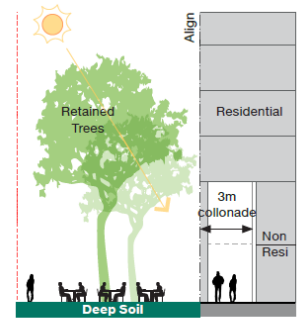


ATTACHMENT B: Comment on the Design Guidelines

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
Overall Comment	<ul style="list-style-type: none"> • Council does not support the Design Guidelines to guide future development applications in the Concept Area. • The controls contained in the Parramatta DCP 2011 – Telopea Precinct, are the appropriate design control documents. The DCP provides consistent and reasonable design and traffic controls for the precinct and <u>should apply across the Precinct.</u> • Notwithstanding, the following comments are provided on the Appendix D Design Guidelines as submitted with the revised package.
Scope	<ul style="list-style-type: none"> • Figure 1 within the Design Guidelines currently (erroneously) shows the East Precinct and Stage 1A to be part of the Core. The Design Guidelines should clearly identify the East Precinct and Stage 1A as part of the Precincts. • The Design Guidelines should include the following provisions: <ul style="list-style-type: none"> ○ Clear bicycle connections ○ Water Sensitive Urban Design and Water Quality targets ○ Urban heat
1.1 Building Setbacks, Massing and Articulation	
Provisions – Core and Precincts	
<p>1. Buildings which exceed 45m in length should be broken into two or more components, each with different architectural characters to the street or public domain. Building breaks should be:</p> <ul style="list-style-type: none"> • Provided for the full height of the building • A minimum 3m deep by 3m wide • Include a change of level at the parapet. 	<p>Control amendment to reflect building typologies, as follows:</p> <p><u>The maximum length of a building (excluding perimeter block buildings) is 50m.</u></p> <p><i><u>Reason:</u> A podium and tower typology is envisaged for the upper core given the greater heights permissible in this area. A maximum façade length will ensure that proposed towers are slender in form which will minimise visual impact on the skyline, increase sky views and reduce overshadowing impacts at street level, and improve amenity for building occupants.</i></p> <p><i>This control also applies to building envelopes in the Precincts, which are not considered a perimeter block typology. A maximum façade length will provide consistent building separation between buildings along the street in line with the desired character for the area as detailed in the Telopea DCP.</i></p> <p><u>Perimeter block buildings which exceed 45m in length</u> should be broken into two or more components. Building breaks should be:</p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<ul style="list-style-type: none"> • Provided for the full height of the building • A minimum 3m deep by 3m wide • Include a change of level at the parapet. <p>Through-site-links used as breaks within long facades should:</p> <ul style="list-style-type: none"> • Be a proportionate width to the height of adjacent buildings (minimum 6m), • Be open to the sky, • Provide articulation or façade treatment to blank walls, • Be universally accessible. <p><u>Reason:</u> <i>The Telopea DCP requires building breaks in facades exceeding 50m. Given the length of proposed perimeter block buildings, building breaks every 45m seems reasonable to provide adequate articulation of facades. For through-site-links that are also used as breaks within a building façade, the above minimum requirements will ensure these connections are safe and accessible spaces.</i></p>
<p>2. In the lower core and precincts, buildings should adopt a streetwall or perimeter block typology.</p>	<p><u>Control:</u> Buildings in the Core that are not of a podium and tower typology should adopt a perimeter block typology. In the Precincts, buildings should adopt a streetwall typology consistent with the streetwall heights and upper level setback controls below.</p> <p><u>Reason:</u> <i>The streetwall typology envisaged for the Precincts is different to the perimeter block typology in the lower Core and it is important that this distinction is recognised. It differentiates the Precincts from the Core and aids in the visual transition away from the Core. The streetwall heights and upper level setbacks also create a distinctive streetscape which should be consistently applied to all Precincts.</i></p>
	<p><u>Control:</u> The upper levels of any building are not to extend over the lower levels.</p> <p><u>Reason:</u></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<i>To prevent the development of ‘reverse podiums’ which do not provide an appropriate scale to buildings at street level and are not supported in the Parramatta LGA.</i>
	<p><u>DA submission requirement:</u> All development applications must include a streetscape analysis and provide details of the building typology including streetwall heights and upper level setbacks. The analysis must include:</p> <ul style="list-style-type: none"> • the street wall elevation at 1:200 scale in context showing existing buildings on the block. • a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn. • sections through the street wall and awning at 1:50 scale including the public domain. • detailed facade plans/sections at 1:20 scale including ground floor active frontage and awning details.
