HUME CITY COUNCIL

Medium Density Housing Design Guide

February 2026

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HUME CITY COUNCIL

Acknowledgement of Traditional Owners

Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi-wurrung, which includes the existing family members of the Gunung-Willam-Balluk clan, as the Traditional Custodians of this land. Council embraces Aboriginal and Torres Strait Islander living cultures as a vital part of Australia's identity and recognises, celebrates and pays respect to Elders past and present.

Contents

Introduction

Purpose

Through the Medium Density Housing Design Guide (the Design Guide), Hume City Council is seeking to encourage a higher standard of residential development that can meet the social, economic and environmental needs of our diverse and growing population.

The purpose of the Design Guide is to:

- Provide clear expectations and design direction for new residential infill development within Hume's established residential areas to facilitate improved design, liveability and sustainability outcomes.
- Encourage the provision of more diverse forms of medium density housing though preferred site and development layout guidance.
- Ensure new development does not cause adverse amenity impacts and is consistent with preferred future character.
- Ensure new development contributes to the streetscape positively, maximises passive surveillance, creates interest through quality built form, materials, landscaping and activated frontages.

How to apply the Design Guide

The Design Guide applies to all medium density residential development applications within Hume's established residential areas.

The Design Guide is to be read in conjunction with the Residential Zone Schedules in the *Hume Planning Scheme* and relevant policies and strategies.

Development Typologies

Context

This section of the Design Guide outlines the five most common forms of medium density housing, the sites where these forms of development are encouraged and key charteristics of these types of housing.

These development typologies are:

1. **Dual Occupancy** - Two detached or semi-detached dwellings arranged on a site with one dwelling sited behind the other.
2. **Duplex** - Two attached dwellings that both have frontages to the street.
3. **Courtyard** - Multiple semi-detached and attached dwellings arranged around a central courtyard with a common driveway.
4. **Townhouse** - Multiple detached or semi-detached dwellings sited across a lot with acces via a common driveway.
5. **Terrace** - Multiple attached dwellings with shared walls sited across a lot with all dwellings having a street frontage.

There are a number of design outcomes that should be encouraged for all medium density housing to ensure that new development it well designed, is more sustainable and makes a positive contribution to the streetscape and local neighbourhood.

The following section outlines for each of these typologies a brief definition of their built form, suitable sites for this type of development, their key characteristics, an example of a common site layout and a precedent image for each of these five most common forms of medium density development.

The **Definition** provides a clear and concise description of the principal features that define this type of built form arrangement.

The **Where Encouraged** lists the most suitable sites for this form of development.

The **Key Characteristics** outlines the essential elements that should be present for this development typology.

The **Site Layout Example** illustrates a generic and indicative site layout pattern often utilised to achieve this form of development on standard residential lots.

The **Precedent Images** are a guide only for the purposes of providing additional clarification of the type of development that is being discussed on the page.

Development Typologies

Dual Occupancy

Definition

Two detached or semi-detached dwellings arranged on a lot with one dwelling sited behind the other.

Where Encouraged

- Mid-block or corner sites.
- Single lots.

Key Characteristics

- Consolidated crossover for mid-block and separated crossovers for corner site.
- Garages obscured from view from street by dwellings on mid block sites.
- Garages set back from the frontage of dwellings by minimum 0.5m on corner sites.
- On mid-block sites, orientate dwellings to the street and shared driveway.
- On corner sites, orientate dwellings to either street.
- Living areas and private open space generally at ground level.
- Similar design and material palette for both dwellings (not necessarily identical).
- 1 – 2 storeys.

Site Layout Example

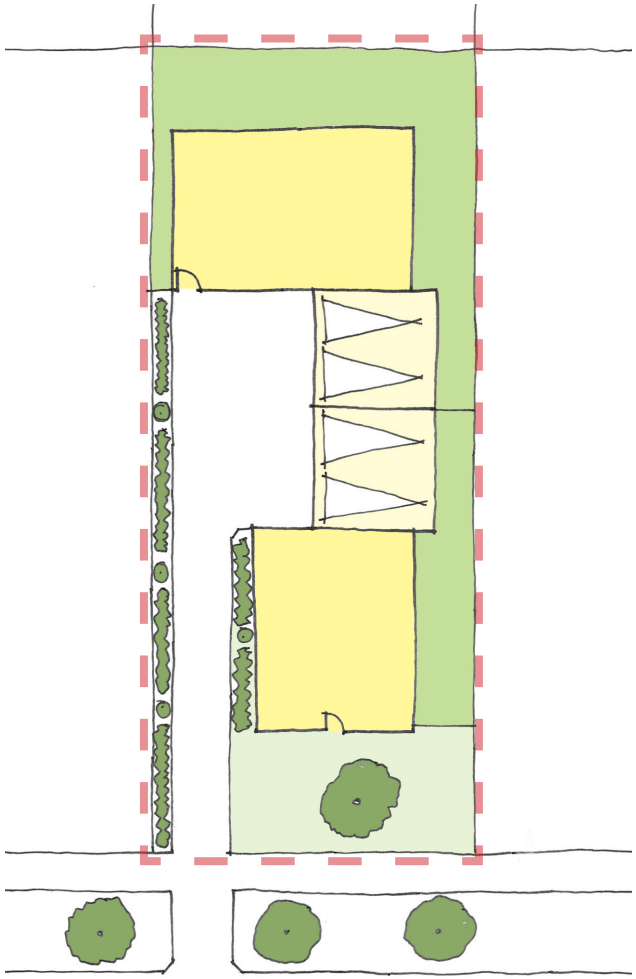

Figure 01: schematic dual occupancy layout for a single lot mid-block site

Precedent Image

Development Typologies

Duplex

Definition

Two attached dwellings fronting the street with a shared central wall [party wall].

Where Encouraged

- Mid-block sites.
- Single lots.
- Lots with a minimum frontage of 15m.

Key Characteristics

- Both dwellings orientated to the street.
- Living areas and private open space generally at ground level.
- Garages set back from the frontage of dwellings by minimum 0.5m.
- Separate crossovers for both mid-block and corner site.
- Dwellings usually attached under one roof line.
- Similar design and material palette for both dwellings.
- 1 – 2 storeys.

