibility between different buildings.
Open space	▪ The Landcom Town Centre North includes public open spaces, as well as linkages to the wider Edmondson Park South open space networks and conservation areas ▪ Open spaces are well distributed and easily accessible to all residents by walking or cycling ▪ The Landcom Town Centre North has strong visual and physical connections to adjoining open space ▪ A landscaped buffer is provided to the west of the Parkland Precinct ▪ Streets complement parks to provide additional open space including through shade trees, landscaping and street furniture such as seating and lighting ▪ Visual and physical connections are provided to adjoining open space through roads and pathways.
Movement	▪ The movement network comprises major, minor and fine grain streets ▪ A network of shared paths connects open spaces and all of the Precincts to one another, the regional open space, the Transit Plaza and the Station ▪ Other streets, service laneways and pedestrian paths within the Station Precinct support the Central Spine, Buchan Avenue and Bernera Road ▪ Mixed Use Apartment Buildings provide opportunities for complementary ground floor active uses ▪ An east-west green spine (Buchan Avenue North to Buchan Avenue South) connects through the Station Precinct, Maxwells Creek Precinct, the Parkland Precinct and the School Site ▪ The street and access network does not compromise the role of Campbelltown Road within the Frasers Town Centre ▪ Bernera Road, the Central Spine, Maxwells Crescent and Buchan Avenue are the main north-south and east-west streets ▪ The street network assists in delineating the individual Precincts

	▪ The Parkland Precinct Local Streets provide pedestrian friendly and lower speed car environments ▪ The street network integrates with the adjoining street network ▪ The street network is legible ▪ The street network responds to the Maxwells Creek riparian corridor alignment, and is therefore both curved and linear.
Community and Education	▪ The School Site includes a minimum of 2ha for a primary school to be developed ▪ The School Site includes a total potential of 6ha to be developed as a K-12 school subject to the future requirements of the Department of Education ▪ The balance of the School Site is developed for residential purposes ▪ The portion of the School Site which is developed by the Department of Education for a School is considered for joint and/or shared land uses where suitable, so that other uses of the School may take place: o After hours o On weekends o During school term breaks, or o Any combination of the above. ▪ Additional community support infrastructure is also provided within the Landcom Town Centre North. This additional community support infrastructure may be provided as joint and/or shared land use with the School Site, or it may be provided as additional standalone infrastructure. This is in addition to the 5,200m^2 of commercial/retail floorspace to be provided at the Landcom Town Centre North.

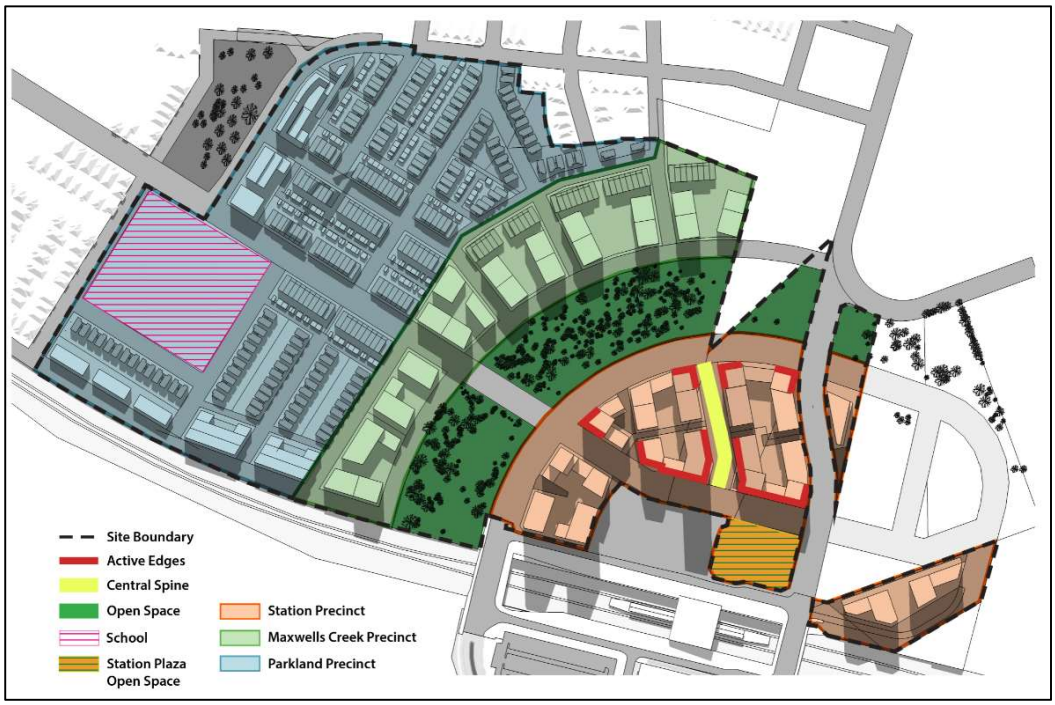


Figure 3 Urban Structure

PART 4 TOWN CENTRE BUILT FORM GUIDELINES

4.1 Building, Siting, Scale and Mass

Performance Criteria	Design Solution
PC2 Development is sited and has a scale and mass that: ▪ Contributes to the creation of an urban town centre character ▪ Provides for good residential amenity ▪ Provides for visual interest ▪ Creates an active, safe and comfortable public domain.	**DS2.1** Maximum gross floor area for the Station Precinct complies with the Concept Plan (as modified).
	DS2.2 Development includes a variety of building heights within the maximum height limits.
	DS2.3 One landmark building may be developed within the Station Precinct.
	DS2.4 The landmark building is sited to demarcate an important or highly visible location such as a key intersection and be visible from the Station concours.
	DS2.5 Building length: ▪ Provides for a range of individual building designs facing a street ▪ Incorporates modulation to reduce the perceived length and massing ▪ Provides visual interest ▪ Provides opportunities for physical and visual permeability into blocks.
	DS2.6 Building depth creates high amenity internal environments with good solar access and natural ventilation.
	DS2.7 Residential apartment development provides adequate separation in accordance with the ADG.

