

Development Area 11 Adamstown Station

- 475 - 550 Dwelling units
- Up to 37,500 sq. m. of non-residential development
- New District Centre core
- Railway Station - Transport Interchange



Adamstown Station

Area character type	High development density
Gross area	8.3 hectares
Net development area	6.2 hectares
Min-max plot ratio	1 : 1.0 - 1 : 1.2
Min-max total development	62,500 - 75,000 sq. m.
Min-max dwellings per Ha.	75 - 90
Min-max total dwelling units	475 - 550
Min affordable/social dwellings	15% of total dwellings
Min non-residential development	42 - 48 no. childcare places 1 x 1,000 sq.m. central civic facility 15,625 sq. m. retail/retail services
Max non-residential development	50% of total development up to 37,500 sq. m.
Max retail development	50% of total non-residential up to 18,750 sq. m.
Min-max courtyard building height	2 - 4 storeys with up to 5 storeys at corner/feature buildings
Min-max perimeter building height	3 storeys plus setback to 5 storeys plus setback
Max landmark building height	30 metres (up to 10 storeys approx.)
Min local public open space	0.3 hectares

Key - Access and Movement

- Residential Distributor Road - No Parking
- Residential Distributor Road - with Parking
- Access Point from Main Road Network
- Local Through Road
- Pedestrian and Cycle Network

Key - Buildings and Spaces

- Boundary of Net Development Area
- Key Building Frontage

Key - All Plans

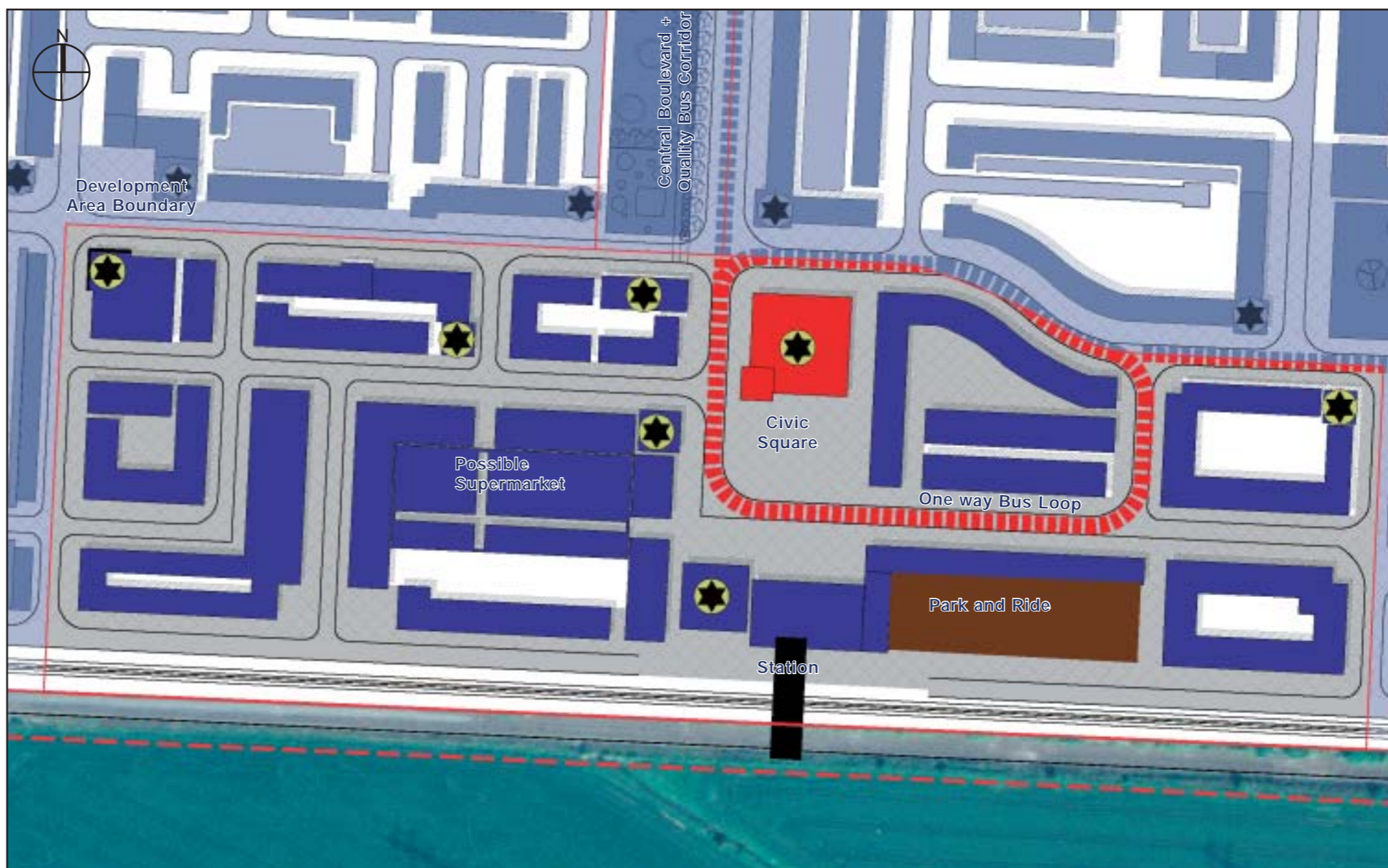
- SDZ Planning Scheme Boundary (Gross Development Area)
- SDZ Planning Scheme Boundary (where outside gross development area)
- Road
- Dedicated QBC Busway
- Railway Station
- Park and Ride Carpark
- Flexible Use (Perimeter) Building
- School/Civic Building
- Opportunity for Landmark Building
- Hard Landscaped Public Space
- Local Public Open Space
- Private Open Space
- Established Tree to be Preserved



Access and Movement



Buildings and Spaces



Indicative Layout

0 50 100 200 300 m



Bird's Eye View of District Centre



Quality Architecture



Civic Space

Urban Design Characteristics

- The civic space is located to one side of the central boulevard to remove traffic from the centre of the space
- The sequence of spaces is provided by a narrowing or 'pinch' at Adamstown Road
- Building heights vary along main roads, the highest at street intersections. There are opportunities for tall buildings at the end of vistas
- Smaller block depths encourage a tighter urban grain
- 'Markers' or Landmark buildings close vistas and provide identity & enclosure.
- The one way bus loop insures the Civic space will not be a bus park. The interchange takes place on the side street close to the station entrance
- The road edges are defined by quality street furniture and lighting



Section A-A at Adamstown Station



Urban Scale



District Centre



Busy Street - Mixed Use Edge To Planted Pedestrian Precinct



Urban Park Treatment



Station As Destination