12 - 16 BENT STREET
LINDFIELD

RESPONSE TO SDRP REVIEW 2 (2 APRIL 25) V2
7.10.2025
STATE SIGNIFICANT DEVELOPMENT APPLICATION

HATCH CLOUSTON associates YERRABINGIN PTW WILLOWTREE PLANNING

01

A TIMELESS DROVERS WAY

1. INTRODUCTION & PRINCIPLES
2. MOVEMENT AND PLACE
3. BETTER PLACES
5. CASE STUDIES
6. OPTIONS
7. DETAILED STRATEGY

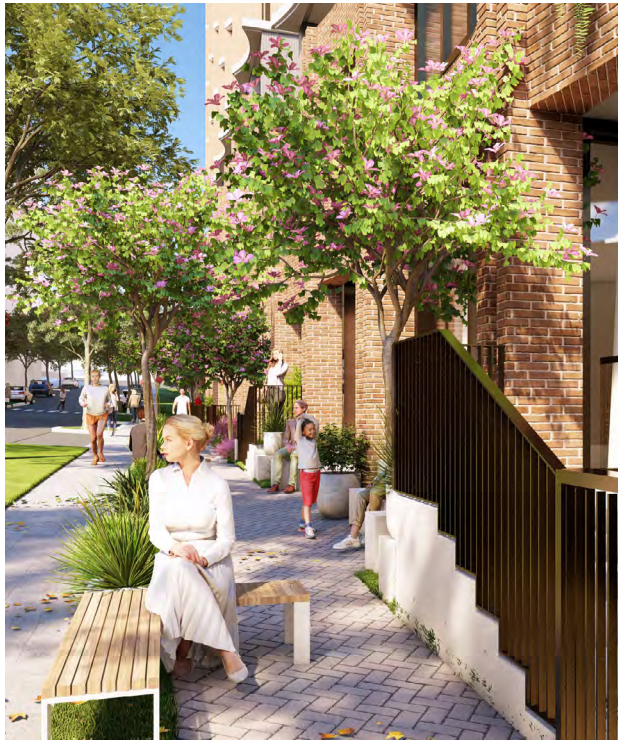
“To provide active frontages to all streets, lanes and public open spaces.”

Ku-ring-gai Local Centres Development Control Plan (Part 14E.5 Built Form)

AN EVOLVING SOLUTION

EXISTING PROPOSAL - FUTURE INTERFACE TO DROVERS WAY (EAST FACING)

CURRENT PROPOSAL - INTERIM INTERFACE TO DROVERS WAY (EAST FACING)



CURRENT PROPOSAL - FUTURE INTERFACE TO DROVERS WAY (EAST FACING)

This report presents an evolved response to the interface between the 12-16 Bent Street development and the Drovers Way road reserve.

The solution responds to comments from DPHI, Ku-ring-gai Council and the Government Architect requesting consideration of a interface that would still operate effectively if Drovers Way was not delivered for some time. The response seeks to conserve the principles of the existing proposal and built form while proposing a revised, staged solution.

CURRENT PROPOSAL - FUTURE INTERFACE TO DROVERS WAY (EAST FACING)

AN INTERIM SOLUTION

The lack of clear timing on the delivery of Drovers Way presents a certain challenge to providing a quality urban design outcome at all stages of the development. This unique context presents a need for a creative solution that maintains the successful long-term outcomes of the existing proposal while providing an interim condition that is just as effective for residents in the near-term.

What are the long term outcomes to be preserved in an interim solution?

Responsive to urban setting: This interface will engage with the active, urban frontage of the proposed Lindfield Village Hub. Retaining the 3 metre setback, street-accessed garden apartments that are similarly active and intimate will aid to avoid a disjointed streetscape.

Street Access: Entry to ground floor apartments from the street is key in maintaining an active, bustling street character.

Attractive Use of Space: Deliver a memorable place within this interface that provides an aesthetic, green space asset to the public domain and to residents.

What are the functional needs of a frontage to the empty land?