4.2 Building Design

Performance Criteria	Design Solution
PC3 Development is designed to: ▪ Define streets and other parts of the public domain ▪ Activate and engage with the street and public domain, including the creation of a vibrant Station Precinct ▪ Provide high levels of amenity to residents, workers and the public domain	**DS3.1** Awnings or coverings occupy the full extent of the encroachment as a minimum at the ground floor of Mixed Use Apartment Buildings. However, coverings are encouraged to extend over the footpath.
	DS3.2 Where on the ground floor of Mixed Use Apartment Buildings, shopfront width

▪ Reduce the appearance of building bulk and scale and to provide visual interest ▪ Feature excellence in contemporary architectural design ▪ Designate particular uses at the site through appropriate façade installation.		allows for a large number of different tenancies fronting the street.
	DS3.3	High quality, durable materials such as brick, concrete and glass are used as primary façade materials.
	DS3.4	The tower façade incorporates a cohesive pattern of elements that reduce the appearance of building bulk and scale and provide visual interest, such as: ▪ Vertical and horizontal articulation ▪ Recesses and projections ▪ Balconies, including variations to balustrade treatment ▪ Sun shading devices ▪ Differences in architectural expression ▪ Differences in material and colour.
	DS3.5	Buildings provide heightened visual interest through innovative or interesting architectural treatment where they are visible at the termination of a main view corridor.
	DS3.6	Active facades are provided as per **Figure 4** - *Facades*. Active facades typically characterised by varied non-residential ground floor uses in the form of small units with many doors. These facades follow primary desire lines and contribute a visual richness in façade details to engage the pedestrian. Active façade design focuses on façade articulation including horizontal and vertical articulation and signage is an integrated, complimentary element. Vehicle access and servicing zones are generally prohibited where a secondary street or lane is provided.
	DS3.7	Friendly facades are provided as per **Figure 4** - *Facades*. Friendly facades are

		predominantly residential ground floor units, lobbies and entries. The frontages remain relatively narrow but focus on activations and surveillance. These facades follow primary desire lines and contribute a visual richness in façade details to engage the pedestrian. There are very few passive units only occurring where required to ensure Active Façade priority areas. Façade design focuses on achieving relief and safety and signage is an integrated, complimentary element. Vehicle access is limited and servicing is achieved via tight, recessed openings.
	DS3.8	Mixed facades are provided as per **Figure 4** - *Facades*. Mixed facades facilitate the active and friendly façade hierarchy of people streets by providing a location for access and servicing. Small units are permitted but mixed façade areas allow for larger floorplates and wider frontages required to sustain mixed use centres. Vehicle access and servicing is permitted and mixed in with large footprint active uses such as workshops, design studios and exhibition space. Due to this nature, blank walls and passive units exist and are generally embellished with façade art or greenery. Façade relief is modest and signage is integrated.

Figure 4 Facades

4.3 Open Space

Performance Criteria	Design Solution
PC4 Open space: ▪ Complements public domain within the Station Precinct ▪ Incorporates landscaping to soften the built form in the Landcom Town Centre North ▪ Is useable, accessible and has a high level of amenity ▪ Is well integrated with dwellings and encourages indoor-outdoor living ▪ Provides opportunities for social interaction.	**DS4.1** Private and communal open space is provided in accordance with the ADG where the building typology is subject to ADG requirements.
	DS4.2 Communal open space is provided on-site and: ▪ May be provided at the ground floor, podiums or rooftops ▪ Is of sufficient area and dimensions to be useable and cater for forecast demand, considering private open space and nearby public open space provision ▪ Is readily accessible to dwellings, noting that it can be shared between buildings ▪ Has a high level of amenity, with adequate solar access ▪ Where possible is visible from the public

		domain to contribute to the visual character of landscaped open space in the Landcom Town Centre North ▪ Incorporates embellishments such as seating, paving and landscaping.
	DS4.3	Communal open space provision is a combination of residents' communal open space areas and publicly accessible open space including through site links.

4.4 Vehicle Parking, Access and Manoeuvring

Performance Criteria	Design Solution
PC5 Vehicle parking, access and manoeuvring: ▪ Balances on-site car parking to accommodate reasonable provision with encouraging alternative modes of transport to the private motor vehicle ▪ Is safe, functional and convenient ▪ Ensures buildings can be adequately serviced by service and delivery vehicles ▪ Is located and designed to minimise visual impact on the public domain and built form.	**DS5.1** Secure, accessible bicycle parking is provided on site.
	DS5.2 On-site vehicle parking, access and manoeuvring areas comply with AS2890.1:2004.
	DS5.3 On-site vehicle servicing areas comply with AS2890.2-2002.
	DS5.4 Sufficient provision is provided on-street for removal vehicles.
	DS5.5 Vehicle loading and unloading areas and other similar areas that have the potential to cause noise such as garbage collection areas are located, designed and treated to minimise adverse impacts on residential accommodation.
	DS5.6 Where possible, car parking is located generally below ground. Where car parking is required to protrude above ground level, it may do so by a maximum of 1.5m for ventilation purposes subject to streetscape considerations and screening by landscaping. On-street car parking within the public domain is also acceptable.
	DS5.7 Where site constraints prevent car parking from being provided below ground, it is sleeved by other uses or appropriately screened from view from the public domain by high quality building treatments.
	DS5.8 Car parking is provided generally in accordance with the maximum rates in **Table 2**. Any variations to these rates is supported by a parking assessment report.
	DS5.9 Bicycle parking is provided as follows: ▪ One space per Terrace Housing ▪ One space per Residential Flat Building dwelling or Apartment dwelling.
	DS5.10 Residential Flat Buildings and Mixed Use Apartment Buildings in the Landcom Town Centre North are serviced by basement

		car parks. These may be shared between buildings to minimise the number of vehicular access points.
	DS5.11	Adequate public bicycle parking is provided to support commercial, retail and community infrastructure land uses.

Table 2 Car Parking Rates	
Use	**Maximum Rate**
Residential Flat Buildings/Terrace Housing	
Studio Dwellings and other one bedroom dwellings	One space per dwelling.
Two bedroom dwellings	1.2 spaces per dwelling.
Three bedroom dwellings or more	Two spaces per dwelling.
Visitor	One space per 10 dwellings.
Other Land Uses	
Low Density/Detached Dwellings	Two spaces per dwelling.
Retail	4.1 spaces per 100m^2 of gross floor area.
Educational	To be confirmed during detailed design.
All other Land Uses Not Identified Above	
RMS Guidelines or justified by a Traffic Impact Assessment Report.	

4.5 Street Hierarchy, Setbacks and Fencing

Performance Criteria	**Design Solution**	
PC6 Street hierarchy, setbacks and fencing: ▪ Create system of new local streets and pedestrian paths with maximum permeability and legibility ▪ Optimise public and private amenity.	**DS6.1**	Streets are provided generally in accordance with **Figure 5** – *Street Hierarchy*. And **Table 3** – *Streetscape and Public Domain Landscaping*. However the final configuration of streets may change during the detailed design process. ***Note:*** *Where variations are proposed, development is to demonstrate how the vision and development principles have been considered*.
	DS6.2	Buchan Avenue (within the Landcom Town Centre North) is a multi-modal community connector for the entirety of Edmondson Park. Buchan Avenue (within the Landcom Town Centre North) provides direct vehicular access to destinations and residences, bus routes and stops in close proximity to schools, parks and mixed use, a