Site Layout Example

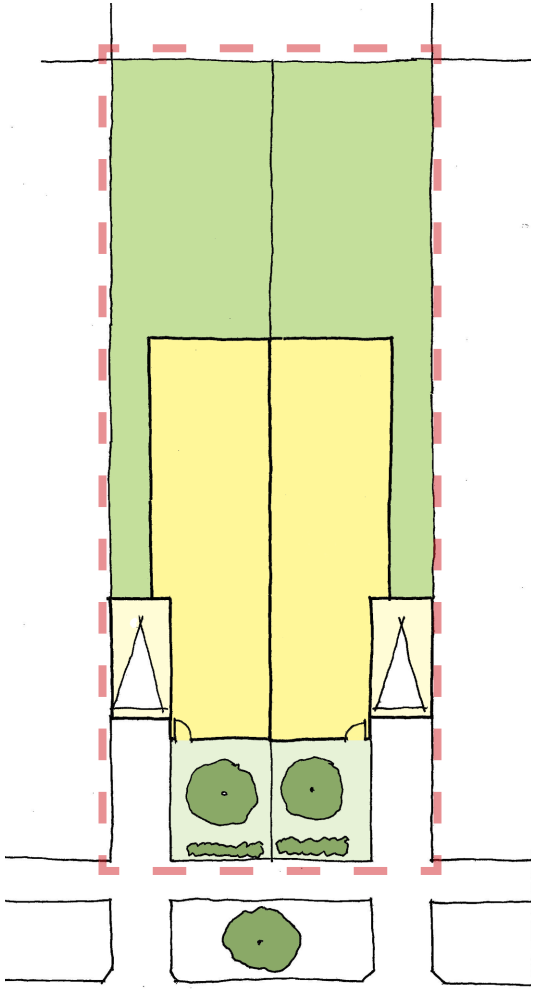

Figure 02: schematic duplex layout for a single lot mid-block site

Precedent Image

Development Typologies

Courtyard

Definition

Multiple semi-detached and attached dwellings arranged around a central informal courtyard with a common driveway and consolidated parking areas.

Where Encouraged

- Two or more consolidated lots.
- Mid-block sites.

Key Characteristics

- Mid-block consolidated site.
- Orientate front row of dwellings to the street with potential for secondary access to these dwellings at the rear via a common area.
- Orientate internally locatated dwellings to the shared courtyard space/common driveway.
- Consolidated single crossover for common driveway.
- Parking areas or garages obscured from view from street by dwellings and landscaping.
- Mix of ground level and reverse living.
- Private open space in reverse living should front the street or common driveway/shared courtyard space.
- Similar design and material palette.
- 1 – 3 storeys.

Site Layout Example

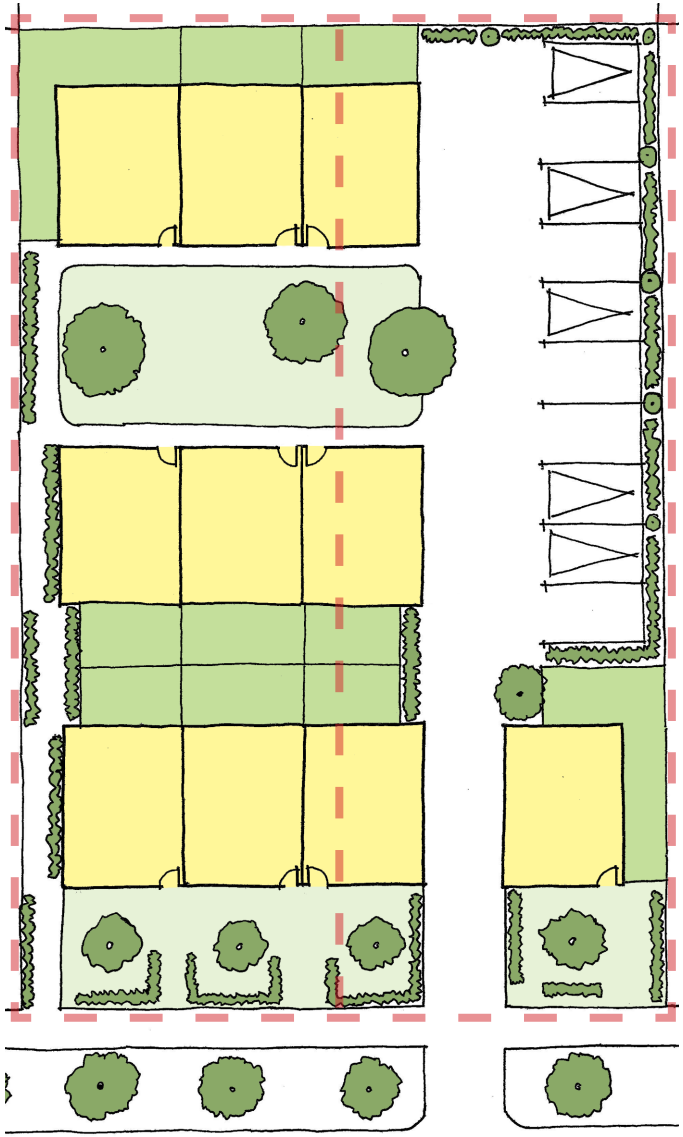

Figure 03: schematic courtyard layout for a consolidated lot mid-block site

Precedent Image

Development Typologies

Townhouse

Definition

Multiple semi-detached dwellings fronting the street for the front dwelling and fronting a common driveway. for the rear dwellings.

Where Encouraged

- Mid-block sites.
- Single lots.
- Lots with a minimum frontage of 15m.

Key Characteristics

- Orientates the front dwelling to the street with rear dwellings orientated to the common driveway.
- Garages not visible from the street.
- Single common driveway with consolidated crossover.
- Mix of ground level and reverse living.
- Similar design and material palette (not necessarily identical).
- 1 – 2 storeys.

