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Introduction

Accompanying this report is an Urban Design Strategy report by PTW Architects. This report is a high level assessment of the Planning Proposal scheme for the subject site, discussed with regard to the ten principles of SEPP65:

1. CONTEXT
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area. Responding to context involves identifying the desirable elements of a location’s current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.”

The increased density of the Wentworthville town centre over time will continue to enhance activity levels and pedestrian movement across the site into the future. In the transition period it is particularly important for residents to have an open space which provides a safe and contained environment beyond their own apartments. The central open space will draw people from both Dunmore and Pritchard into the new town centre/civic hub, which will serve to focus activity for all Wentworthville residents. Historically a residential area, the site is already a focus of some retail activity in this precinct. The proximity of the railway station is paramount to the increase in the scale and intensity of this new commercial and civic place.

Refer to Appendix 9 – Perspective Views & Height Comparison Diagrams
2. SCALE
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings. Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.”

As the site is located between a railway station and the residential suburb to the south which it serves, the new central open space and civic hub (as a series of three interlocking individual spaces each with its own character) is proposed to link the two. The open spaces provide civic, commercial and retail services along their edges. Open colonnades allow for low-scaled protective perimeters to both east and west edges, linking the key streets of the precinct.

While the northern towers are conceived as urban markers intended to be seen from afar, a transition in scale is anticipated through stepping down all sites on the remainder of the block. These in turn step down once again on the southern side of Pritchard St, towards the lower residential suburb.

Large vehicle access/egress to the site for retail, anchor supermarket and all garbage collection, is via a ramp with turntable, located on the western end of the Pritchard Street boundary. Resident and commercial car access/egress is via a ramp located on the eastern end of the Pritchard Street boundary.
3. BUILT FORM
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design achieves an appropriate built form for a site and the building’s purpose, in terms of building alignments, proportions, building type and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.”

The main public space at ground level is created by cutting a dramatic slice through the podium levels in order to link Dunmore and Pritchard Streets, to form a public and accessible town centre. The residential towers are located towards the four corners of the site, to avail their inhabitants of extensive views in all directions without looking directly at one another. The towers are inflected away from the central space to aim the internal views outwards. The urban marker pair are angled in particular to allow solar access to living rooms and balconies located on their east-facing facades. This is in order to push the solar access to 70% compliance.

The towers and podia are expected to be visually broken both vertically and horizontally into articulated elements, enhanced by slots and recessed floor plates respectively:

Base elements: Streetscape podium elements have zero setbacks and are generally three storeys in height. These have canopies over the street edge retail units which connect into the colonnades of the new public central space;

Intermediate elements: Transition elements are expressed to conform to established building separation distances, and are located between podium and tower forms; and

Upper tower elements: The towers are slimline on their street frontages and are articulated through the use of slots along their flanks.
Building Separation: The space between north and south towers have been made to comply with building separation rules, through manipulation of their internal planning. This prevents overlooking of habitable rooms (bedrooms in this case) by indenting the walls each side and directing these rooms towards outward views, refer to diagram below:
4. DENSITY
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents). Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.”

The increased future density of the Wentworthville town centre over time is discussed above. The current LEP height limits are not yet in sync with the general Sydney-wide tendency to elevate height limits for active town centres, as is discussed in the accompanying urban design report. The draft LEP has begun to increase heights and in the future it is anticipated that building heights will further increase, providing mixed-use town centres, having access to public transportation, and with full activation of public places. Critical mass is required to generate civic facilities. Critical mass is also required to enliven these locations, by attracting outdoor dining, people-watching and generally community-focused functions. Public open space needs to be created for this increased density, which is precisely what this scheme aims to achieve. The Wentworthville area will no doubt continue to upgrade existing and incorporate abundant new infrastructure into the future. The area already has excellent access to public transport and parks. Thus the proposed new central open space and civic hub is the focus of this proposal.
5. RESOURCE, ENERGY AND WATER EFFICIENCY

SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.”