		designated cycle path and wide, shaded shared paths.
	DS6.3	Buchan Avenue North (within the Landcom Town Centre North) transitions the character of Buchan Avenue from urban parkland (Clermont Park to - Maxwells Creek) into mixed use centre (Maxwells Creek to Soldiers Parade). Buchan Avenue North (within the Landcom Town Centre North) is fronted by a school, park, rear loaded medium density housing and a few apartments.
	DS6.4	Buchan Avenue South (within the Landcom Town Centre North) announces the Station Precinct upon crossing the Maxwells Creek threshold. The Avenue tree planting is supplemented by a treed median. Where residential, all ground floor units have individual street address and access contributing to fine grain, pedestrian activation. The majority of the Avenue has ground floor retail, commercial and community uses with residential on upper levels.
	DS6.5	The Central Spine is a key mixed use street connecting Macdonald Road and Buchan Avenue (within the Landcom Town Centre North) at the Station Plaza terminus. This street is aligned to achieve a 'green to green' visual and physical link between Maxwells Creek and the Station Plaza. The Central Spine connects pedestrians and cyclists into Maxwells Creek and beyond into the Maxwells Creek and Parkland Precincts. The character of this street consists of fine grain, ground floor retail, commercial and community uses with residential on upper levels. To maximise permeability within the Station Precinct, east-west laneways and pedestrian paths break up the length of the Central Spine promoting walkability and safety.
	DS6.6	Bernera Road supports north and east facing mixed use and Residential Flat Buildings overlooking Maxwells Creek. This

		street is bus-capable to connect the high populations within the Station Precinct to broader destinations.
	DS6.7	Maxwells Crescent follows the defined crescent of Maxwells Creek (northern side). It is intended that apartment sites are radially oriented towards Maxwells Creek to extend the amenity deeper into the sites.
	DS6.8	Parkland Precinct Local Streets comprise the balance of local streets within the Parkland Precinct.
	DS6.9	Mid block Pedestrian Paths increase permeability and walkability. They are safe, accessible, legible and aesthetically pleasing with threshold treatments at street entry, up lighting, transparent fencing and gates addressing the paths. Pedestrian paths must be clear of obstacles and meet accessibility standards.
	DS6.10	Setbacks and fencing are provided generally in accordance with **Table 4** – *Setbacks and Fencing* and **Figure 6** – *Setbacks.*

Table 3 Streetscape and Public Domain Landscaping	
Street*	**Public Domain / Landscape**
Buchan Avenue (within the Landcom Town Centre North)	There is no front driveway access ensuring uninterrupted pedestrian and cycle paths. Large canopy trees planted at 10m intervals provide shade and a consistent front courtyard wall contributes to legibility and quality public realm.
Buchan Avenue North (within the Landcom Town Centre North)	
Buchan Avenue South (within the Landcom Town Centre North)	The streetscape is articulated with awnings, formal street tree planting and outdoor dining with pedestrian, cyclists, buses and vehicles co-existing in harmony. Large canopy trees planted at 10m intervals are supplemented by a median with offset tree planting providing shade and a consistent front courtyard wall contributes to legibility and quality public realm.
The Central Spine	The public domain character of the Central Spine promotes slow speeds and prioritises pedestrian activity through shared space principles and differentiated paving. Awnings, landscaping and outdoor dining create a vibrant, human scale and mixed use heart for Edmondson Park Town Centre North. The streetscape landscaping includes groundcover, shrubbery, fine grain tree plantings and large canopy trees.

Bernera Road	Bernera Road provides the opportunity for layered street tree planting. Street tree planting is intentionally formal, structural and reflective of the native vegetation within Maxwells Creek without obstructing views into the Creek. Ramps and stairs extend from this Road into Maxwells Creek via stairs and/or ramps linking into the Maxwells Creek Precinct and into the regional open space beyond the site.
Maxwells Crescent	Communal open spaces are oriented towards the street to contribute to the leafy character associated with Maxwells Creek. Street tree planting is much more naturalistic as the character of Edmondson Park transitions from urban to parkland. The naturalistic cluster planting also mimics a natural backdrop when viewed from the Station Precinct.
Parkland Precinct Local Streets	Key Parkland Precinct Local Streets endeavour to provide a continuous canopy cover. Key streets connecting 'green to green' are rear loaded to maximise street tree planting at 6m intervals contributing to the parkland character. Walking and cycling is facilitated on every local street. Streets fronting the school, open space and the rail are required to have 0.6m ground cover zone between lot boundary and wall/ fence extending the parkland character and contributing to public/ private delineation.
Pedestrian Paths	The landscape includes ground cover and shrubs within the buffer between the shared path and lot boundaries with the exception of limited active façade interfaces. The interface with the building zone in friendly and mixed façade areas is a maximum 1.8m fence/wall of the same primary materials as the front fence.

* All streets are intended to provide pedestrian footpaths, in addition to the cross block connections shown in **Figure 6**.

Figure 5 Street Hierarchy

Table 4 Setbacks and Fencing				
Figure Key	**Setback**	**Encroachment/ Articulation zone**	**Permissible Articulation Elements**	**Interface**
	0-3m 0-3m	3m 3m	Awnings, shopfronts, colonnades. Verandah, front step, upper balcony.	Awnings, colonnades, permitted to extend beyond lot boundary into verge. 1.2m courtyard wall (local stone).
	3m (5.5m for front garages)	1.5m	Verandah, front step, upper balcony.	1.2m fence wall.
	4m (5.5m for front garages)	1.5m	Verandah, front step, upper balcony.	1.2m fence/wall or open yard, service lane, garage.
	3.6m	3m*	Verandah, front step, upper balcony.	1.2m white masonry courtyard wall and hedge.
	1m	-	-	1.8m maximum fence/wall of the same primary material as the front fence. 50% transparent.

* Including 0.6m groundcover zone adjoining boundary.

Notes:

- Metal sheet fencing or panels (colorbond) not permitted on any fence
- The front fence must continue along the sides of the lot for a minimum of 6.5m from the front boundary
- Front gate/post box integrated into the wall/fence.

Figure 6 Setbacks

4.6 Residential Amenity

Performance Criteria		Design Solution	
PC7	Residential accommodation is provided with a high level of amenity, including functional, private and communal areas with access to adequate sunlight and daylight, natural ventilation, outlook and views, visual privacy, acoustic privacy and protection from other environmental nuisance such as odour, dust and vibration	**DS7.1**	Residential apartment development is designed to meet the requirements of the ADG.
		DS7.2	Residential accommodation is sited and oriented to maximise outlook and views to desirable features such as public and communal open space.
		DS7.3	Residential accommodation is sited and designed to minimise significant adverse amenity impacts such as noise from non-residential uses, in particular vehicle loading and unloading areas and garbage storage and collection areas.
		DS7.4	Living rooms and private open spaces of at least 70% of apartments across the Landcom Town Centre North as a whole receive a minimum of 2 hours sunlight between 9am and 3pm mid-winter.
		DS7.5	Natural cross ventilation is provided to at least 60% of the proposed apartments in the first nine storeys of the buildings across the Landcom Town Centre North as a whole.