Fencing for security: A 1.8m fence will be built on the boundary between the building and the undeveloped Drovers Way land to maintain privacy and security.

Alternative ways to access: The apartments can be accessed internally, but if they are to remain accessible by street through the interim period, an alternative access path within the site boundary would be required.

Flexibility to future road levels: While the design should promote a working outcome, it should accommodate the future road being constructed with different engineering level heights.

Street address: The frontage needs to address a street to meet planning controls and provide amenity to residents.

What are the challenges if the existing interface was kept during the interim?

Unfixed apartment offering: Residents would likely move into a different style of apartment than the same apartment's future outcome, including different access arrangements, street address, experience of private space, and public interface. This may cause conflict in future when changes occur as part of Drovers Way's delivery, such as residents wanting to not take down the fence to the street.

Impact to the future streetscape: Residents in these dwellings, with no access to the front and a large fence, would likely adjust the way they use the space to be functionally an inward-facing backyard, possibly with screening and vegetation to the fence. Once Drovers Way is completed, it may be hard to re-promote the desired active, social front yard streetscape.

DESIGN PRINCIPLES

ACTIVE, SOCIAL AND INTIMATE

Interface to Drovers Way is a memorable place that facilitates activity and pedestrian circulation regardless of adjacent road delivery.

MAINTAINS FRONT-FACING DESIGN

Residents are discouraged from introducing barriers or changes to the private space during the interim period that would damage the future outward-facing front garden character.

STREET ADDRESS & ACCESSIBILITY

Residents are able to access ground floor apartments from the street and maintain a street address.

SAFETY & SECURITY

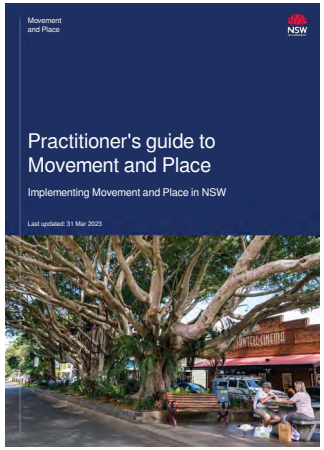
Requirement of fencing, lighting and other detail to make corridor safe and protect site from undeveloped lot area.

MOVEMENT AND PLACE

The Practitioner's Guide to Movement and Place provides a framework for integrating transport and urban planning to create better built environments in NSW. It emphasizes collaboration among practitioners, stakeholders, and the community across all project stages to enhance liveability and connectivity.

The guide outlines methods for applying a Movement and Place approach, including criteria for evaluating projects and ensuring alignment with the NSW Government's design and transport policies.

This method and criteria can be used to evaluate a proposed solution to the Drovers Way interface, assessing it in both it's interim and future form.



EXISTING VISION

Drovers Way will be a vibrant, pedestrian-friendly street that seamlessly integrates with the Lindfield Village Hub and its context. The new street will contribute to the garden setting experience and create a smooth transition to a more urban environment, providing a place to sit and rest.

Character and Form

- An interim response that offers usable pedestrian connectivity around the building allows for a more **permeable** urban outcome.
- Providing unique street-accessible front garden dwellings expand the **building diversity** on a site largely constrained to traditional internal-facing apartments.
- Maintaining an intimate interface between the building and the street or interim movement corridor will generate better **pedestrian street space** and sense of **street enclosure**.

Amenity and Use

- The internal pedestrian path during the interim stage of development can manifest as a valued communal space or extension of the private yard for residents along this frontage.
- Maintain a future interface to Drovers Way that provides a positive contribution to the street experience of **public space** with front-facing gardens and a generous allocation of land to semi-public circulation. This interface allows dwellings to engage with the street and provides a memorable and layered place experience for the community.
- This corridor and it's contribution of communal space could easily including placemaking elements and **places to stop & rest.**

Green and Blue

- Front lawns, vegetation and planting within this interface will all contribute to Drovers Way as a green link and add to the **tree canopy**.
- As the internal pathway will not expect heavy pedestrian traffic, green **impervious surface** path styles would be delivered for all path networks through the interface corridor to help mitigate the impact of additional circulation space.