Provisions – Core Only	
<p>3. In the upper core area bounded by Sturt Street, Shortland Street and Manson Street, buildings should adopt a podium and tower typology with a street wall height of 2-6 storeys and a tower which is generally set back a minimum of 3m (Figure 2.)</p>	<p><u>Control:</u> In the Core, buildings that are of a podium and tower typology should provide a street wall height of between 2 and 4 storeys and a tower setback between 3 and 6m.</p> <p><u>Reason:</u> <i>Podiums should not exceed a height of 4 storeys. This is a more proportionate height for a podium at street level and will distinguish the podium and tower typology from the perimeter block typology in the Core. A maximum podium height of 6 storeys is not supported.</i></p>
<p>4. Tower setbacks may reduce to 0m where significant existing trees have been retained. Upper levels do not extend over lower levels (Figure 3.)</p>	<p><u>Delete control:</u> ‘Tower setbacks may reduce to 0m where significant existing trees have been retained.’</p> <p><u>Reason:</u> <i>An upper level tower setback will further safeguard existing significant trees by providing additional separation between the building and the tree canopy, increasing solar access to the street level and mitigating wind impacts. An upper level tower setback also provides a proportionate scale at street level should any existing trees be removed in the future.</i></p> <p><u>Delete Figure 3</u></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
 <p data-bbox="504 582 734 619">Figure 3 Retained Trees and Tower Setbacks</p>	<p data-bbox="842 231 2045 300">Reason: Colonnades are not supported in the Parramatta LGA as they are essentially a 'reverse podium'. A podium with upper level tower setbacks is recommended.</p>
<p data-bbox="208 638 817 702">5. Street setbacks within the Core area should be as follows:</p> <ul data-bbox="293 710 817 1117" style="list-style-type: none"> • Between 0-3m for activated street frontage with retail, community or commercial uses (Figure 4); or • Between 3-6m (or greater) where residential uses are at ground level to allow for landscaping and the protection of significant trees (Figure 5). • The setbacks are measured to the face of the building. • The maximum balcony projection into the setback space is 400mm. 	<p data-bbox="842 638 1601 702">Control: Street setbacks within the Core area should be as follows:</p> <ul data-bbox="902 710 2027 949" style="list-style-type: none"> • Between 0-3m for activated street frontage with retail or commercial uses; or • Between 3-6m (or greater) where residential uses are at ground level to allow for landscaping and the protection of significant trees. • Minimum 6m in Sturt and Shortland Streets except for development blocks C1 and C2. The setback also applies for basement car parks. • The setbacks are measured to the face of the building and should be consistent along the length of the street block. <p data-bbox="842 981 2045 1184">Reason: <i>A minimum 6m setback along Sturt and Shortland Streets (except for development blocks C1 and C2) provides additional separation and private open space for residential apartments away from the street, allows for further landscape buffering and deep soil zones in the Core, emphasises the hierarchy of these two main streets and provides a street width proportionate to the height of adjacent buildings.</i></p>
	<p data-bbox="842 1190 2045 1356">Control: Where the building is setback from the street, 30% of the balconies or architectural elements may project up to 400mm into front building setbacks. This excludes awnings at the ground floor used for wind mitigation and weather protection, which may extend to a maximum 3m (maintaining a distance of 600mm from the face of the kerb) from the building face.</p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<p><u>Reason:</u> <i>Limitations on the percentage of balconies and architectural elements that may project into the front building setbacks will provide visual interest and depth to facades and ensure that the whole façade is not encroaching into this setback.</i></p>
	<p><u>Control:</u> The maximum floorplate for residential buildings is 1,000sqm. The floorplate must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls.</p> <p><u>Reason:</u> <i>A maximum floorplate size helps guide the massing of building envelopes and ensure they are not overscale for their site. A maximum floorplate of 1000sqm will also improve amenity for building occupants as it will limit the number of apartments to each floor or the design of deep apartments.</i></p>