4.7 Signage

Performance Criteria		Design Solution	
PC8	The location, size, appearance and quality of building signage is appropriate and is integrated into the overall design of the building.	**DS8.1**	Signage is integrated with the overall design of the building.
		DS8.2	The size and location of signage is proportional and located appropriately to the architecture of the building.

PART 5 RESIDENTIAL PRECINCT BUILT FORM GUIDELINES

5.1 General

Performance Criteria	Design Solution
PC9 Development: ▪ Is of a human scale appropriate to the character of the adjoining street type ▪ Maximises density while providing a transition between the existing residential accommodation within the surrounding suburb of Edmondson Park (which has been primarily provided as detached dwellings) ▪ Defines and engages with the adjoining public domain ▪ Consolidates and conceals on-site car parking from view from the public domain ▪ Is provided with adequate private open space ▪ Has adequate solar access.	**DS9.1** No design solution is provided. Each development application is assessed and determined on its individual merit having regard to the general and dwelling specific performance criteria.

5.2 Manor Apartments Typology

Performance Criteria	Design Solution
PC10 Manor Apartments: ▪ Provide for multiple dwellings across levels ▪ Provide for a variety of single level and multiple level dwellings with and without lifts ▪ Apartments are clustered around a common stairwell or lift access at each end of the building ▪ Provide for one, two and three bedroom dwellings ▪ Have separate front entries for each dwelling from the street ▪ Have building lobbies with direct access to street frontage and to vehicle parking behind ▪ Are serviced for vehicle access and loading via the secondary street wherever possible, preferably on the southern side of the building where practicable to do so ▪ Car parking provided at grade to the rear of the	**DS10.1** Manor Apartments are provided generally in accordance with **Table 5** – *Manor Apartment Characteristics.*

	property. Around half of the parking spaces are sheltered by the building undercroft.	

Table 5 Manor Apartment Characteristics	
Element	**Characteristics**
Building height	Two-three storeys.
Ceiling height	As per the ADG.
Front setback	As per **Table 4** and **Figure 6**.
Side setback	To be compliant with building separation requirements as per the ADG.
Side setback (corners)	To be compliant with building separation requirements as per the ADG.
Rear setback	To be compliant with building separation requirements as per the ADG.
Landscaped area	Provided in the form of communal open space, as per the ADG.
Private open space	Ground level apartments each have their own private open space that either access directly to the street or to the communal courtyard space. This is provided as follows: ▪ Where for a one bedroom dwelling, 10m^2 minimum area and 2.5m minimum dimension ▪ Where for a two bedroom dwelling, 12m^2 minimum area and 2.5m minimum dimension ▪ Where for a three bedroom dwelling, 15m^2 minimum area and 3m minimum dimension for courtyard and 2m minimum dimension for balconies.
Communal Open Space	Minimum of 25% communal open space provided. This 25% may be provided above ground (for example on the rooftop) and/or at grade. Communal outdoor space is located at ground level and at the second storey of the building affording a diverse range of deep-soil gardens, lawns, paved areas, shaded and sun-filled spaces.
Solar access	70% of dwellings receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the primary private open space.
Maximum car parking	One bedroom dwelling: one space per dwelling. Two bedroom dwelling: 1.2 spaces per dwelling. Three or more bedroom dwellings: two spaces per dwelling. Car parking provided at grade to the rear of the property. Around half of the parking spaces are sheltered by the building undercroft.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

Figure 7 Typical Manor Apartment Typology

5.3 Attached Terraces Typology

Performance Criteria	Design Solution
PC11 Terraces: ▪ Provide for multiple level dwellings ▪ Provide for up to four bedroom dwellings ▪ May accommodate a home office ▪ Have primary pedestrian access from the street ▪ Have vehicle access and secondary pedestrian access from the rear lane ▪ Primary outdoor space is uncovered and located in the rear yard between the home and parking structure ▪ Terraces can accommodate a Studio Dwelling at the rear above the garage. These may be separately titled and governed by a stratum.	**DS11.1** Terraces are provided generally in accordance with **Table 6** – *Terrace Characteristics (6.7 x 30m)* and **Figure 8** – *Typical 6.7 x 30m Terrace Typology*, or **Table 7** - *Terrace Characteristics (6 x 34m)* and **Figure 9** – *Typical 6 x 34m Terrace Typology*.

Table 6 Terrace Characteristics (6.7 x 30m)	
Element	**Characteristics**
Building height	Two storeys.
Ceiling height	As per the BCA.
Front setback	As per **Table 4** and **Figure 6**.
Side setback	Shared party walls on both boundaries.
Side setback (corners)	To be compliant with building separation requirements as per the ADG.
Rear setback	0.5m at ground level, and zero at upper levels.
Landscaped area	15m^2 minimum area.
Primary private open space	25m^2 minimum area and 3m minimum dimension.
Solar access	70% of dwellings minimum receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the private open space.
Maximum car parking	Double lock-up garage with zero setback to the rear lane and side boundary provides parking for two vehicles.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

Figure 8 Typical 6.7 x 30m Terrace Typology

Table 7 Terrace Characteristics (6 x 34m)	
Element	**Characteristics**
Building height	Three storeys.
Ceiling height	As per the BCA.
Front setback	As per **Table 4** and **Figure 6**.
Side setback	Shared party walls on both boundaries.
Side setback (corners)	To be compliant with building separation requirements as per the ADG.
Rear setback	0.5m at ground level, and zero at upper levels.
Landscaped area	15m^2 minimum area.
Primary private open space	25m^2 minimum area and 3m minimum dimension. Provides for flexible use as additional car space.
Solar access	70% of dwellings minimum receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the private open space.
Maximum car parking	A carport structure shelters one car with 0.5m setback (zero setback if upper levels developed) to the rear lane and side boundary, providing parking for one vehicle. A hardstand sits beside the carport providing a flexible space for vehicle or recreational uses and provides pedestrian access to the rear lane.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

Figure 9 Typical 6 x 34m Terrace Typology

5.4 Zero Lot Terrace Typology

Performance Criteria	Design Solution
PC12 Terraces: ▪ Provide for multiple level dwellings ▪ Provide for up to four bedroom dwellings ▪ One boundary wall is fire rated with zero setback ▪ Have primary pedestrian access from the street ▪ Have vehicle and secondary pedestrian access from the rear lane ▪ Primary outdoor space is covered and located in the rear yard between the home and parking structure	**DS12.1** Zero Lot Terraces are provided generally in accordance with **Table 8 –** *Zero Lot Terraces Characteristics (7.5 x 30m)* and **Figure 10** – *Typical 7.5 x 30m Zero Lot Terrace Typology*.

▪ Terraces can accommodate a Studio Dwelling at the rear above the garage. These may be separately titled and governed by a stratum.	