Access and Connection

- Providing an interim **walking path** along this interface including access to dwellings and the Drovers Way building entry will encourage active travel for residents on this frontage and residents near to the Drovers Way building entry.
- Delivering a solution that retains a desirable pedestrian walking path when Drovers Way is delivered with placemaking elements, vegetation and front-facing dwellings will encourage active travel for residents and local public.
- Adding additional public circulation through the site could functionally create a wider road reserve, facilitating better space allocation for **public transport and cycling accessibility** on Drovers Way.

Comfort and Safety

- A response that delivers an additional publicly-accessible corridor would effectively contribute to a larger future Drovers Way road reserve that promotes better **road safety** and **pedestrian crowding** outcomes on what is to be a bustling future street.
- Until Drovers Way and the future Lindfield Hub are delivered, this building frontage will lack the **community safety** of full passive surveillance of a two sided street. Creating a well designed, active corridor along this frontage will minimise this safety risk.

BETTER PLACED

Better Placed provides clarity on what the NSW Government defines as good urban design - not just how a place looks, but how it works, how it feels for people and how it fits into its existing context. The document outlines a broad range of objectives and processes in order to achieve development which is Better Placed.

The strategy aims to create a safe, equitable, sustainable built environment, which is distinctive and of its place, creates value and is fit for purpose.

Better Placed is a policy for our collective aspirations, needs and expectations in designing NSW. It is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. To achieve this, good design needs to be at the centre of all development processes from the project definition to concept design and through to construction and maintenance.

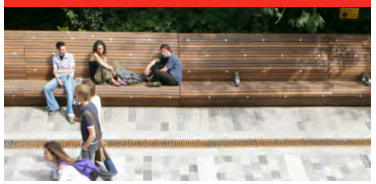
A good design process is based on an understanding of the place through research, analysis and precedent studies. This enables us to consider alternatives and concept options which are place-led and fit for the place.

Seven distinct objectives have been created to define the key considerations in the design of the built environment. Achieving these objectives will ensure our cities and towns, our public realm, our landscapes, our buildings and our public domain will be healthy, responsive, integrated, equitable and resilient.

DESIGN PRINCIPLES

1. BETTER FIT

CONTEXTUAL, LOCAL AND OF ITS PLACE



2. BETTER PERFORMANCE

SUSTAINABLE, ADAPTABLE AND DURABLE

DESIGN RESPONSE

Leveraging the local communal aspirations of Lindfield, the interface to Drovers Way must balance the existing local character of a garden suburb with leafy, inviting frontages, and the emerging character of an active urban street defined by the future Lindfield Hub.

High quality landscaping outcomes in the interface corridor will embody and promote sustainable practices and values.

3. BETTER FOR COMMUNITY

INCLUSIVE,
CONNECTED
AND DIVERSE

The proposed interface contributes to housing diversity in providing a garden-access housing typology unique to other apartments or standalone dwellings. The interface corridor can become an engaging and memorable place for the community that creates social cohesion between private apartment buildings and public streetscapes.

4. BETTER FOR PEOPLE

SAFE,
COMFORTABLE
AND LIVEABLE

The occupation of- and circulation through- public, communal and private zones is clearly delineated and regulated through layered landscaping and spatial programming to secure the safety of residents, while simultaneously facilitating passive surveillance of both the street interface and the communal open space

5. BETTER WORKING

FUNCTIONAL,
EFFICIENT AND
FIT FOR PURPOSE

The interface corridor exemplifies adaptability to change, through a combined private and communal outcome that creates value and usability for all stages of Drovers Way's delivery. The program of the space is well thought out and is efficient in providing the needs of it's users.

