

Image 1 - Acceptable. Convenient bicycle parking adjacent to main pedestrian entries.

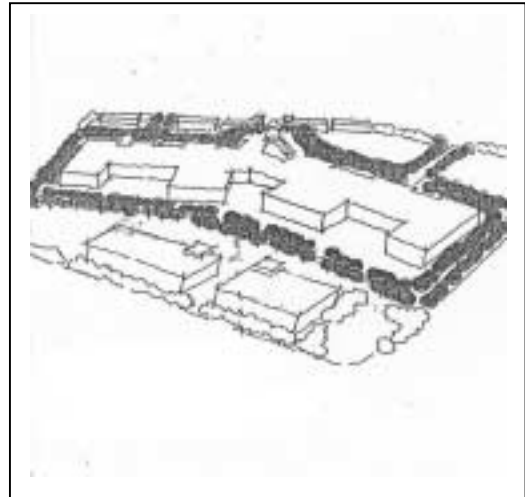


Image 2 - Acceptable. Internal circulation road planted with trees so as to create a continuous canopy.

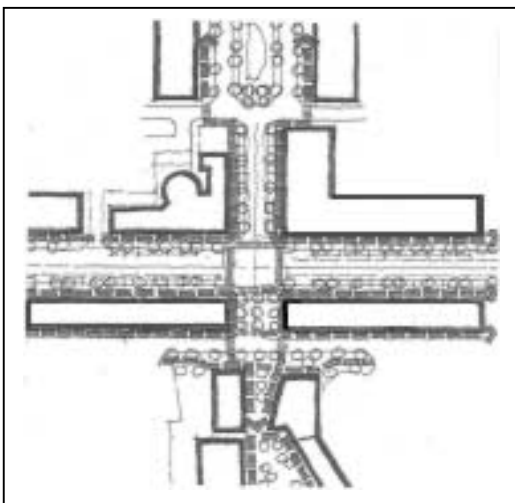


Image 3 - Acceptable. Intersection between North Lakes Drive and The Corso.



Image 4 - Acceptable. Kerb build outs and pedestrian accessibility contribute to a pedestrian friendly environment.

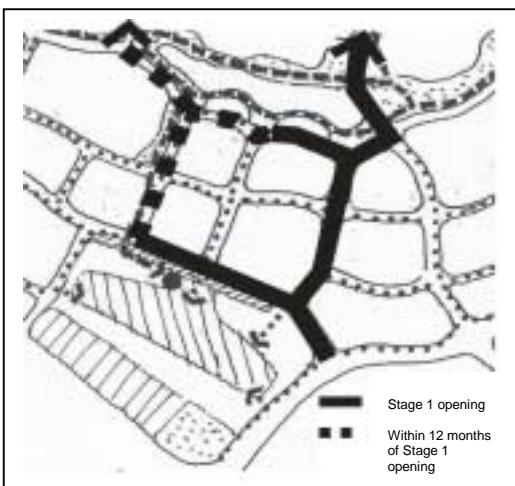


Image 5 - Acceptable. Initial Town Centre road network.



Image 6 - Acceptable. Shade structures improve the comfort of the pedestrian environment.

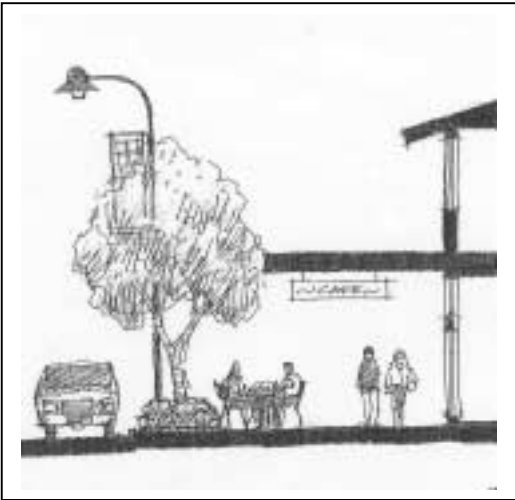


Image 7 - Acceptable. Awnings to be provided for all buildings along North Lakes Drive.

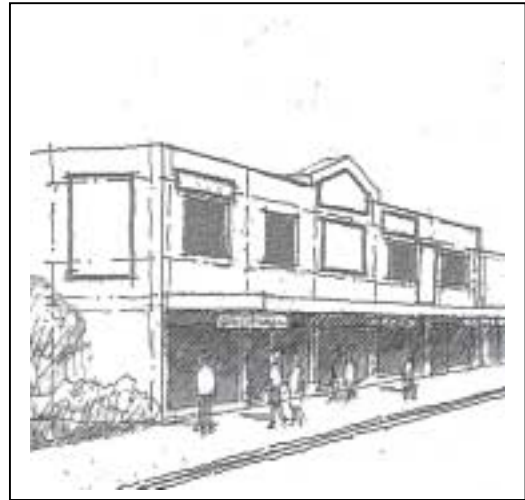


Image 8 - Acceptable. Signage and architectural graphics to be coordinated with the building design.



Image 9 - Acceptable. Primary signage to be consolidated and designed and development in association with landscaping.

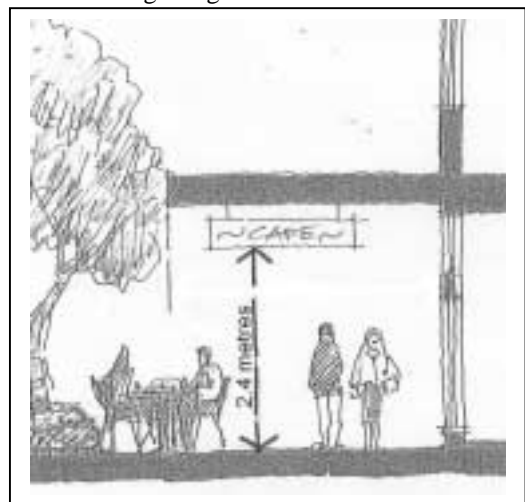


Image 10 - Acceptable. Signage above pedestrian areas to have a minimum clearance of 2.4 metres.