Table 8 Zero Lot Terrace Characteristics (7.5 x 30m)	
Element	**Characteristics**
Building height	Two-three storeys.
Ceiling height	As per the BCA.
Front setback	As per **Table 4** and **Figure 6**.
Side setback	One boundary wall is fire rated with zero setback.
Side setback (corners)	As per **Table 4** and **Figure 6**.
Rear setback	0.5m at ground level, and zero at upper levels.
Landscaped area	15m^2 minimum area.
Primary private open space	25m^2 minimum area and 3m minimum dimension. A carport provides flexible space for vehicle or recreational uses.
Solar access	70% of dwellings minimum receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the private open space.
Maximum car parking	Single lock-up garage with 0.5m setback (zero at upper levels if developed) to the rear lane and side boundary provides parking for one vehicle. A carport structure also with 0.5m setback (zero at upper levels if developed) to the rear lane is located beside the garage and provides parking for one vehicle. The carport provides a flexible space for vehicle parking or recreational uses and has a garden setback to the side boundary.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

Figure 10 Typical 7.5 x 30m Zero Lot Terrace Typology

5.5 Cottage Typology

Performance Criteria	Design Solution
PC13 Cottages: ▪ Provide for multiple level dwellings with front-loaded vehicle access ▪ Provide for up to four bedroom dwellings ▪ Can accommodate a home office at ground level ▪ One boundary wall is fire rated with zero setback ▪ Have primary pedestrian and vehicle access from the street with no rear lane ▪ Primary outdoor space is covered and located in the rear yard ▪ Are not designed to accommodate attached Studio Dwellings above the garage.	**DS13.1** Cottages are provided generally in accordance with **Table 9** – *Cottage Characteristics (10 x 30m)* and **Figure 11** – *Typical 10 x 30m Cottage Typology*.

Table 9 Cottage Characteristics (10 x 30m)	
Element	**Characteristics**
Building height	Up to three storeys.
Ceiling height	As per the BCA.
Front setback	As per **Table 4** and **Figure 6**.
Side setback	One boundary wall is fire rated with zero setback.
Side setback (corners)	As per **Table 4** and **Figure 6**.
Rear setback	As per **Table 4** and **Figure 6**.
Landscaped area	15m^2 minimum area.
Primary private open space	25m^2 minimum area and 10m minimum dimension.
Solar access	70% of dwellings minimum receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the private open space.
Maximum car parking	Single lock-up garage incorporated into the house providing one parking space. Hardstand area between garage and front boundary can provide parking for a second vehicle.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

Figure 11 Typical 10 x 30m Cottage Typology

5.6 Residential Flat Building Typology

Performance Criteria	Design Solution
PC14 Residential Flat Buildings: ▪ Provide for multiple dwellings across levels ▪ Provide for one, two and three bedroom dwellings ▪ Provides strategically located tower elements to optimise solar access, views and streetscape experience ▪ Have shared basement for car parking and waste collection system through a common strata structure ▪ Have vehicle access and loading located off a secondary street, preferably to the southern side of the building.	**DS14.1** Residential Flat Buildings are provided generally in accordance with **Table 10** – *Residential Flat Building Characteristics* and **Figure 12** – *Typical Residential Flat Building Typology*.

Table 10 Residential Flat Building Characteristics	
Element	**Characteristics**
Building height	Up to 15 storeys.
Ceiling height	To be compliant with building separation requirements as per the ADG.
Front setback	As per **Table 4** and **Figure 6**.
Side setback	To be compliant with building separation requirements as per the ADG.
Side setback (corners)	As per **Table 4** and **Figure 6**.
Rear setback	To be compliant with building separation requirements as per the ADG.
Landscaped area	Deep soil planting provisions are made in the common courtyard and generally located to the southern side of the space.
Primary private open space	Individual balconies are provided. Ground level apartments each have their own private open space that either access directly to the street or to the communal courtyard space.
Solar access	70% of dwellings receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the primary private open space.
Maximum car parking	One bedroom dwelling: one space per dwelling. Two bedroom dwelling: 1.2 spaces per dwelling. Three or more bedroom dwellings: two spaces per dwelling. Car parking is provided as basement car parking.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