Site Layout Example

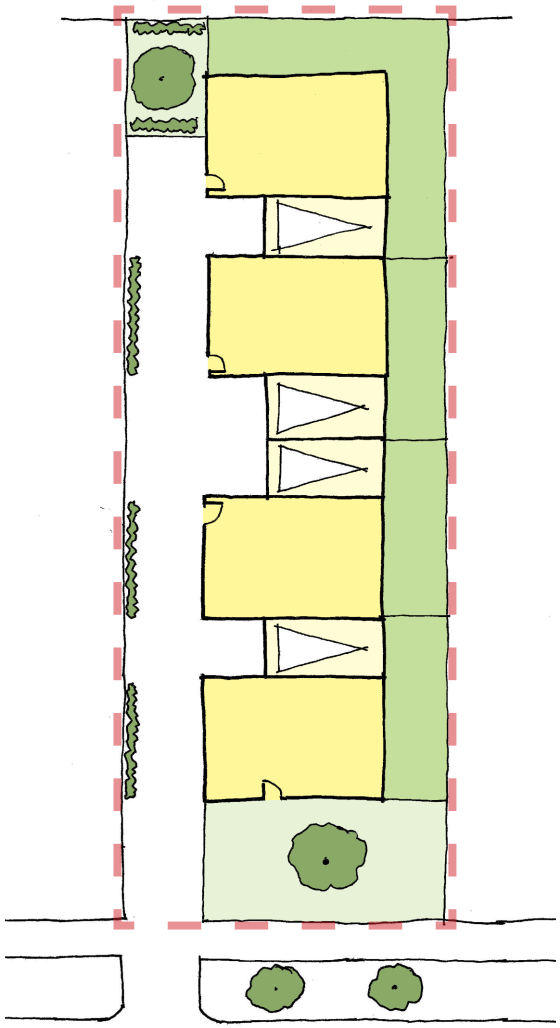

Figure 04: schematic townhouse layout for a single lot mid-block site

Precedent Image

Development Typologies

Terrace

Definition

Three or more attached houses with shared walls sited along a street frontage.

Where Encouraged

- Corner sites.
- Single lot or consolidated lots on corner sites..

Key Characteristics

- Multiple attached dwellings in a row.
- Dwellings orientated to adress the longer street frontge of the corner site lot.
- Vehicle parking for dwellings either accessed:
  - via a rear along an internal common driveway accessed off the street fronting the shorter boundary of the lot[s].
  - from the street fronting the longer boundary of the lot.
- Mix of ground level and reverse living.
- Shared central wall [party wall] between dwellings.
- Dwelling attached under one roof line in a row.
- Similar design and material palette.
- 2 - 3 storeys.

Site Layout Example

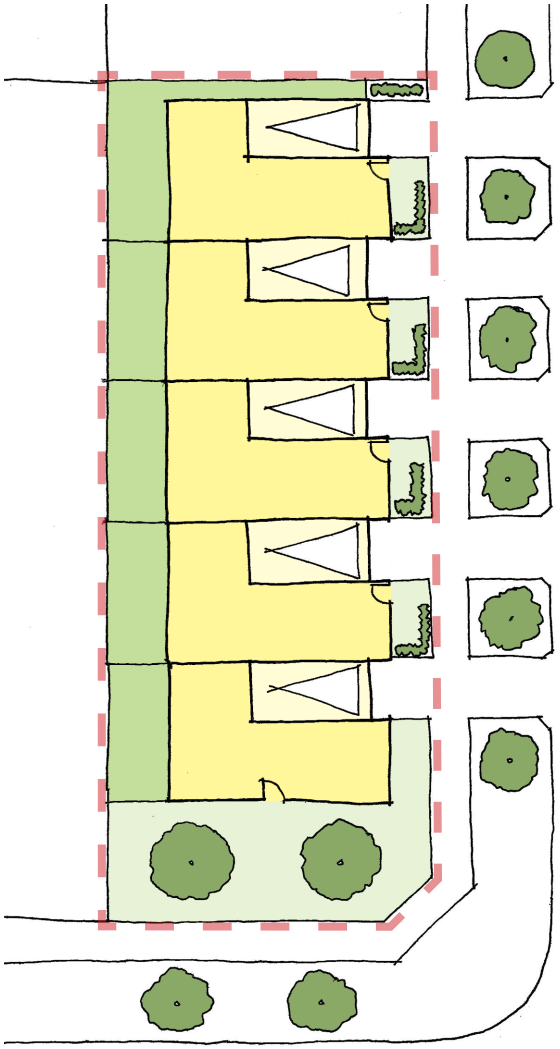

Figure 05: schematic terrace layout for a single lot corner site

Precedent Image

Design Guidelines

1.0 Site Layout

2.0 Building Design + Streetscape

3.0 Communal Areas + Parking

4.0 Amenity + Internal Layout

5.0 Landscape Design

Design Guidelines

1.0 Site Layout

Site layout relates to the overall design and configuration of the development including its building footprint and orientation, vehicle and pedestrian access, location of private open space and landscape provision. It also addresses how development should respond to the site's context and immediate interfaces.

Design objectives:

- To ensure an efficient and functional arrangement of dwellings on the site that promotes liveability and maximises access to amenity.
- To ensure development enhances the safety and amenity of the public realm.
- To ensure development is designed to respond appropriately to a site's context, including preferred neighbourhood character, immediate abuttals, and individual attributes.
- To ensure development does not compromise the future development potential of adjoining sites.

Design Guidelines

1.0 Site Layout

1.1 Ensure development layouts maximise available solar access.

a. Arrange and orientate dwellings to maximise solar access to private open space and windows to habitable rooms.

b. Arrange and orient roof forms to encourage visually integrated solar cell arrays and maximise their solar access.

Figure 06: roof form orientation

1.2 Ensure dwellongs are arranged to face the street and maximise passive surveillance of the public realm and any common property areas.

a. Orientate dwellings to street frontages and adjoining public open space.

b. Arrange and position front entries and habitable rooms with windows and balconies towards the public realm and common property areas.

c. Encourage ground level private open space and living rooms to be located at the rear of properties.

d. Discourage primary ground level private open space fronting the street that result in high fences and screening.

e. Where reverse living arrangements are proposed, secluded private open spaces (such as balconies) should overlook the public realm or commonual space areas.

f. Maximise the provision of balconies and windows at upper levels.

Figure 07: address the public realm

1.3 Ensure development layouts responds to the preferred built form rhythm of the street.

a. In Neighbourhood Residential Zone areas, arrange development to maintain the prevailing front setback within the streetscape.

b. In Residential Growth Zone and General Residential Zone areas where variations within ResCode are encouraged, set development closer to the street if it provides a positive contribution to the public realm through increased activity and passive surveillance outcomes.

c. Encourage side setbacks that provide space for landscaping.