	<p><u>Control:</u> Basement car parking is to be predominately located under the building footprint and cannot extend into the street or deep soil setbacks. Externally visible basement car parking cannot protrude above ground by more than 1m.</p> <p><u>Reason:</u> <i>To protect proposed deep soil zones and areas for tree planting and to limit the visibility of car parking from the street and ensure that ground level tenancies are activated.</i></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
Provisions – Precinct Only	
<p>6. The precinct areas should adopt street wall heights and upper-level setbacks in accordance with the below;</p> <ul style="list-style-type: none"> • In the Stage 1a precinct, development of 10 storeys and over should provide a minimum of one upper-level storey setback 3 metres from the building line. • In the North and South precincts, development of up to 6 storeys should be designed as a street wall building or provide one upper-level storey setback 3 metres from the building line. • In the North and South precincts, development of 7 storeys and over should provide a minimum of one upper-level storey setback 3 metres from the building line. 	<p><u>Control:</u> The Precincts should adopt street wall heights and upper-level setbacks in accordance with the below:</p> <ul style="list-style-type: none"> • Development of 3 and 4 storeys should be designed as a street wall building • Development of 5 and 6 storeys should be designed as a street wall building or provide one upper-level storey setback 3 metres from the building line • Development of 7 and 8 storeys shall provide a 6-storey street wall and provide one upper level storey setback 3 metres from the building line (for 7 storey developments) or two upper level storey setback 6 metres from the building line (for 8 storeys) • Development of 9 storeys shall provide a 8 storey street wall and provide one upper level storey setback 3 m from the building line or provide a 7 storey street wall and provide two storeys setback 6m from the building line. <p><u>Reason:</u> <i>The streetwall heights and upper-level setbacks proposed align with the Telopea DCP and will provide consistency in built form to all Precincts. The wording of the control ensures that all Precincts (North, South, East and Stage 1A) have the same controls applied to them.</i></p>
<p>7. Street setbacks within the precincts should be between 4 and 6 metres. The maximum balcony projection into the setback space is 400mm. The setback must demonstrate that it adequately considers: Setbacks on adjacent properties; Site levels; existing vegetation; topography; surrounding built form; and footpaths and boundaries.</p>	<p><u>Control:</u> Front street setbacks for all Precincts should be minimum 6m for built form and basement car parks. The setback must demonstrate that it adequately considers setbacks on adjacent properties, site levels, existing vegetation, topography, surrounding built form, and footpaths and boundaries.</p> <p><u>Reason:</u> <i>The proposal for the Precincts currently exceed the maximum permissible FSR for those areas. As such, an increase in the minimum front setback to 6m is seen as reasonable. It will also increase deep soil zones, improve tree planting and provide a better human-scale at street level proportionate to the proposed streetwall heights.</i></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<p><u>Control:</u> 30% of balconies or architectural elements such as bay windows, may project up to 400mm into front building setbacks only.</p> <p><u>Reason:</u> <i>To allow for flexibility, depth and articulation in the front façade whilst ensuring that the front setback and other setbacks are still enforced.</i></p>
<p>8. In the precincts, developments should provide a minimum side setback of 3 metres and 6 metres where habitable rooms face the side boundary. Zero side boundary setbacks can be provided if it provides a better amenity outcome to neighbouring sites (refer to Figure 6).</p>	<p><u>Control:</u> The minimum setback to the side boundaries is 3 metres for part of the length of the building. Where apartments habitable rooms only face the side boundary, allow a 6 metre wide side setback. A nil side boundary setback is not supported.</p> <p><u>Reason:</u> <i>A nil side boundary setback is not supported as the applicant has not proven that this will result in better redevelopment or amenity outcomes to neighbouring sites. In fact, a nil side boundary will reduce solar access and natural ventilation and result in lengthy facades that do not reflect the desired streetscape character for the Precincts.</i></p>