Noting that multi residential apartments are in themselves by very definition efficient in the use of natural resources, in particular energy. Within the development, rain water retention systems will be integrated. In regards to landscaping, native drought tolerant planting will be used and this needs to be a key landscape design driver. Buildings are to have a dual water system that recycles grey water for toilet flushing, irrigation, and car washing. Through strategic planning, natural ventilation and passive solar design has been incorporated. Furthermore, external screening and shading devices will need to be integrated in order to maximize the comfort of those in northern and western facing apartments. An articulation zone of 450mm has been added to facades to allow for these devices. Naturally day-lit and naturally ventilated lift lobbies are located throughout the complex. A community car share scheme is to be incorporated and bicycle use is enabled with bicycle numbers as per council guidelines.
6. LANDSCAPE
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain. Landscape design builds on the existing site’s natural and cultural features in responsible and creative ways. It enhances the development’s natural environmental performance by coordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character. Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours’ amenity, and provide for practical establishment and long term management.”

Lower ground forecourt - from Dunmore street

Upper ground forecourt - from Prichard street
This urban scheme aims to enhance the existing street tree plantings, which are certainly in need of reinforcement. The active lower ground level public space off Dunmore Street will incorporate wide and mounded planters with seating to the edges. The upper ground level public space off Pritchard Street will provide more formal rows of small trees with wide canopies, to create a space where people can sit and converse without being overlooked by the buildings above. All of these spaces are themselves level with accessible ramp or lifting options to enable cross-street connection. Vibrant landscaping and sufficient canopies and colonnades will allow protection from inclement weather. Water collection and reuse will supplement town water. Private terraces will allow for personalised landscaping solutions, but given the nature of this urban town centre and the extent of car parking, there can be no true deep soil allowance beyond planters.

Refer to Appendix 1 - Architectural Drawings with Landscape
7. AMENITY
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design provides amenity through the physical, spatial and environmental quality of a development. Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.”

This site has a natural tendency to work in parallel to the street geometry, and which it is designed to do for the most part. True North is at an angle quite different to project north in this case. This then requires the urban marker towers in particular to be slightly angled, to allow solar access to living rooms and to balconies located on their east-facing facades. This twisting approach has been utilised in order to achieve 70% solar access compliance.

Refer to Appendix 6 – Solar Compliance Diagrams: Suns Eye Views

The cross ventilation amenity of apartments is very good due to the high incidence of slot and corner apartments, so compliance is consequently over 80%.

Refer to Appendix 7 – Cross Ventilation Diagrams

Acoustic and visual privacy are also considered. The privacy of podium level apartments is incorporated through horizontal privacy screens located approx. at ceiling level, preventing apartments above from seeing all of the private open terraces below. Living and bedroom heights are to achieve the 2.7m required. Storage facilities can be provided to requirements. Adaptable apartments will need to be distributed amongst the buildings in a variety of unit sizes.
8. SAFETY AND SECURITY
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design optimises safety and security, both internal to the development and for the public domain. This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.”

The public pedestrian through-site-link spaces between the east and west buildings will be afforded excellent passive visual surveillance, from the two storey podium apartments immediately above the colonnade and to a lesser extent from the towers above. These open spaces will not have locked gates or be closed off to the public, and instead will be lit as any pedestrian street in a town centre, albeit one with a residential emphasis. This means that in the evenings and at weekends surveillance will be ensured. The surrounding streets will also benefit from a residential concentration around the retail hub as commuters will no longer have to pass through inactive commercial-only streetscapes out of business hours, as they now must. Generally private terraces are secured by solid and/or frosted glass screens. The residential and commercial/civic entrance lobbies all address the new public link spaces, and these will all be appropriately lit, with appropriate access for persons with disabilities.
9. SOCIAL DIMENSIONS
SEPP 65 DESIGN QUALITY PRINCIPLES

“Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities. New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community. New developments should address housing affordability by optimising the provision of economic housing choices and providing a mix of housing types to cater for different budgets and housing needs.”

The key social aspect of this scheme is the dedication of almost one third of the site to a public pedestrian open space which can be used by the residents of the development itself, as well as by the people of Wentworthville. Seating has been placed at both upper and lower ground level courtyards, to allow social interaction between residents in this generous community resource space. The space could incorporate a small play area for children. All communal areas are to be accessible. The sunken Anchor store has escalators linking to the carpark below, and lifts to connect the streets above. A public library and an office hub for small business are included in the proposal.

The apartment mix is varied, ensuring that the apartments are suitable for a range of household types. Adaptable apartments are provided to 15% of the total. The site is pedestrian friendly and all public and shared areas are accessible to those with disabilities.
10. AESTHETICS

SEPP 65 DESIGN QUALITY PRINCIPLES

“Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.