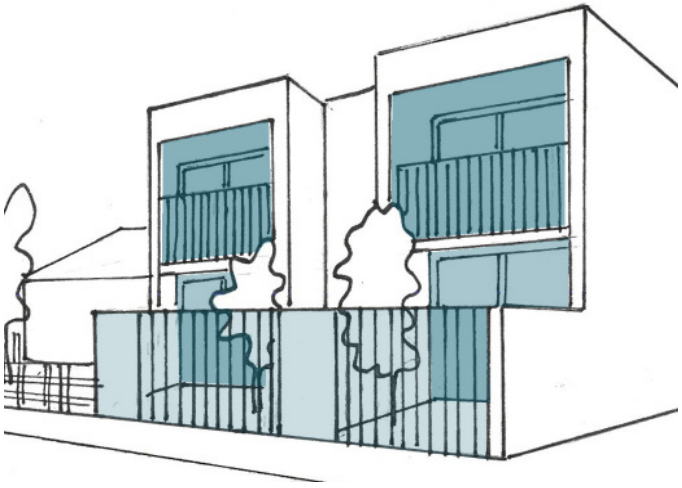

Figure 08: consider current and future streetscape character

1.0 Site Layout

1.4 Ensure development layouts make the most of the landform.

a. Ensure development responds to topographic change and minimize the height and extent of retaining walls.

b. Encourage basements and semi-basements on lots which rise from the street frontage to the rear boundary.

c. Encourage driveways to incorporate sloped and flat sections of hardscape.

Figure 09: respond to topography

1.5 Ensure the physical and visual presence of vehicle access and garages are minimised from the public realm.

a. Encourage the provision of car storage at basement/semi basement levels or to the rear of sites.

b. Encourage car parking to be consolidated and accessed from rear laneways or secondary street frontages.

c. Arrange common driveways with garage doors perpendicular to the street frontage to minimise their visibility from the public realm.

d. Avoid ending common driveways with garage doors.

e. Separate garages to avoid the presentation of double garage doors and 'garagescapes'.

f. Recess garage doors at least 0.5m behind front walls of building façades facing the street to reduce their prominence.

g. Separate garages along the same elevation by front doors and windows to avoid dead interfaces.

Figure 10: utilise dwellings and landscaping to obscure views of parking and service areas from views from the street

Design Guidelines

1.0 Site Layout

1.6 Ensure development layouts retain existing mature canopy trees of value and provide space to achieve the preferred landscape character of the street.

a. Arrange development to protect (including root structure) and maintain any existing canopy trees of value within the site, on neighbouring sites, and within the street reserve.

b. Encourage perimeter setbacks to maintain and enhance the provision of landscape planting including canopy trees around development to soften and filter views towards its elevations.

Figure 11: protect existing tree canopy and utilise setbacks to increase the canopy coverage

1.7 Encourage lot consolidation that uses land more efficiently and delivers good design outcomes that would be harder to achieve on smaller sites.

a. Support lot consolidation that enables an increase in density (i.e. building height and/ or number of dwellings) through the provision of apartment or fully attached townhouse development.

b. Support lot consolidation that allows improved livability outcomes (i.e greater access to solar amenity, more functional internal layouts and/ or increased size ofh private open space).

c. Support lot consolidation that enables basement car parking or more dwellings to be accessed via a consolidated shared driveway.

d. Support lot consolidation that enables greater communal open space and/or more space for landscaping (especially on side setbacks).

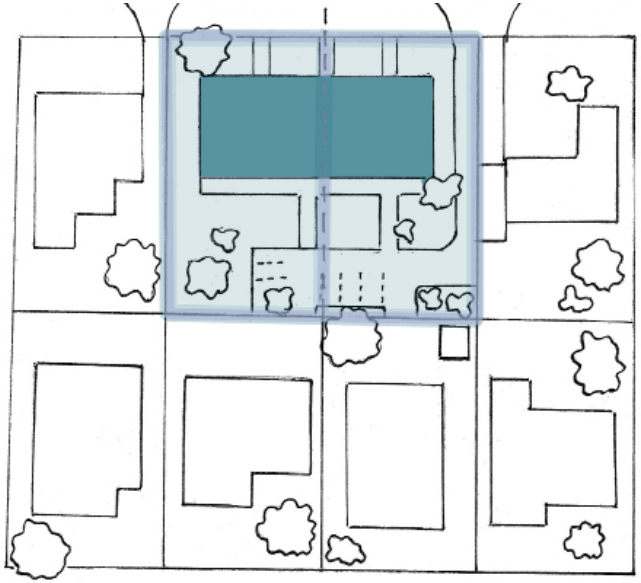

Figure 12: lot consolidation provides opportunities to increase densities that also maximise streetscape amenity

2.0 Building Design + Streetscape

Building design and streetscape presentation relates to the overall height and massing of development, how the building presents and interacts with the street and how the design responds to landform to capitalise of available outlook and minimum visual bulk. Good design comprises simple expression, balanced building composition which follows the natural landform, considered use of materials and the activation of the public realm.

Design objectives:

- To encourage simple and high-quality contemporary buildings that will contribute towards the preferred character of the streetscape.
- To ensure buildings are integrated into sloping sites and minimise the need for unnecessary earth works.
- To ensure buildings provide a clear sense of address.
- To ensure new developments are constructed with robust materials that will last.
- To ensure building services and infrastructure provision do not negatively impact on the design aesthetic of the development.

2.0 Building Design + Streetscape

2.1 Encourage simple and balanced building arrangements that respond to the preferred built form rhythm of the street.

a. Encourage simple and clean massing arrangements.

b. In areas with an existing low-scale character, ensure upper levels appear visually recessive by setting upper levels back from front and/or side boundaries, or using light colours and varied materials on upper levels.

c. In Neighbourhood Residential Zone areas, ensure the overall building mass is broken up on side elevations to reduce the visual impact of development in oblique views from the street.

d. Ensure dwelling facade treatments continue along side elevations to ensure the building is read as a whole element from the street.