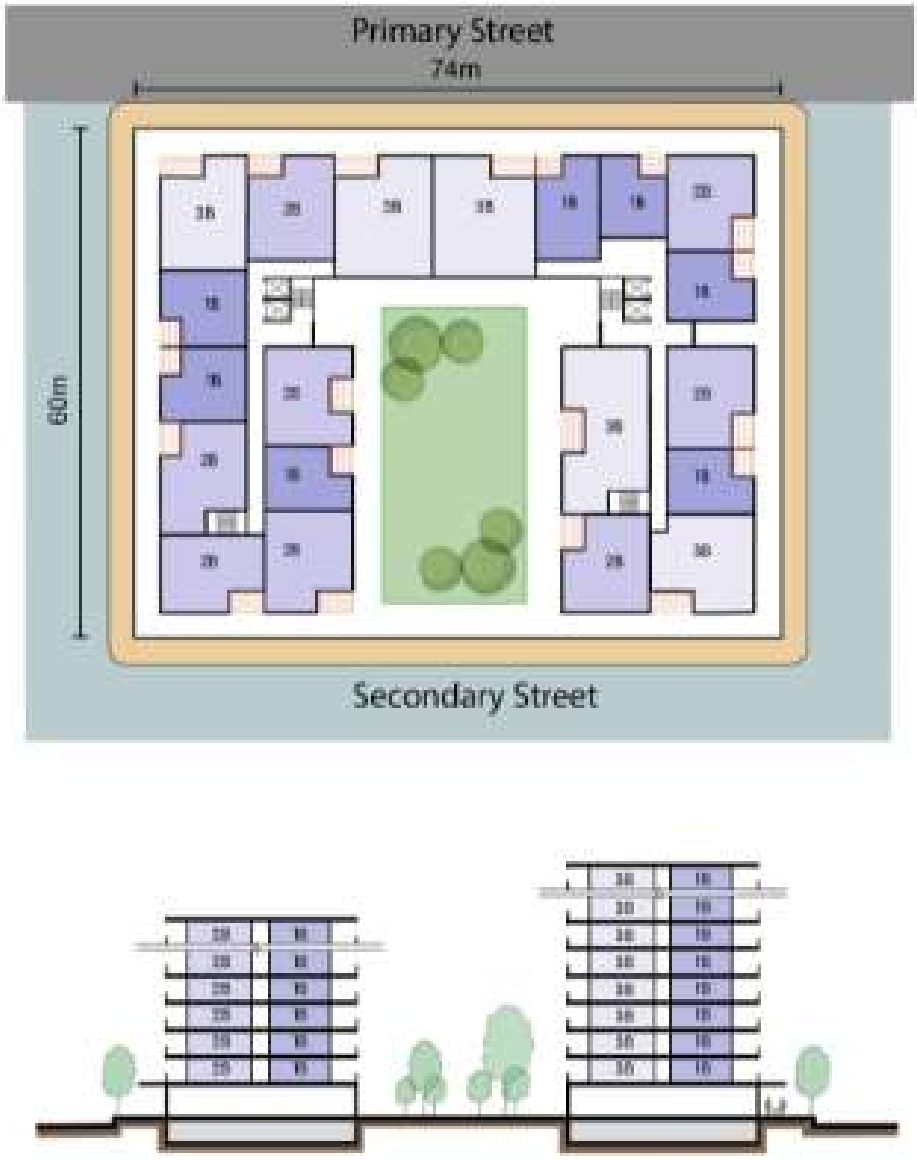


Figure 12 Typical Residential Flat Building Typology

5.7 Integrated Residential Flat Building and Strata Terrace Typology

Performance Criteria	Design Solution
PC15 Integrated Residential Flat Building and Strata Terraces: ▪ Provide for multiple dwellings across levels ▪ Provide for up to four bedroom dwellings ▪ Provide freestanding Terraces within communal, strata titled arrangements ▪ Provides generous shared open space and built form	**DS15.1** Integrated Residential Flat Building and Strata Terraces are provided generally in accordance with **Table 11** – *Integrated Residential Flat Building and Strata Terrace Characteristics* and **Figure 13 –** *Integrated Residential Flat Building and Strata Terrace Typology*.

transition from high to medium density ▪ Have shared basement for waste collection system through a common strata structure ▪ Have shared basement for apartment car parking, which also provides secondary car parking for Terraces ▪ Provide garages for each Terrace with car parking for two vehicles in a stacked parking format. Each Terrace has internal stairs connecting to the secured garage below in the basement ▪ Have vehicle access and loading located off a secondary street, preferably to the southern side of the building ▪ Have main pedestrian access for Terraces from the primary street with apartments fronting secondary streets.	

Table 11 Integrated Residential Flat Building and Strata Terrace Characteristics	
Element	**Characteristics**
Building height	Residential Flat Buildings comprise up to 15 storeys. Strata Terraces are up to four storeys.
Ceiling height	To be compliant with building separation requirements as per the ADG.
Side setback	Residential Flat Buildings are as per the ADG. Terraces have shared party walls on both flanking walls.
Side setback (corners)	As per **Table 4** and **Figure 6**.
Rear setback	To be compliant with building separation requirements as per the ADG.
Landscaped area	Deep soil planting provisions are made in the common courtyard and generally located to the southern side of the space. Terraces have a landscaped set-back to the street.
Primary private open space	Individual balconies are provided for apartments on the first floor and higher. Ground level dwellings each have their own private open space that either directly accesses the street or the communal courtyard space.
Solar access	70% of dwellings receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the primary private open space.
Maximum car parking	One bedroom dwelling: one space per dwelling. Two bedroom dwelling: 1.2 spaces per dwelling.

	Three or more bedroom dwellings: two spaces per dwelling. Apartment car parking is primarily provided as basement car parking. Terrace car parking is provided in garages and may comprise a stacked parking format with access to the secured garage in the basement below.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

