City of Cockburn
Statutory Planning Services

Further Information required by Condition(s): n/a

Of Development Application: DA n/a

APPROVED

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PORT COOGEE MARINA VILLAGE **BUILT FORM CODES**

LODGED WITH CITY OF COCKBURN APRIL 2014

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City of Cockburn
wetlands to waves

City of Cockburn
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** All graphics, diagrams and photographs contained in this document are for illustration purposes only.*

INTRODUCTION

This section contains general context information about the Marina Village and the development approval process.

BACKGROUND

Australand appointed Taylor Burrell Barnett, in association with Julie Harrold Architect and Taylor Robinson Architects to prepare the Built Form Codes for the Marina Village precinct of the Port Coogee development in collaboration with the City of Cockburn.

The Built Form Codes have been developed to assist with the delivery of the Port Coogee Marina Village vision in accordance with community objectives and master planning principles which are articulated in the Revised Port Coogee Local Structure Plan (May 2010).

The Marina Village at Port Coogee will be the centrepiece of the Port Coogee residential community. Located on the waterfront, it is intended that the Marina Village will be a vibrant, safe and welcoming place to live, visit and work within. In the wider context, the Port Coogee Marina Village will be a significant public asset which will play an important role as a regional attractor.

To realise this potential, the Marina Village requires a critical mass of activities. A mixed land use strategy will encourage a diverse and sustainable mix of uses and activities including; residential, retail, commercial, recreational, entertainment, community and specialist marina activities, extending the daily activation of the place. The primary landuse will be residential with the majority of mixed use activities focused on the Marina and associated waterfront public domain and key retail/commercial streets.

The Marina Village will provide retail and business activities which will optimise shopping convenience and services for residents and visitors alike. Having these commercial activities concentrated in the hub of the village will add to the character and sense of 'place' of the Marina Village whilst acting as a draw for the surrounding communities. Associated uses and facilities, such as adequate and accessible parking, a dynamic mix of cafés combined with public assets such as open space and cycle-ways will further increase the Marina Village's attraction as a coastal destination of choice and enhance its status as a lively and engaging activity centre.

These Built Form Codes guide the development of the built form elements of the Marina Village which will greatly contribute to the creation of a remarkable setting – to create a place of distinctive identity, modernity and character.

ABOUT THESE CODES

These Built Form Codes (the Codes) have been prepared to facilitate the implementation of the vision for the Port Coogee Marina Village. The Codes promote and encourage high quality innovative design solutions within the Marina Village Precinct. The Codes are divided into four main sections:

→ **Introduction**
A general introduction containing context information about the Marina Village, definition of the site area and the development approval process.

→ **The Place**
Provides guidance on the design philosophy for the Marina Village for the purpose of informing the design outcomes of each development.

→ **General Provisions**
Contains the provisions and general design requirements applicable to all development within the Marina Village.

→ **Lot Specific Provisions**
Contains lot specific requirements for individual lots within the Marina Village.

Location and Site Details

The Built Form Codes apply to the Marina Village component of the Port Coogee development.

Port Coogee is located on the coast of Cockburn Sound, Western Australia, approximately 19 km south-west of the Perth CBD and 4.5 km south of Fremantle. The land is located within the municipal boundaries of the City of Cockburn in the locality of North Coogee. Port Coogee is bounded by the South Fremantle power station site and an existing freight railway line to the north, Cockburn Road to the east and south, and the Indian Ocean to the west.

The total area of the Port Coogee development land is approximately 85.99 ha, comprised as follows:

→	Dry Land	45.24 ha
→	Water Area	28.75 ha
→	Marina Village	12.00 ha
→	**Total**	**85.99 ha**

The Marina Village component of Port Coogee occupies approximately 12 hectares of dry land, immediately adjacent the Marina.

LOCATING PORT COOGEE WITHIN THE REGIONAL CONTEXT

MARINA VILLAGE IN CONTEXT OF PORT COOGEE ESTATE

Relationship to the City of Cockburn Town Planning Scheme No. 3 and the Port Coogee Local Structure Plan

The Port Coogee development, including the Marina Village Precinct, forms a 'Development Zone' and is designated DA22 under the City of Cockburn Town Planning Scheme No. 3 (the Scheme). Schedule 7 of the Scheme includes special provisions relating to DA22. In accordance with the Scheme, the land is also subject to the provisions of the Revised Port Coogee Local Structure Plan (LSP), which has been adopted to guide development of Port Coogee.

The Revised Port Coogee LSP requires the preparation of Built Form Codes for development within the Marina Village precinct to provide a more detailed level of guidance than included within the LSP. The Codes provide greater detail to ensure adequate control over development to achieve quality and desirable built form outcomes.

These Codes have been adopted by the City of Cockburn under the Scheme. In determining any application for Approval to Commence Development, the City of Cockburn will utilise these Codes in conjunction with the Structure Plan, the Scheme and any relevant City Policy.

In the event of there being any inconsistency or conflict between any provision, requirement or standard of any Council Policy and the Built Form Codes, the Built Form Codes shall prevail.

Codes Assessment – Performance Based Approach

The Codes are intended to be predominantly performance based. The Codes provide specific design objectives that must be achieved, but are intended to provide flexibility in the means of achieving the design objectives.

Some mandatory 'Must Haves' criteria are included in the Codes, requiring the inclusion of important design elements to all development within the Marina Village – these must be complied with. However, compliance with the mandatory criteria alone will not necessarily satisfy the total requirements of the objective(s). Every development must still be designed to meet the objective(s) under a performance based approach. This approach is intended to ensure the inclusion of some key design elements whilst limiting the overall prescriptiveness of the Codes in order to encourage innovative design solutions by allowing each development to respond to the objectives.

The City may refuse development applications that do not meet the objectives of the Codes. Each application for development approval will be assessed on an individual basis and the approval of a particular design solution will not set a precedent for other developments.

The applicant is to demonstrate that the design solution meets the design objectives and is consistent with the Codes and the provisions of the Port Coogee LSP.

Built Form Codes Review

To ensure that the Codes remain an effective and useful document throughout the lifecycle of the Port Coogee Marina Village, review and revision of the Codes shall be undertaken by July 2017, with the Codes being amended accordingly.

DESIGN APPROVAL PROCESS

Approval Process

A review and assessment process for Applications for Approval to Commence Development (development applications) by the Port Coogee Marina Village Design Review Panel (Design Review Panel) prior to lodgement with the City is required to ensure development achieves the required high quality architectural and built form outcomes required under these Codes.

The following steps outline the design formulation, submission and approval process required for development within the Port Coogee Marina Village:

Step 1: Meeting with the Port Coogee Marina Village Design Review Panel

1.1 Applicant and designer meets the Design Review Panel for a briefing on the site development intent and requirements and considerations specific to the site.

Step 2: Pre Development Application Submission and Endorsement

2.1 The applicant presents design concepts for review by the Design Review Panel, receiving initial comments.

2.2 Applicant presents revised design concepts for review by the Design Review Panel.

2.3 When the final design is presented, the Design Review Panel will provide a written response to the applicant either endorsing the development plans for lodgement with the City or seeking additional information or modifications for further consideration by the Design Review Panel (in total, three to four meetings may be necessary).

2.4 When steps 2.1 to 2.3 are complete, Application for Approval to Commence Development can be made to the City (accompanied by the Design Review Panel endorsement).

Step 3: Development Application Submission

3.1 Once endorsement by the Panel has been received, the applicant lodges the development application with the City of Cockburn.

3.2 The development application is assessed by the City of Cockburn in the usual manner.

THE PLACE

This section provides guidance on the design philosophy for the Marina Village

THE PLACE

The Marina Village is the centrepiece of the Port Coogee community. Located on the waterfront, the Marina Village will provide a vibrant, diverse and sustainable focal point for its community. To realise this potential, the Marina Village requires a critical mass of activities including residential, retail, commercial, community and recreation. This mixed land use strategy will be contained within a high quality built environment and is intended to encourage activation of the Village throughout the day and evening.

Vision and Principles

The Built Form Codes have been prepared to assist with the delivery of the Port Coogee Marina Village vision in accordance with community objectives and masterplanning principles, which are articulated in the revised Port Coogee Local Structure Plan.

The vision for the Port Coogee Marina Village is to create a contemporary residential seaside village experience, where pedestrians have priority over vehicular traffic and are provided with a broad range of convenience and retail facilities in a marina environment, focussing on the waterfront and the public realm.

The character of streetscapes will reflect the intended use and activity predominant in the street, creating a sense of place for the Marina Village's resident population. The majority of residential buildings will be 'brought to ground', meaning that they will have clearly identifiable address points and welcoming entrances from the street. The people presence generated by residential use, together with the utilisation of balconies and terraces will contribute to street activation, will engage residents with the Marina Village and contribute to the creation of a secure public realm.

The characters of the key streets within the Marina Village are as follows:

→ Chieftain Esplanade and the southern groyne promenade (Calypso Walk) will be developed as the cosmopolitan lifestyle hub of Port Coogee, adjacent to the Marina and water's edge.

→ Pantheon Avenue will be developed as the more formal, commercial and community focus of the village.

→ Calypso Parade will provide the convenience retail shopping experience, a main street experience.

It is intended the Marina Village will be a genuine coastal 'jewel' for Cockburn – a facility for local people and for visitors from beyond to relax, socialise, wine, dine, shop, browse and enjoy the marina and coastal environment in an engaging village setting.

KEY ASPIRATIONS

The Codes will facilitate a quality built realm, with an appropriate land use configuration and response to the high quality public domain. The Codes are based on the following key aspirations:

→ **Create a vibrant waterfront village** – locating a diverse mixed use village on the waterfront.

→ **Build on the location** – embracing and capturing the site's special waterside characteristics and history to complement and enhance the coastal environment in terms of its visual and public amenity.

→ **Create a distinct place** with exceptional quality urban environment.

→ **Consideration of environmental comfort in design,** in particular in relation to wind and climatic conditions.

→ **Define and punctuate the Marina Village** – identify key landmark sites for architectural elements that announce arrival at key places within the Marina Village.

→ **Integrate within the existing open space network** – reinforce linkages and contribute to the open space network of the coast by providing new urban experiences.

→ **Allow for a diverse residential population** to add vibrancy, support local businesses and ensure a high level of activity at all times.

→ **Provide a focal point** where the Port Coogee community and residents or visitors to the City of Cockburn meet in a refreshing destination.

→ **Activation** through density and engaging built outcomes and the creation of shared spaces.

→ **Create a pedestrian dominant and walkable place.**

→ **Achieve suitable outcomes** through a broad range of accommodation types, local employment, the provision of daily needs services and local recreational opportunities.

→ **Contribute to the security** of the public realm through carefully designed building edges, activation of street fronts and passive surveillance opportunities.

→ **Set a new benchmark** for Western Australian waterside communities.

PUBLIC REALM PHILOSOPHY

The design philosophy for the public realm of the Port Coogee Marina Village is to create a vibrant comfortable space for all to celebrate Port Coogee's waterfront location and engage with the water. The intention is to deliver a series of well connected and memorable spaces that contribute to reinforcing Port Coogee's Marina Village as a community destination. These spaces include local parks and foreshore areas, streets and promenades and the areas between buildings that are used by the public (such as the Corsos).

The Built Form Codes will guide building outcomes to heighten the public realm experience in terms of shade, specific areas for solar access, shelter, passive surveillance, activity and accessibility.

Key elements of the Marina Village public realm include:

- → Orsino Boulevard;
- → Waterfront Park and Calypso Walk;
- → Chieftain Esplanade;
- → Chieftain Esplanade Square;
- → Calypso Parade;
- → The Corsos; and
- → The Southern Breakwater.

Orsino Boulevard: the eastern edge of the Village

Vision: Orsino Boulevard defines the eastern edge of the Village. It is the main north/south movement corridor through the Port Coogee Estate and the road of arrival at the Marina Village when traveling from the north and south. An 'urban scale' built form, inclusion of gateway buildings on important corners and a potential mix of uses at ground floor will announce arrival at the Marina Village.

Development on Orsino Boulevard will provide a transition between the higher density residential environment at the core of the Marina Village and the primarily single residential development of the Port Coogee community to the east.

Waterfront Park and Calypso Walk: where the Village meets the Water

Vision: Waterfront Park is a north-facing, wind-protected grassed open space that provides a gathering space within the Marina Village on the waterfront. The park has been strategically positioned to form an integral part of the village centre interfacing with a variety of activities. The park could accommodate open-air movies, theatre, children's activities, festivals and other entertainment. The park has northerly views over the Marina and it is envisaged that it will be flanked by cafes and restaurants with alfresco dining along Calypso Walk. Calypso Walk is a predominantly pedestrian space (emergency and potentially some service vehicles excepted) providing a public promenade along the southernmost edge of the Marina.

Chieftain Esplanade: where the Village addresses the Water

Vision: Chieftain Esplanade is a linear promenade along the water edge of the Marina Village and provides a major north-south link through the Village. Chieftain Esplanade forms part of the north-south regional coastal pedestrian and cycle route. Pedestrians and cyclists have priority (slow moving vehicles are permitted). Chieftain Esplanade consists of two levels, with primary movement at street level and a lower boardwalk closer to water level.

Chieftain Esplanade will be designed to enable the closure of the street to traffic at certain times of the day, week or year in order to transform the waterfront into a destination for community gatherings and festivals. It is intended that Chieftain Esplanade will be activated by retail, cafes and restaurants, as well as residential entries at street level and development at upper levels of adjoining buildings.

Chieftain Esplanade Square: where the Community meets

Vision: An informal 'square' is proposed at the intersection of Chieftain Esplanade, Waterfront Park and Calypso Parade. This space provides views over the Marina boats, water and landforms primarily towards the North. It is proposed that a large feature tree or artwork will be placed on the edge of this space, slightly north of the main vistas, to signify a meeting place and enhance the landmark quality of this space.

Calypso Parade (Main Street): an urban retail street

Vision: 'Calypso Parade' is the main retail street of the Marina Village and links Waterfront Park to Orsino Boulevard. In contrast to the waterside experience, Calypso Parade is intentionally urban with a specialised fine grained street character that provides for glazed shopfronts, awnings, street trees, canopies and possible cantenary lighting. Slow moving traffic and short-term parking will also activate the street.

The Corsos: linking water to water

Vision: In order to enable physical connection from Ocean side to marina side, a number of access links are intended through the Marina Village peninsula. These extend from the marina edge in the vicinity of Waterfront Park to the Southern Breakwater. The Corsos will be located within private ownership providing public access via easements. The Corsos will have unique and interesting designs that will provide an attractive outlook for residents within dwellings abutting the Corsos and pedestrians utilising these connections. Particular attention will be paid to the impact of wind in the design and development of the Corsos.

Southern Breakwater: extending the natural coast as a green edge

Vision: Along the Southern Breakwater is an open foreshore landscape. It follows the breakwater and provides a green interface between the Marina Village and the Ocean. Paths for cyclists and pedestrians will provide linkages to Coogee Beach, the outer breakwater, the Marina Village and the surrounding residential area.

BUILT FORM AND DESIGN PHILOSOPHY (PRIVATE REALM)

The provisions of the Codes have been guided by the coastal nature of the site and contemporary best practice for the delivery of sustainable mixed use communities.

The overarching building design objectives are outlined below:

→ Design excellence in all buildings, providing lasting outcomes for future generations.

→ Individuality in buildings by only defining key design requirements for a site. This will provide for distinctiveness and interest whilst maintaining consistent design philosophies.

→ All lower level building facades will require a high level of fine grain articulation and detail to provide the necessary richness and sense of place for the Marina Village.

→ The built form compactness and appearance will vary between the development core and edge sites where the Marina Village meets the Port Coogee primarily residential area. This may result in a more solid appearance to the core and a lower scale response at the edges of the Marina Village.

PRECINCTS

The Marina Village Centre Precinct

The extent of the Marina Village Centre Precinct is defined by Pantheon Avenue to the north, Orsino Boulevard to the east, an area of Public Open Space to the south and Chieftain Esplanade to the west.

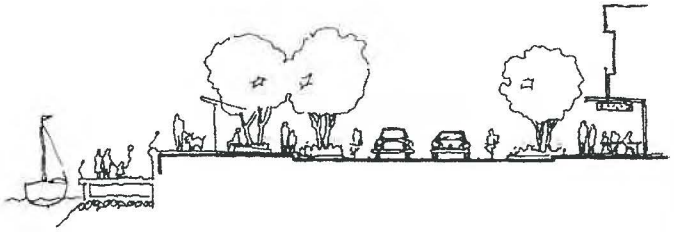
The Marina Village Centre Precinct has a mixed use character with residential use generally located above a ground plane of retail, commercial and community uses (excluding the southernmost land within the Precinct, which is expected to be predominantly residential at the ground floor). This will ensure a diverse streetscape that responds to the village character proposed for the Marina Village.

Calypso Parade is at the heart of the Marina Village Centre and will present as the 'Main Street', lined with retail, mixed or other uses and entries to residential buildings. These diverse activities located at ground will create a high level of activation throughout the day.

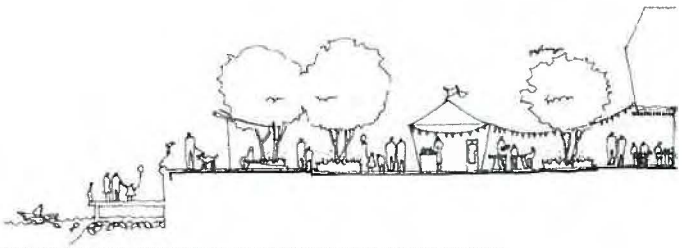
Chieftain Esplanade is designed as a pedestrian and vehicular shared zone with the ability to be closed to vehicles for special events. In particular, it is intended that Chieftain Esplanade between the retail core and the marina waterfront will be designed to enable the transformation of the space from street to events space, as indicatively illustrated below. Access to the main underground car parks will be maintained and traffic management of the centre village area will not be compromised during an event.

In general, a concentration in height is located in and around the Marina Village Centre precinct and towards the waterfront. Tapering away from the waterfront, building heights for the expected predominantly residential buildings on Orsino Boulevard reduce, responding to the residential areas adjacent. Key street intersections with Orsino Boulevard will have reinforced corners to mark the entry to the Marina Village.

There will be a concentration of activity in the Marina Village Centre and adjacent Waterfront Park area ranging from normal daily activities to special events which may include markets, street fairs and concerts. Built form interface must respond to these key public areas.



CHIEFTAIN ESPLANADE – AS A MULTI-USE STREET OPEN TO VEHICLE TRAFFIC



CHIEFTAIN ESPLANADE – AS A MARKET/EVENTS SPACE CLOSED TO VEHICLE TRAFFIC

The Northern Precinct

The Northern Precinct is located immediately to the north of the Marina Village Centre Precinct. The extent of the Northern Precinct is defined by Coromandel Approach and Maraboo Wharf to the north, Orsino Boulevard to the east, Pantheon Avenue to the south and Chieftain Esplanade to the west.

The Northern Precinct is primarily envisaged as a residential precinct dedicated to a mix of buildings/typologies and residential densities with commercial and retail uses at street level on Pantheon Avenue. Buildings along the waterfront area fronting Chieftain Esplanade may be residential initially however they will be designed robustly to allow for the development of retail and commercial use as and when demand requires.

The building height in the Northern Precinct will step down from the waterfront and adjoining Marina Village Centre to integrate with the residential communities to the east of Orsino Boulevard and north of the adjoining park on the northern boundary of the precinct.

Lot 303, on the northern edge of the Marina Village, will accommodate the Marina Services Building, which is designated as an Icon Building. This building will be up to 13.6m in height and will derive its icon status via design, its location and its response to the water's edge.