	<p><u>Control:</u> Development of a residential flat building requires a minimum site frontage of 24m, except for sites with two street or lane frontages where the min. is 18m.</p> <p><u>Reason:</u> <i>To limit the development of residential flat buildings that are overscale for the site and provide inadequate amenity for occupants.</i></p>
	<p><u>Control:</u> Rear setbacks in the Precincts should be a minimum of 10m or 15% of the total length of the site (whichever is greater). The setback can be averaged to align with the building footprint where the rear alignment is not regular.</p> <p><u>Reason:</u> <i>A min. rear setback is required not only for creating contiguous deep soil zones but also to improve privacy between developments, break up the bulk of building envelopes and increase solar access and sky views to backyards. A minimum rear setback must be provided.</i></p>



Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<p><u>Control:</u> Buildings are to occupy approximately 75% of the street frontage to maximise potential for apartments facing the street.</p> <p><u>Reason:</u> <i>Limits lengthy facades along the street, improves solar access, natural ventilation and views for building occupants and allows for additional deep soil zones.</i></p>
	<p><u>Control:</u> Buildings along the western side of Marshall Road should be designed to provide passive surveillance to the Greenway.</p> <p><u>Reason:</u> <i>To further improve safety along the Greenway.</i></p>
1.2 Ground Level Interface	
Provisions – Core and Precincts	
<p>1. Buildings must address all streets to ensure passive surveillance of the public domain.</p>	<p><u>Control:</u> Buildings must:</p> <ul style="list-style-type: none"> • Address a street. • Be articulated with depth, relief and shadow on the street façade. A minimum relief of 150m between the masonry finish and glazing face must be achieved. • Utilise legible architectural elements and spatial types such as doors, windows, loggias, reveals, pilasters, sills, plinths, frame and infill. Plinths are particularly encouraged in Telopea so that the topography is emphasised. <p><u>Reason:</u> <i>To provide legible street addresses for all dwellings, improve passive surveillance and provide visual interest to facades at street level.</i></p>
<p>2. Apartments, balconies and courtyards fronting Public Open Spaces should be provided with a landscaped buffer on common title to separately define public</p>	

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
and private space but maintain passive surveillance.	
3. Communal open space should be clearly defined and separate from the public domain.	
<p>4. Apartments can be located below the street level in the following situations:</p> <ul style="list-style-type: none"> the distance of the apartment front wall is a minimum of 5 metres from the street boundary or adequate privacy screening and landscaping is demonstrated; the FFL of the lowest apartment is not more than 1500mm below the level of the street; and the floor to floor height is 3.15 metres and the head height of the windows is not less than 300mm from the underside of the slab above 	<p><u>Control:</u> Apartments can be located below the street level, where it demonstrated that they cannot be located at street level due to the slope of the land. If located below street level the following applies:</p> <ul style="list-style-type: none"> Adequate solar access to habitable rooms and balconies is demonstrated; The distance of the apartment front wall is a minimum of 5 metres from the street boundary or adequate privacy screening and landscaping is demonstrated; The FFL of the lowest apartment is not more than 1500mm below the level of the street; and The minimum floor to floor height of 3.3 metres, with a minimum floor to ceiling height of 2.9 metres and the head height of the windows is not less than 300mm from the underside of the slab above for ground floor and level 1 apartments. <p><u>Reason:</u> <i>To ensure a consistent level of amenity for building occupants in any apartments located below the street level.</i></p>