As a planning proposal is by definition not a detailed design, there are limits to any comprehensive discussion on aesthetics. However good proportions and an appropriate composition of the building elements is important, and we believe this has been achieved in principle.

The architectural design intent is to create a warm and welcoming public space at the heart of Wentworthville. There will need to be a strict signage policy to keep the retail offering in particular of sufficient calibre to warrant the developments town centre ambitions. The podium levels adjacent the main spaces and street frontages will be most successful if they are activated with solid three dimensional privacy/screening devices, and through the use of natural materials and warm colours.

The towers above by contrast can be more streamlined in material use and more neutral in colour palette. These are anticipated to be largely glazed. The balconies are therefore assumed to be inboard rather than external clip-ons.

The primary Dunmore Street facades should be elevated in scale (compared to the current very suburban retail expression), and aiming at a more urbane feel to the streetscape. The nature of a revitalised Wentworthville town centre should allow for strong civic architectural statement. This development functions both as urban marker and gateway to Wentworthville, and can set up a visual language for the buildings in the immediate precinct.

Dunmore street facades
Appendix 1 - Planning Principle Diagrams
SURROUNDING CONTEXT

01 WENTWORTHVILLE SWIM CENTRE
02 PUBLIC CARPARK
03 NARROW PEDESTRIAN ROUTE TO CARPARK
04 PEDESTRIAN ARCADE CONNECTION
05 WENTWORTHVILLE TRAIN STATION
06 SURFACE CARPARK
07 LIBRARY & COMMUNITY CENTRE
08 WENTWORTHVILLE ANGLICAN CHURCH
09 FIRE STATION
SIDE SETBACKS WITH ADJACENT
PERIMETER DEVELOPMENT

SIDE SETBACKS WITH ADJACENT AMALGAMATED
BLOCKS (AND CURRENT DA UNDER CONSTRUCTION)
Appendix 2 - Architectural Drawings with Landscape
LOWER GROUND PLAN
(DUNMORE ST LEVEL)
UPPER GROUND PLAN
(PRICHARD ST LEVEL)
LEVEL 03-06 PLAN
(LEVEL 04 DRAWN)

LEVEL 03-06 PLAN

(Architectural SEPP 65 for 42-44 Dunmore Street Wentworthville, PTW Architects)
ROOF PLAN

1:500 @ A3

Architectural SEPP 65 for 42-44 Dunmore Street Wentworthville, PTW Architects
Appendix 3 - Building Envelope Diagrams
BUILDING ENVELOPE DIAGRAM
LOWER GROUND PLAN (DUNMORE ST LEVEL)
BUILDING ENVELOPE DIAGRAM
ELEVATION 1 (FROM PRICHARD ST)

RECESS PLANT ZONE

RL 20.71 (FOOT PATH VARIES)

RL 30.68 (FOOT PATH VARIES)

Architectural SEPP 65 for 4 2-44 Dunmore Street Wentworthville, PTW Architects
BUILDING ENVELOPE DIAGRAM
ELEVATION 2 (FROM DUNMORE ST)
Appendix 4 - Shadow Diagram
SHADOW DIAGRAMS

WINTER 21ST OF JUNE

9 am
12 pm
3 pm

EQUINOX 22ND OF SEPT

9 am
12 pm
3 pm

PTW

PROPOSED SHADOW
Appendix 5 - Area Schedule and Car Park Schedule
## DEVELOPMENT SUMMARY

<table>
<thead>
<tr>
<th>Master Plan - Apartment Summary (With Area Schedule)</th>
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### Residential GFA

| Podium A | 4114 |
| Podium B | 4190 |
| A | 16498 |
| B | 17120 |
| C | 6296 |

### Site Area

| 8952 |

### Podium Residential

| 6.27 |

### Commercial & Retail Area

| 10072 |

### Site Area

| 8545 |

### FSR Residential

| 6.27 |

### Total Residential

| 56126 |

### Commercial & Retail Area

| 8521 |

### Total Commercial & Retail

| 10072 |

### Leasable GFA (For Commercial Car/Bicycle Parking Schedule)

| 8521 |

### FSR Commercial (incl. Retail)

| 1.13 |

### Commercial and Medical Centre

| 3224 |

### Total

| 66198 |

| 7.39 |

### Apartment Type

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<tr>
<td>2br</td>
</tr>
<tr>
<td>3br</td>
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<tr>
<td>Total</td>
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### Commercial (incl. Retail)