6. BETTER VALUE

CREATING AND
ADDING VALUE

The functional needs for this interface to Drovers Way are combined into a memorable place that elevates value for residents, particularly in access and recreational amenity. The shared sense of ownership and responsibility among the residents along this interface, in turn, minimises long term- and ongoing- maintenance costs.

7. BETTER LOOK AND FEEL

ENGAGING,
INVITING AND
ATTRACTIVE

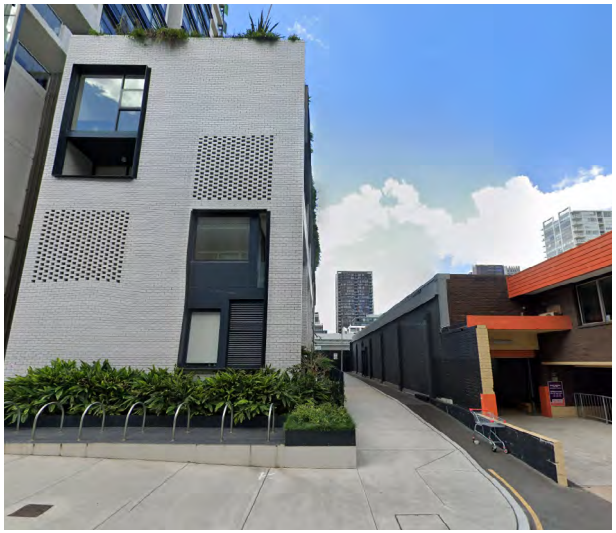
Building on an existing quality built form, the interface corridor would deliver rich landscaping, inviting spaces, and close engagement between pedestrians and residents at street level, contributing positively to the character of Lindfield with a layered social and aesthetic appeal.

CASE STUDY - HATBOX STREET HOUSING, WATERLOO

Hatbox Street Housing was designed by Collins and Turner Architects with Environa Studio, and is located on the southern face of the 5 Sam Sing Street high-rise development in the Lachlan Precinct of Waterloo.

The development is listed on the Government Architect's 'Good Design for Housing' Housing Map as an exemplar case study. The listing notes the contribution to creating site links and connected neighbourhoods, use of metal blades for solar and privacy shielding, and the optimisation of space for both communal and saleable GFA.

Similar to the Linfield proposal, this development was completed in 2018 before the future road and adjacent property were built, which is still yet to occur.



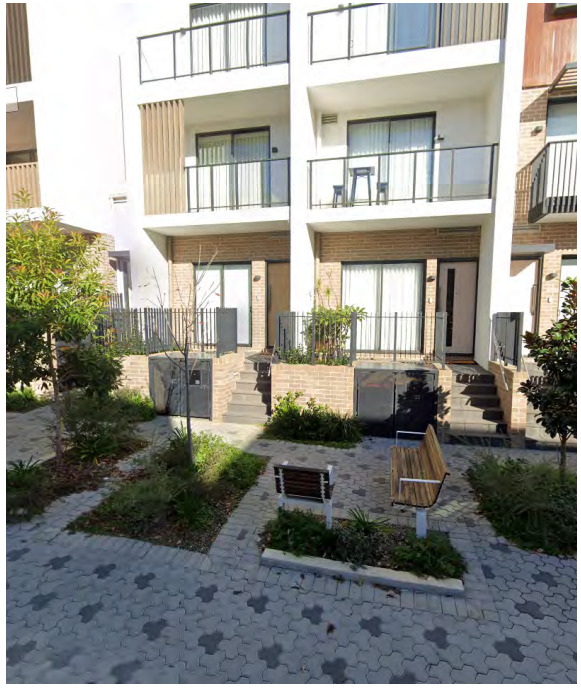
OPPORTUNITIES & TAKEAWAYS

- A recognised, successful development can be achieved with a small frontage in areas where development occasionally precedes appropriate roads and adjacent land
- Generous pedestrian circulation within this frontage is a valuable asset to the local area, ensuring accessibility and a sense of street address to the dwellings.
- Opportunity to promote better place activation and landscape features to create a more exciting and liveable front laneway.