The Northern Precinct has the potential for a variety of built form, providing an interesting mix of scales, buildings, design, colour and materials in an urban setting.

The Peninsula Precinct

The Peninsula Precinct extends westwards from the Marina Village Centre Precinct. The extent of the Peninsula Precinct is defined by Calypso Walk and the Marina to the north, Chieftain Esplanade to the east and Napoleon Parade to the south.

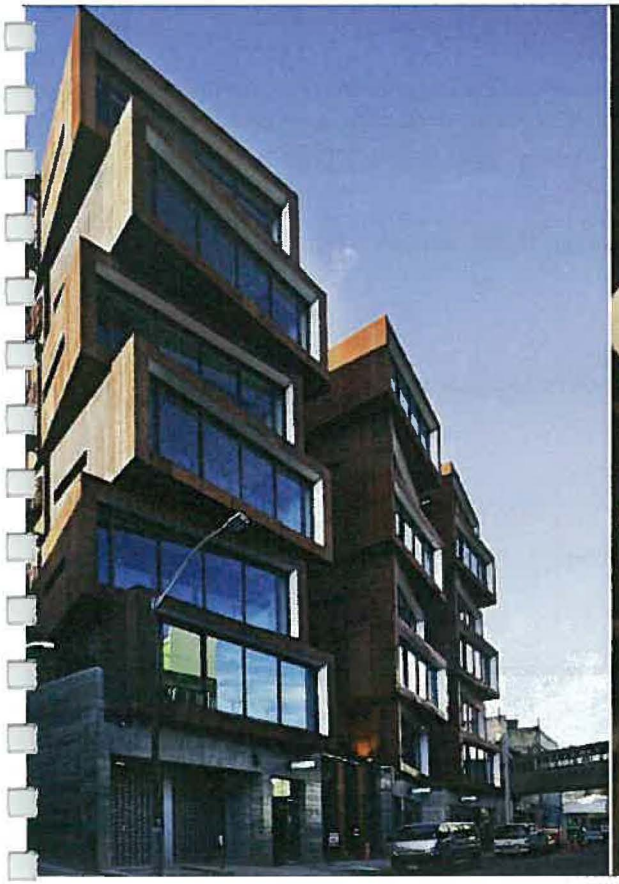
The Peninsula Precinct will provide a distinct residential community within the Marina Village, focused on the marina and significant public domain at Waterfront Park and the southern breakwater foreshore. At Waterfront Park, it is intended that active uses (predominantly) food and beverage, will be provided at ground level. Further west along the peninsula, buildings along the marina waterfront area may be residential at ground floor initially, however they will be designed robustly to allow for the development of retail and commercial use as and when demand requires.

It is envisaged that the southern side of the peninsula will be residential. 'Corsos' will provide public access links at key locations to allow pedestrian movement between the marina side and ocean waterfront (southern breakwater).

In response to the unique environmental conditions of the site, a maximum building height of 32.0m is extended west on the peninsula adjacent the main area of Waterfront Park. This will provide a potential means to assist amelioration of wind on Waterfront Park and its associated activities.

There are two icon buildings located within this Precinct - bordering Waterfront Park, a building located at the intersection of Chieftain Esplanade and Calypso Walk will identify the centre of the Port Coogee Marina Village. An icon building is also required on Site 9 at the western extremity of the Precinct. It is envisaged this building will a landmark for the development when viewed from various vantage points.

GENERAL PROVISIONS



The General Provisions contain design requirements that are applicable to all development within the Marina Village

SUSTAINABLE DESIGN-BLINDS
THIS BLIND HAS BEEN SHORTENED AND IS MOVED ACCORDINGLY TO PROVIDE PROTECTION FROM DIRECT LIGHT AND ENSURE AMBIENT LIGHT ENTERS THE OFFICE SPACE, THEREBY REDUCING RELIANCE ON ARTIFICIAL LIGHTING.

SUSTAINABLE DESIGN-ATRIUM SPACE
AN EXTERNAL ATRIUM SPACE CAN BE USED TO CIRCULATE AIR, CREATING A VERTICAL CHIMNEY EFFECT TO FACILITATE NATURAL VENTILATION.

BUILDING CONTEXT AND ENVELOPE

SUSTAINABLE DESIGN

Design Intent

Good building design makes efficient use of natural resources and energy throughout its full life cycle, including during construction. Sustainability aspects to consider include: recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings in the future, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.

Note: Please refer to other General Provisions for specific sustainable design objectives to be achieved.

Objectives

→ To minimise the consumption of energy from non-renewable resources, to conserve the environment and to reduce greenhouse gas emissions.

Must Haves

→ Applicants are required to present and report the intended environmentally sustainable design approach to their proposed development to the Design Review Panel.

TERRACOTTA TILES INTEGRATED WITH SOLAR PANELS

EXAMPLE OF ECOLOGICALLY SUSTAINABLE DESIGN AND FACILITY MANAGEMENT

SUSTAINABLE CONSTRUCTION TECHNIQUES, FORM AND OPERATION

ICON AND GATEWAY BUILDINGS

Design Intent

Some sites have been nominated for icon and gateway building design. Icon buildings are generally located to terminate a vista, frame a view, reinforce the public domain and/or define a hierarchy of places. Icon buildings shall be well designed, and in their context should be memorable, inspirational and appealing. Ideally they should serve a useful purpose and create a sense of place by contributing positively to the public realm. The merits of built form that warrant 'iconism' need not be size related nor an overt and extravagant design language, however there should be a uniqueness and authenticity that makes the building stand out to the point where it is different and benefits its location.

Design excellence is required – quality, articulation of the facade, proportion, scale and massing, material selection and detailing will be of heightened importance for Icon Buildings.

Icon buildings may be granted variations to the setbacks designated under the Site Specific Provisions, subject to design merit and wind assessment.

Objectives

→ Nominated icon and gateway buildings exhibit design excellence;
→ The design of nominated Icon and Gateway Buildings defines and reinforces the public realm and hierarchy of spaces within the Marina Village.

Must Haves

→ Icon and gateway buildings shall be constructed with materials and detailing of high quality and with scale and proportion appropriate to the location;
→ Icon and gateway buildings shall be designed to be unique and memorable, representing a point of difference to other buildings in the Marina Village.

ICONIC ARCHITECTURE

THE USE OF PUBLIC ART PROVIDES A FOCAL POINT AND FEATURE FOR THE DEVELOPMENT.

A UNIQUE, MODERN ICON BUILDING WITH DRAMATIC BALCONIES

STRONG WIND EXPOSURE. BUILT FORM REQUIRES SITE SPECIFIC WIND AMELIORATION DESIGN

WIND

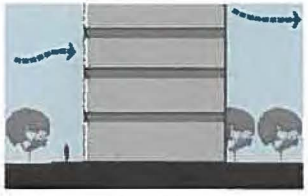
Intent

Wind levels along Cockburn coast are relatively high – accordingly, wind requires careful consideration in the development of multi level buildings and their potential influence on wind impact on abutting public realm. So that appropriate consideration is given to the relationship between wind and development within the Marina Village, each proposed development is required to undergo a wind assessment by a suitably qualified wind engineer, which is to be provided to the City at the Development Application stage.

Table 1 opposite sets out and describes the classifications of wind adopted for use (based on average annual maximum wind speeds) within the Codes. **Table 2** sets out the wind classifications that to be achieved at ground level within the Marina Village streets with which development must comply. (The 'bulk form' criteria sets the street environment to be achieved via the design of the bulk form of the proposed buildings at street corners and on non retail or commercial frontages. The 'localised' criteria sets the level to be achieved away from street corners and on retail and commercial frontages as well as at residential building entries.)

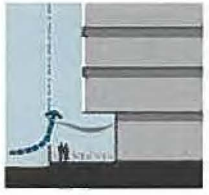
The wind assessment is to assess compliance with the nominated classifications for the relevant site as stated in Table 2. The wind assessment will also consider whether further wind tunnel testing is required to demonstrate compliance (it is considered likely that all development on the waterfront will require wind tunnel testing and a resultant appropriate design response). Where the wind assessment recommends wind tunnel testing and an appropriate design response, these results shall also be submitted at the Development Application stage and shall demonstrate compliance with Table 2.

It is recommended that a suitably qualified engineer is engaged early in the design process. Appropriately designed built form can be used to ameliorate ground level wind conditions, while inappropriate built form design can lead to acceleration of winds in pedestrian areas past acceptable levels. Setbacks above the second level of development are an important tool to deal with ground level wind conditions.



SHELTERED SEMI-PUBLIC COURTYARDS CAN BE LOCATED WITHIN THE LOT.

PERMEABLE ELEMENTS ATTACHED TO THE BUILDING FAÇADE CAN AMELIORATE WIND CONDITIONS.



ALFRESCO SEATING CAN BE SCREENED BY VISUALLY PERMEABLE BARRIERS, NO HIGHER THAN 1.2M.

DOUBLE DOORS TO ENTRIES CAN CREATE WIND LOCKS.

The General and Site Specific provisions relating to setbacks and awnings contained within the Codes may be varied by the City on recommendation in a wind assessment by a suitably qualified wind engineer (on the basis of wind tunnel testing).

Objectives

→ Provide sheltered areas conducive to alfresco entertaining.
→ Create useable outdoor areas for apartments.
→ Do not create an unacceptable wind impact on adjoining public realm areas.
→ Provide shelter to Waterfront Park.

Must Haves

→ Wind assessment of every proposed development by a suitably qualified wind engineer to assess compliance with the wind speed in Table 2.
→ Development is to demonstrate that the street and corso environments about the development do not exceed the classifications documented in Table 2.
→ Where a wind assessment identifies the need for wind tunnel testing, a wind tunnel test is to be undertaken and must show that design solutions have met criteria for public streets within Table 2.

Table 1

Classification	Description	Average Annual Maximum Wind Speed
Dangerous	Will knock people down.	23 m/s
Cockburn Coast Waterfront	Limit of acceptable conditions along a waterfront exposure.	21 m/s
Walking	Acceptable for walking comfort without stopping.	16 m/s
Short Term Stationary	Suitable for shop entrances. Suitable for window shopping.	13 m/s
Long Term Stationary	Suitable for outdoor restaurants, seating and tabled areas.	10 /ms
Cappuccino Criteria	Empirically the speed at which shop keepers close alfresco areas.	7-8 m/s

Note: Average Annual Maximum Wind Speed is the wind speed that in any one year has a 67% probability of being exceeded.

Table 2

Street	Bulk Form	Localised
Calypso Parade	Short Term Stationary	Long Term Stationary
Calypso Walk (Site 7)	Long Term Stationary	Long Term Stationary
Calypso Walk (Site 8)	Short Term Stationary	Long Term Stationary
Chieftain Esplanade	Walking	Short Term Stationary
Pantheon Avenue	Walking	Short Term Stationary
Corsos	Cockburn Coast Waterfront	Walking
Napoleon and Socrates Parades and Site 9	Cockburn Coast Waterfront	Walking
Waterfront Street Corners	Cockburn Coast Waterfront	Cockburn Coast Waterfront
Other roads in Marina Village	Walking	Short Term Stationary

BUILDING HEIGHTS

- 13.6M MAXIMUM
- 17.3M MAXIMUM
- 21.0M MAXIMUM
- 24.6M MAXIMUM
- 36.0M MAXIMUM
- PODIUMS
- * MINIMUM 4 STOREY UNLESS ALTERNATIVE SOLUTION TO WIND AMELIORATION IS PROVIDED

* GROUND FLOOR LEVELS NOMINATED ARE TO BE MAINTAINED AT THE LOT BOUNDARY. INTERNALLY THIS HEIGHT MAY BE VARIED TO SUIT SUB SURFACE PARKING AND SITE WORKS.

REQUIRED HEIGHTS FOR PODIUMS WILL RESULT IN A COHESIVE STREETSCAPE.

WHEN ELEMENTS BETWEEN BUILDINGS ALIGN, THE STREETSCAPE HAS CONTINUITY EVEN THOUGH EACH BUILDING IS VARIED.

BUILDING HEIGHT AND DATUM

Design Intent

Maximum building heights are nominated within the various street blocks of the Marina Village as shown on the adjacent Building Heights diagram. (Services such as lift overruns and balustrades and non habitable architectural elements are excluded from the height calculation.) It is envisaged that in reality building height will vary (within the maximum) to produce variation in built form, provide visual interest and punctuate street corners. Height and building mass will also assist with manipulating environmental conditions such as solar access and shelter from the wind and rain.

On street frontages which require a non-residential use at ground floor (and including frontages requiring robust building design), basement parking that protrudes above ground level is not permitted and will need to be located internally (or below ground level), screened from view of the street, with commercial and retail tenancies providing frontage to the street at grade.

A two to three level podium shall occur to some site edges, as noted on the Building Heights diagram. The intent of the podium with nominated floor to ceiling heights is to ensure a consistent streetscape and rhythm between buildings on different lots in key locations, ensuring a minimum street wall environment and enclosure.

Objectives

→ To ensure a harmonious urban form and streetscape.

Must Haves

→ Development shall include a podium with a height minimum of two levels and a maximum of three levels, as shown on the diagram opposite. Datum have been set for the podium to ensure consistency within nominated streetscapes across the Marina Village; where a residential use is located over a protruding basement parking level, careful consideration of the street edge and design at the boundary is required.

→ Where available, development proposals shall include adjacent development in the elevation drawings to demonstrate that the proposed development maintains and is consistent with height datums adjacent from ground floor to level two.

DAYLIGHT ACCESS AND SHADOWING

Design Intent

The Codes encourage environmentally sustainable development. Natural light within the building contributes to pleasant and comfortable environments in which to live and work. Access to natural light reduces reliance on artificial light, improving energy efficiency and amenity. Passive and active design principles are encouraged to minimise the need for artificial summer cooling and winter warming. North-facing living spaces should be optimised.

Objectives

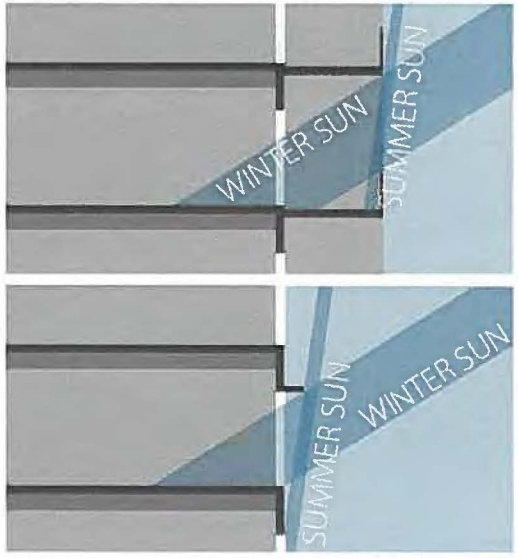
→ To provide daylight access to all habitable rooms and encourage daylight access elsewhere within a residential development;

→ To provide as much natural ambient light to commercial and retail tenancies as possible with the ability to manipulate the amount of daylight according to need.

Must Haves

→ Daylight access is to be provided to all habitable rooms.

PASSIVE SOLAR DESIGN PRINCIPLES ARE ENCOURAGED SUCH AS WINDOW SIZING, PLACEMENT AND SHADING.



MIDDAY SUN ANGLES IN SUMMER AND WINTER. CANOPIES AND AWNINGS CAN MANIPULATE SOLAR ACCESS AS DESIRED WITHIN A ROOM AND PROVIDE A VARIED AND INTERESTING FAÇADE DESIGN.

FEATURE ROOF DESIGN CAN ENHANCE THE BUILDINGS PRESENTATION AND CREATE VARIETY WITHIN THE PUBLIC REALM

THE ROOF DESIGN SHOULD BE CONSIDERED AS PART OF THE PORT COOGEE MARINA VILLAGE SKYLINE AND HOW THE ROOF WILL BE SEEN FROM HIGH POINTS

SUSTAINABLE ELEMENTS WIND TURBINES ARE VISIBLE FEATURE ELEMENTS WITHIN THE ROOF DESIGN.

A VARIETY OF ROOF FORMS WITHIN A DEVELOPMENT CREATES AN INTERESTING SKYLINE

ROOF

Design Intent

In an urban environment the roof design can often be viewed from afar as part of a skyline. For this reason, the design of the roof should be considered as part of the overall building composition. Service elements should be screened by integrating them into the roof design.

The roofline can be used to reduce large building masses, assist with articulating the building facade and provide an area for passive recreation.

The design of the roof should facilitate the use, or future use, of sustainable elements such as green roofs, wind generation, natural ventilation, photovoltaic applications, and other future innovative design solutions.

Sustainable solutions may be permitted within the roof area as more visible elements, subject to design merit.

Objectives

→ To integrate the roof design with the overall building composition;
→ To consider the roof design as viewed from afar as part of a skyline.

Must Haves

→ Service elements shall be integrated into the roof design or be located discretely to be screened from view at ground level and from a distance. These elements include lift over-runs, service plants, chimneys, vent stacks, telecommunication infrastructures, gutters and downpipes, air conditioning hardware/ installations;
→ Signage is not permitted as part of the roof design.

STAGED DEVELOPMENT

Design Intent

Built form within a large site may occur over a period of time. It is important to consider how blank walls in staged developments are presented and viewed from the public realm and neighbouring development. Careful consideration of setbacks, articulation and appearance of facades in the early stages is required. The use of landscaping and public art can assist with the presentation of incomplete development.

Objectives

→ To ensure that incomplete and staged development presents well to the public realm;
→ To ensure the amenity of adjoining properties is protected from unsightly and incomplete built form.

Must Haves

→ Blank walls to be further developed as part of a later stage of development shall be considered as a designed elevation. Measures to ensure an acceptable 'interim' appearance shall be utilised;

→ Any staged development shall provide an overall masterplan to demonstrate an appreciation of, and commitment to, completing the built form. Subsequent development shall demonstrate compliance with, or justify appropriate changes to, the overall masterplan;

→ Any nil setback to a side boundary, where adjoining development has not begun, shall be finished to match the main building or to provide visual interest (via public art for example). Material changes, landscape and detail elements may be required where the overall height of the wall is considered excessive and detrimental to the overall development and/or the adjacent public realm.

→ Prior to further subdivision of any site, a Detailed Area Plan assessed by the Design Review Panel and approved by the City of Cockburn will be required for each proposed lot. Detailed Area Plans are to be consistent with the principles of the Built Form Codes.

BLANK WALLS WITHIN A STAGED DEVELOPMENT CAN BE DEVELOPED WITH PUBLIC ART TO ENHANCE THE BUILT FORM ENVIRONMENT.

VARIED AND INTERESTING COLOURS AND MATERIALS USED WITHIN A SERVICE LANEWAY.

ARTWORK CAN PROVIDE INTEREST WITHIN THE LANEWAY.

LANEWAYS

Design Intent

Laneways in an urban environment function primarily to provide vehicular access to public and private parking areas, service and loading areas. Being a mixed use Marina Village there will be a mix of commercial, visitor and residential vehicles that use the laneways. Pedestrian use of laneways is also expected.

To provide a safe environment, development abutting laneways should provide an opportunity for passive surveillance of the laneways through design. Development abutting laneways should be designed with windows and openings from habitable spaces overlooking the laneway. The use of design to create an interesting experience (e.g. graphic/art walls and the like) is encouraged.

Where the laneway is within private ownership, development over the laneway is desirable, ensuring adequate clearance heights are provided for delivery vehicles.

Objectives

→ To provide for an interesting and engaging environment allowing for passive surveillance from surrounding development;

→ To ensure the laneway functions foremost as a vehicle and service access zone.