Image 11 - Unacceptable. Signage must avoid visual clutter.



Image 12 - Unacceptable. Signage will be subject to a coordinated signage plan in order to avoid the above outcome.



Image 13 - Unacceptable. Freestanding individual tenancy signage not permitted fronting surrounding roads.



Image 14 - Acceptable. Service areas, loading bays and refuse areas to be suitably screened and accessed from internal circulation road.



Image 15 - Unacceptable. Service areas, loading bays and refuse areas will be screened.



Image 16 - Acceptable. Appropriate screening of service area.



Image 17 - Acceptable. Appropriate screening of service area where CPTED principles are not compromised.



Image 18 - Acceptable. Buildings fronting North Lakes Drive will include zero setbacks and 3.7m wide awnings to provide continual pedestrian shelter.

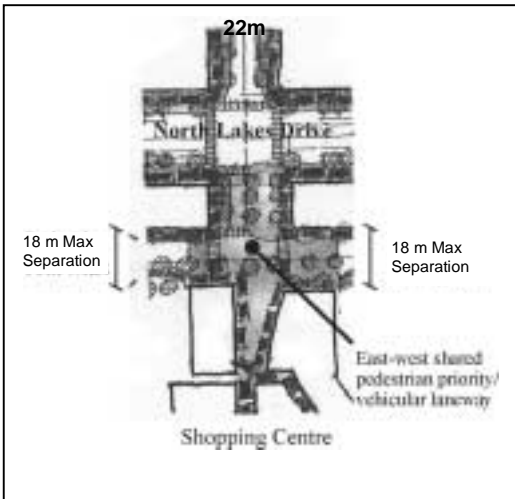


Image 19 - Acceptable. Continual pedestrian shelter, shown as a dashed line, to be provided to all pedestrian frontages.



Image 20 - Acceptable. A continuous edge to the street contributes to an attractive built environment.



Image 21 - Acceptable. Until built form is constructed the streetscape will create a continuous edge.

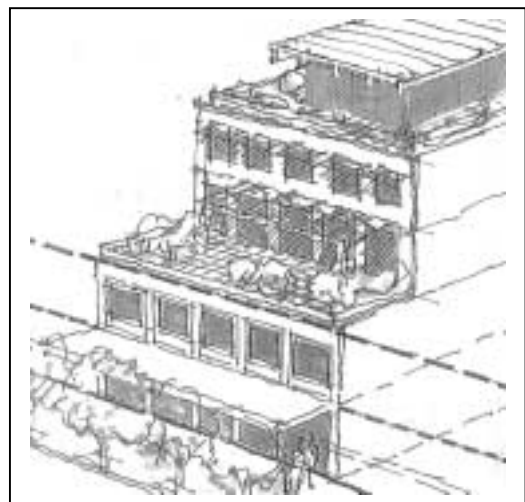


Image 22 - Acceptable. Taller components of buildings may be stepped back, with the podium level continuing the building frontages.



Image 23 - Acceptable. Ground floor activities will be encouraged to animate the street and pedestrian spaces.



Image 24 - Acceptable. Windows at upper levels provide for viewing of external areas.

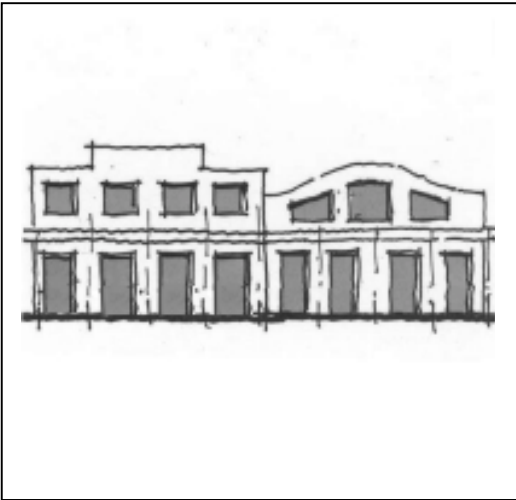


Image 25 - Acceptable. Variations in façade treatment are encouraged, with some overall consistency in proportions.

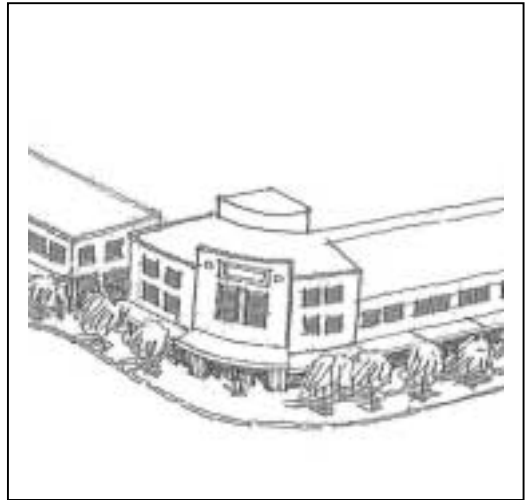


Image 26 - Unacceptable. The corners of buildings must be designed to highlight and strengthen.



Image 27 - Acceptable. Development to relate to the pedestrian scale.



Image 28 - Acceptable. Pedestrian scale to be established for the laneway between North Lakes Drive and the shopping centre.



Image 29 - Acceptable. Appropriate streetscape treatment.



Image 30 - Unacceptable. Inappropriate streetscape treatment due to lack of landscaping signage clutter and exposed car parking.