Figure 13: utilisation of simple built form

2.2 Ensure development sensitively integrates into sloping sites.

a. Ensure stepped building designs (even in attached development) follow the topography of the land.

b. Ensure development is designed to minimise the height and extent of retaining walls.

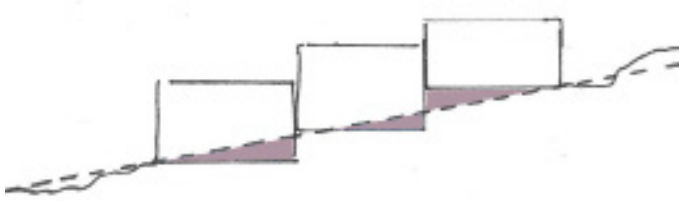

Figure 14: site responsive built form

2.3 Ensure upper levels that cantilever only partially traverse over shared driveways.

a. Avoid the use of structural beams to support upper levels across driveways.

b. Upper levels should not cantilever over the common driveway unless accommodating open space and encroaches no more than 50% of the common driveway.

c. Encourage light weight projecting structures such as balconies above portions of the driveway.

Figure 15: partial built form cantilever above driveway

2.0 Building Design + Streetscape

2.4 Encourage simple roof forms.

a. Ensure clear roof profiles are integrated into the overall building form, rather than 'caps' on top of elevations.

b. Encourage simple pitched or skillion roofs, and avoid overly complex hipped roof forms.

Figure 16: utilisation of simple roof form

2.5 Encourage contemporary architecture that uses articulation to create visual interest.

a. Ensure buildings clearly express their era of development and avoid mimicry of heritage dwellings and design features.

b. Ensure two dwellings on a lot or semi detached dwellings have asymmetrical design presentation to street frontages to provide subtle distinctions to individual dwellings.

c. Ensure materials, finishes and architectural design elements are used to articulate overall building mass.

Figure 17: contemporary built form expression

2.6 Ensure development provides a clear 'sense of address' to individual dwellings.

a. Ensure dwellings that front the street orientate entrances (front doors or gates) towards the street with direct access.

b. Ensure clear sightlines between front doorways and the public realm or common property areas.

c. Arrange entrances and dwelling front doors with a spatial distinction from each other and a clear threshold space incorporating glazing, weather projection with lighting, accessibility for those with limited mobility, landscape provision and numbering.

d. Use architectural details such as awnings and porches to clearly define front doors facing the street/common driveways and allow for slight recesses within facades for dwellings facing the street.

e. Encourage glazing next to front doors to allow for increased passive surveillance and increased visual amenity.

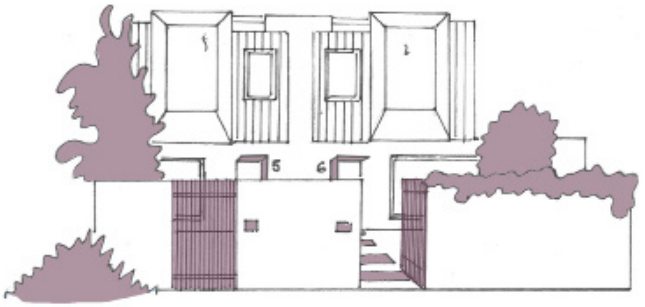

Figure 18: sense of entry to dwellings

2.0 Building Design + Streetscape

2.7 Ensure developments use high quality and robust materials that required minimal maintenance.

a. Encourage the use of contemporary materials, including brick (especially recycled brick), besser block, natural timber; cement sheets, corrugated metal sheet, aluminum cladding and light weight metal cladding.

b. Avoid lightweight cladding with rendered finish and stack stone cladding that do not age well and require ongoing maintenance.

2.8 Ensure building services are visually integrated with the overall design.

a. Encourage services, such as air-conditioning units, hot water system and downpipes, to be located to the side or rear of dwellings.

b. Ensure any services and balcony support structures that are visible from the public realm is integrated into the overall design to ensure they are visually recessive.

c. Ensure any roof mounted services, such as air conditioners, solar panels and hot water systems are positioned to minimise their visibility from the public realm.

d. Ensure utility meters within the front setback are integrated into the frontage design and are visually concealed.

e. Encourage front entrance features that reflect the architecture and materials of the building and integrate street address and letter boxes.

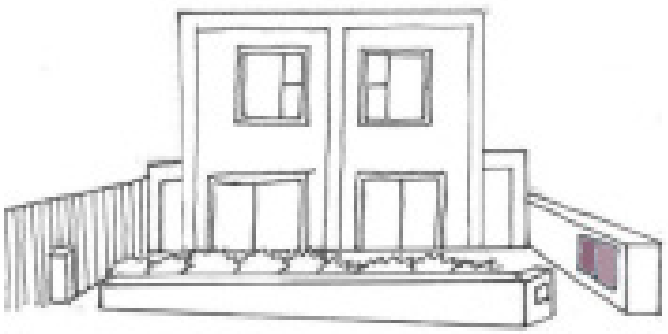

Figure 19: utilise built and landscape elements to screen services

Design Guidelines

3.0 Communal Areas + Parking

Communal areas and parking relate to all areas outside of the private realm, including shared access to the site for pedestrians, cyclists and vehicles, as well as the provision of car and bicycle parking in both the public and private realm. The arrangement of access and movement is critical to achieving a good design outcome, as it impacts a developments streetscape presentation, site layout, sense of address and safety consideration between people and vehicle movements.

Design objectives:

- To activate the street and foster greater community interaction.
- To ensure safe and legible access for both people and vehicles.
- To minimise potential conflicts between people and vehicles.
- To ensure parking is provided in the best location.
- To encourage sustainable forms of transport.

3.0 Communal Areas + Parking

3.1 Encourage functional front spaces to the street that engage with the public realm and provide a public benefit.

a. Arrange private and communal spaces within lot frontages as functional areas so that they can be utilised by residents and activate the streetscape.

b. Incorporate communal seating into boundary treatments to create passive pause places and opportunities to provide opportunities for interactions between residents and passing pedestrians.

c. Ensure verandahs or porch spaces that front the public realm or communal areas are slightly elevated and provide sufficient spaces to stand or sit with weather protection to improve passive surveillance opportunities.

d. Where fences are provided, encourage them to be low and visually permeable.