5. Front setbacks shall be landscaped. Due to topographical constraints, basements may extend into the front setback to avoid raising from ground at the rear and/ or extending into the rear set-back. Where trees are located in the front setback above basement the soil depth is to be 1.2 metres above drainage on the slab.	<p>Control to apply to Precincts only.</p> <p><u>Reason:</u> <i>The topography and site area within the Precincts may result in some basements extending into a setback, however this is not considered an appropriate control for the Core, where basements must sit within the footprint of the building.</i></p>
	<p><u>Control:</u> Provide individual entries and gardens for ground level apartments that face streets or open spaces to allow for a fine-grain character to these facades and improve passive surveillance and activation.</p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<p><u>Reason:</u> <i>Improves interface between apartment buildings and open space, provides visual interest, articulation and a human-scale to building envelopes.</i></p>
	<p><u>Control:</u> Ramp access must demonstrate that it can be accommodated without compromising the entrance to the building or ground floor apartments. If ramp access cannot be adequately accommodated, disability access is to be provided within the building.</p> <p><u>Reason:</u> <i>To promote direct and well-designed universal access to all building entrances and ground floor apartments.</i></p>
Provisions – Core Only	
<p>6. The ground floor of buildings used for retail and/or commercial use are to have a minimum floor to ceiling height of 3.6 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres.</p>	<p><u>Control:</u> The ground floor of buildings used for retail and/or commercial use are to have a minimum floor to ceiling height of 4.2 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres.</p> <p><u>Reason:</u> <i>Increasing the floor to ceiling height of ground level commercial buildings to align with Parramatta DCP 2011.</i></p>
	<p><u>Control:</u> Retaining walls must:</p> <ul style="list-style-type: none"> • Be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership, • Be designed in consultation with Council if adjoining existing or future Council-owned land, • Retain a horizontal line, with minimal stepping, • Be fully masonry or a combination of masonry and timber, and • Enable casual seating where possible. <p><u>Reason:</u> <i>To limit extensive retaining walls and ensure a consistent level of quality.</i></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
Provisions – Precincts Only	
<p>Front setbacks shall be landscaped. Due to topographical constraints, basements may extend into the front setback to avoid raising from ground at the rear and/ or extending into the rear set-back. Where trees are located in the front setback above basement the soil depth is to be 1.2 metres above drainage on the slab.</p>	<p>Control applies to Precincts only.</p> <p><u>Control:</u> Basements are to be located predominately under the footprint of the building. As detailed in the Design Principles for Sloping Sites in the Telopea DCP, there may be conditions where basements may extend into the front setback to avoid raising from ground at the rear and/or extending into the rear setback.</p> <p><u>Reason:</u> <i>The topography and site area within the Precincts may result in some basements extending into a setback on sloping sites, however this is not considered an appropriate control for the Core, where basements must sit within the footprint of the building.</i></p>
	<p><u>Control:</u> Front setbacks are to be landscaped. Where trees are located in the front setback above a basement structure, a minimum soil depth of 1.2 metres above drainage layer is to be cut into the slab.</p>
	<p><u>Control:</u> Impervious surface at ground level must be minimised in all setback areas.</p>
	<p><u>Control:</u> Retaining walls must:</p> <ul style="list-style-type: none"> • be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership; • be designed in consultation with Council if adjoining existing or future Council owned land; • retain a horizontal line, with minimal stepping; • vary to suit the topography with a maximum height of approximately 1500mm. • be of fully masonry construction or a combination of masonry and timber • utilise terracing where necessary to subtly manipulate the existing landscape, avoiding large areas of cut and fill <p><u>Reason:</u> <i>To limit extensive retaining walls and ensure a consistent level of quality.</i></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