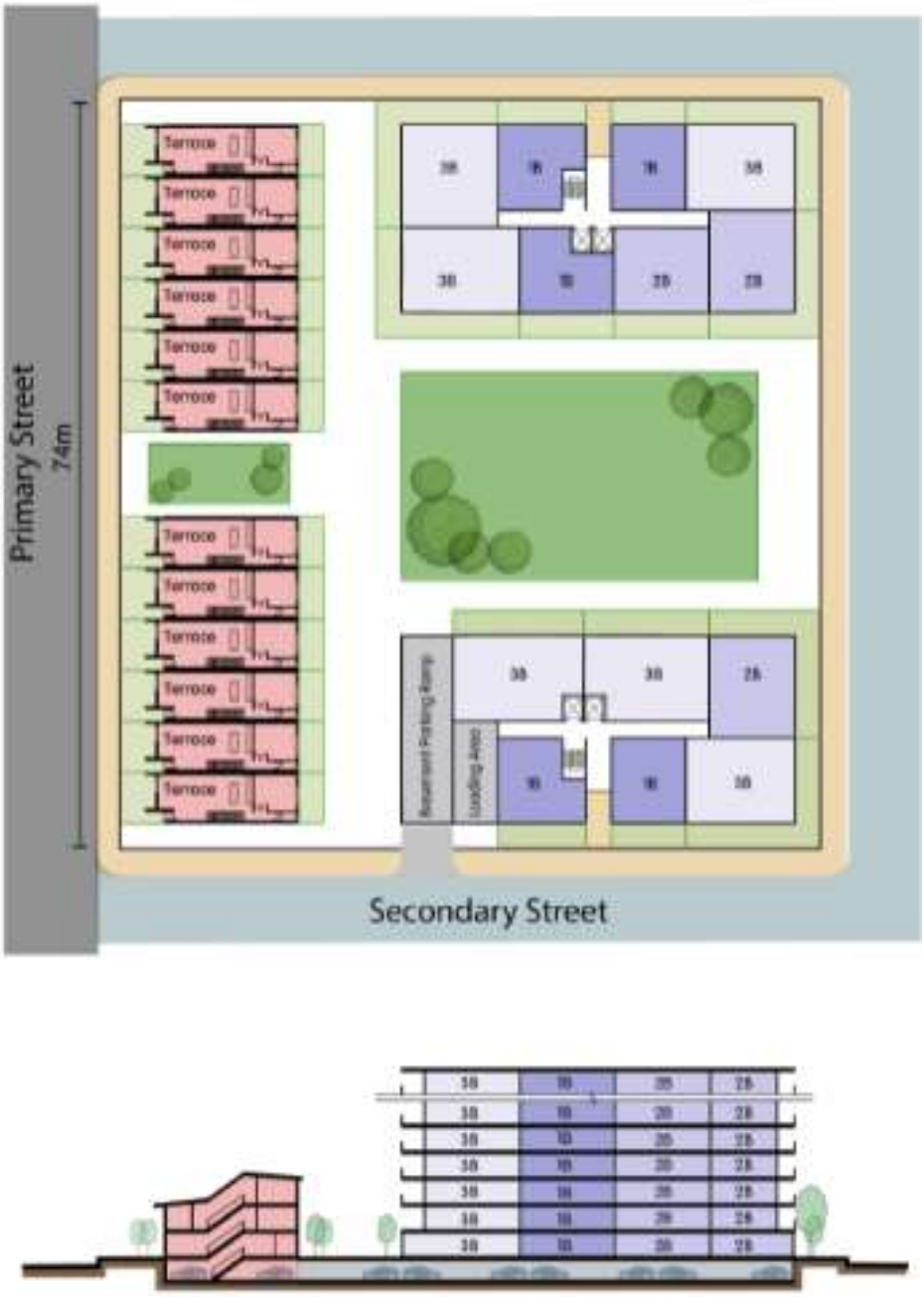


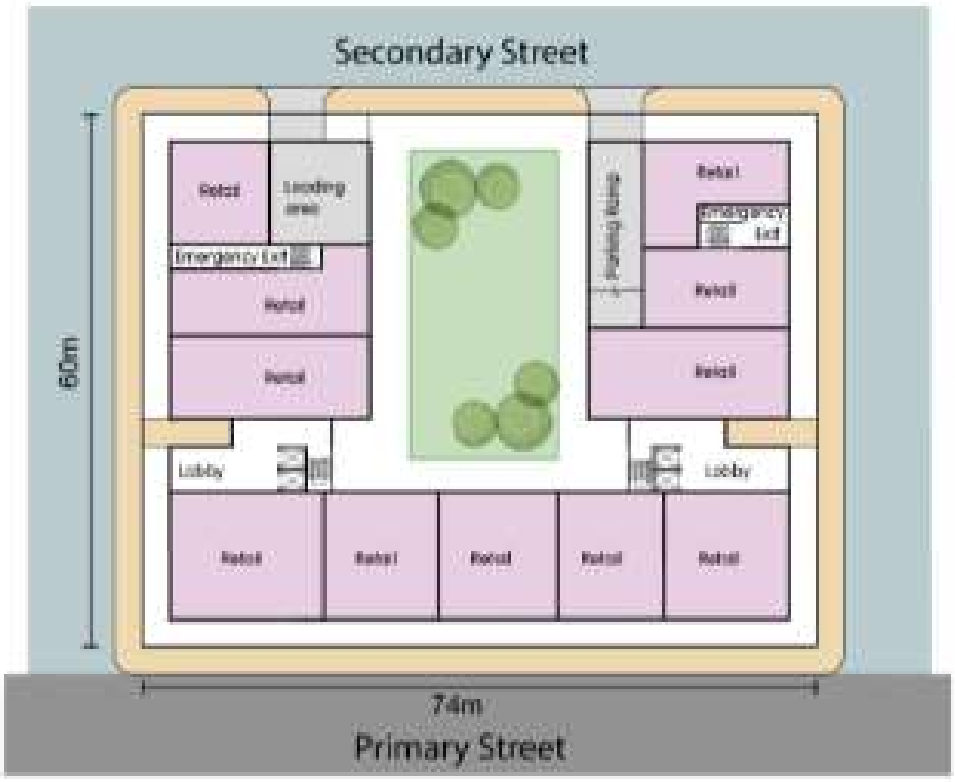
Figure 13 Integrated Residential Flat Building and Strata Terrace Typology

5.8 Mixed Use Apartment Building Typology

Performance Criteria	Design Solution
PC16 Mixed Use Apartment Buildings: ▪ Comprise mixed use, multi-unit apartment buildings ▪ Are located above ground floor retail, commercial and/or community uses ▪ Are strategically located to address and activate the Central Spine, Station Plaza and key nodes along Maxwells Creek with a northerly aspect ▪ Provide for multiple dwellings across levels ▪ Provide ground floor retail oriented towards the primary street and secondary street ▪ Provide ground floor retail units with a maximum of 20m frontage to retain a fine-grain occupation pattern. Retail frontages are generally separated from residential lobby entrances ▪ Retail frontages have continuous street awnings providing shelter to the adjacent footpaths and assisting in acoustic separation to the apartments above. ▪ Provide for up to three bedroom dwellings ▪ Have shared basement for car parking and waste collection system through a common strata structure ▪ Have vehicle access and loading located off a secondary street, preferably to the southern side of the building ▪ Parking for residential, retail, commercial and other land uses would be separately demarcated.	**DS16.1** Mixed Use Apartment Buildings are provided generally in accordance with **Table 12** – *Mixed Use Apartment Building Characteristics* and **Figure 14** – *Mixed Use Apartment Building Typology*. **DS16.2** Apartment balconies are to comply with the relevant ADG and SEPP 65 requirements, and any further ministerial notice, amendment or direction accordingly. **DS16.3** Where non-residential land uses are provided at ground level, articulation is provided in accordance with the Active Facades in DS3.6 and **Figure 4** – *Facades* (refer to **Section 4.2** above). **DS16.4** Access minimises conflicts between car parking entries and pedestrian entries. Likewise, servicing is via secondary streets wherever possible.

Table 12 Mixed Use Apartment Building Characteristics	
Element	**Characteristics**
Building height	Up to 20 storeys.
Ceiling height	As per the ADG.
Side setback	To be compliant with building separation requirements as per the ADG.

Side setback (corners)	As per **Table 4** and **Figure 6**.
Rear setback	To be compliant with building separation requirements as per the ADG.
Landscaped area	Deep soil planting provisions are made in the common courtyard and generally located to the southern side of the space.
Primary private open space	Individual balconies are provided for apartments on the first floor and higher. Balconies are semi-recessed to balance building articulation, shelter and prospect. Access to balconies is made from the living room and main bedroom. Ground level dwellings each have their own private open space that either directly accesses the street or the communal courtyard space.
Solar access	70% of dwellings receive at least 2 hours of sunlight between 9am and 3pm on 21 June to at least one living room or 50% of the primary private open space.
Maximum car parking for residential land uses	One bedroom dwelling: one space per dwelling. Two bedroom dwelling: 1.2 spaces per dwelling. Three or more bedroom dwellings: two spaces per dwelling. For non residential land use parking rates, refer to **Table 2** – *Car Parking Rates*.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.



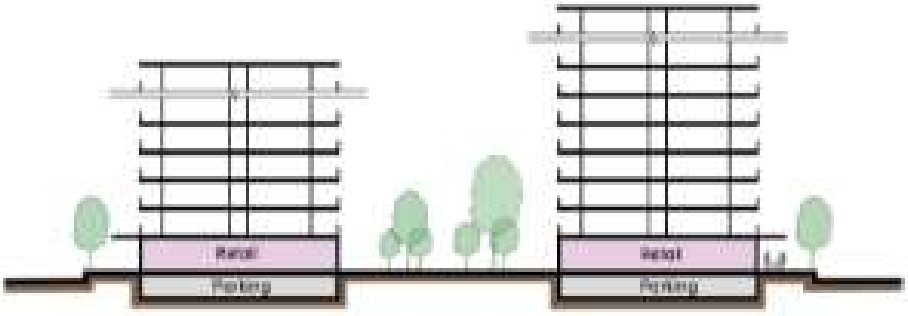


Figure 14 Mixed Use Apartment Building Typology

5.9 Studio Dwelling Typology

Performance Criteria	Design Solution
PC17 Studio Dwellings: ▪ Function as self-contained dwellings above the rear garage of other dwellings ▪ Have their own access from a rear lane ▪ May be separately titled and governed by a stratum.	**DS17.1** Studio dwellings are provided generally in accordance with **Table 13** – *Studio Dwelling Characteristics* and either **Figure 15** – *Typical Studio Dwelling Typology with One Parking for Terrace and One Parking for Studio* or **Figure 16 –** *Typical Studio*

	Dwelling Typology with Two Parking for Terrace Only.