Figure 20: development integrated with the streetscape

3.2 Encourage communal driveways and consolidation of crossover where possible.

a. Arrange developments to share common driveways and minimise the number of individual crossovers within the streetscape.

b. Ensure driveways and crossovers are located to maximise the area for nature strips, street trees and on-street parking.

c. On corner lots, encourage provision of a shared driveway along the internal side boundary, freeing up the street frontage from multiple individual driveways and concealing garages from dominating the streetscape.

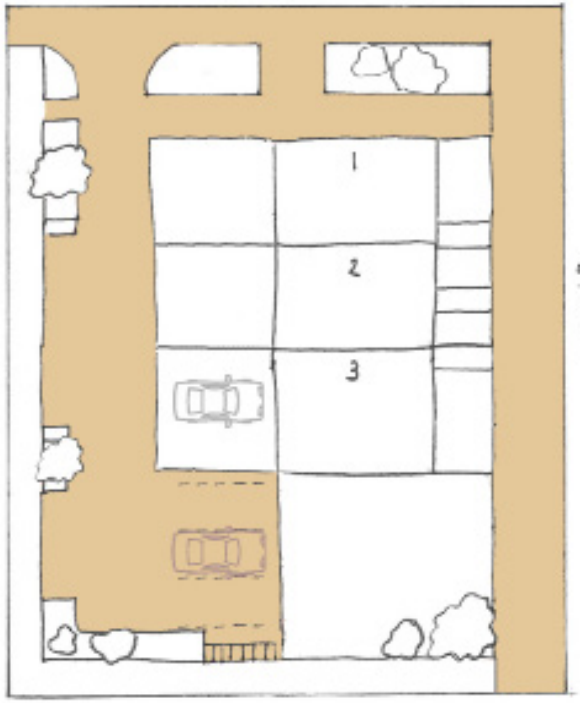

Figure 21: consolidated vehicle access

3.3 Ensure common driveways are designed as shared spaces.

a. Ensure common driveways use a high quality and varied hardscape treatment to reinforce a shared space environment.

b. Ensure shared spaces are designed to prioritise pedestrian access.

c. Encourage the design of shared spaces to clearly define individual sense of address.

Figure 22: communal space and common driveway utilised as a shared space

3.0 Communal Areas + Parking

3.4 Encourage the integration of feature lighting that enhances safety.

a. Ensure lighting is provided at main entrances and individual front doors.

b. Ensure lighting is provided in communal areas and is designed to sufficiently illuminate walkways and spaces without unreasonably impacting internal amenity of dwellings, in particular, bedrooms.

c. Encourage lighting at lower levels, integrated into building elevations or paved areas to minimise the provision of stand-alone lighting.

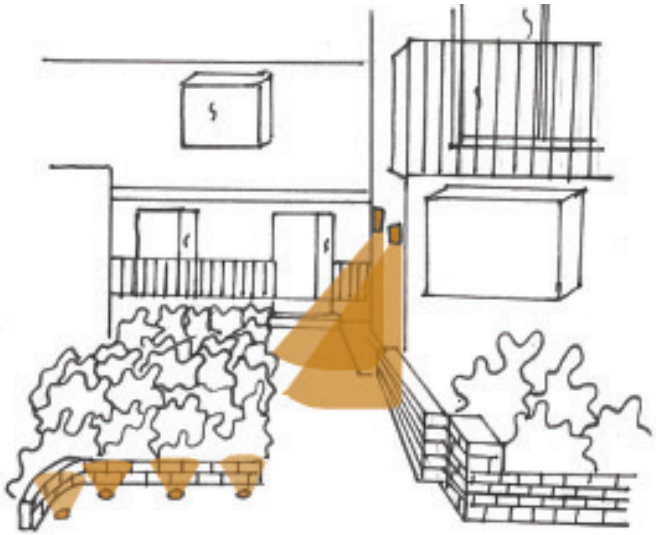

Figure 23: feature lighting in key locations

3.5 Encourage integrated bicycle parking within dwellings.

a. Provide secure and sheltered bicycle parking provision for all dwellings.

b. Encourage wall mounted bicycle racks within garages, alcoves within front entrances, or sheltered areas within ground level private open spaces.

c. Integrate resident and visitor bicycle parking areas approximate to main entrances and front doors.

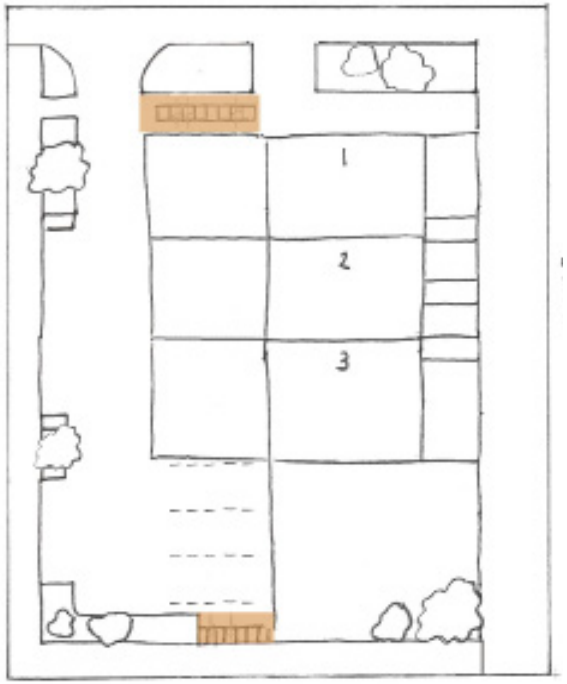

Figure 24: a range of bicycle parking provisions

4.0 Amenity + Internal Layout

Amenity relates to the level of comfort and liveability of the dwelling generated from the features and internal layout of dwellings, design of private open spaces, access to daylight and ability to heat and cool passively. Access to amenity should be maximised while not unreasonably impacting existing and potential future development outcomes on neighbouring land.

Design objectives:

- To ensure environmentally responsible design.
- To ensure development does not unreasonably impinge on amenity access of abutting dwellings.
- To arrange dwellings with high levels of amenity, which do not rely on privacy treatments to resolve overlooking or intervisibility matters.
- To ensure dwellings comprise sufficient internal storage for future resident's needs.
- To provide functional and useable private open space.
- To ensure the internal layout of dwellings and room dwellings provides good liveability for future resident's needs.