1.3 Pedestrian and Vehicular Entry Locations	
1. Primary building entries should address the street and/or be clearly visible from the public domain.	
2. Driveways should be: <ul style="list-style-type: none"> • Set back from any road • Designed so that vehicles can enter and leave in a forward direction • Separate and clearly distinguished from pedestrian access • Located at least 2m from the side boundary with any public domain area, street, lanes or parks, with the setback to be landscaped. 	<u>Control:</u> Driveways should be: <ul style="list-style-type: none"> • Provided from lanes and secondary streets rather than the primary street, wherever practical. • Located to take into account any services within the road reserve, such as street lights or power poles, drainage inlet pits and existing street trees. • Located a minimum of 10 metres from the perpendicular of any intersection of any two roads. • Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three-point turn. • Separated and clearly distinguished from pedestrian access. • Located at least 2 metres from the side boundary with any public domain area, street, lanes or parks. • Maximum 6m wide in the verge crossover for all residential uses (Core and Precincts).
3. Where internal dedicated loading docks are not possible, on-street loading zones will be discretely located near building entries.	<u>Control:</u> Loading docks must be accommodated internally.
Provisions – Precincts Only	
	<u>Control:</u> Basement car parking entries are encouraged to be located under the apartment building. Any above ground car parking structures should be of a solid, masonry construction. Vents to car parking must not be located at the street frontage.
1.4 Rooftops	
Objective A -	Delete ' <i>residential accommodation</i> ' from Objective A. <u>Reason:</u>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
To maximise opportunities to use roof space for residential accommodation and open space.	<i>To prevent additional residential development on rooftops and/or the privatisation of rooftop communal open spaces for individual apartments.</i>
1.6 Adaptable and Universal Design	
1. 90% of social dwellings should incorporate the Liveable Housing Guidelines' Silver level universal design features, with the remaining 10% of all social housing dwellings incorporating the Liveable Housing Guidelines' Gold level universal design features.	<u>Control:</u> 85% of social housing should incorporate the Liveable Housing Guidelines gold level universal design features.
2. 5% of market dwellings should incorporate the adaptable housing requirements of AS4299 Class C.	<u>Control:</u> 15% to align with Council's current recommendation for the harmonisation (review) of DCPs, the ADG and AS4299 Class C.
2.1 Pedestrian Links	
<p>1. Provide publicly accessible through-site connections in accordance with Figure 6.</p>  <p>Figure 6 Pedestrian Links</p>	<p><u>Control:</u> Remove the two through-site-connections within the North Precinct circled below.</p>  <p><u>Reason:</u></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<p><i>The two through-site-connections circled above will be steep in gradient and do not provide better access to the light rail station or the greenway through-site-link to the north than walking up existing streets. No details have been provided to demonstrate that these through-site-links can be made universally accessible given the steep gradient.</i></p>
<p>2. The width of the Eyles Street link will be a minimum of 18m to provide for tree retention, open spaces, ramps and stair landings.</p> <p>3. Eyles Street primary access route should have clear sight lines and be no less than 6m wide.</p>	<p>Remove this control and replace with general controls for pedestrian links:</p> <p>Any new pedestrian and / or cycleway connections are to be designed to:</p> <ul style="list-style-type: none"> a) Respond to the level change by providing an accessible vertical transportation (lift, escalator and/or travelator) 24/7; b) Have a general width of between 6 and 12 metres if the connection is for pedestrians and cyclists only. The connection may widen in order to provide for tree retention and stair landings. c) Have clear sight lines.
<p>4. Basement parking shall not extend below any areas proposed for dedication to Council.</p>	<p>Agree</p>
<p>5. Pedestrian connections will be designed to minimise reliance on mechanical transportation. All mechanical transportation (lift and/or escalator and/ or travelator) required for public circulation is to be publicly accessible 24 hours 7 days a week and are to be integrated with development, rather than on lands owned or proposed to be dedicated to Council.</p>	<p>Include the following controls:</p> <p>Wherever possible, universal access is to be provided in the public domain or through a community facility building. Existing streets cannot be relied upon to provide universal access.</p> <p>Where universal access routes for the public are provided within a building, they are to be designed to be:</p> <ul style="list-style-type: none"> c) clearly visible and accessible from the public domain; d) communicate that it is operable 24/7 without the need for signs; e) provide protection from the weather; f) clearly connect via the shortest distance to the nearest associated vertical access (lift).