CASE STUDY - ALLIOT STREET MEWS, EDMONDSON PARK

The Alliot Street Mews (and adjacent mews) are located in Fraser Property's highly successful Ed.Square development in Sydney's south-west.

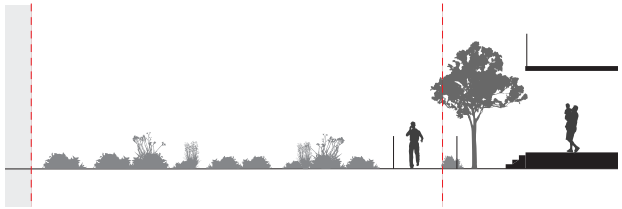
The development is listed on the Government Architect's 'Good Design for Housing' Housing Map as an exemplar case study, particularly in the growing space of increasing density in suburban areas. In particular, the Alliot mews are listed as an exemplar of 'Shared Zones' in the NSW Movement and Place Standards. Highlighted details include planting, seating, and lighting that contribute to reinforcing the street's place function.



OPPORTUNITIES & TAKEAWAYS

- A flexible mix of pavement and vegetated areas blur the rigid zones of traditional road reserves.
- Pockets with seating and lighting create intimate social spaces to promote recreational use of the street.
- Street is engaged by both the ground floor and balconies above, creating a lively and intimate micro-community.
- Opportunity to increase pavement width in some areas to ensure accessibility for all, including prams and wheelchairs.

DEVELOP OPTIONS



DESIGN IN THE ROAD RESERVE

Add pedestrian footpath and embellishment including vegetation and lighting to Drovers Way until it is fully developed.

OPPORTUNITIES

- Apartments would maintain the same front yard and accessibility from the street as would be afforded upon Drovers Way's completion.
- Apartments would have more access to light and space without barrier on building boundary
- Could contribute to a safer local area by adding vegetation and lighting to undeveloped Drovers Way

CHALLENGES

- Drovers Way land is a separate land parcel and would require extensive cooperation and possible costs to commence any scale of work.
- Additional costs to develop area within Drovers Way that would be removed when the laneway is fully developed.
- Drovers Way would require continued maintenance.

INTERNAL PATHWAY

Add pedestrian connection within the site boundary combined with some front yard outcome.

OPPORTUNITIES

- Apartments would maintain access from the street via a path closer to the dwellings, eventually interfacing with the future footpath on Drovers Way.
- Apartments would maintain front-yard feel, preserving the future character expected upon the full delivery of the laneway.
- Opportunity to create an intimate and social corridor that could be an asset to dwellings.

CHALLENGES

- Smaller private front yard space for each dwelling.
- Movement corridor would need to be wide enough and well lit to be safe and accessible.
- Additional path pavement could impact vegetation and deep soil targets.

PRIVATE OWNERSHIP

No interim street access is provided, front yard functions as solely private space until Drovers Way delivery.

OPPORTUNITIES

- Apartments would maintain the same front yard and would have increased privacy for the interim period.

CHALLENGES

- No street access - dwellings could only be accessed internally through the building, which could additionally impact emergency service access.
- No street address
- Residents may amend their private space to be more functionally a backyard, including privacy screen and vegetation. This could impact engagement with the street when Drovers Way is delivered.