Must Haves

→ Development adjacent and over laneways shall have windows to commercial floorspace and habitable spaces to encourage passive surveillance and engagement with the laneway.

CORSOS

Design Intent

In order to enable physical connection for pedestrians, linking the Marina Edge with the Southern Breakwater, a number of access links (corsos) are intended between or through the buildings on the Marina Village peninsula. The access links will provide public pedestrian access via land in private ownership. It is anticipated that this will provide scope for unique and interesting designs, which will result in attractive outlooks for residents within dwellings nearby and for pedestrians using these connections. The corsos are required to be inviting and easily and clearly interpreted as being for use by the public.

The corsos will be designed to ameliorate wind conditions and as such may not be in a straight line; they may kink and bend. This may present opportunities to create courtyards and plazas adjacent to, or incorporated within, the corsos as semi-public spaces. As the corsos will be within private ownership, development of these spaces in a three dimensional way is encouraged - utilising link buildings over the corsos, stairs and ramps and the use of soft and hard landscaping to create interesting spaces.

Any development abutting or incorporating a corso should provide for visual surveillance, perceived and real, from apartment windows and balconies, pedestrian entries and courtyards to apartments.

Objectives

→ To create an attractive and interesting pedestrian thoroughfare through the peninsula;
→ To ensure corsos are inviting and easily and clearly interpreted as being for use by the public;
→ To provide suitable wind conditions within the Corsos in accordance with the Wind General Provisions.

Must Haves

→ Wind assessment by a suitably qualified wind engineer to demonstrate compliance with the wind speed in Table 2 under the Wind General Provisions.

EXAMPLES SHOWING LINK ELEMENTS ABOVE THE CORSOS AND CHANGES IN LEVELS.

CORSO-DWELLING FRONTAGES
DWELLINGS ADDRESS THE CORSO WITH ENTRY DOORS, PORCHES AND LETTERBOXES.

ELEVATED CORSO WITH COMMUNAL OPEN SPACE

LOUVRED BALCONIES PROVIDE FOR A SHELTERED OUTDOOR SPACE IN WEST FACING BUILDINGS. USERS MANIPULATE THE LOUVERS THEREBY CREATING A CHANGING FAÇADE.

THE USE OF RECESSED AND PROJECTING FORMS COUPLED WITH A VARIETY OF COLOURS AND TEXTURES CREATES AN INTERESTING BUILT FORM AT THE UPPER LEVELS.

BUILDING LAYOUT AND DESIGN

ARCHITECTURAL EXPRESSION

Design Intent

Architectural quality and execution contributes to, and helps to define, the character of the public domain. Buildings shall reflect design excellence – employing composition, proportion and balance in the design. Visual interest results from well considered use of a variety of materials and textures, and the articulation of the building form and mass. The use of textures, materials and colour should be used to articulate the facade, internal layout and reflect the structure rather than applied as decoration.

As part of the marina village, the design of the buildings shall reflect the Coogee coastal location both in design response and through the appropriate choice of materials and finishes for longevity and maintenance. Additionally, the use of colour, texture and palette derived from the natural coastal environment should inform the aesthetic response.

Objective

→ To achieve design excellence that reflects and responds to the coastal environment and the creation of a unique urban coastal Marina Village.

Must Haves

→ Design excellence and execution via well considered composition, proportion, material selection and detailing;

→ Building design shall respond to orientation, climate and the coastal location;

→ Innovative and contemporary design is encouraged. Direct historical reproductions and pastiche designs are not permitted;

→ Respond to adjacent buildings, streetscape design and precinct identity when developing a design solution.

ROBUST BUILDING DESIGN

Design Intent

Robust and flexible building design allows for a change in use of a building over time, ensuring the building is sustainable via its longevity and adaptability. Within the Marina Village, robust building design is required on the Marina Frontage as shown on the Robust Building Design diagram opposite. Whilst residential use is allowed, the buildings must be designed to allow the ground floor to be adapted for a non-residential use.

In designing a robust residential building, consideration is to be given to future access to tenancies. Consideration should also be given to how internal layouts may be adapted for commercial/retail tenancies – for example, raised floors, aligning core services between floors, minimising internal structural walls, columns and services to allow for internal layout renovation will be necessary. As a guide, a building cross section of 18-20m allows for better solar access within the building footprint and cross-ventilation. The external appearance of the building should be designed as a commercial/retail tenancy rather than being domestic in appearance. This relates to the scale of windows and openings, materials selected and finish. High ceilings for commercial tenancies may allow for raised lightweight floors and raised courtyards for residential dwellings. Any ramping should fit within the front setback area.

Objectives

→ To provide flexible building design that enables the ground floor to be used for non-residential use at some stage in the future (if used for residential in the first instance);
→ To encourage and allow adaptive re-use of buildings;
→ To encourage longevity in the design of buildings.

Must Haves

→ Where residential use is to occur at the ground floor, development drawings shall demonstrate how the design will enable conversion from residential to commercial or retail use in the future. This includes the street elevations, which shall be designed in the first place as commercial/retail type frontages rather than domestic in scale and design aesthetic;
→ The minimum ground floor to first floor height shall be 4 m (excludes lightweight flooring systems);
→ Design separate entries for the ground floor level and upper level areas;
→ Consider and allow for adequate pedestrian mobility for future development as commercial/retail uses. This includes designing for universal access to commercial/retail tenancies from the street;
→ Allow for at least 25% of the boundary and building frontage to be converted to future food and beverage use. Careful consideration will be required for future servicing of this use, such as power, grease traps, ventilation, etc. The 25% of frontage for future food and beverage uses is to be shown at the Design Review Panel and Development Application stages.

›››››› ROBUST BUILDING DESIGN REQUIRED

RESIDENTIAL FRONTAGE WITH RAISED LIGHT WEIGHT FLOORING TO REDUCE CEILING HEIGHT INTERNALLY AND PROVIDE FOR A PRIVATE COURTYARD.

COMMERCIAL TENANCY CONVERSION WITH FLOOR FINISH AT GRADE.

COMMERCIAL TENANCY CONVERSION WITH NIL SETBACK T THE BOUNDARY EXCEPT FOR THE RECESSED ENTRY ALLOWING FOR WINDOW DISPLAY.

ACCENT AND HIGHLIGHT COLOURS CAN BE DERIVED FROM NATURAL ENVIRONMENT ALSO.

EXAMPLE COLOURS THAT HAVE BEEN DERIVED FROM THE NATURAL, COASTAL PALETTE. COLOURS DEPICTED ARE NOT AN EXCLUSIVE LIST BUT AN EXAMPLE OF HOW TO DERIVE COLOUR FROM THE NATURAL COASTAL PALETTE.

MATERIALS AND COLOUR

Design Intent

Material and colour selection shall respond to the coastal location and the 'urban village' character of the Marina Village. This includes the use of natural materials and light and neutral colours with accents, highlights and feature colours derived from the local natural palette. When selecting building materials, claddings and finishes, material longevity and maintenance should be considered within the coastal context. Material and colour variation can reduce the perceived length and scale of large building elevations where the palette responds to the facade articulation. Where applied finishes and materials are used, carefully consider joint placement and edge details to ensure the overall appearance and finish is realistic and well executed during construction.

Objectives

→ To create a coastal built form character specific to the Marina Village via a consistent palette;
→ To ensure long life and ease of maintenance for the development;
→ To use material and colour application to articulate the building façade and overall design.

Must Haves

→ Each building shall comprise more than one facade material (excluding glazing), with material variation corresponding to surface changes, internal layout, relative street address and feature elements;
→ Select materials and finishes that are robust, easy to maintain and that have an urban character rather than being domestic or suburban in nature.

OVERLOOKING AND PRIVACY

Design Intent

In any urban environment, it is likely and should be generally accepted that some overlooking will occur. Suburban conditions should not be planned for nor expected. However, apartments should be designed to deliver a reasonable level of visual privacy externally and internally. A balance between maximising outlook and views from principal rooms and private open space without unnecessarily compromising visual privacy can make an apartment more liveable. Internal layouts should consider the activities of each of the areas where overlooking may occur, the times and frequency these spaces are being used and the occupants' expectations of privacy and their ability to control a loss of privacy with screening devices.

The elevation and facade composition should not be compromised in achieving privacy between residential units, which should be achieved via well considered building configuration and/or integrated screening devices.

Objectives

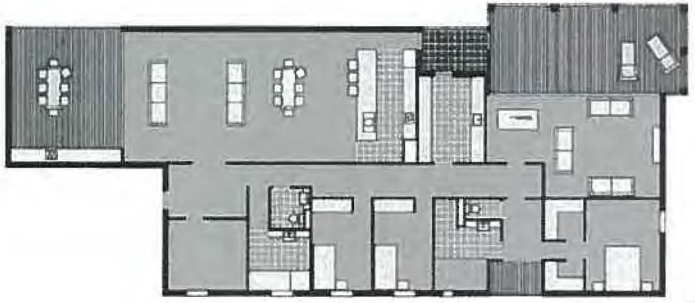
→ To achieve a balance between visual privacy between apartments without compromising outlook and views;
→ To provide appropriate building separation between and within sites to allow for adequate visual privacy to internal spaces.

STUDIO APARTMENT – 30 M²

1-BED APARTMENT – 55 M²

2-BED APARTMENT – 68 M²

3-BED APARTMENT – 100 M²



4-BED APARTMENT – 240 M²

A DIVERSE RANGE OF FLOOR PLANS WILL PROVIDE FOR A RANGE OF HOUSEHOLD TYPES

NOTE: IMAGES PROVIDED ARE FOR EXAMPLE PURPOSES ONLY AND DO NOT INFER REQUIREMENT IN RELATION TO SIZE OR LAYOUT.

DWELLING DIVERSITY

Design Intent

A densified and diverse residential population will help to bring vibrancy and activity to the Marina Village. A mix of dwelling types will cater for a variety of households and a range of built form outcomes. Apartment design is to consider a variety of household types including families and the elderly. A variety of apartment types and floor plans can contribute to a varied and interesting building facade. Diversity in dwelling size and design, to accommodate different household types will include:

→ More affordable accommodation for single persons, young professionals and retirees:
- Single bedroom dwellings
- Dwellings of 2 or more bedrooms of up to 80m^2.

→ Family friendly apartment living:
- 2-4 bedroom dwellings between 80m^2 and 140 m^2.

→ High end luxury apartments:
- Dwellings of 2 or more bedrooms 125 m^2 and above.

Objectives

→ To provide housing for a range of family types and household requirements within a mixed use, walkable marina village environment;

→ To encourage a diverse residential population in the Marina Village, in terms of household size, composition and age groups, through the provision of a range of living options.

Must Haves

→ Developments comprising more than 25 dwellings shall contain a mix of at least three different dwelling types. A development shall not be comprised of more than 60% of any particular dwelling type:
- Single bedroom dwellings;
- Dwellings of 2 or more bedrooms of up to 80 m^2;
- 2-4 bedroom dwellings between 80 m^2 and 140 m^2; and
- Dwellings of 2 or more bedrooms 125 m^2 and above.

Alternative means to achieve the objectives may be considered at the discretion of the City.

→ Site 9 and Lot 303 are exempted from the Dwelling Diversity Objectives and Must Haves.

ACOUSTIC PRIVACY

Design Intent

It is likely and should be generally accepted that some noise will be experienced in association with the active mixed use Marina Village. However, is important to ensure a reasonable level of acoustic privacy between apartments and external and internal spaces to provide a high level of amenity within a development. Designing for acoustic privacy is driven by the location and separation of buildings within a site and how the internal spaces are arranged within apartments.

Objectives

→ To provide a high level of amenity for residential dwellings by protecting the acoustic privacy of dwellings from noise-generating non-residential uses. It is acknowledged that given the mixed use nature of the Village centre, some noise from after-hours activities may be anticipated;

→ Noise generating uses should be in tenancies suitably designed and built, with the use managed to limit noise and disturbance to residential occupants in the same, or an adjoining, development.

Must Haves

→ An acoustic report (including a noise management plan) for any noise generating use shall be submitted with development plans at the Development Application stage to demonstrate noise will comply with accepted/relevant standards.

WINDOW LOUVERS PROVIDE NATURAL VENTILATION AND DAYLIGHT ENTRY

HORIZONTAL LOUVERS OFFER PROTECTION TO WINDOWS

NATURAL VENTILATION

Design Intent

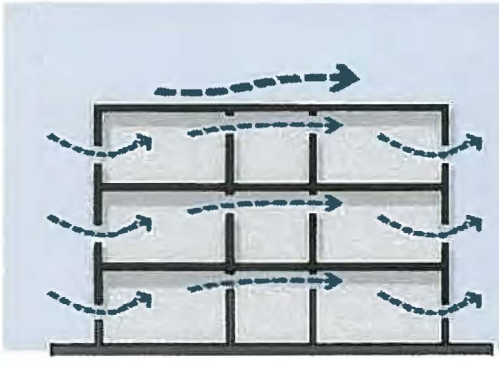
Natural ventilation through a building facilitates a comfortable indoor environment and the provision of fresh air to habitable spaces. Designing for natural ventilation exercises sustainable practice by responding to the local climate and by reducing or eliminating the need for mechanical ventilation (reducing energy consumption and costs associated with such). To achieve natural ventilation the design must provide for a correctly orientated building, including the spaces within. As a guide, buildings which support natural ventilation typically range from 10 to 18 metres deep.

Objective

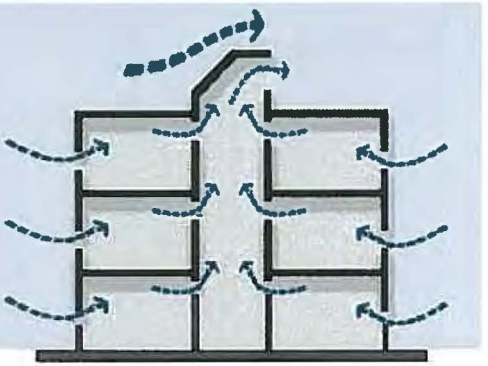
→ To provide natural ventilation to all habitable spaces thereby reducing the need for mechanical ventilation.

Must Haves

→ All proposed building designs are to provide ventilation diagrams at Design Review Panel and Development Application stages to clearly demonstrate how dwellings and spaces within achieve natural ventilation to all habitable spaces.



STACK VENTILATION DIAGRAM



CROSS OR THROUGH VENTILATION DIAGRAM

STREET EDGE INTEGRATION

CORNERS

Design Intent

Corner buildings provide a transition between streets and define the public realm at intersections. The design of a building at the corners should be considered carefully to ensure there is continuity or harmony of materials and detailing to both elevations. The corner may be emphasised by height, form or feature elements such as wrapping balconies.

Objectives

→ To reinforce the street edge at corners;
→ To ensure building design considers the site truncation by way of design and detail;
→ To ensure appropriate design of corners to ameliorate wind conditions at ground level.

Must Haves

→ Every street elevation, excluding laneways, shall be considered as primary frontage and designed as such;
→ Blank walls to corner frontages will not be permitted.

A BALCONY AND VERTICAL FEATURE ELEMENT PROVIDE AN ADDRESS TO THE STREET CORNER.

IN THIS EXAMPLE, THERE IS INSUFFICIENT ADDRESS TO THE STREET VIA THE FLAT PARAPET WALL AND SMALL WINDOWS.

SUCCESSFUL TRANSITION BETWEEN STREETS

AT GROUND LEVEL, THE BUILDING FRONTAGE IS DESIGNED FOR MAXIMUM EXPOSURE TO THE STREET VIA WINDOWS AND VENDOR DISPLAYS WITHIN THE STREET.

BUILT FORM TO THE BOUNDARY EDGE OVER A NUMBER OF LEVELS PROVIDES GOOD DEFINITION TO THE PUBLIC REALM.

FRONTAGE AND ARTICULATION

Design Intent

Design and articulation at street level helps to provide for a vibrant and stimulating pedestrian experience. At street level, the building frontage of commercial and retail tenancies should be designed to address the street via entries, windows and displays. The structural grid of the building should be designed to allow for a range of retail and commercial floor plate sizes. Fine-grained, street-based retail and commercial tenancies are preferred within the Village Centre addressing the streets, in particular Calypso Parade.

On frontages where a non-residential use is not mandatory, variations to the nominated setback may be considered where the proposed development meets the design intent and objectives stated under the General Provisions and the development intent of the Site Specific Provisions. For example, by demonstrating that the building has been designed to reduce the appearance of the proposed setback through the use of architectural or landscape elements.

Vendor activity may extend beyond the site boundary to encourage alfresco seating and the display of goods. This will contribute to a vibrant and active environment where people, seating, umbrellas and canopy colours populate the street. The vendor zone is to maintain a minimum thoroughfare of 1.5m to maintain pedestrian access along the footpath. Where vendor activity is proposed to extend beyond the site boundary, the applicant or alfresco vendor is to consult with the City regarding the leasing and management of the public space.

Where a residential use fronts the street, living spaces should provide an address via generous windows, openings, balconies and courtyards to encourage active use within this zone and passive surveillance over the street.

Objectives

→ To create a vibrant and stimulating pedestrian experience;
→ To create opportunity for passive surveillance of the public realm contributing to the sense of safety;
→ To ensure retail and commercial tenancies contain active window frontages that are transparent (partially revealing the tenancy behind) and address the street;
→ To encourage alfresco dining spaces that are well designed and contribute positively to the public realm.

Must Haves

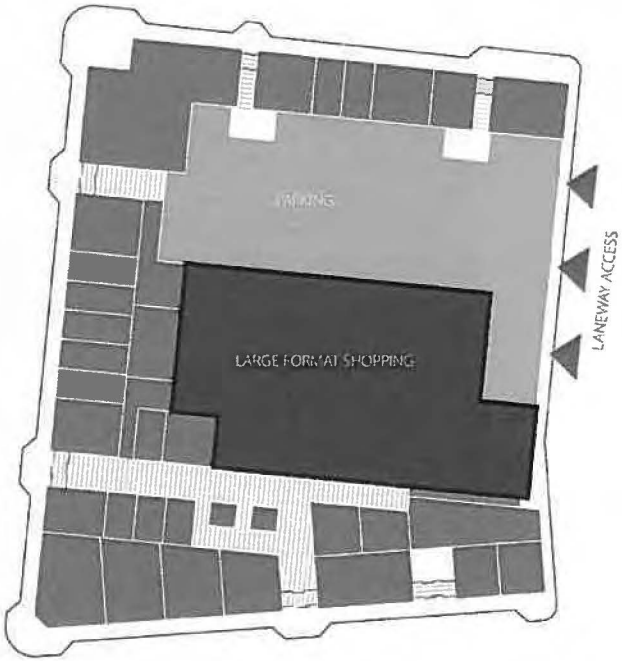
→ Residential units facing the street shall contain a living space to this address.

For mandatory non-residential frontages:

→ Provide building frontage to the majority of the lot boundary facing the street. Some setbacks within shop

→ Retail shopfronts shall typically be in the 6m-10m range for the majority, and are not to exceed these widths except where noted below:

- On any street block over 60m in length, a limit of one shopfront may be 10m-20m wide;
- Shopfronts may exceed the above dimensional requirements if they are expressed as a series of shopfronts with multiple entry points and window displays that allow visual transparency to the shop beyond;
- Large format shops shall comply with the above dimensions (this applies to each façade). Multiple entry points are permitted where each entry is sleeved by small format shopfronts.



LARGE FORMAT RETAIL/COMMERCIAL AND GROUND LEVEL PARKING SHALL BE SLEEVED BY FINE GRAIN DEVELOPMENT TO THE STREET. NOTE THE SEPARATE ACCESS FOR UPPER LEVEL TENANCIES.