<table>
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<tr>
<th>GFA</th>
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<td>5180</td>
</tr>
<tr>
<td>4892</td>
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</table>

### TOTAL COMMERCIAL (incl. Retail)

| 10072 |

### Total Commercial Area

| 8521 |

### Commercial and Retail Bicycle Parking

| 3224 |

### Residential + Commercial Bicycle Parking

| 395 |

### Total Adaptable Bicycle Parking

| 112 |

### REVISION:

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### PTW ARCHITECTS

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<td>WENTWORTHVILLE TOWN CENTRE – 215.008</td>
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### LEASABLE GFA (FOR COMMERCIAL CAR/BICYCLE PARKING SCHEDULE)

| 8521 |

### BICYCLE PARKING SCHEDULE

#### Residential Bicycle Parking

<table>
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<tr>
<th>Unit Type</th>
<th>Studio</th>
<th>1br</th>
<th>2br</th>
<th>3br</th>
<th>Visitor (shared with commercial)</th>
<th>Total Bicycle Parking No.</th>
<th>Adaptables No. - 15% of Total Unit No.</th>
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<tr>
<td>Unit No. 1</td>
<td>100</td>
<td>202</td>
<td>300</td>
<td>66</td>
<td>0</td>
<td>200</td>
<td>30</td>
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<tr>
<td>CAR PARKING RATES</td>
<td>0</td>
<td>0.5</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>8</td>
<td></td>
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<tr>
<td>CAR PARKING NO. CALCULATION</td>
<td>0</td>
<td>100</td>
<td>300</td>
<td>66</td>
<td>0</td>
<td>300</td>
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<tr>
<td>CAR PARKING NO. (BOARDS)</td>
<td>0</td>
<td>300</td>
<td>66</td>
<td>0</td>
<td>300</td>
<td>300</td>
<td></td>
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<tr>
<td>COMMERCIAL AND RETAIL CAR PARKING</td>
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<td></td>
<td></td>
<td></td>
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</table>

| RETAIL (incl. ANCHOR STORE) | 5331 |
| COMMERCIAL AND MEDICAL CENTRE | 3224 |

### Total Commercial Bicycle Parking No.

| 8521 |

### Bicycle Parking No. (Incl.)

| 3224 |

### Commercial and Retail Bicycle Parking

| 3224 |

### Residential + Commercial Bicycle Parking

| 395 |

### Total Bicycle Parking No.

| 395 |

### Commercial Bicycle Parking Rate

| 1 per 2500 m2 |

### Visitor Bicycle Parking

| 1 per 500 m2 |

### Total Bicycle Parking Rate

| 1 per 2500 m2 | 1 per 500 m2 |

### Commercial Bicycle Parking Rate

| 1 per 5000 m2 |

### Visitor Bicycle Parking

| 1 per 7500 m2 |

### Total Bicycle Parking Rate

| 1 per 5000 m2 | 1 per 7500 m2 |
Appendix 6 - Solar Compliance Diagrams
SOLAR COMPLIANCE DIAGRAM
(WITH SCHEDULE)

<table>
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<th>LEVEL</th>
<th>UNIT NO.</th>
<th>2 HOURS MIN. SOLAR ACCESS UNIT NO.</th>
<th>PERCENTAGE</th>
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<td>19</td>
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<td>LEVEL 01-02 TOTAL</td>
<td>102</td>
<td></td>
<td>47</td>
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<tr>
<td>LEVEL 03</td>
<td>38</td>
<td></td>
<td>23</td>
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<tr>
<td>LEVEL 03-06 TOTAL</td>
<td>152</td>
<td></td>
<td>39</td>
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<tr>
<td>LEVEL 07 A&amp;B</td>
<td>18</td>
<td></td>
<td>17</td>
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<tr>
<td>LEVEL 07 C&amp;D</td>
<td>15</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>LEVEL TYPICAL TOTAL</td>
<td>440</td>
<td></td>
<td>34%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>608</td>
<td></td>
<td>70%</td>
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Appendix 7 - Cross Ventilation
CROSS VENTILATION DIAGRAM
(WITH SCHEDULE)