4.0 Amenity + Internal Layout

4.1 Ensure development minimises and reduces its environmental footprint.

a. Ensure all dwellings achieve the current minimum star energy rating. Encourage energy-efficient dwellings that can significantly reduce running costs and provide passive comforts to residents.

b. Encourage operable windows on opposite sides of dwellings to allow cross ventilation to cool dwellings in summer.

c. Encourage deep eaves or pergolas on the north side of the buildings to shade windows in summer and allow sunlight to pass beneath in winter.

d. Ensure developments integrate rainwater harvesting, storage and gray water systems to reduce their water usage.

e. Ensure development minimises and reduces its environmental footprint.

Figure 25: utilise passive design elements

4.2 Ensure external glazing and balconies incorporate design features that enable residents to control their solar access and manage heat, particularly if orientated to the north or west.

a. Encourage double glazed windows and doors.

b. Avoid large, unprotected areas of glazing and encourage the provision of external shade devices, including window hoods or deep window recesses, moveable shutters or external blinds.

c. Discourage roller blinds and other forms of external security.

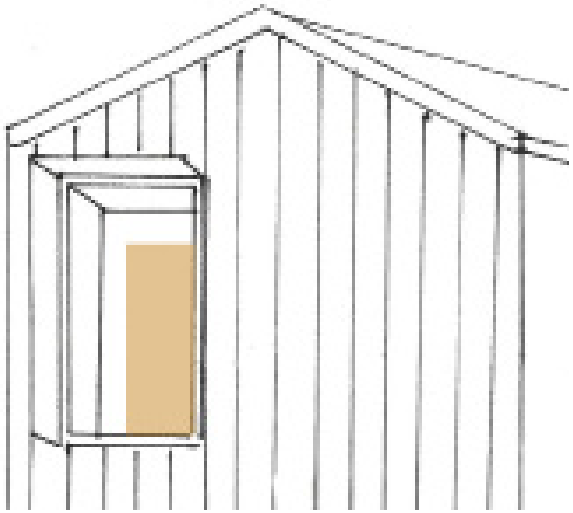

Figure 26: integrate shading devices into built form

4.3 Provide generous balconies when proposed as sole secluded private open space.

a. Arrange balconies to orientate towards the street frontage or rear interface.

b. Arrange balconies off living areas and use doors that enable wide openings to create large indoor-outdoor living opportunities.

c. Arrange balconies to avoid provision of high privacy screening to overcome overlooking and intervisibility matters.

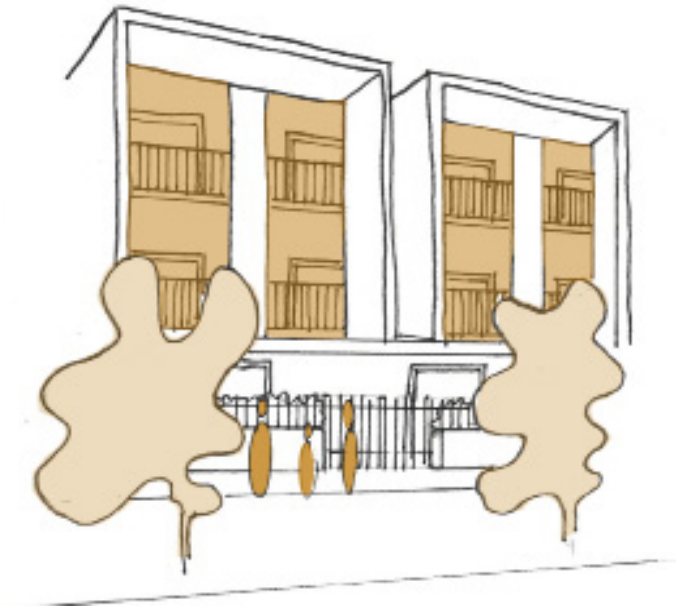

Figure 27: balconies orientated to the street

4.0 Amenity + Internal Layout

4.4 Ensure balconies and elevated terraces are designed to provide good amenity and privacy for all.

a. Encourage the provision of shade or shelter, particular over access doorways.

b. Encourage integrated awnings and moveable screens to enable residents to better control the environment of the balcony/terrace.

c. Encourage balconies to comprise sections of solid balustrade or opaque glazing to partially conceal residents from view from the public realm.

d. Avoid glass or transparent balustrades, which lack privacy and can lead to the appearance of visual clutter.

Figure 28: operable elements that provide shading and screening

4.5 Ensure the size and configuration of bedrooms and living areas provide good amenity.

a. Ensure living areas are designed to provide a minimum room depth that will allow for a 2 seater couch in a 1 bedroom dwelling and a 3 seater couch in a 2 and more bedroom dwelling.

b. Ensure living areas designed to provide a functional layout to enable a television to be located opposite a couch.

c. Ensure living areas are designed to allow for a clear walkway to external areas through the living area that does not impinge on where a couch should be located.

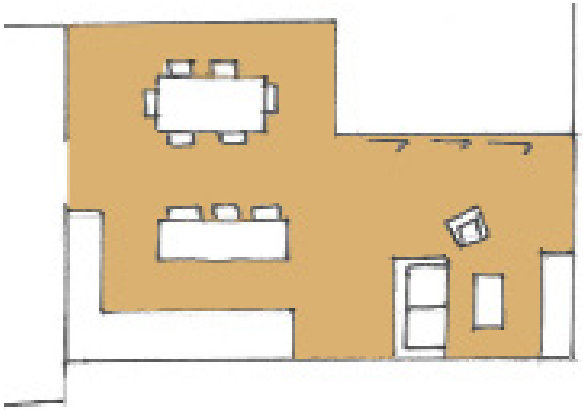

Figure 29: open planned living space

4.6 Ensure the integration of sufficient storage within dwellings.

a. Encourage internal layouts that maximise available space for integrated storage within laundries, hallways and under staircases.

b. Encourage the provision of built-in storage in all bedrooms.

c. Ensure storage areas within garages are large enough to accommodate typical household items such as rubbish bins, bicycles, tools and camping gear.

d. Ensure dwellings with ground level private open space contains appropriate storage for gardening equipment.

e. Avoid the provision of external storage structures, sheds and bin enclosures that are visible from the public realm.