THE ENTRIES TO THESE BUILDINGS ARE CLEARLY DEFINED BY MATERIAL, SCALE AND DESIGN.

ENTRY

Design Intent

Building entries provide an interface within the public domain and generate 'people presence', thereby contributing to the activation of the street. The entry point directs and orientates the visitor and can create a desirable identity for a development; the entry is also the front door for many residential dwellings and therein the residents 'sense' or 'place' of address in the street. Entries may lead into a common entry foyer or directly into communal open space from the street.

Objectives

→ To contribute to variation, orientation and articulation within the streetscape;
→ To provide clearly a defined address at street level for every dwelling or group of dwellings.

Must Haves

→ The building entry shall be a clearly identifiable element within the facade design;
→ The primary entry to a building's upper floors shall be accessed and addressed from the street;
→ Provide sheltered, well-lit and highly visible spaces to enter the building, meet and collect mail;
→ Provide clear sight lines between the street and the entry foyer space to provide for a safe environment;
→ Provide separate entry points for vehicles and pedestrians and for different uses within the building, for example between residential and commercial uses;
→ Design for any service and emergency equipment that may need to be located within the lobby space;
→ The building shall have a clearly identified street number.

MATERIALS, SCALE AND DESIGN DEFINE ENTRIES.

OPENINGS

Design Intent

The number, placement, proportion and detail of windows and openings can assist in articulating the facade and are important elements within the design. In large scale developments, where repetition within the facade occurs, window design and placement should be well considered to avoid the appearance of blank facades. The use of shading devices such as eaves, awnings and external louvers can provide protection from the natural elements and provide definition to the building.

Objectives

→ To ensure well considered placement and design of windows and openings within the building facade;
→ To ensure window detailing and opening placement is detailed to avoid the appearance of blank facades lacking in depth and design detail;
→ To encourage passive surveillance over the public realm;
→ To provide protection to west-facing openings from summer sun where possible.

Must Haves

→ Service and wet area openings shall be integrated into the building facade design and shall not be visually obvious from the public realm. Elevations which consist entirely of service and wet area openings are not permitted;
→ Glazing to openings is to be transparent. The use of highly tinted or reflective glass is not permitted;
→ Roller shutters over windows are not permitted to address the primary street frontages at any level;
→ Integrated sun protection in the form of louvers is permitted;
→ Interesting, well considered punctuation of building elevations with openings that respect and contribute to building design is required.

MANOEUVRABLE TIMBER SHUTTERS PROVIDE PROTECTION WHILST MAINTAINING SURVEILLANCE OPPORTUNITIES.

THIS EXAMPLE USES VERTICAL SHADING DEVICES AS A FEATURE WITHIN THE FAÇADE DESIGN. THE USE OF COLOUR BACKED GLAZING PROVIDES FOR SOME DETAIL AND INTEREST WHERE THE MAJORITY OF THE GLAZING IS CLEAR ALLOWING GOOD VISIBILITY TO THE STREET.

SUN SHADING, SCREENS TO SERVICE AREAS AND COLOUR BACKED GLASS CREATE INTEREST WITHIN THE OVERALL FAÇADE DESIGN WHILST ALSO DEALING WITH UNSIGHTLY SERVICE AREAS AND PASSIVE SHADING TO WINDOWS.

VARIATION OF WINDOW TREATMENTS AND THE USE OF MESH TO COVER UNSIGHTLY SERVICE AREAS RESULTS IN A DETAILED FAÇADE.

THE DESIGN PROVIDES AN INTERESTING FAÇADE AND EMPHASISES 'EYES ON STREETS' SURVEILLANCE THROUGH ITS FAÇADE DESIGN.

LIGHTING-SCULPTURAL
LIGHTING WITHIN THE PUBLIC REALM AND TO THE BUILDING ELEVATION CREATES A SAFE AND ENJOYABLE PLACE.

LIGHTING-UNDER AWNINGS
THIS INDIAN RESTAURANT CREATES ATMOSPHERE UNDER THE STREET AWNINGS WITH UNIQUE LIGHTING.

LIGHTING

Design Intent

Lighting of a building facade can enhance legibility and safety within the public realm. It can also create a mood and a sense of place. Lighting should be incorporated into the building design and consideration given to the building appearance at night.

Objectives

→ To provide a safe and welcoming environment at night within the Marina Village;
→ Consider lighting design as part of the overall building design and how the building is perceived at night;
→ To create night time interest within the Marina Village.

Must Haves

→ Incorporate lighting under awning and colonnade structures;
→ Design lighting to enhance and highlight residential entries for safe and convenient night time use.

AWNINGS AND CANOPIES

Design Intent

Awnings and canopies provide protection from sun, rain and wind, encourage pedestrian activity and create opportunities for extending retail activities to footpaths such as dining and vendor activities. They also create an intimacy of space. The design of the awning and canopy can provide identity and detail to a building. Awnings and canopies can be used to emphasise corners and define entry foyers to upper levels via accentuated height or a variation in design. High level awnings such as shading over windows are encouraged to add interest and expression to the building's architecture and improve its energy efficiency. Nominated streets within the Marina Village are required to provide pedestrian cover – see Site Specific Provisions for further detail.

Objectives

→ To provide continuous shelter along the street edge on nominated streets (refer to Site Specific Provisions);
→ To encourage pedestrian activity as part of an activated built form environment;
→ To define entry points to upper level development.

Must Haves

→ Continuous pedestrian cover shall be provided to Pantheon Avenue, Calypso Parade and Chieftain Esplanade as indicated on the diagram under the Site Specific Provisions;
→ Provide shelter over building entries to define the entry;
→ Interesting design, integral to the design and finish of the building/development, is required;
→ Monotonous canopy design is not permitted to the building frontage;
→ The canopy or awning shall be a maximum of 3 m wide measured from the setback line, or 0.5 m from the kerb edge. It shall be a consistent design within development over a single site;
→ The canopy shall have a minimum clearance height of 2.5 m from the footpath;
→ The awning shall be within a minimum of 3 m and a maximum of 3.6 m in height, measured from the pavement.

SHELTERED BENCH SEATING AND NOVELTY TABLE ARRANGEMENTS MAKE FOR AN INTERESTING PEDESTRIAN EXPERIENCE.

AWNINGS

CANOPIES

SIGNAGE

Design Intent

Signage is important for way-finding and for business identification, its design should be considered early in the design process to ensure it is compatible with the building design and streetscape character. Signage design should consider scale and proportion of the development and information hierarchy within the street context without obscuring or dominating important views.

Objective

→ To ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design.

Must Haves

→ Signage is to be located within the designated Marina Village Signage zone (shown in the illustrations below) in a style that is sympathetic and complementary to the overall building design.

→ Alternative signage, such as building naming, may be considered subject to design merit and endorsement by the Design Review Panel and must be located within the commercial use component of the building.

UNDER CANOPY SIGNAGE
SIGNAGE MAY BE LOCATED UNDER THE CANOPY OR AWNING OR FIXED TO THE WALL UNDER THE CANOPY AND MAY EXTEND NO LOWER THAN 2.4M ABOVE PAVEMENT LEVEL.

CANOPY EDGE SIGNAGE
END CANOPY SIGNAGE SHALL BE CONTAINED WITHIN THE CANOPY OR AWNING EDGE.

FAST FOOD OUTLETS AND BRANDED FRANCHISES

Design Intent

Any fast-food outlet or franchise located within the Marina Village shall be designed and integrated with the built form and respect the context of the Marina Village. Signage shall be limited to the defined Marina Village signage zone. The use of colour shall be consistent with the coastal aesthetic and services and exhaust carefully managed. No drive-throughs are permitted.

Objectives

→ To ensure a unique experience is provided within the Marina Village;
→ To ensure tenancy fit out at the street-edge is consistent with the overall building design and streetscape;
→ To ensure fast food outlets and branded franchises appear consistent with general retail/commercial use/tenancies.

Must Haves

→ Tenancy facade design shall be consistent with the building where it is located, utilising colours and materials which respond to the Marina Village and its coastal context. This includes any furniture, awnings, umbrellas and the like which may be located within the road reserve;
→ Odours shall be managed and exhausted away from the public realm. Any venting shall not exit via the ground level frontage.

THIS FRANCHISE EXHIBITS ITS OWN BRANDING WITHIN A SIGNAGE ZONE; SEATING PROVIDES COLOUR AND INTEREST TO THE STREETSCAPE.

FENCING

Design Intent

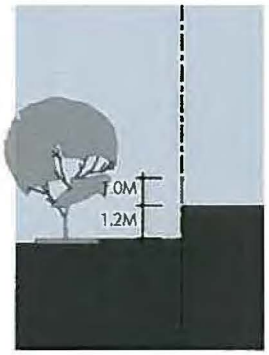
Fences and walls include all built vertical landscape elements designed to define boundaries between one space and the next or to rationalise a change in level. The design of fences and walls has an impact on the real and perceived safety and security of residents as well as on the amenity of the public domain and the identity of the development. Fencing shall be designed using materials to complement the built form within the site.

Objectives

→ To ensure fencing design and materials/finish complements and is consistent with the building design;
→ To ensure fencing is not dominant within the public realm.

Must Haves

→ Fencing to Pantheon Avenue, Calypso Parade and Chieftain Esplanade (between Pantheon Avenue and Calypso Parade) is not permitted as these streets shall be defined by the built form;
→ Where utilised, fencing shall be consistent with the materials and design of the main building;
→ Fencing to laneways shall be no greater than 1.8m high and shall be 50% visually permeable;
→ Solid fencing to street boundaries shall be no higher than 1.2m.
→ Fencing is mandatory to the street frontage for residential development;
→ The combined height of fencing above a protruding basement level shall be no more from 2.2m (with the basement protrusion generally being no more than 1.2m).
→ Fencing to side boundaries shall be Type 3 of masonry construction.

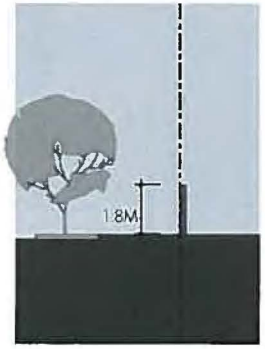


TYPE 1

OPEN FENCE DESIGN
WHERE FENCING IS LOCATED ON LOT LEVEL ABOVE PAVEMENT LEVEL, THE FENCING SHALL BE 1.0M AND PREDOMINANTLY OF AN OPEN AND TRANSPARENT DESIGN.

TYPE 2

LOW WALL A
WHERE THE SITE IS DEVELOPED AT GRADE AND FENCING IS PERMITTED TO THE STREET BOUNDARY, A LOW 1.2M HIGH WALL IS PERMITTED.



TYPE 3

SERVICE AREA FENCING
SOLID FENCING IS PERMITTED TO SCREEN SERVICE AREAS ONLY.

TYPE 4

LANEWAY FENCING
FENCING TO LANEWAYS, OTHER THAN TO SERVICE ZONES, SHALL BE 50% VISUALLY PERMEABLE AND TO A MAXIMUM HEIGHT OF 1.8M.

CIRCULATION AND SERVICES

VEHICULAR ACCESS

Design Intent

The location, type and design of vehicle access points in a development will have significant impact on the streetscape, the site layout and the building facade design. It is important that vehicle access is considered early in the design process to manage potential conflicts with streetscape requirements and traffic patterns and to minimise potential conflicts with pedestrians.

Objectives

→ To integrate vehicular access into a site without compromising the street character, building design, landscape or pedestrian amenity and safety;
→ To encourage active street frontages.

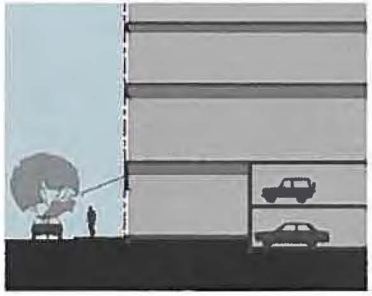
Must Haves

→ Driveway widths (and openings) at the street boundary shall be no greater than 7m. Consideration may be given to alternative design solutions which satisfy the objectives above;
→ Locate vehicle entries away from main pedestrian entries. Vehicular access is preferable from a laneway where possible (see Site Specific Provisions);
→ Parking entries shall be located so as to not compromise the street character, residential entries, landscape or pedestrian safety along a street;
→ Access to parking areas within a lot shall be collective, limiting the need for multiple crossovers along the street where possible;
→ At-grade parking on the primary street frontage is not permitted.

THE GATE AND BASEMENT DRIVEWAY ARE FINISHED IN MATERIALS WHICH COMPLEMENT THE BUILDING AND PLANTING IS USED TO SOFTEN THE VISUAL IMPACT.

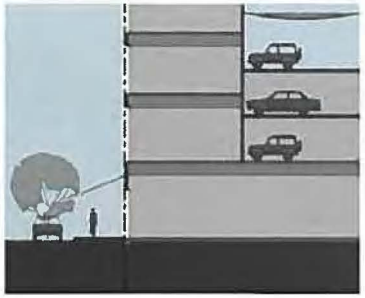
HIGH QUALITY, INTEGRATED VEHICULAR ACCESS DOES NOT COMPROMISE THE STREET CHARACTER.

BASEMENT WITH NIL SETBACK TO STREET BOUNDARY (RESIDENTIAL DEVELOPMENT ONLY)
PROJECTING BASEMENTS ABOVE GROUND LEVEL ARE ONLY PERMITTED WHERE PLANTING IS PROVIDED FOR SCREENING OR SUITABLY DESIGNED.



MULTI-STOREY CAR PARKS
CAR PARKING AT GRADE WITHIN THE LOT SHALL BE SCREENED BY DEVELOPMENT FROM THE STREET.

ABOVE GRADE CAR PARKS AT THE BUILDING EDGE
WHERE PARKING IS LOCATED ABOVE GROUND LEVEL AND TO THE BOUNDARY EDGE, THE FAÇADE TREATMENT OF THE BUILDING SHALL BE DESIGNED TO SCREEN CARS AND PARKING AREAS.



ABOVE GRADE CAR PARKS
PARKING AREAS ABOVE GROUND LEVEL SHOULD PREFERABLY BE SCREENED BY DEVELOPMENT. ROOF PARKING AREAS SHOULD BE SHADED.

PARKING

Design Intent

To preserve the streetscape for built form and activated frontages and limit the impact of mass parking areas within the public realm, basement or 'sleeved' at-grade vehicular parking shall be provided on non-residential frontages (including on mandatory robust building frontages). At-grade parking should be designed to incorporate shade structures and landscaping along with well defined pedestrian access to and from the parking area.

Basement parking for residential buildings only may be to a maximum height of 1.2m above ground level (and may be increased to 1.5m to accommodate slope across a site at the boundary with a street) and for the purposes of calculating height does not constitute a storey (in such cases, the building height must still comply with the relevant designated height maximum in 'metres'). Where a residential use is located over a protruding basement parking level, careful consideration of the street edge and design at the boundary is required.

Objectives

→ To provide parking within a site that is not visible from the public realm;
→ To ensure a well shaded and landscaped parking area is provided;
→ To use environmentally sustainable design principles in the design of parking areas.

Must Haves

→ On frontages which require a non-residential use or robust building design at ground floor, basement parking that protrudes above ground level shall be sleeved by commercial or retail development and shall not be visible from the street;
→ Where parking is provided above ground level, the façade treatment of the building shall be designed to screen cars and parking areas, ensure that the design and composition of this element fits with the overall façade design and datum heights are maintained;
→ Basement parking may project a maximum of 1.2m (maximum 1.5m to accommodate slope across a site at the boundary with a street) above natural ground level on residential frontages where it is screened by vegetation and not highly visible from the street or suitably designed to appear integral to the building;
→ Residential dwellings located adjacent to parking entries shall be designed to minimise visual, noise and amenity impacts;
→ At least two bicycle parking spaces shall be provided to each commercial development over $300m^2$ gross lettable area, with an additional space for every ten employees. Bicycle parking facilities shall be lockable or otherwise allow for the secure storage of bikes;
→ Commercial development in excess of $500m^2$ gross lettable area shall provide for end of trip facilities, including showering and changing areas.

PARKING RATIOS

Residential Parking

The following residential parking ratios are minimum requirements, there is no upper limit to the number of private parking bays a development may provide.

Single Houses

→ Two bays which may be in tandem.

Grouped dwellings

→ Two bays per dwelling, which may be in tandem, plus visitor bays at a rate of one bay per four dwellings, or part thereof;
→ In the case of single bedroom dwellings of not more than 80 m^2, one bay per dwelling.

Multiple dwellings

→ 0.3 bays per dwelling plus 0.012 bay per sqm of net internal living area;
→ 0.035 visitor bays per dwelling plus 0.0015 bays per sqm of net internal living area;
→ In the case of single bedroom dwellings, one bay per dwelling plus 0.1 visitor bay per dwelling;
→ At least one bay per dwelling provided for the exclusive use of each dwelling. Where two or more bays are provided, they may be in tandem;
→ The maximum requirement per dwelling is 2 bays plus 0.25 bays towards the visitor parking requirement.

Retail

→ 1 bay per 18.75 m^2 NLA.

Commercial

→ 1 bay per 30 m^2 NLA.

Food and Beverage

→ 1 bay per 8.5 m^2 seating area.

Hotel (Accommodation)

→ 1 bay per room.

Notes

→ The modelling used in developing the parking provisions has identified a total 350 parking bays within the public realm, which are available for credit towards Marina Village uses to lessen the requirement to accommodate all of a development's parking requirement on site. A total of 90 residential visitor spaces and 260 retail/commercial spaces (includes 25 for later conversion of residential use to retail/commercial use in marina front locations) are available within public streets to be credited towards parking requirements on individual development sites. The allocation of these bays to particular development sites is detailed in the Site Specific Provisions.

→ The actual take up of credits for street parking by individual sites will depend upon development densities achieved on site. Where individual sites have not been developed to densities assumed in modelling, and accordingly, have not claimed off site visitor parking credits as allocated in the Site Specific Provisions, the City will reassess parking demand after 2016 and make recommendations in respect of future redistribution of unused street parking allocations.

→ It is not intended that street parking will be 'marked' as allocated to a particular use or development, rather there will be a total pool of parking available for general use.

→ To qualify for the on-street parking credit assigned in the Site Specific Provisions, at least 90% of the retail/commercial visitor parking provided on the relevant development site must be available for general public parking during peak festive use periods (from 6 pm Friday evenings to 10 pm Sunday evenings and similarly on public holidays) and at least 80% must be available for general public parking at all other times.

→ Where a proposed development does not provide its entire parking requirement on site, the Application for Approval to Commence Development is to be accompanied by a Parking Plan based on the Port Coogee Transport Report showing the location of off-site parking for the development (either temporary or permanent).

BUILDING SERVICES

Design Intent

Service elements should be considered during the design phase and sensitively housed and catered for within the design. Pipes, wired services, clothes drying areas, hot water storage tanks and air conditioning units are to be concealed within the development.

Objectives

→ To consider building services during the design phase so that they are housed within the building design and screened from view.