<table>
<thead>
<tr>
<th>LEVEL</th>
<th>UNIT NO</th>
<th>CROSS VENTILATION UNIT NO</th>
<th>PERCENTAGE</th>
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<tbody>
<tr>
<td>LEVEL 01</td>
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<td>24%</td>
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<td>LEVEL 01-02 TOTAL</td>
<td>102</td>
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<td>48%</td>
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<tr>
<td>LEVEL 03</td>
<td>38</td>
<td></td>
<td>92%</td>
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<tr>
<td>LEVEL 03-06 TOTAL</td>
<td>152</td>
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<td>128%</td>
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<tr>
<td>LEVEL 07 A&amp;B</td>
<td>18</td>
<td></td>
<td>16%</td>
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<tr>
<td>LEVEL 07 C&amp;D</td>
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<td></td>
<td>15%</td>
</tr>
<tr>
<td>LEVEL TYPICAL TOTAL</td>
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<td>408%</td>
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<tr>
<td>TOTAL</td>
<td>698</td>
<td></td>
<td>584% 84%</td>
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</table>

Architectural SEPP 65 for 42-44 Dunmore Street Wentworthville, PTW Architects
Appendix 8 - Perspective Views & Height Comparison Diagrams
V2 - DUNMORE STREET VIEW
V4 - DUNMORE STREET TO WEST - CURRENT AND DRAFT LEP
V6 - EXISTING SURROUNDING BUILDINGS
V8 - PROPOSED BUILDINGS WITH DRAFT LEP

3. DRAFT LEP HEIGHTS WITH PROPOSAL
Appendix 9 – Overview of the SEPP 65 RFDC Key Compliance Checklist
### Key Provisions of Residential Flat Design Code

<table>
<thead>
<tr>
<th>Section</th>
<th>Rule of Thumb</th>
<th>Planning Proposal Compliance</th>
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<tbody>
<tr>
<td><strong>Local Context</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Building Depth</strong></td>
<td>10-18 metres for adequate daylight and natural ventilation.</td>
<td>Compliant: Widths are generally compliant when averaged out along the lengths of the various tower buildings. Slot recesses tend to reduce the width and these are introduced to allow natural ventilation into the rear of otherwise single aspect apartments. They also bring natural ventilation and daylight into shared lift lobbies.</td>
</tr>
</tbody>
</table>
| **Building Separation** | Buildings up to 4 storeys / 12 metres  
• 12 metres between habitable rooms/balconies  
• 9 metres between habitable /balconies and non-habitable rooms  
• 6 metres between non-habitable rooms  
For buildings five to eight storeys / 25 metres  
• 24 metres between habitable rooms/balconies  
• 18 metres between habitable/balconies and non-habitable rooms  
• 12 metres between non-habitable rooms | Compliant: The main public space is more than compliant in terms of distances between eastern and western buildings. It is 30.5m between buildings to 3 stories above courtyard level and more than 24m min. (with a maximum of 30m) above this level.  
The space between north and south buildings comply to residential code building separation through manipulation of their internal planning to prevent overlooking of habitable rooms and by directing these rooms towards outward views; see discussion under 4: Built Form. |
| **Site Design** | | |
| **Open Space** | The area of open space should generally be between 25 – 30% of the site area.  
The proposed new public space is 2,576sqm  
Which represents 29% of the total site area.  
The area of Open Space is 2,069sqm  
Which represents 23% of the total site area. | |
| **Building Configuration** | | |
| **Apartment Layout** | Max depth 8 metres from a window for single aspect units  
Back of kitchen shall be max 8 metres from a window.  
Minimum unit sizes  
• Studio – 40  
• One bed – 50  
• Two bed – 70 | Compliant or capable of being made to comply. |

### Building Performance

<table>
<thead>
<tr>
<th>Section</th>
<th>Rule of Thumb</th>
<th>Planning Proposal Compliance</th>
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</thead>
</table>
| **Energy Efficiency** | Incorporate passive solar design techniques.  
Improve the control of mechanical space heating and cooling by targeting areas, allow adjustable awnings, provide gas bayonets and ceiling fans.  
Reduce the reliance on artificial lighting by providing a mix of lighting types and high efficient lighting.  
Maximise the efficiency of household appliances. | Compliant or capable of being made to comply |
| **Maintenance** | Select manually operated systems for blinds, shutters etc.  
Select durable materials.  
Select appropriate landscape elements and vegetation and provide appropriate irrigation systems. | Compliant or capable of being made to comply |
| **Water conservation** | Use AAA rated appliances.  
Encourage the use of rainwater tanks. Collect, store and use rainwater on site. Incorporate local indigenous native vegetation in landscape design. | Compliant or capable of being made to comply |