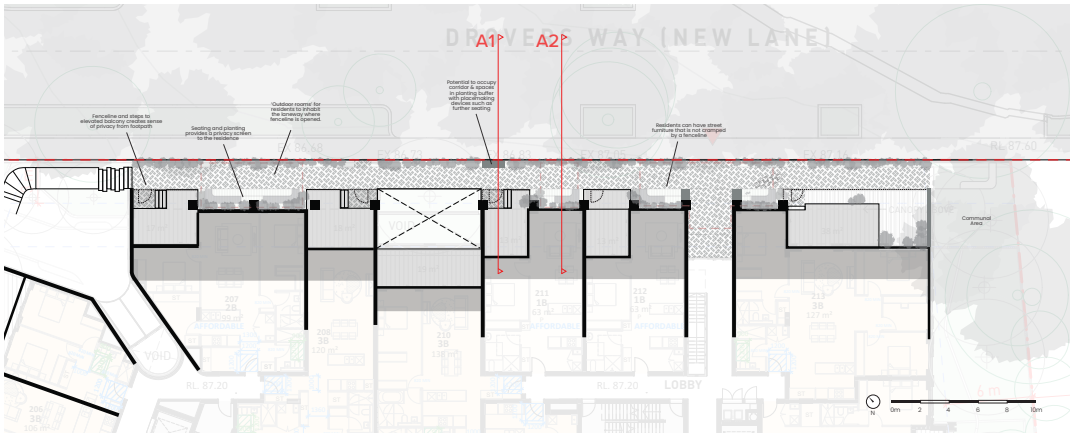
PREFERRED OPTION

The preferred strategy for the Drovers Way interface, inspired by the time-proven precedent of the pedestrian mews, envisions a dynamic corridor made up of both private and public space. Building on the 'internal pathway' concept, the strategy mitigates issues with spacial amenity with a flexible, staged approach.

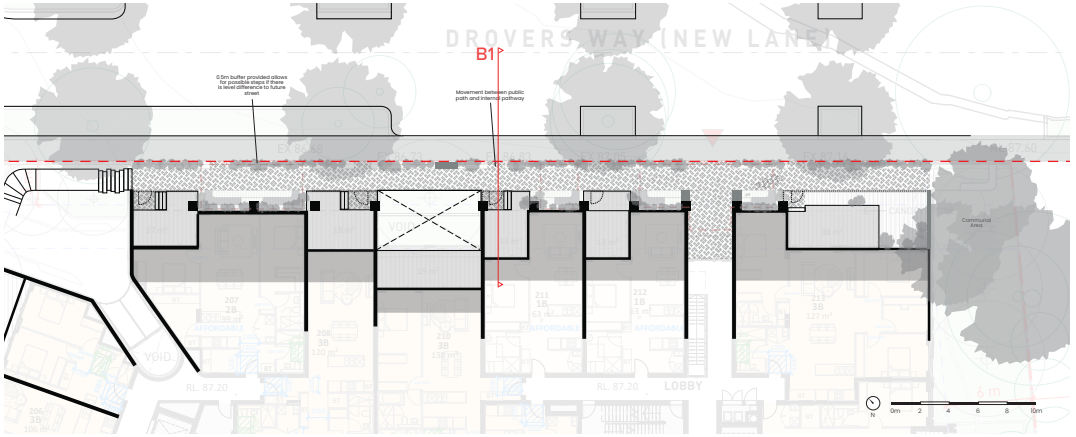
Specifically, the design delivers:

- 1.5m of impervious pathway within the building setback to preserve access and a sense of street address at all stages of development.
- 1-1.5m of communal green courtyard in addition to resident's balconies that will flexibly combine or delineate from the communal path.
- An interim 1.8m fence along the site boundary
- 0.5m area along the site boundary provides space for a 1.8m fence and planting on the interim fenceline, and allows for steps to be added should the elevation of the Drovers Way footpath change in future. Gaps in the planting are made where the internal path will connect to the Drovers Way footpath in future.
- Fencing around the balconies and planting along exterior walls to provide privacy for residents to the pedestrian pathway.
- Path lighting, vegetation and plantings, and other placemaking elements including seating

INTERIM STRATEGY



PROPOSED STRATEGY



Stage 1: Interim Strategy

Prior to the delivery of Drovers Way, the interface would function as a communal pedestrian mews, with a 1.8m fence on the building boundary, and a flexible boundary between private and public space.

With the minimal traffic of internal circulation for some of the buildings residents, there is a significant opportunity to allow residents to expand their front yard recreation into the path corridor. Allowing residents to occupy the interface combats the 'back alley' experience that could occur from this unique lack of street scenario.