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<p>Vertical access (lifts) and internal routes for the public to be designed to provide access to all levels and amenity between the street levels within the publicly accessible open space. In the event of a breakdown of any one vertical access (lifts), alternative systems/options to move across the site are to be integrated in to the public domain and to be clearly visible without aner reliance on signs.</p> <p>The primary access point to all private buildings and vertical lifts are to be universally accessible, contained within the building. Ramps and landings do not interfere with the public domain.</p>
<p>6. Eyles Street access route should be activated by a mix of retail frontages, community facilities, open spaces, residential entrances to individual properties, residential lobbies and residential communal facilities.</p>	<p><u>Control:</u> Include ‘<i>residential apartments along the Eyles Link should be oriented to face onto the link. Areas of blank wall along the Link should be avoided.</i>’</p>
	<p><u>Control:</u> Any new pedestrian and / or cycleway connections are to be designed to:</p> <ul style="list-style-type: none"> • Respond to the level change by providing an accessible vertical transportation (lift, escalator and/or travelator) 24/7; • Have a general width of between 6 and 12 metres if the connection is for pedestrians and cyclists only. The connection may widen in order to provide for tree retention and stair landings; • Have clear sight lines; • If the connection is pedestrian only, basement parking may extend below this area, except where those areas are intended to be dedicated to Council; • Be safe and welcoming; • Be inclusive and accessible to all ages and abilities.
2.2 Public and Communal Open Space	
<p>1. All public open space dedicated to Council must be deep soil with no underground car parking.</p>	<p><u>Control:</u> All public space that is dedicated to Council is to be designed:</p> <ul style="list-style-type: none"> • On deep soil with no underground car parking, • To maximise solar access across the year,

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<ul style="list-style-type: none"> • To maximise its frontage with a public road or pedestrian pathway with a minimum width of 4m, • To be associated with and support walkable connections to other public amenity such as libraries, community facilities and transportation nodes, and • To provide equitable universal access across the whole site, and • To be safe and welcoming.
<p>2. A Public Domain Plan is to be provided for all new developments over 6 storeys. The Public Domain Plan is to detail upgrades to the surrounding public domain network, including foot paving, street tree planting, street furniture, street lighting and the like.</p>	<p>Amend text to</p> <p>A Public Domain Plan is to be provided for all new developments over six (6) storeys. The Public Domain Plan is to detail:</p> <ul style="list-style-type: none"> a) upgrades to the surrounding public domain network, including footpaths, street tree planting, street furniture, street lighting and the like. b) Consistency with Council’s Public Domain Guidelines and finishes/street trees specified should be in line with Council’s preferred palette for Telopea. c) Street and pedestrian lighting in accordance with AS/NZS 1158.0:2005 – Lighting for roads and public spaces.
	<p><u>Control:</u> All public spaces and connections are to be safe and publicly accessible 24 hours, 7 days a week.</p>
	<p><u>Control:</u> Wherever possible, universal access is to be provided in the public domain or through a community facility building. Existing streets cannot be relied upon to provide universal access.</p>
	<p><u>Control:</u> Where universal access routes for the public spaces are provided within a building, they are to be designed to be:</p> <ul style="list-style-type: none"> • clearly visible and accessible from the public domain; • communicate that it is operable 24/7 without the need for signs; • provide protection from the weather; • clearly connect via the shortest distance to the nearest associated vertical access (lift).
	<p><u>Control:</u></p>

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	Vertical access (lifts) and internal routes for the public to be designed to provide access to all levels and amenity between the street levels within the publicly accessible open space. In the event of a breakdown of any one vertical access (lifts), alternative systems/options to move across the site are to be integrated in to the public domain and to be clearly visible without an over reliance on signs.
	<u>Control:</u> The primary access point to all private buildings and vertical lifts are to be universally accessible, contained within the building. Ramps and landings do not interfere with the public domain.