Must Haves

→ Loading docks and service areas within development sites shall be screened visually and acoustically from residential units;

→ Odour producing servicing elements (for example, waste compactus and storage) shall be suitably located or designed and treated in a manner that does not impose unacceptably on residential amenity in a mixed use building;

→ TV antennae, satellite dishes and radio masts shall be located discretely and set back from the building edge to reduce visibility from ground level;

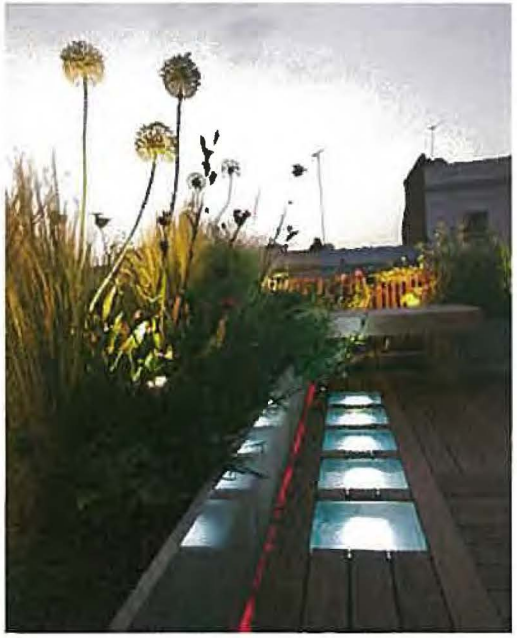
→ Roof and wall mounted air conditioning units are not permitted unless fully concealed from view. Where air conditioning units are located within balconies, they shall be screened from view in a manner that has regard for the overall design of the building. Noise impact to adjacent dwellings shall also be considered and managed.

EXTERNAL STAIR TOWER ENCLOSED AND INCORPORATED INTO BUILDING DESIGN.

PLANT LOUVRE SCREENING AND VENTILATION.

SERVICE ELEMENTS HOUSED IN A SCULPTURAL ELEMENT WITHIN THE LANDSCAPE.

EQUIPMENT FAÇADE SCREENING.



ROOF TERRACE

OPEN SPACE AND LANDSCAPE

COMMUNAL OPEN SPACE

Design Intent

Communal open space within a residential development can provide for both passive and active recreational opportunities. These areas within the lot should be consolidated to ensure the space is useable and attractive and can incorporate hard and soft landscaping. The use of roof gardens and terraces is encouraged.

Objectives

→ To provide residents a place for passive and active recreation;
→ To allow for soft landscaping including the planting of shade trees;
→ To create visual amenity for residents and provide a pleasant outlook that is consolidated and attractive communal open space;
→ To design communal open space that is easy and cost effective to maintain on an ongoing basis for the benefit of owners/occupants of a development.

LANDSCAPE INCREASES AMENITY AND OUTLOOK WHILST PROVIDING SPACES FOR MEETING AND INTERACTION

BALCONIES HAVE VIEWS OVER EXTENSIVELY LANDSCAPED LARGE CENTRAL COMMUNAL OPEN SPACE

BALCONIES, TERRACES, COURTYARDS, VERANDAHS AND ROOF GARDENS

Design Intent

Balconies, terraces, courtyards, verandahs and roof gardens provide for private open space, assist to articulate the building facade and are to be a strong feature within Port Coogee in promoting the coastal, outdoor lifestyle. Private outdoor spaces oriented toward the public realm can also provide a people presence, contributing to the liveliness of the place, the opportunity for passive surveillance and the sense of safety of the village. Service areas and clothes drying are not to be visible from the public realm.

Objectives

→ To ensure balconies and the like (private open space) are commensurate in size to the size and composition of a dwelling;
→ To provide private open space of useable dimensions;
→ To ensure that balconies, terraces, verandahs and roof gardens are integrated into the architectural form;
→ To contribute to the sense of safety and liveliness of the street by designing for passive surveillance and visual engagement between the public and private realms;
→ To ensure service areas, service equipment and clothes drying areas are not visible from the public realm.

Must Haves

→ Every dwelling of 80m^2 gross floor area or more shall have private open space of a minimum of 10m^2 and a minimum dimension of 2.5m, which may be in the form of a balcony, terrace, courtyard, verandah or roof garden accessible from a primary internal living space;
→ A balcony that is fully enclosed by operable louvers, sliding panels or bi-fold doors and has a hard floor surface continuous with the internal area can be included as private open space.

EXTERNAL BALCONY
EXTERNAL BALCONIES SHALL BE DESIGNED AS AN INTEGRAL PART OF THE ELEVATION AND SHALL NOT APPEAR AS AN 'ADD-ON' STRUCTURE. WHERE SERVICING IS LOCATED WITHIN THE BALCONY, THIS IS TO BE SCREENED FROM VIEW VIA THE BALUSTRADE AND/OR SOLID ELEMENTS WITHIN THE BALCONY DESIGN.

RECESSED BALCONY
RECESSED BALCONIES CAN PROVIDE A GREATER AMOUNT OF WEATHER PROTECTION AND SCREENING FOR SERVICE AREAS. BY STEPPING THE PLAN, PARTITIONED AREAS CAN BE CREATED WITHIN THE BALCONY.

JULIETTE BALCONY
A JULIETTE BALCONY THAT HAS OPERABLE OPENINGS CAN EXTEND THE INTERNAL AREA TO THE OUTSIDE.

SERVICE AREAS WITHIN THE BALCONY SHOULD BE SCREENED AND CONSIDERED DURING THE DESIGN PHASE.

THE ROOF SPACE OF THIS COMMERCIAL BUILDING HAS BEEN DESIGNED AS A STAFF BREAK-OUT SPACE.

BALCONIES-ABUTTING OPEN SPACE SLIGHTLY RAISED ABOVE GROUND LEVEL PROVIDE FOR GOOD PASSIVE SURVEILLANCE. OVER THE PUBLIC REALM.

CONTEMPORARY ROOF GARDEN IN A MODERN URBAN ENVIRONMENT.

SITE SPECIFIC PROVISIONS

The Site Specific Provisions contain requirements for individual sites within the Marina Village

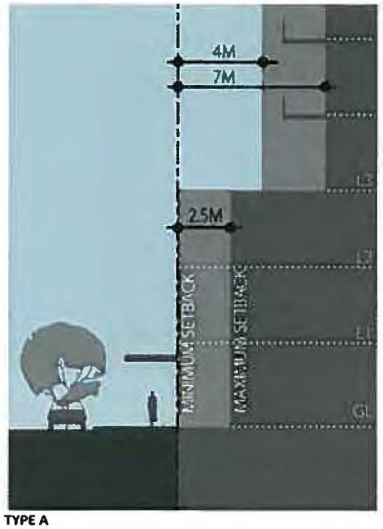
SITE 1

Development Intent

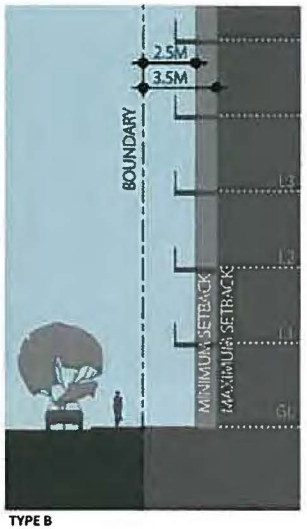
Located to the northern edge of the Marina, this mixed use site forms an important edge to Chieftain Esplanade, framing the Marina's edge with built form. Of similar status, the Pantheon Avenue frontage will define the entry road into the Marina Village and contribute to first impressions of the Village.

Upper level development should frame and overlook the street, providing definition to the public realm and street. Non-residential (commercial and/or retail) development is mandatory at ground level addressing Pantheon Avenue with residential uses permitted elsewhere. The Chieftain Esplanade frontage shall present a robust built form that may be residential with the ability to change its use to commercial and retail as demand requires. As such, a specific design solution is required.

The built form shall be well detailed and designed in response to the location at the edge of the Marina Village offering a mix of uses and built form responses. Residential apartments will present large openings to living spaces addressing the street and commercial development shall provide for as much passive surveillance as possible to the public realm.



TYPE A
CHIEFTAIN ESPLANADE – ROBUST BUILDING DESIGN
NOTE: A 4M MINIMUM SETBACK IS PERMITTED TO THE UPPER LEVELS SUBJECT TO WIND ANALYSIS

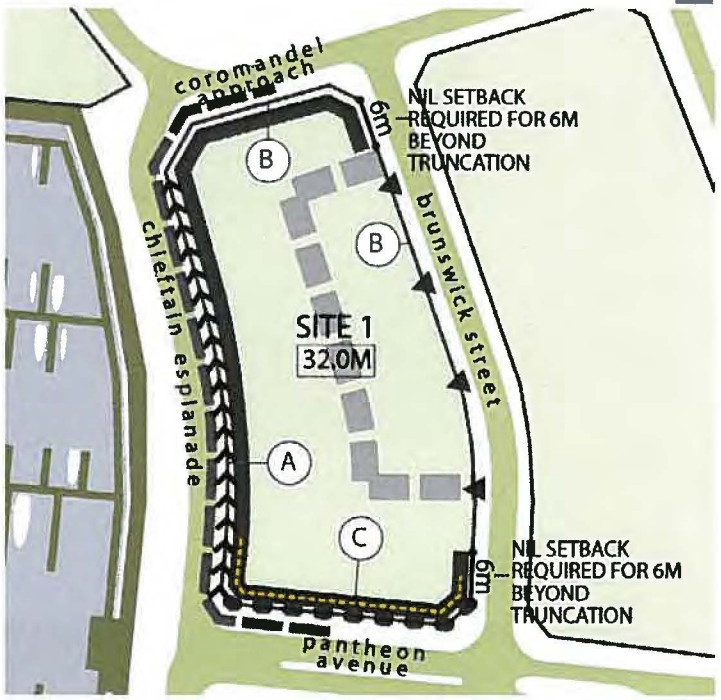


TYPE B
TYPICAL RESIDENTIAL STREET

TYPE C
TYPICAL EAST-WEST STREET – SOUTH FACING FAÇADE

Site Specific Building Requirements

Land Uses			
Ground Floor:	Pantheon Avenue:	Commercial/Retail A non residential use is mandatory at ground level.	
	Chieftain Esplanade:	Commercial/Retail/Robust Residential Where Residential is developed at ground level, Robust Building Design is mandatory.	
	Coromandel Approach/Brunswick Street:	Commercial/Residential	
Level 1:		Commercial/Residential	
Level 2 and above::		Residential	
Robust Building Design	Chieftain Esplanade	Where residential uses are located at ground level, the building shall be designed to accommodate future commercial uses in accordance with the Robust Building Design General Provisions – see diagram on opposite page for required extent of robust building design.	
Setbacks		**Type**	
Basement:	All boundaries:	-	Nil permitted
Ground Floor/Level 1/ Level 2:	Pantheon Avenue:	C	Nil required
	Chieftain Esplanade:	A	Nil minimum / 2.5m maximum
	Coromandel Approach/Brunswick Street:	B	2.5m minimum / 3.5m maximum
Level 3 and above:	Pantheon Avenue:	C	Nil minimum / 3.0m maximum
	Chieftain Esplanade:	A	4.0m minimum / 7.0m maximum
	Coromandel Approach/Brunswick Street:	B	2.5m minimum / no maximum prescribed
Projections:	Balconies and architectural elements may extend to the lot boundary. On commercial and retail frontages, awnings and canopies at ground level may extend beyond the boundary by a maximum of 3.0m or to within 0.5m from the back of adjacent kerb.		
Height			
Overall:	32.0m maximum height		
Minimum floor level height to Chieftain Esplanade:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	7.5m-9.0m [measured from finished pavement level].	
	Top of Podium Parapet (Level 2):	11.0m-12.5m [measured from finished pavement level].	
Minimum floor level height to Pantheon Avenue, Brunswick Street & Coromandel Approach:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	8.0m-10.0m [measured from finished pavement level].	
	Top of Podium Parapet (Level 2):	11.5m-13.5m [measured from finished pavement level].	
Wind	All designs are subject to wind assessment in accordance with the Wind General Provisions.		
Vehicular Access:	A maximum of four vehicular access points are permitted from Brunswick Street. Where additional access is required, a laneway or internal access road shall be provided. No vehicular access is permitted from Coromandel Approach, Chieftain Esplanade or Pantheon Avenue.		
Parking	No residential visitor parking concessions are provided to Site 1. No commercial/retail parking bay concessions are available on the initial build unless the Chieftain Esplanade frontage is developed for non-residential use. Where the Chieftain Esplanade frontage is developed for non-residential use, 16 on-street bays are available for inclusion in the parking calculation for the retail/ commercial component of Site 1.		
Fencing	Chieftain Esplanade:	Type 1	
	Coromandel Approach/Type 1:	Type 1/Type 2/Type 3 to service areas only.	
	Pantheon Avenue:	No fencing permitted other than a Type 3 to screen service areas only.	
	Laneways/Access Roads:	Type 4	



NO VEHICULAR ACCESS PERMITTED.

VEHICULAR ACCESS PERMITTED WHERE THE ACCESS POINT IS NOT DOMINANT WITHIN THE BUILDING FACADE.

POTENTIAL LANEWAY - FOR VEHICULAR ACCESS TO AND WITHIN THE SITE. EXACT LOCATION TO BE CONFIRMED.

NO RESIDENTIAL USES PERMITTED AT GROUND LEVEL.

ROBUST BUILDING DESIGN.

ICON DESIGN.

GATEWAY BUILDINGS.

STONG WIND EXPOSURE. BUILT FORM REQUIRES SITE SPECIFIC WIND AMELIORATION DESIGN.

MANDATORY AWNINGS/PEDESTRIAN WEATHER PROTECTION.

21.0M MAXIMUM BUILDING HEIGHT, MEASURED TO THE HIGHEST POINT. SERVICES SUCH AS LIFT OVERRUNS AND BALUSTRADES AND NON HABITABLE ARCHITECTURAL ELEMENTS ARE EXCLUDED FROM THE HEIGHT CALCULATION.

(A) DENOTES SETBACK TYPE, SEE DIAGRAMS

(C) COMMUNITY PURPOSE SITE ALTERNATIVE LOCATIONS

(H) HOTEL ALTERNATIVE LOCATIONS

INDICATIVE CORSO LOCATION

MINIMUM 4 STOREY UNLESS ALTERNATIVE SOLUTION TO WIND AMELIORATION IS PROVIDED.

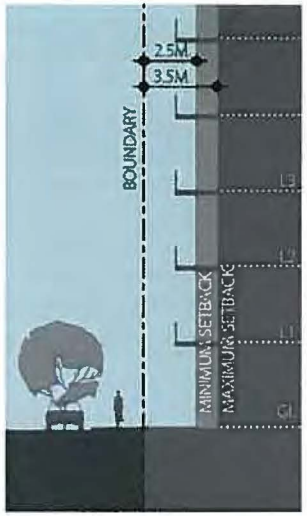
NUMBER OF PERMITTED VEHICULAR ACCESS POINTS

SITE 2

Development Intent

It is envisaged Site 2 will present a mix of built form scales in response to its location at the edge of the Marina Village and adjacent to the primarily single residential community to the east of Orsino Boulevard. It is envisaged the Pantheon Avenue address will be predominantly commercial with some retail uses at ground level and residential uses above. A possible hotel and/or a Community purpose site may be located within this site, addressing Pantheon Avenue. The south-eastern corner is nominated as a Gateway element to mark the entry into the Marina Village, which requires particular attention when addressing and defining the street via the architectural response.

Development shall present active uses to the street as much as possible to provide a people presence and passive surveillance of the public realm. Residential apartments will locate living spaces with generous windows and openings to face the streets and commercial and retail development shall be designed to provide for passive surveillance of the street.

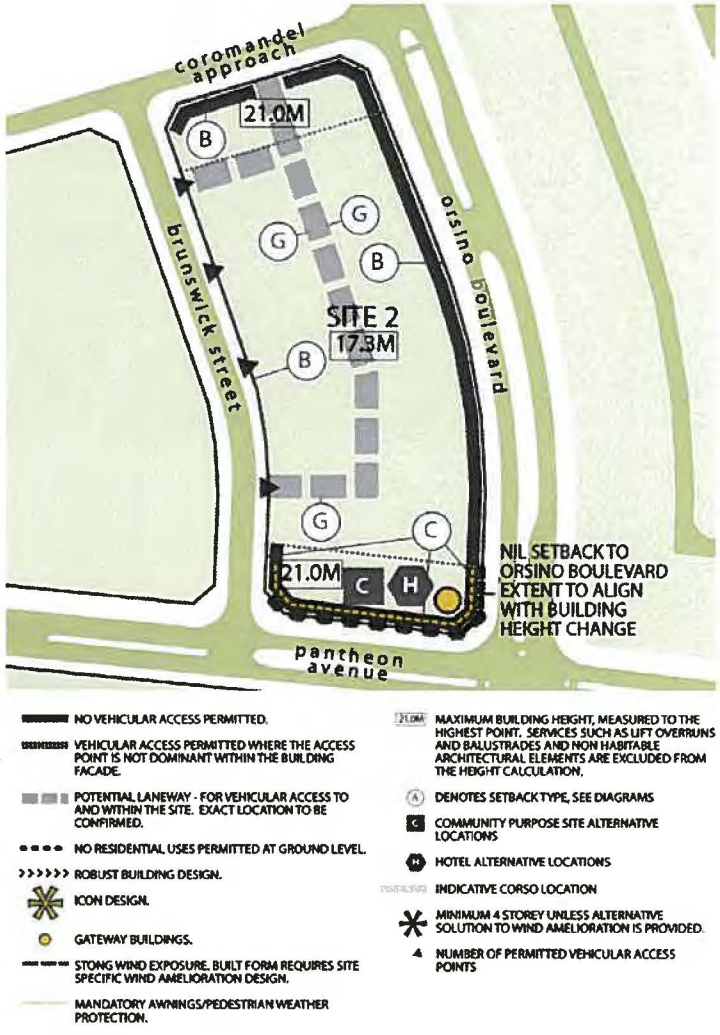


TYPE B
TYPICAL RESIDENTIAL STREET

TYPE C
TYPICAL EAST-WEST STREET – SOUTH FACING FAÇADE

Site Specific Building Requirements

Land Uses			
Ground Floor:	Pantheon Avenue:	Commercial/Retail. A non residential use is mandatory at ground level	
	Orsino Boulevard:	Commercial/Retail/Residential	
	Coromandel Approach/Brunswick Street:	Commercial/Residential	
Level 1:		Commercial/Residential	
Level 2 and above:		Residential	
Setbacks		**Type**	
Basement:	All boundaries:	-	Nil permitted
Ground Floor/Level 1/ Level 2:	Pantheon Avenue:	C	Nil required.
	Orsino Boulevard/Coromandel Approach/Brunswick Street:	B	2.5m minimum / 3.5m maximum. Note: nil permitted to wrap the corner from Pantheon Avenue for an extent along Orsino Boulevard that aligns with the change in building height.
	Internal Laneway/Access Road	G	Nil permitted
Level 3 and above:	Pantheon Avenue	C	Nil minimum / 3.0m maximum
	Orsino Boulevard/Coromandel Approach/Brunswick Street	B	2.5m minimum / 3.5m maximum
	Internal Laneway/Access Road	G	Nil permitted
Projections:	Balconies and architectural elements may extend to the lot boundary. On commercial and retail frontages, awnings and canopies at ground level may extend beyond the boundary by a maximum of 3.0m or to within 0.5m from the back of adjacent kerb.		
Height			
Overall:	21.0m/17.3m maximum height – see diagram for location and extent. Residential and mixed use development fronting Orsino Boulevard is required to be a minimum of 10 metres high. Commercial and retail development is required to meet the development intent to provide a transition from the primarily residential community to the east of Orsino Boulevard to the Marina Village Core.		
Minimum floor level height to Pantheon Avenue:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	8.0m-10.0m [measured from finished pavement level]	
	Top of Podium Parapet (Level 2):	11.5m-13.5m [measured from finished pavement level]	
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Gateway Buildings	Built form to corners noted as 'gateway buildings' shall be designed with consideration to framing the street via setback, height, mass and detail elements, in accordance with the Icon and Gateway Building General Provisions.		
Hotel Site	This site has been allocated as a possible location for the required hotel under the Port Coogee Local Structure Plan.		
Community Purpose Site	This site has been allocated as a possible location for the community purpose use required by the Port Coogee Local Structure Plan.		
Vehicular Access	A maximum of four vehicular access points are permitted from Brunswick Street. Where additional access is required, a laneway or internal access road shall be provided. No vehicular access is permitted from Orsino Boulevard or Pantheon Avenue.		
Parking	50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 18 on-street parking bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 2. No commercial / retail parking concessions apply.		
Fencing	Orsino Boulevard/Coromandel Approach/Brunswick Street:	Type 1/Type 2	
	Pantheon Avenue:	No fencing permitted other than Type 3 to service areas only.	
	Laneways/Internal Access Roads:	Type 3 to service areas only/Type 4	



SITE 3

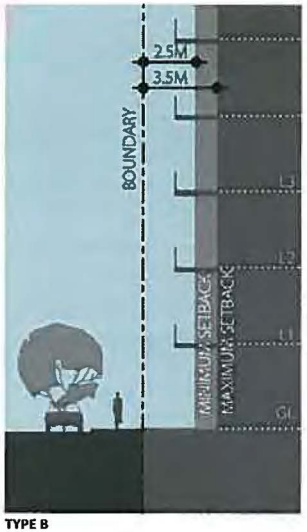
Development Intent

This site will be highly visible from within the existing subdivision of Port Coogee and from the high point of Pantheon Avenue. It is envisaged this site will provide a transition from the primarily single residential community to the east of Orsino Boulevard and the Marina Village core, via built form response and a mix of built form scales.