Table 13 Studio Dwelling Characteristics	
Element	**Characteristics**
Building height	Two storeys (including garage).
Ceiling height	Predominantly 2.7m with a 2.4m minimum.
Lane Setback	0.5m minimum at ground level. 0m at level one.
Side setback	Zero Lot Boundary.
Internal separation	4m minimum between studios and attached dwellings.
Garage	Located below Studio Dwelling.
Private open space	$4m^2$ minimum area and 1.5m minimum dimension in the form of a balcony.
Solar access	Skylights are provided for all studio dwellings.
Maximum car parking	Maximum of one space.
Bicycle parking	One space provided per dwelling. However, there is no requirement for a space to be provided if adequate space is provided in the dwelling, storage or parking area.

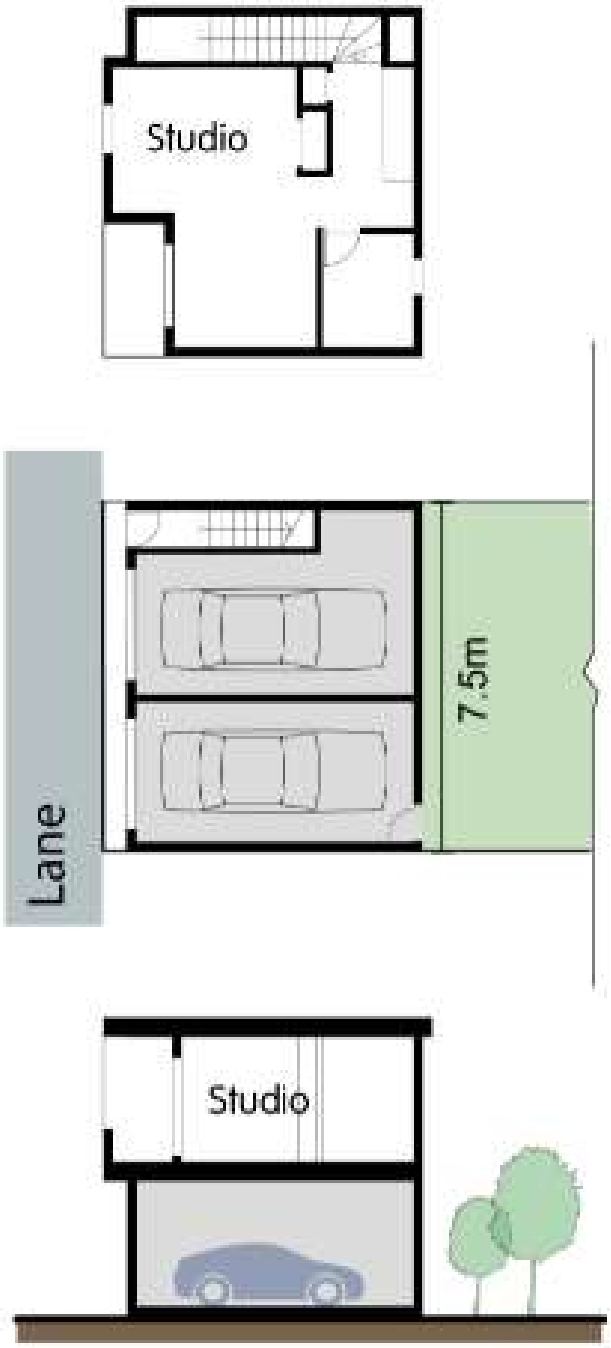


Figure 15 Typical Studio Dwelling Typology with One Parking for Terrace and One Parking for Studio

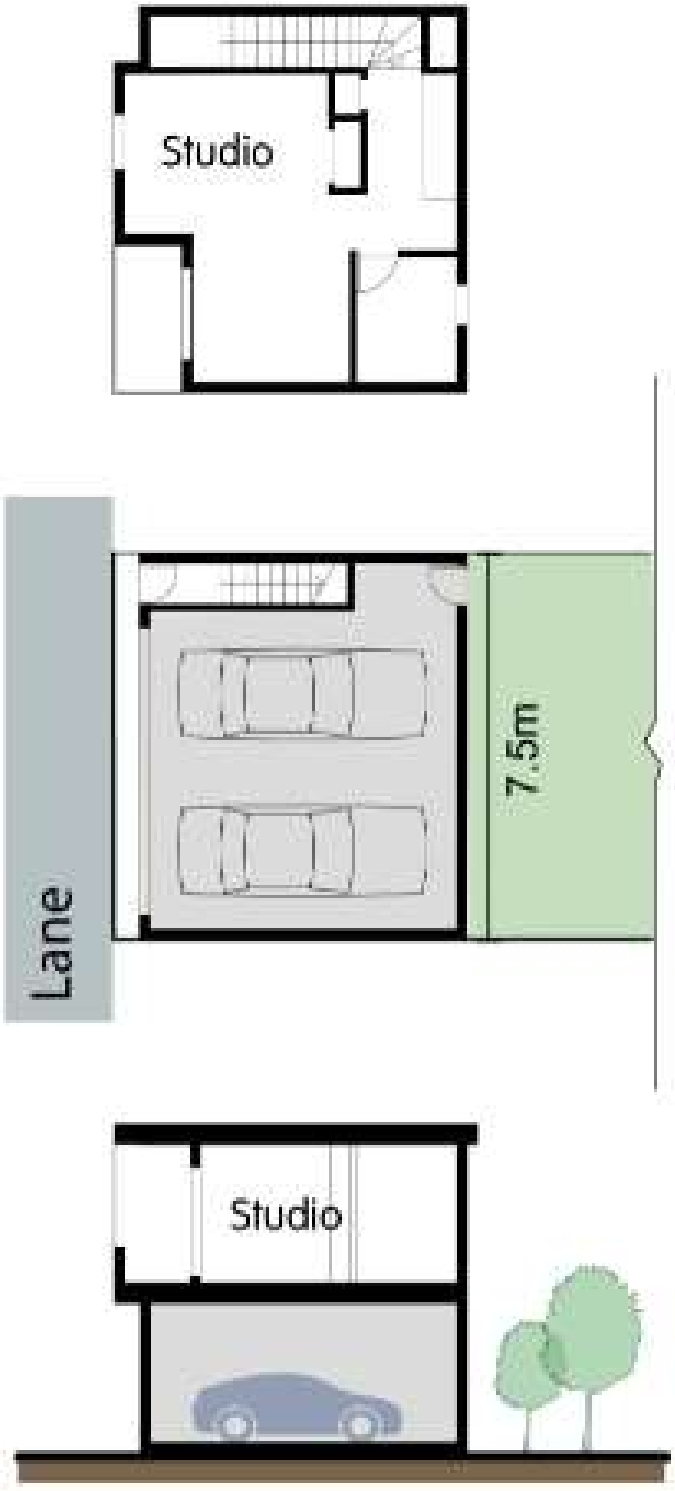


Figure 16 Typical Studio Dwelling Typology with Two Parking for Terrace Only