Dwelling balconies will extrude out to the footpath, and have fencing to create a sense of privacy from the pathway. Planting along exterior facades will create a buffer from the pedestrian walkway.

The remaining spaces where there is no balcony become intimate 'outdoor rooms' for the residents of the ground floor units. These spaces improve social connectedness and sense of community, allowing a green, outdoor space to occupy, chat with neighbours, and allow children to play. A developed planting strategy along exterior walls of the building will reinforce these green outdoor rooms while preserving privacy for residents.

Integrating the fence wall, public path and private green courtyards into a cohesive space, design features can include landscape elements, such as vertical greenery on the fenceline, social elements, such as seating, and placemaking elements that can activate the unique communal space.

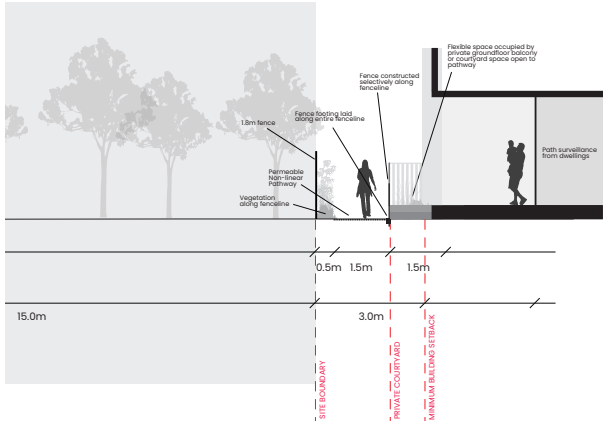
Stage 2: Outcome upon Drovers Way Completion

The proposed strategy is deliberately designed to minimise major change between stages, ensuring consistency for residents and mitigating issues associated with works such as costs or disturbances.

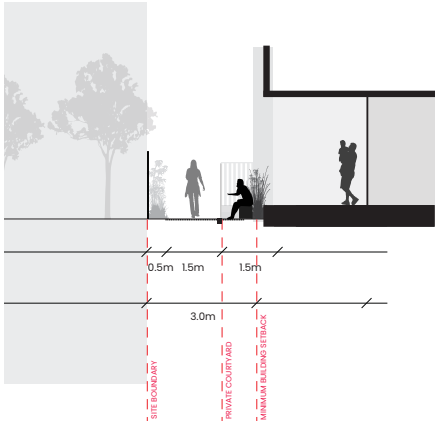
At this stage, the 1.8m fence on the site boundary would be removed, and the internal path would feel like part of the streetscape, with the 0.5m planting area providing a sense of separation. Additional planting and activation elements, such as seating, can be added.

An opportunity to add additional planting or adjustments to the 'outdoor room' courtyards can be delivered following the wants of the tenants, with the streetscape now able to facilitate pedestrian circulation.

INTERIM STRATEGY

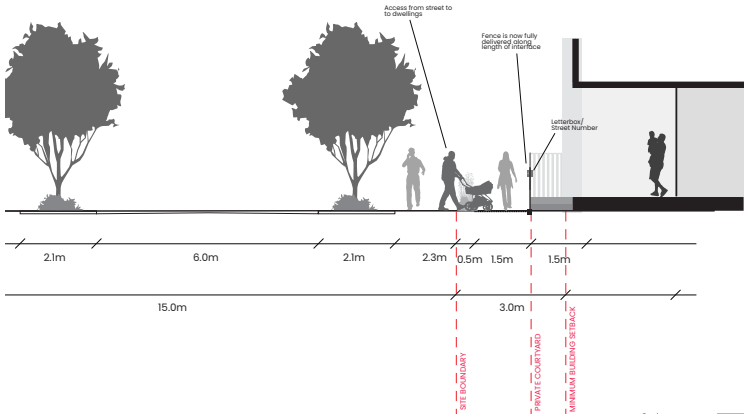


Section A1: Interim strategy intersecting at a groundfloor balcony.



Section A2: Interim strategy intersecting at path-side courtyard.