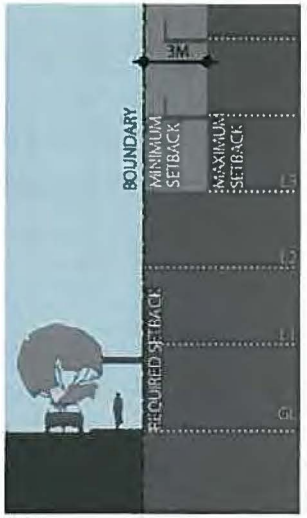
Calypso Parade is the Main Street of the Marina Village – tenancies at ground level addressing Calypso Parade shall be small, fine grained and predominantly retail, potentially including some food and beverage uses. It is envisaged that vendor activity may spill into the street and cafe seating, umbrellas, awnings and canopies will provide colour and interest within the streetscape.

This site contains two gateway building elements, located at the corners of Orsino Boulevard and Pantheon Avenue and Orsino Boulevard and Calypso Parade. Gateway buildings function to reinforce entry points into the Marina Village and will require particular attention when addressing and defining the street via the architectural response.

Non-residential development is mandatory on the Pantheon Avenue and Calypso Parade frontages at ground level with residential, commercial, retail or mixed use development located mid block on Orsino Boulevard. A possible hotel and/or community purpose site may be located within this site, addressing Pantheon Avenue.



TYPE B
TYPICAL RESIDENTIAL STREET



TYPE C
TYPICAL EAST-WEST STREET – SOUTH FACING FACADE

Site Specific Building Requirements

Land Uses			
Ground Floor:	Pantheon Avenue:	Commercial/Retail A non residential use is mandatory at ground level	
	Calypso Parade:	Retail A non residential use is mandatory at ground level	
	Orsino Boulevard:	Commercial/Retail/Residential	
Level 1:		Commercial/Residential	
Level 2 and above:		Residential	
Setbacks		**Type**	
Basement:	All boundaries	-	Nil permitted
Ground Floor/Level 1/ Level 2:	Pantheon Avenue/ Calypso Parade	C	Nil required.
	Orsino Boulevard	B	2.5m minimum / 3.5m maximum Nil permitted for non-residential uses. Note: Variations to the nominated setback may be considered where the proposed development meets the design intent and objectives stated under the General Provisions and the development intent of the Site Specific Provisions.
	Internal Laneway/Access Road	G	Nil permitted
Level 3 and above:	Pantheon Avenue/ Calypso Parade	C	Nil minimum / 3.0m maximum
	Orsino Boulevard	B	2.5m minimum / 3.5m maximum
	Internal Laneway/Access Road	G	Nil permitted
Projections:	Balconies and architectural elements may extend to the lot boundary. On commercial and retail frontages, awnings and canopies at ground level may extend beyond the boundary by a maximum of 3.0m or to within 0.5m from the back of adjacent kerb.		
Height			
Overall:	17.3m/24.6m maximum height - see diagram for location and extent. Residential and mixed use development fronting Orsino Boulevard is required to be a minimum of 10 metres high. Commercial and retail development is required to meet the development intent to provide a transition from the primarily residential community to the east of Orsino Boulevard to the Marina Village Core.		
Minimum floor level heights to Pantheon Avenue and Calypso Parade:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	8.0m-10.0m (measured from finished pavement level)	
	Top of Podium Parapet (Level 2):	11.5m-13.5m (measured from finished pavement level)	
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Gateway Buildings	Built form to corners noted for 'Gateways Buildings' shall be designed with consideration to framing the street via setback, height, mass and detail elements, in accordance with the Icon and Gateway Buildings General Provisions.		
Community Purpose Site	This site has been allocated as a possible location for the community purpose use required by the Port Coogee Local Structure Plan.		
Hotel	This site has been allocated as a possible location for the required hotel under the Port Coogee LSP.		
Vehicular Access	No vehicular access permitted from Orsino Boulevard. Where access is required a laneway or internal access road shall be provided.		
Parking	50% of the residential visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 6 on-street parking bays are available for inclusion within the calculation of visitor parking provisions for multiple dwellings on Site 3. A maximum of 102 on-street parking bays (to a maximum of 25% of the total parking requirement) are available for inclusion within the parking calculation for retail/commercial uses on Sites 3 and 4 combined.		
Fencing	Pantheon Avenue/Calypso Parade:	No fencing permitted other than Type 3 to service areas only.	
	Orsino Boulevard:	Type 1/Type 2	
	Laneways/Internal Access Roads:	Type 3 to service areas only/Type 4	

NO VEHICULAR ACCESS PERMITTED.

VEHICULAR ACCESS PERMITTED WHERE THE ACCESS POINT IS NOT DOMINANT WITHIN THE BUILDING FACADE.

POTENTIAL LANEWAY - FOR VEHICULAR ACCESS TO AND WITHIN THE SITE. EXACT LOCATION TO BE CONFIRMED.

NO RESIDENTIAL USES PERMITTED AT GROUND LEVEL.

ROBUST BUILDING DESIGN.

ICON DESIGN.

GATEWAY BUILDINGS.

STONG WIND EXPOSURE. BUILT FORM REQUIRES SITE SPECIFIC WIND AMELIORATION DESIGN.

MANDATORY AWNINGS/PEDESTRIAN WEATHER PROTECTION.

21.5M MAXIMUM BUILDING HEIGHT, MEASURED TO THE HIGHEST POINT. SERVICES SUCH AS LIFT OVERRUNS AND BALUSTRADES AND NON HABITABLE ARCHITECTURAL ELEMENTS ARE EXCLUDED FROM THE HEIGHT CALCULATION.

A DENOTES SETBACK TYPE, SEE DIAGRAMS

C COMMUNITY PURPOSE SITE ALTERNATIVE LOCATIONS

H HOTEL ALTERNATIVE LOCATIONS

INDICATIVE CORSO LOCATION

MINIMUM 4 STOREY UNLESS ALTERNATIVE SOLUTION TO WIND AMELIORATION IS PROVIDED.

NUMBER OF PERMITTED VEHICULAR ACCESS POINTS

SITE 4

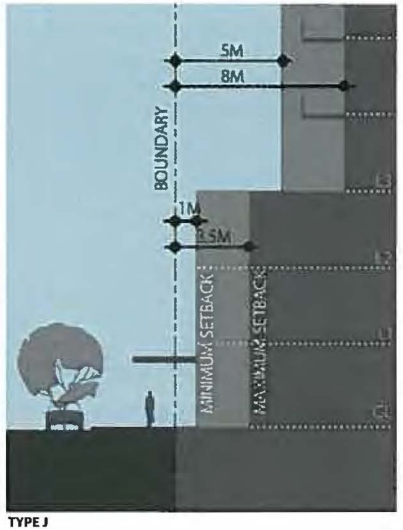
Development Intent

Being at the centre of the Marina Village, the built form within this site will shape the overall feel and character of the Village. The site is bounded by Chieftain Esplanade to the west, Pantheon Avenue to the north and Calypso Parade to the south. Each street requires an individual design response to reinforce the street character. Calypso Parade is the Main Street of the Marina Village – tenancies at ground level addressing Calypso Parade shall be small, fine grained and predominantly retail, potentially including some food and beverage uses. It is envisaged that vendor activity may spill into the street, and cafe seating, umbrellas, awnings and canopies will provide colour and interest within the streetscape. It is expected that the Chieftain Esplanade frontage will be predominantly food and beverage tenancies in response to the marina frontage which will be landscaped with boardwalks, lookouts and pedestrian based street design. The built form along this frontage will provide a bold and strong edge to the Marina.

A community purpose site may be located within this site, addressing Chieftain Esplanade and/or Calypso Parade. Long views and short vistas should be considered in building facade design. Elevation composition and design detail should be considered at both the lower and upper levels, ensuring the overall design provides interest and presents architectural excellence.

TYPE C
TYPICAL EAST-WEST STREET – SOUTH FACING FAÇADE

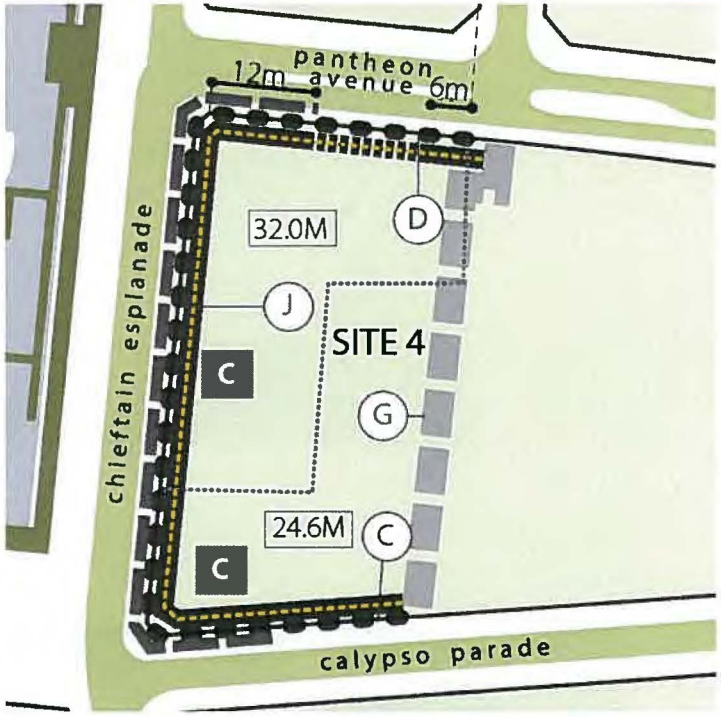
TYPE D
TYPICAL EAST-WST STREET – NORTH FACING FAÇADE



TYPE J
CHIEFTAIN ESPLANADE
NOTE: A 5M MINIMUM SETBACK IS PERMITTED TO UPPER LEVELS SUBJECT TO WIND ANALYSIS

Site Specific Building Requirements

Land Uses			
Ground Floor:	Pantheon Avenue:	Commercial/Retail A non residential use is mandatory at ground level	
	Calypso Parade:	Retail Only A non residential use is mandatory at ground level	
	Chieftain Esplanade:	Commercial/Retail A non residential use is mandatory at ground level	
Level 1:		Commercial/Retail	
Level 2 and above:		Residential	
Setbacks		**Type**	
Basement:	All boundaries:	-	Nil permitted
Ground Floor/Level 1/ Level 2:	Pantheon Avenue:	D	1.0m required.
	Calypso Parade:	C	Nil required.
	Chieftain Esplanade:	J	1.0m minimum / 3.5m maximum
	Internal Laneway/Access Road:	G	Nil permitted
Level 3 and above:	Pantheon Avenue	D	1.0m minimum / 4.0m maximum
	Calypso Parade	C	Nil minimum / 3.0m maximum
	Chieftain Esplanade	J	5.0m minimum / 8.0m maximum (subject to wind analysis)
	Internal Laneway/Access Road	G	Nil permitted
Projections:	Balconies and architectural elements may extend to the lot boundary. On commercial and retail frontages, awnings and canopies at ground level may extend beyond the boundary by a maximum of 3.0m or to within 0.5m from the back of the adjacent kerb.		
Height			
Overall:	32.0m/24.6m maximum height – see diagram for location and extent.		
Podium Floor Levels to Chieftain Esplanade, Pantheon Avenue and Calypso Parade:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	8.0m-10.0m [measured from pavement level].	
	Top of Podium Parapet (Level 2):	11.5m-13.5m [measured from pavement level].	
Wind	All designs are subject to wind assessment in accordance with the wind General Provision.		
Community Purpose Site	This site has been allocated as a possible location for the community purpose use required by the Port Coogee Local Structure Plan.		
Vehicular Access	One vehicular access point is permitted from Pantheon Avenue as indicated on the diagram. Where additional access is required, a laneway or internal access road shall be provided. No vehicular access is permitted from Chieftain Esplanade or Calypso Parade.		
Parking	50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 10 on-street bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 4. A maximum of 102 on-street parking bays (to a maximum of 25% of the total parking requirement) are available for inclusion within the parking calculation for retail/commercial uses on Sites 3 and 4 combined.		
Fencing	Pantheon Avenue/Chieftain Esplanade/ Calypso Parade:	No fencing permitted other than Type 3 to service areas only.	
	Laneways/Internal Access Roads:	Type 3 to service areas only/Type 4	



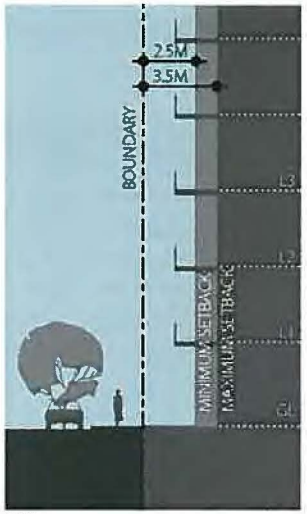
SITE 5

Development Intent

This is a prominent mixed use site when arriving from the south along Orsino Boulevard. Development along the southern and eastern edges of the site will form the first visible edges of the Marina Village and the design of the built form will set the tone for the visitors' sense of arrival and experience of the Village.

The built form within this site will be a mix of development providing a transition from the single residential community east of Orsino Boulevard and the Marina Village mixed use core. The built form within the Marina Village should have a different scale and architectural response to the adjoining residential development.

The corner of Calypso Parade and Orsino Boulevard is nominated for a gateway building to reinforce a sense of entry to the Marina Village. Calypso Parade is the Main Street of the Village and will contain a mix of fine grained retail tenancies. It is envisaged that vendor activity may spill into the street, including cafe seating, umbrellas and canopies, contributing to a vibrant main street experience.

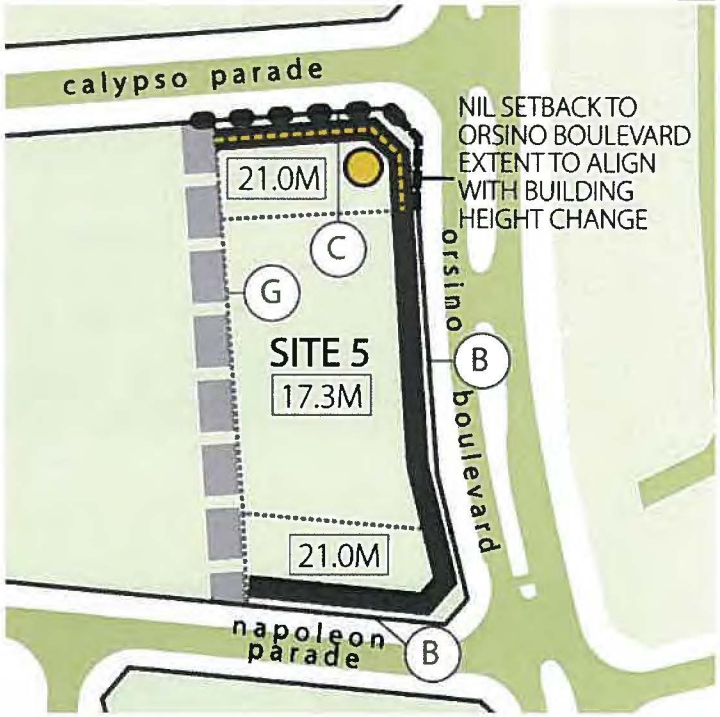


TYPE B
TYPICAL RESIDENTIAL STREET

TYPE C
TYPICAL EAST-WEST STREET – SOUTH FACING

Site Specific Building Requirements

Land Uses			
Ground Floor:	Calypso Parade:	Retail A non residential use is required at ground level	
	Napoleon Parade:	Commercial/Retail/Residential	
	Orsino Boulevard:	Commercial/Residential	
Level 1:		Commercial/Residential	
Level 2 and above:		Residential	
Setbacks		**Type**	
Basement:	All boundaries	-	Nil permitted
Ground Floor/Level 1/ Level 2:	Calypso Parade	C	Nil required.
	Orsino Boulevard / Napoleon Parade	B	2.5m minimum / 3.5m maximum
	Internal Laneway/Access Road	G	Nil permitted
Level 3 and above:	Calypso Parade	C	Nil minimum / 3.0m maximum
	Orsino Boulevard /Napoleon Parade	B	2.5m minimum / 3.5m maximum
	Internal Laneway/Access Road	G	Nil permitted
Projections:	Balconies and architectural elements may extend to the lot boundary. For commercial and retail frontages, awnings and canopies at ground level may extend beyond the boundary by a maximum of 3.0m or to within 0.5m from the back of adjacent kerb.		
Height			
Overall:	17.3m/21.0m maximum height – see diagram for location and extent. Residential and mixed use development fronting Orsino Boulevard is required to be a minimum of 10 metres high. Commercial and retail development is required to meet the development intent to provide a transition from the primarily residential community to the east of Orsino Boulevard to the Marina Village Core.		
Minimum floor level heights to Calypso Parade:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	8.0m-10.0m (measured from finished pavement level)	
	Top of Podium Parapet (Level 2):	11.5m-13.5m (measured from finished pavement level)	
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Gateway Buildings	Built form to corners noted as 'gateway buildings' shall be designed with consideration to framing the street via setback, height, mass and detail elements, in accordance with the Icon and Gateway Building General Provisions.		
Vehicular Access	No vehicular access permitted from Orsino Boulevard. Where access is required, a laneway or internal access road shall be provided.		
Parking	50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 6 on-street parking bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 5. A maximum of 1 on-street parking bay each (2 bays in total) is available for inclusion within the parking calculation for retail / commercial uses on Calypso Parade and Napoleon Parade.		
Fencing	Calypso Parade:	No fencing permitted other than Type 3 to service areas only.	
	Napoleon Parade/Orsino Boulevard:	Type 1/Type 2	
	Laneway/Internal Access Road:	Type 3 to service areas only/Type 4	



SITE 6

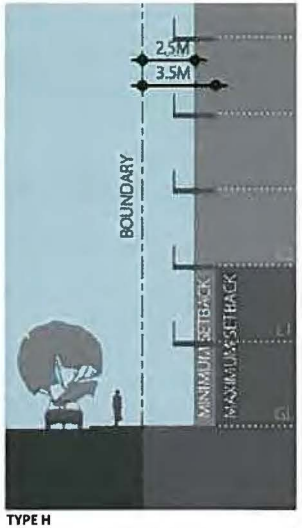
Development Intent

This site forms the southern edge of the Marina Village, a highly visible and exposed facade. As such, the built form should respond to the environmental conditions whilst providing an interesting frontage.