2.3 Deep Soil Zones	
Objectives	<u>Objective:</u> <i>Add: 'To maximise the retention of large contiguous deep soil zones in Telopea to minimise long term groundwater movement impacts/drainage changes, maximise natural replenishment and transfer of soil nutrients and support existing and future thriving large scale tree canopy.'</i>
1. Deep soil zones should generally be provided in accordance with the Concept Development Application masterplan drawings which provide 30% of the site area in a mix of private development lots and land to be dedicated to Council. <ul style="list-style-type: none"> • Deep soil is to have a minimum dimension of 4m • Each Precinct is to provide a minimum of 15% of its masterplan site area as deep soil with a minimum dimension of 6m. 	Amend control to apply to Precincts only.
Provisions – Precincts only	
	Add the following controls <u>Control:</u> Provide a minimum of 30% of deep soil zone on the site area, with the following requirements:

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<ul style="list-style-type: none"> • A minimum of half of the total deep soil area is located at the rear of the site. • Deep soil zones in the Precincts to include the minimum 6m front setback and minimum 10m rear setbacks unless otherwise agreed with Council. • A minimum of 7% of the total site area which is provided as deep soil area shall be designed to have a minimum dimensions of 6m (or greater). The remaining deep soil area shall provide a minimum dimensions of 4m (or greater). Noting that deep soil with a minimum dimension of less than 4m does not contribute to the deep soil calculation. <p><u>Control:</u> Deep soil should be designed to create a contiguous deep soil network formed with adjacent lots.</p> <p><u>Control:</u> Where significant excavation is required as part of new development, it must be demonstrated that deep soil back fill must comprise constructed horticultural soil profiles in order to support local vegetation communities.</p>
2.4 Trees	
<p>1. Tree protection measures including root management works should be implemented to ensure the survival of mature trees proposed to be retained.</p>	<p><u>DA submission requirement:</u> Future detailed development applications on sites where existing trees are being retained must include (all recommendations to be prepared by suitable qualified arborist):</p> <ul style="list-style-type: none"> • calculations demonstrating and confirming that the amount of deep soil required to ensure the trees to be retained will survive and be viable for minimum 5 years after works are completed. • detailed impact assessment of above / below ground building envelopes on retained tree groups e.g., TPZ encroachment, overshadowing, soil moisture, hydrological assessment to evaluate the impacts on water table flows due to extensive basement carparking including recommended mitigation measures where required, • root mapping of all trees identified for retention demonstrating that the proposal does not adversely impact the trees.

Appendix D – Design Guidelines (Nov 2022)	Council Officer Comments (Feb 2023)
	<ul style="list-style-type: none"> landscape plans that demonstrate implementation of the above recommended mitigation measures e.g., minimum soil volumes For the C1 development site, confirmation of the long-term viability of the isolated retained soil mass supporting group of existing trees. Approval of development as shown on the Concept plan is subject to expert review of the viability of this isolated soil mass, detailed recommended mitigation measures and demonstrated ensure the future survival of the trees. <p>All above recommendations to be prepared by suitable qualified arborist.</p>
3. Transport and Parking	
<p>1. If development includes car and bicycle parking in connection with non-residential and residential uses, the development must provide car parking spaces in accordance with Table 1.</p>	<p><u>Control:</u> Table 1 should be altered as follows:</p> <ul style="list-style-type: none"> 'Maximum car parking rate' changed to 'minimum car parking rate,' where relevant, to align with DCP. Telopea is a suburban centre, not a Strategic Centre like Epping (as identified in the Central City District Plan) and therefore should not have maximum rates. Visitor parking – <ul style="list-style-type: none"> Delete 'including any on street parking available' from Visitors Parking. Amend max 1 space per 10 dwellings to 1 space per 5 dwellings. Off street visitor is a key issue for Telopea residents, with existing pressure on streets. Provision for bicycle parking for non-residential uses should be included.