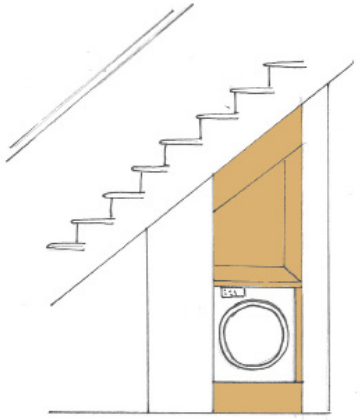

Figure 30: efficent utilisation of space

4.0 Amenity + Internal Layout

4.7 Encourage individual and secure garages to allow for flexible use and potential adaptability.

a. Arrange garages with access to amenity, such as glazing to provide access to daylight.

b. Encourage secondary rear doors or roller doors allowing access into abutting private open space.

c. Encourage integration of batteries and electric car charging facilities.

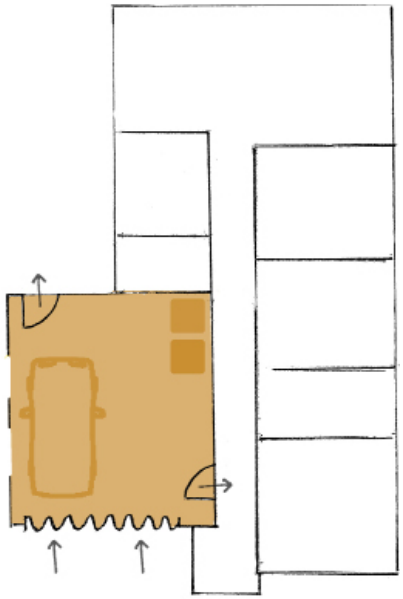

Figure 31: additional openings allow for adaptable use of garage space

5.0 Landscape Design

Landscape provision can greatly enhance medium density residential development by creating lush environments designed to improve the overall amenity for residents. High quality landscape responses can ensure that the developments fully utilise all available open space, enhance and soften the appearance of the building within the streetscape, and provide urban cooling benefits.

Design objectives:

- To ensure landscaping that integrates with the built form and enhances amenity.
- To maximise canopy cover and its long-term sustainability.
- To ensure the provision of low maintenance landscaping that will thrive.
- To enhance water efficiency and reduce the urban heat island affect.

5.0 Landscape Design

5.1 Ensure the retention and provision of canopy trees in a space that they can thrive.

a. Retain existing canopy trees of ecological and landscape value.

b. Provide canopy trees within front and rear setbacks, with a minimum one canopy tree per dwelling.

c. Encourage the provision of canopy trees within side setbacks along with perimeter planting.

d. Ensure canopy trees have sufficient space and soil depth to support their long-term health.

Figure 32: utilise front setback for canopy tree planting

5.2 Ensure the provision of lush and low maintenance landscape.

a. Provide a layered planting regime through the provision canopy trees, shrubs and ground covers.

b. Encourage hardy and low maintenance planting within private open space and communal areas.

Figure 33: layered landscaping response

5.3 Ensure the provision of landscape along driveways to soften the edges.

a. Provide sufficient space for landscape planting along driveways, including spaces of varying widths to break up long view lines.

b. Encourage landscape and canopy tree provision to terminate views along driveways.

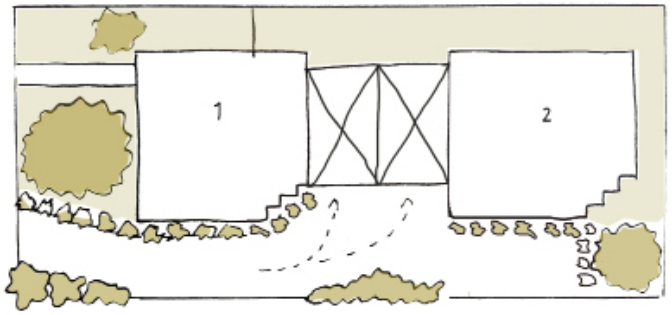

Figure 34: landscaping as a sreening and softening element

5.0 Landscape Design

5.4 Maximise permeable surfaces.

a. Encourage the use of permeable pavers to reduce extent of hardscaping, especially in driveways and communal areas.

b. Avoid narrow and hardscaped perimeter spaces and large areas of bland concrete.

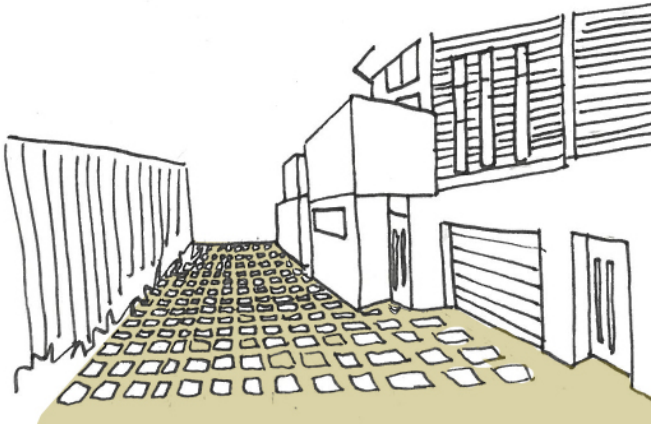

Figure 35: permeabled paved driveway

5.5 Minimise cut and fill on sloping sites that creates the need for site retention.

a. Ensure retaining walls have a maximum height of 0.5m.

b. Ensure terraced garden beds have a minimum width of 1m to allow meaningful landscape provision.

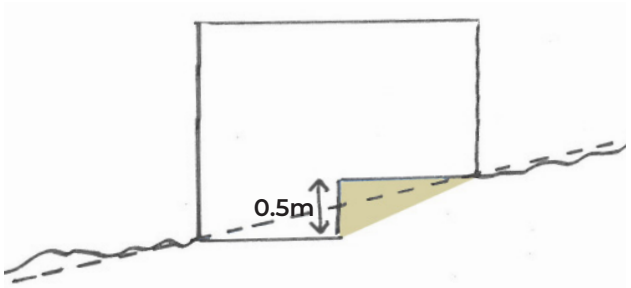

Figure 36: limit retaining wall height

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