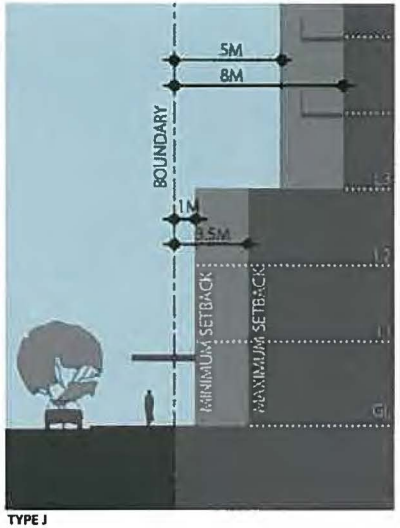
The Calypso Parade frontage has a main street feel and shall contain small, fine grained and predominantly retail tenancies with potentially some food and beverage uses. It is envisaged that vendor activity may spill into the street, including cafe seating, umbrellas, awnings and canopies providing colour and interest within the streetscape. A possible community purpose site has been allocated within this site, addressing Calypso Parade.

The western face of the development, addressing Chieftain Esplanade will require a specific response to wind conditions, particularly to corners, whilst also defining the public realm and streetscape. A possible hotel site has been allocated within this site, addressing Chieftain Esplanade.

TYPE D
TYPICAL EAST-WST STREET – NORTH FACING FAÇADE



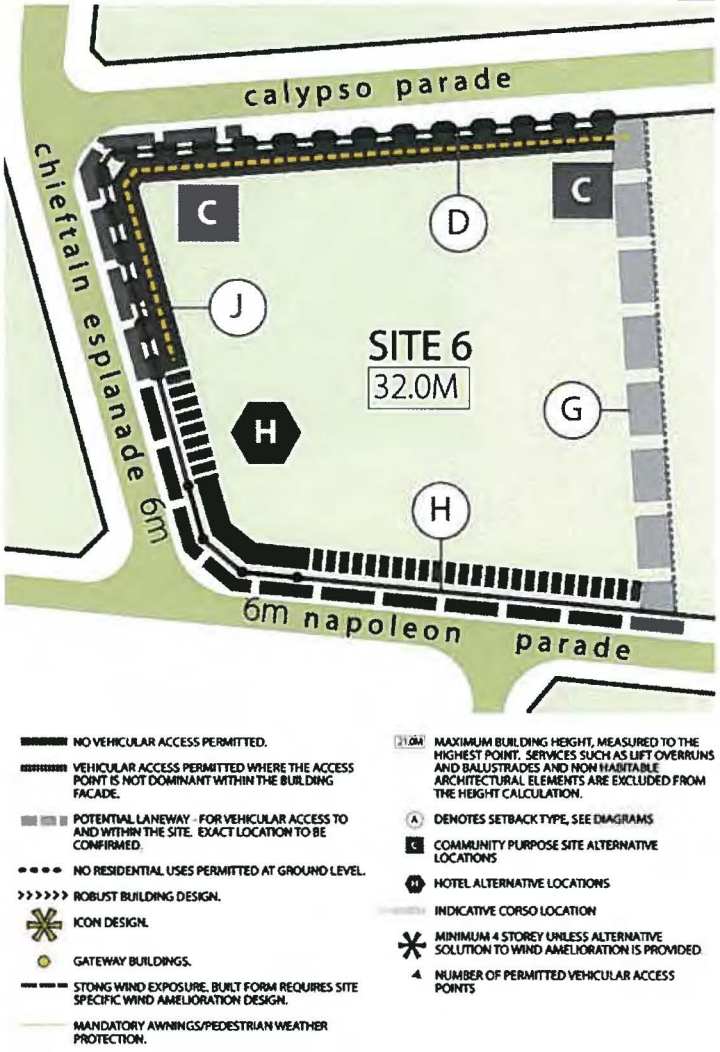
TYPE H
NAPOLEON PARADE RESIDENTIAL



TYPE J
CHIEFTAIN ESPLANADE
NOTE: A 5M MINIMUM SETBACK IS PERMITTED TO UPPER LEVELS SUBJECT TO WIND ANALYSIS

Site Specific Building Requirements

Land Uses			
Ground Floor:	Calypso Parade:	Retail A non residential use is mandatory at ground level	
	Napoleon Parade:	Commercial/Retail/Residential	
	Chieftain Esplanade:	Commercial/Retail/Residential A non residential use is mandatory at ground level to the northern portion of the frontage – see diagram for extent	
Level 1:		Commercial/Retail	
Level 2 and above:		Residential	
Setbacks		**Type**	
Basement:	All boundaries	-	Nil permitted
Ground Floor/Level 1/ Level 2:	Calypso Parade	D	1.0m required.
	Chieftain Esplanade	J	1.0m minimum / 3.5m maximum
	Napoleon Parade	H	2.5m minimum / 3.5m maximum
	Internal Laneway/Access Road	G	Nil permitted.
Level 3 and above:	Calypso Parade	D	1.0m minimum / 4.0m maximum
	Chieftain Esplanade	J	5.0m minimum / 8.0 m maximum (subject to wind analysis)
	Napoleon Parade	H	2.5m minimum / no maximum
	Internal Laneway/Access Road	G	Nil permitted.
Projections:	Balconies and architectural elements may extend to the lot boundary. On commercial and retail frontages, awnings and canopies at ground level may extend beyond the boundary by a maximum of 3.0m or to within 0.5m from the back of adjacent kerb.		
Height			
Overall:	32.0m maximum height		
Minimum Floor Level heights to Calypso Parade and Chieftain Esplanade:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	8.0m-10.0m [measured from finished pavement level].	
	Top of Podium Parapet (Level 2):	11.5m-13.5m [measured from finished pavement level].	
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Hotel Site	This site has been allocated as a possible location for the required hotel under the Port Coogee Local Structure Plan.		
Community Purpose Site	This site has been allocated as a possible location for the community purpose use required by the Port Coogee Local Structure Plan.		
Vehicular Access	One vehicular access point is permitted from Chieftain Esplanade and two accesses are permitted from Napoleon Parade as indicated on the diagram. Where additional access is required, a laneway or internal access road shall be provided. No vehicular access is permitted from Calypso Parade.		
Parking	50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 12 on-street parking bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 6. A maximum of 40 on-street parking bays (to a maximum of 25% of the total parking requirement) are available for inclusion within the parking calculation for retail / commercial uses on Site 6.		
Fencing	Calypso Parade/Chieftain Esplanade:	No fencing permitted other than Type 3 to service areas.	
	Napoleon Parade:	Type 1/Type 2	
	Laneway/Internal Access Roads:	Type 3 to service areas only/Type 4	



SITE 7

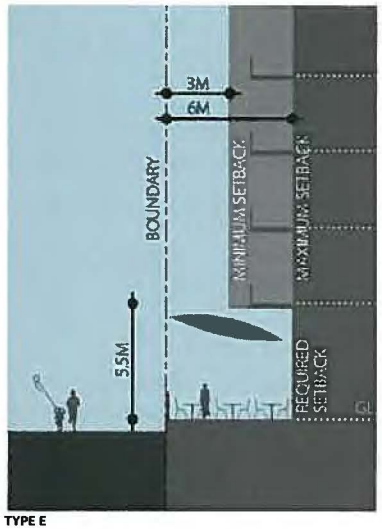
Development Intent

This site forms part of the southern edge of the Marina Village. The south-westerly facade, addressing Napoleon Parade, will require a well considered design response to the environmental conditions, in particular to varied wind conditions. As such, outdoor areas will require a design response that allows for flexibility. It is envisaged the use of louvers and bi-fold doors to these spaces could create a suitable design response.

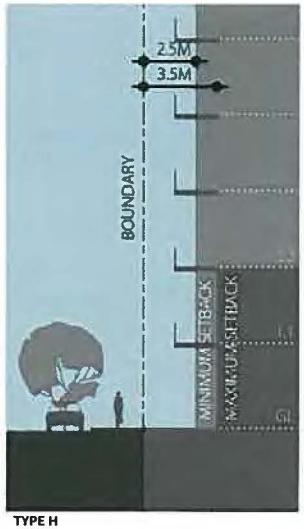
In contrast, the northern facade addressing Calypso Walk is fairly well protected from south-westerly winds and will have good northern solar access. Non-residential use is mandatory fronting Calypso Walk (adjacent the main area of Waterfront Park) with preferred uses being food and beverage. It is envisaged that outdoor alfresco spaces will make the most of the northerly aspect and the pedestrian based streetscape overlooking the Marina.

The north-eastern corner of Site 7 requires icon building design. This corner is highly visible from within the Village along Calypso Walk and Chieftain Esplanade; it also terminates the vista from Calypso Parade, the main street of the development. A possible hotel site has been allocated within this site, addressing Chieftain Esplanade.

TYPE C
TYPICAL EAST-WEST STREET – SOUTH FACING FACADE



TYPE E
CALYPSO WALK – FOOD AND BEVERAGE



TYPE H
NAPOLEON PARADE RESIDENTIAL

Site Specific Building Requirements

Land Uses			
Ground Floor:	Chieftain Esplanade:	Retail/Commercial/Residential. A non-residential use is mandatory at ground level to the northern portion – see diagram for extent.	
	Calypso Walk:	Retail. A non-residential use is mandatory at ground level. Food and beverage uses are mandatory fronting Calypso Walk between Chieftain Esplanade and Corso 1.	
	Napoleon Parade:	Commercial/Residential	
	Western Boundary:	Commercial/Residential	
Level 1:		Commercial/Residential	
Level 2 and above:		Residential	
Setbacks		**Type**	
Basement:	All boundaries	-	Nil permitted.
Ground Floor:	Calypso Walk	E	6.0m required.
Level 1 to Level 2:	Calypso Walk	E	3.0m minimum / 6.0m maximum
Ground to Level 2:	Internal Laneway/Access Road	G	Nil permitted.
	Chieftain Esplanade	C	Nil required.
	Napoleon Parade	H	2.5m minimum / 3.5m maximum
Level 3 and above:	Calypso Walk	E	3.0m minimum / 6.0m maximum.
	Chieftain Esplanade	C	Nil minimum / 3.0m maximum.
	Napoleon Parade	H	2.5m minimum / no maximum.
Projections:	Balconies and architectural elements may extend to the Napoleon Parade lot boundary and to the Chieftain Esplanade lot boundary. No projections are permitted beyond the minimum setback to the Calypso Walk boundary.		
Height			
Overall:	32.0m maximum height with a minimum 4 storey height (situated along the southern boundary of the site) unless an alternative solution for wind amelioration is provided		
Minimum Floor Level height to Calypso Walk:	A clear height of 5.5m measured from the raised alfresco finished ground level shall be provided.		
Minimum Floor Level height to Chieftain Esplanade:	Ground to first floor:	4.0m minimum	
	Top of Podium Parapet (Level 1):	8.0m-10.0m [measured from finished pavement level].	
	Top of Podium Parapet (Level 2):	11.5m-13.5m [measured from finished pavement level].	
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Icon Buildings	An icon building is required on the north-eastern corner of the site, in accordance with the Icon and Gateway Building General Provisions. Consideration may be given to setback variations based on design merit in achieving iconic design.		
Hotel Site	This site has been allocated as a possible location for the required hotel under the Port Coogee LSP.		
Vehicular Access	Primary vehicular access shall be from Napoleon Parade. One vehicular access point is permitted from Chieftain Esplanade as indicated. No vehicular access is permitted from Calypso Walk.		
Parking	50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 20 on-street parking bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 7. A maximum of 4 on-street parking bays (to a maximum of 25% of the total parking requirement) are available for inclusion within the parking calculation for retail / commercial uses on Site 7.		
Fencing	Napoleon Parade/Calypso Walk:	Type 1	
	Chieftain Esplanade:	No fencing is permitted other than Type 3 to screen service areas only.	

- NO VEHICULAR ACCESS PERMITTED.
- VEHICULAR ACCESS PERMITTED WHERE THE ACCESS POINT IS NOT DOMINANT WITHIN THE BUILDING FACADE.
- POTENTIAL LANEWAY - FOR VEHICULAR ACCESS TO AND WITHIN THE SITE. EXACT LOCATION TO BE CONFIRMED.
- NO RESIDENTIAL USES PERMITTED AT GROUND LEVEL.
- ROBUST BUILDING DESIGN.
- ICON DESIGN.
- GATEWAY BUILDINGS.
- STONG WIND EXPOSURE. BUILT FORM REQUIRES SITE SPECIFIC WIND AMELIORATION DESIGN.
- MANDATORY AWNINGS/PEDESTRIAN WEATHER PROTECTION.
- 21.0M MAXIMUM BUILDING HEIGHT, MEASURED TO THE HIGHEST POINT. SERVICES SUCH AS LIFT OVERRUNS AND BALUSTRADES AND NON HABITABLE ARCHITECTURAL ELEMENTS ARE EXCLUDED FROM THE HEIGHT CALCULATION.
- A DENOTES SETBACK TYPE, SEE DIAGRAMS
- C COMMUNITY PURPOSE SITE ALTERNATIVE LOCATIONS
- H HOTEL ALTERNATIVE LOCATIONS
- INDICATIVE CORSO LOCATION
- MINIMUM 4 STOREY UNLESS ALTERNATIVE SOLUTION TO WIND AMELIORATION IS PROVIDED.
- 4 NUMBER OF PERMITTED VEHICULAR ACCESS POINTS

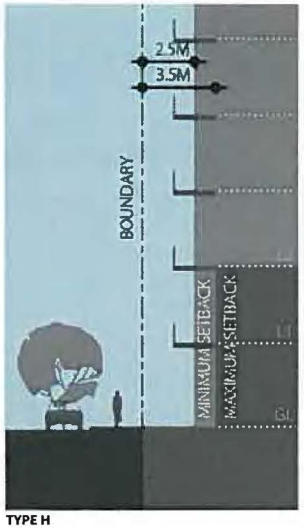
SITE 8

Development Intent

This site forms the western arm of the peninsula and will be highly visible from within the Marina Village and from the south. It presents a strong built form edge to the southern boundary of the Marina Village and given its exposed location will require a well considered design response to the environmental conditions, in particular wind conditions. As such, outdoor areas will require a design response that allows for flexibility. It is envisaged the use of elements such as louvers and bi-fold doors to these spaces could create a suitable design response.

In contrast, the northern facade addressing Calypso Walk is fairly well protected from south-westerly winds, and will have good opportunity for northern light and views over the Marina. The Calypso Walk frontage shall present a robust building form that may be residential with the ability to change its use to retail/commercial as demand requires. As such, a specific building design is required.

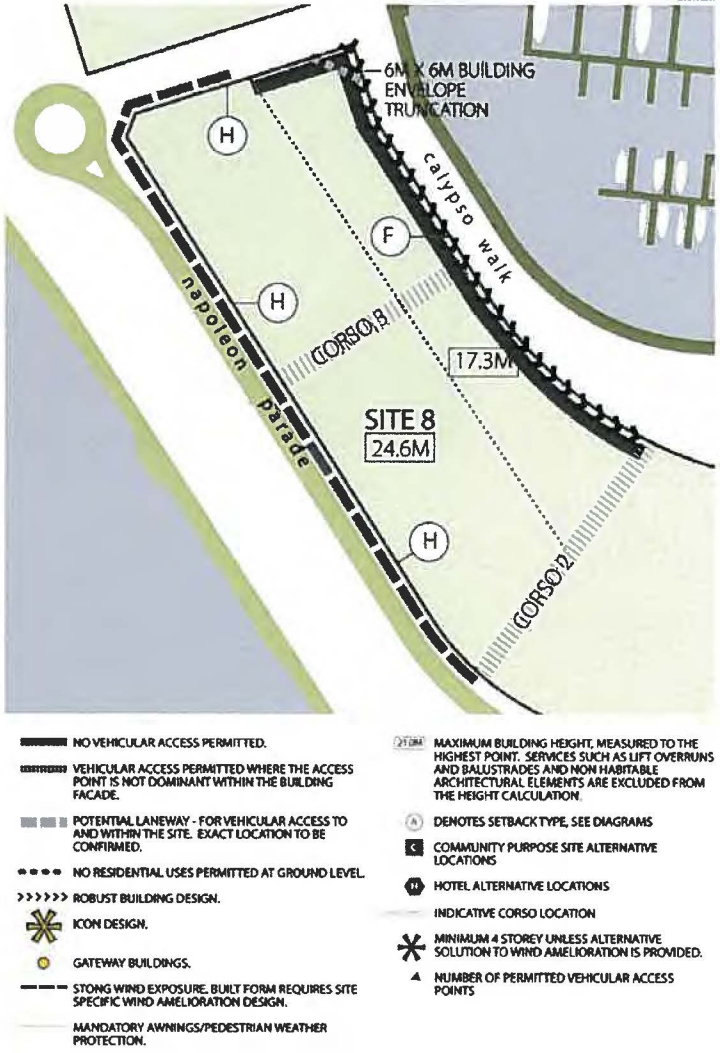
TYPE F
CALYPSO WALK – ROBUST BUILDING DESIGN



TYPE H
NAPOLEON PARADE RESIDENTIAL

Site Specific Building Requirements

Land Uses			
Ground Floor	Calypso Walk	Commercial/Retail/Robust Residential Where Residential is developed at ground level, Robust Building Design is mandatory.	
	Napoleon Parade	Commercial/Residential	
	Western Boundary	Commercial/Residential	
Level 1	All boundaries	Commercial/Residential	
Level 2 and above:	All boundaries	Residential	
Setbacks		**Type**	
Basement:	All boundaries	-	Nil permitted
All Levels:	Calypso Walk	F	3.0m minimum / 4.5m maximum
Ground to Level 2:	Napoleon Parade / Eastern Boundary	H	2.5m minimum / 3.5m maximum
Level 3 and above:	Napoleon Parade / Eastern Boundary	H	2.5m minimum / no maximum
	Internal Laneway/Access Road	G	Nil permitted.
Projections:	Balconies and architectural elements may extend to the Napoleon Parade lot boundary and to the western lot boundary. No projections are permitted beyond the minimum setback to the Calypso Walk boundary.		
Height			
Overall:	17.3m/24.6m maximum height – see diagram for location and extent		
Minimum Floor Level Heights to Calypso Walk:	Ground to first floor: 4.0m minimum.		
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Robust Building Design	Where residential uses are located at ground level, the building shall be designed to accommodate future retail/ commercial uses in accordance with the Robust Building Design General Provisions (see diagram on opposite page for required extent of robust building design).		
Vehicular Access	Primary vehicular access shall be from Napoleon Parade. No vehicular access is permitted from Calypso Walk.		
Parking	No commercial or retail parking concessions are available at the initial construction stage unless the Calypso Walk frontage is developed with retail and/or commercial uses. Where the Calypso Walk frontage is developed for retail and/or commercial use at the initial construction stage, six on-street bays are available for inclusion within the parking calculation for the retail/commercial component of Site 8. 50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 10 on-street bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 8.		
Fencing	Calypso Walk/Western Boundary/Napoleon Parade	Type 1	
	Corsos/Internal Laneway/Access Way	Type 3 to service areas/ Type 4 elsewhere.	



SITE 9

Development Intent

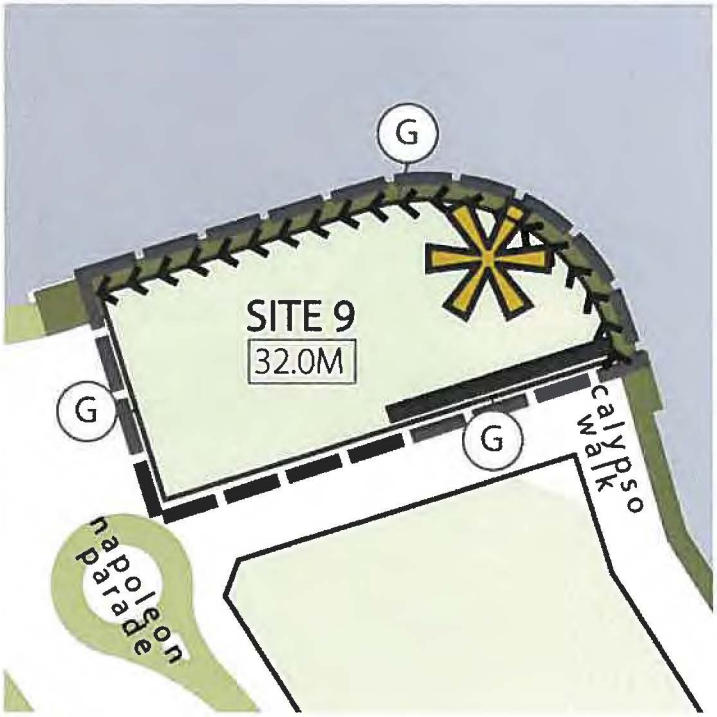
Located at the westernmost point of the Marina Village, this mixed use site is strategically located and highly prominent as it can be seen from most places within the Marina Village, from sea and from the south. It terminates the view upon arrival in Pantheon Avenue, from the Calypso Walk boardwalk and the arc of development facing north to the marina. Site 9 requires icon building design. All facades of built form will be visible and the elevational composition and design detail should be considered at both the lower and upper levels. The building design is to provide interest and present design excellence to the public domain.

Careful consideration of wind, building height and environmental conditions whilst creating a unique design as an icon building is required. The lot is shaped with a curve and whilst a curved building is not required, a built form that responds to the curve may achieve better wind conditions at ground level.

Robust residential development is required at ground level facing the marina. Any residential development at ground level in this location shall be designed to accommodate future commercial and retail uses in accordance with the Robust Building Design General Provisions, and as such a specific design solution is required.

Site Specific Building Requirements

Land Uses			
Ground Floor:	Boardwalk (northern and eastern boundaries):	Retail [food and beverage]/Robust residential Where Residential is developed at ground level, Robust Building Design is mandatory.	
	Western Boundary/Southern Boundary:	Commercial/Residential	
Level 1:		Commercial/Residential	
Level 2 and above:		Residential	
Setbacks		**Type**	
Basement:	All boundaries:	G	Nil permitted
All Levels:	Calypso Walk/Western Boundary/Southern Boundary:	G	Nil permitted
Height			
Overall:	32.0m maximum height		
Minimum:	30.0m minimum height		
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Icon Buildings	An icon building is required for this site, in accordance with the Icon and Gateway Buildings General Provisions. The building shall exhibit design excellence; it shall terminate the view from the Promenade and Boardwalk to the east and form a signature, gateway development from the ocean approach.		
Robust Building Design	Where residential uses are located at ground level, the building shall be designed to accommodate future commercial uses in accordance with the Robust Building Design General Provisions – see diagram on opposite page for required extent of robust building design.		
Parking	50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 5 on-street parking bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 9.		
Fencing	Boardwalk [northern and eastern boundaries]:	Type 1	
	Western Boundary:	Type 1/Type 3 to service areas only	
	Southern Boundary:	Type 1/Type 3 to service areas only/Type 4 to road address and extent only.	



NO VEHICULAR ACCESS PERMITTED

VEHICULAR ACCESS PERMITTED WHERE THE ACCESS POINT IS NOT DOMINANT WITHIN THE BUILDING FACADE.

POTENTIAL LANEWAY - FOR VEHICULAR ACCESS TO AND WITHIN THE SITE. EXACT LOCATION TO BE CONFIRMED.

NO RESIDENTIAL USES PERMITTED AT GROUND LEVEL.

ROBUST BUILDING DESIGN.

ICON DESIGN.

GATEWAY BUILDINGS.

STONG WIND EXPOSURE. BUILT FORM REQUIRES SITE SPECIFIC WIND AMELIORATION DESIGN.

MANDATORY AWNINGS/PEDESTRIAN WEATHER PROTECTION.

21.0M MAXIMUM BUILDING HEIGHT, MEASURED TO THE HIGHEST POINT. SERVICES SUCH AS LIFT OVERRUNS AND BALUSTRADES AND NON HABITABLE ARCHITECTURAL ELEMENTS ARE EXCLUDED FROM THE HEIGHT CALCULATION.

A DENOTES SETBACK TYPE, SEE DIAGRAMS

C COMMUNITY PURPOSE SITE ALTERNATIVE LOCATIONS

H HOTEL ALTERNATIVE LOCATIONS

INDICATIVE CORSO LOCATION

MINIMUM 4 STOREY UNLESS ALTERNATIVE SOLUTION TO WIND AMELIORATION IS PROVIDED.

4 NUMBER OF PERMITTED VEHICULAR ACCESS POINTS

LOT 786

Development Intent

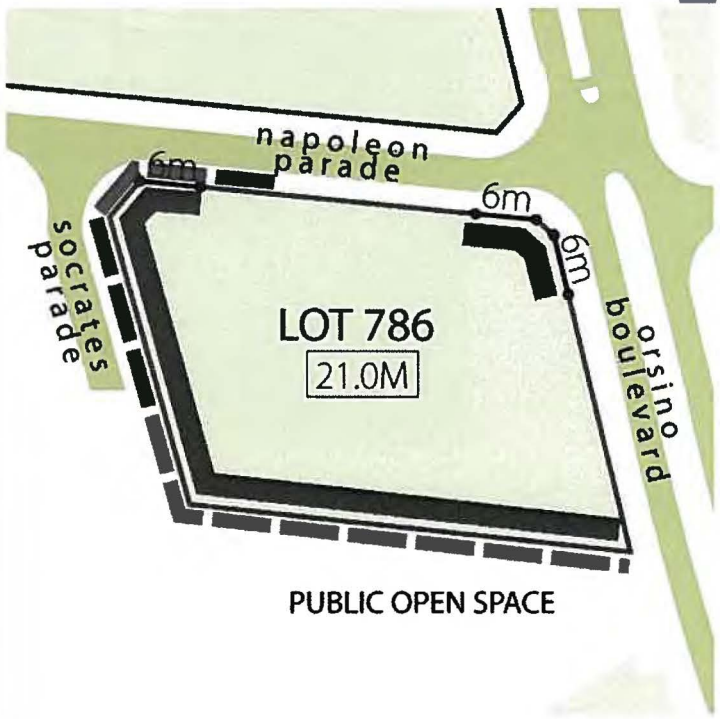
Site 786 is very prominent and is to address all boundaries. The western boundary faces the ocean and Socrates Parade and will require careful design in response to the wind and environmental conditions whilst ensuring that internal living spaces have generous windows and openings to provide passive surveillance over the public realm. Due to orientation, balconies across the western frontage may be designed as flexible outdoor spaces where screens, louvers and bi-fold doors allow for the space to respond to the environment at various times of the day.

The southern boundary addresses a park which links westwards to the beach and to the east continues as a park connection within the broader residential subdivision. This parkway will be a well used pedestrian connection to the beach. Development along this boundary shall provide for good passive surveillance of the park and shall address the public realm via well presented elevational treatments, large openings to living spaces and balconies and outdoor spaces. Ground floor entrances to lower level courtyards will also be required along this edge.

The Orsino Boulevard frontage defines the edge and commencement of the Marina Village and should respond to both the residential development adjacent and the built form scale within the Village.

Site Specific Building Requirements:

Land Uses		
Ground Floor:	Napoleon Parade/Orsino Boulevard:	Retail/Commercial/Residential
Level 1:		Commercial/Residential
Level 2 and above:		Residential
Setbacks		
Basement:	All boundaries	Nil permitted.
All levels:	Orsino Boulevard/Napoleon Parade/Socrates Parade	Minimum nil, average 1m [minimum]
Ground to level 3:	Public Open Space [Southern Boundary]	Minimum nil, average 1m [minimum]
Level 4 and above:	Public Open Space [Southern Boundary]	Minimum 4m
Projections:	Balconies and non habitable architectural elements may extend to the lot boundary.	
Height		
Overall:	21.0m maximum height	
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.	
Parking	50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 10 on-street parking bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 786.	
Fencing	All boundaries:	Type 1/Type 2/Type 3 to service areas only.



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- INDICATIVE CORSO LOCATION
- MINIMUM 4 STOREY UNLESS ALTERNATIVE SOLUTION TO WIND AMELIORATION IS PROVIDED.
- 4 NUMBER OF PERMITTED VEHICULAR ACCESS POINTS

LOT 303

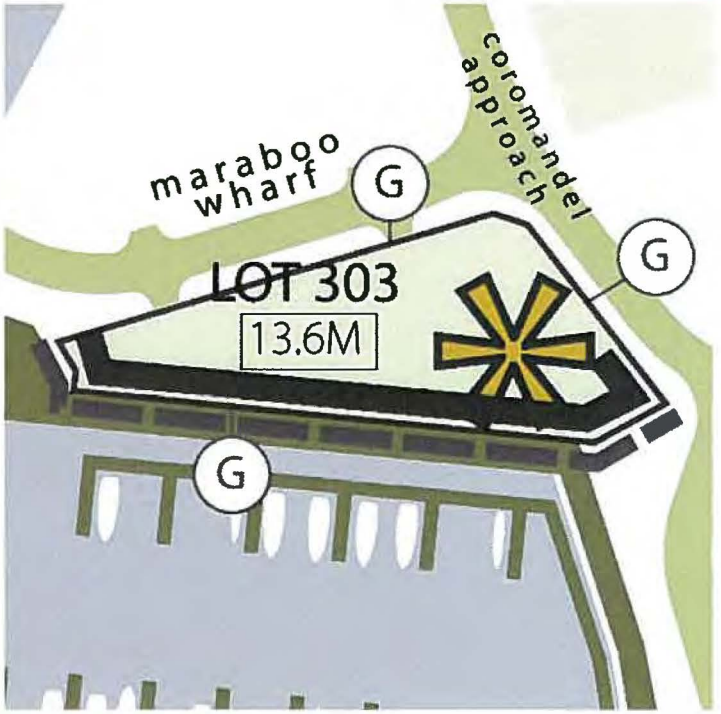
Development Intent

Located to the northern edge of the Marina Village, this relativey small but strategic site will house the marina services building. Lot 303 requires icon building design. The site holds an important location, marking a gateway into the Marina Village and framing and edging the Marina from the approach by sea. Any development within this site will be highly visible as it is is nestled between the water, the northern beach, the termination of an open space link through the residential subdivision and the Marina boardwalk. Built form in this location will be unique in scale and location; being set apart from the main village by the space around it. The built form should address these open spaces by addressing frontages with detail, windows and openings and architectural elements to provide surveillance over the public realm and to enhance the pedestrian experience.

The location of vehicular access and parking areas will require careful design consideration to reduce the visual dominance of vehicular movement in the predominantly pedestrian surrounding location. Screening and landscape design will play an important role in creating an address to the public realm where built form may be absent.

Site Specific Building Requirements

Land Uses			
Ground Floor:	Commercial/Retail/Marine Services		
Level 1:	Commercial/Residential		
Level 2 and above:	Residential		
Setbacks		**Type**	
Basement:	All boundaries:	G	Nil permitted
Ground Floor:	Coromandel Approach/Maraboo Wharf/Boardwalk [southern boundary]:	G	Nil permitted
Level 1 and above:	Coromandel Approach/Maraboo Wharf/ Boardwalk [southern boundary]:	G	Nil permitted
Height			
Overall:	13.6m maximum height		
Wind	All designs are subject to wind assessment in accordance with the Wind General Provision.		
Icon Buildings	An icon building is required for this site in accordance with the Icon and Gateway Building General Provisions. The design shall exhibit design excellence with particular consideration for the site's location and setting. As the marine services building, the built form shall be designed to reflect its use and as such will have a different character to the rest of the Marina Village.		
Parking	On-site parking in accordance with the General Provisions, with an additional four (4) parking bays for boat mooring pen users.		
Fencing	No fencing is permitted to the street other than to screen service areas [Type 3].		



INTERPRETATIONS AND DEFINITIONS

INTERPRETATIONS

Land Use (as described in the Site Specific Provisions)

Land uses included within the Site Specific Provisions stated as 'Mandatory' must be provided. All other land uses are 'preferred', meaning they are those considered most suitable to the location. An alternative to a preferred land use may be considered by the City, subject to merit and the provisions of the Port Coogee Local Structure Plan. Development may include one or more preferred land use. There is no requirement to include each, or a combination of, the preferred land uses.

DEFINITIONS

Active Habitable Space

Any internal, communal habitable room including living spaces, dining and kitchen areas, theatre rooms and hobby spaces. Any balcony, verandah, terrace or other outdoor living area greater than $3m^2$ in area.

Adjoining Property

Any lot which shares a boundary or portion of a boundary with a lot on which there is a proposed development including where separation occurs from that lot by a right-of-way, vehicle access way, pedestrian access way, access leg of a battleaxe lot or the equivalent not more than 6m in width.

Articulation

Where the elevation of the building is detailed with a variety of materials and finishes and form and shape is varied by recesses and protections.

Balcony

A balustrade platform on the outside of a dwelling with access from an upper internal room.

Building

Any structure, fixed or moveable, temporary or permanent placed or erected on land.

Communal Open Space

Open space set aside for the recreational use of the occupants of dwellings within a development, excluding driveways or car parking areas.

Dwelling
A building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family, or no more than six persons who do not comprise a single family.

Grouped Dwelling
A dwelling that is one of a group of two or more dwellings on the same lot such that no dwelling is placed wholly or partly vertically above another, except where special conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property.

Habitable Space
Any room or space used for normal domestic activities excluding wet areas, storage, passageways, outdoor living areas including verandahs and porches, stairwells and landings.

Height
The vertical distance at any point post subdivision ground level to the uppermost part of the building excluding minor projections above that point.

Landscape
Land developed with garden beds, shrubs and trees, or by the planting of lawns and includes such features as rockeries, ornamental ponds, swimming pools, barbecue areas and playgrounds.

Level
The structural floor levels of the building.

Major opening
A window, door or other opening in the exterior wall of a habitable room that provides external means of light or view from the room or space that is greater than $1m^2$. Obscure material and glazed portions not able to be opened or have a sill height not less than 1.6m above the floor level are excluded.

Mixed Use Development
Buildings that contain commercial and other non-residential uses in conjunction with residential dwellings in a multiple dwelling configuration.

Multiple Dwelling
A dwelling in a group of more than one dwelling on a lot where any part of a dwelling is vertically above part of any other, excluding group dwellings and includes any dwellings above the ground floor in a mixed use development.

Net Lettable Area [NLA]
The net lettable area of a building is the sum of its whole floor lettable areas. This includes the measurement from internal finished surfaces of permanent internal walls and the internal finished surfaces of dominant portions of the permanent outer building walls. Window mullions, frames, structural columns, engaged perimeter columns or piers, fire hose reels attached to walls and additional facilities constructed for or by individual tenants are included as lettable area. Net lettable area excludes stairs, access ways, toilets, recessed doorways, cupboards, fire hose reel cupboards, lift shafts, escalators, smoke lobbies, plant/motor rooms, tea rooms and other services areas, public spaces such as thoroughfares, foyers, atria and access ways in lift and building service areas.

Net Internal Living Area
The net floorspace of the dwelling measured from the inside face of permanent external walls defining the extent of the dwelling – measured over internal walls and partitions within the dwelling, excluding any areas housing common service areas and/or ducts.

Outdoor Living Area
An external area attached to the dwelling.

Performance Criteria
Criteria to be used in the preparation, submission and assessment of development proposals for the purpose of determining their acceptability.

Primary Street
The sole or principal public road that provides access to the major entry [front door] to the development. In a large development there may be a number of primary street frontages.

Private Open Space
Open space set aside on a lot for the exclusive use of the occupants of the dwelling to which it abuts and excludes car parking spaces and accessways.

Projection
In relation to a wall, constitutes rainwater pipe, vent pipe, eaves overhang, sun screening, architectural feature elements that are non habitable.

Residential Dwelling
A building or portion of a building for the purpose of human habitation, either temporary or permanent.

Setback
The horizontal distance between a wall at any point and an adjacent lot boundary, measured at right angles to the boundary.

Single Bedroom Dwelling
A dwelling that contains a living room and no more than one other habitable room that is capable of use as a bedroom.

Single House
A dwelling standing wholly on its own green title or survey strata lot.

Storey
That part of a building between floor levels. If there is no floor above, it is the part between the floor and the ceiling.

Tandem Parking
Two parking spaces arranged one behind the other where parking in one bay precludes vehicular entry or exit to or from the other bay.

Visually Permeable
In reference to a wall, gate, door or fence that the vertical surface has continuous vertical or horizontal gaps of at least 50mm width or a surface offering equal or lesser obstruction to view.

PHOTOGRAPH CREDITS

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	Melbourne CH2	DesignInc Melbourne / Photographer - Dianna Snape
	Surry Hills Library and Community Centre, NSW	Francis-Jones Morehen Thorp (fjmt) / http://www.smh.com.au/entertainment/art-and-design
19	Ironbank, Auckland, New Zealand	RTA Studio
	VM Husene Building – Copenhagen, Denmark	JDS Architects/ http://www.contemporist.com
21	Harbor Steps	HEWITT/ http://www.hewittseattle.com
	The High Line	Steven Holl Architects/ http://www.thehighline.org
34	Alto Villa, Mt Buller, Victoria	Salter Architects/ http://www.colt-tollfab.com.au
	Nordic Embasies, Berlin, Germany	Alfred Berger and Tiina Parkkinen/ http://www.betterbricks.com
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	Bishop See building Perth	Tubelok/ http://www.tubelok.com.au
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39	Hancock Lofts, West Hollywood, California, USA	Koning Eizenberg Architecture/ http://www.architectmagazine.com

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	Nexxus Building Hong Kong	Aedas Architects/ http://www.laservision.com.au
	Center of Science at Bard College	Rafael Vinoly Architects/ http://www.feinknopf.com
	Allen & Overy's office, Bishops Square London	Jason Bruges Studio in London/ http://www.mediaarchitecture.org
45	NoHo New York Apartment	Architect - Andres Escobar/ http://www.condo-living-west.com
	Parking Garage Entrance – Downtown LA	http://www.flickr.com
49	Arizona State University Parking Structure	Dick & Fristsche Design Group-Phoenix, AZ/ http://www.cambridgearchitectural.com
	Ventilation/plant louvre screening	http://www.archiexpo.com
	Equipment & Facade Screening	http://www.screeningpanels.com
50	Roof Terrace	http://homedesign.homedd4u.com
	Public Space for Events Forum de Negocios	Francisco J. del Corral & Federico Wulff/ http://plusmood.com
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