PROPOSED STRATEGY



Section B1: Proposed future strategy intersecting at ground floor balcony.

DETAILED STRATEGY & SUPPORTING RESEARCH

MEWS AND ACTIVE LANEWAYS

- Successful laneways are activated by program and purposeful embellishments, including vegetation, lighting, gardens and seating.
- Streets and movement corridors that are smaller can facilitate intimate and social environments and built more meaningful and exciting places. Exemplified by the allure of laneways in Melbourne and Sydney's inner city districts (pictured right), laneways can be desirable residential locations if populated with amenity correctly.
- The Project for Public Space's 'Power of 10+' model could be exercised in this laneway with the generation of 10 or more reasons to be in the lane. This could include seating, public art, community gardens, quality landscaping, or social meeting points.
- The laneway typology can additionally facilitate a culturally rich place - this can be generated through art on courtyard walls, micro-community events and Designing with Country elements.

BALANCING PUBLIC & PRIVATE

- The complex and active future interface with Drovers Way and the Lindfield Hub will require a blurry edge between the private residences and public street.
- Public engagement with the apartments, in the form of access from the street and public circulation, can generate more activity in the corridor and provide a critical mass to support placemaking initiatives.
- Privacy for residents with smaller setbacks to the street, particularly into more private areas such as bedrooms, can be provided with flexible elements including vegetation, fences or walls, and structures such as vertical trellis or privacy screens. These elements can be fluid, such as a vegetation wall of a few metres in length, blocking direct sight into a room but still maintaining street access.

SOFT LANDSCAPING & *SOFT CITY*

- The Soft City philosophy outlined in the book by David Sim argues that soft landscaping elements like potted plants, seating, and small-scale furniture are not just aesthetic additions—they are essential tools for creating human-scaled, liveable environments
- Hybrid public-private spaces—such as front yards, stoops, or shared courtyards—play a crucial role in building community. These in-between zones allow residents to engage with the street on their own terms, offering flexibility and choice in how they participate in public life

DEFINING INTERSTITIAL SPACE

- The blurry boundary between public and private will require designed spaces that communicate to users the space they are in and where they should go.
- Ground treatments can define different zones in a space, not only between public and private, but demonstrating different activity expectations.
- Populating an area with street furniture, landscaping and other embellishments can communicate expectations on users. A pedestrian commuting through an area is unlikely to weave through seating instead of taking the clear, open route.
- Using structure, particularly shelters, porticoes or colonnades can create clear distinction between zones. It can also assist in developing a sense of enclosure, intimacy, and privacy, particularly for a private dwelling facing a public area.

FUTURE FLEXIBILITY

- Creating a buffer of communal space allows for flexibility for future road levels to change when Drovers Way is delivered, allowing space where steps down to the laneway's footpath can be accommodated.
- Courtyards or 'outdoor rooms' can be adjusted overtime, adding more screening and privacy, or more activation as needed. Importantly, this flexibility benefits both the tenant and the patrons of the streetscape.

THE BENEFIT OF THE DESIGN

The following illustration highlights how the revised design of the Drover Way interface might look and feel, in both the interim and future stages. The strategy overcomes the concerns raised for the interim stage while still delivering a memorable, place-led street interface for the community.

+ ACCESS AND STREET FRONTAGE AT ALL STAGES OF DEVELOPMENT

+ INTIMATE, SOCIAL PLACE THAT BECOMES AN USABLE PUBLIC ASSET TO RESIDENTS AND COMMUNITY

+ ENSURES QUALITY STREET INTERFACE IS PRESERVED WHILE AWAITING DROVERS WAY'S DELIVERY

+ MORE SPACIOUS DROVERS WAY CORRIDOR WITH ADDED PUBLIC SPACE

+ FACILITATES ANY REQUIRED STEPS TO LEVEL CHANGES IN FUTURE LANEWAY DESIGN

+ MINIMAL WORKS AND INTERVENTION REQUIRED WHEN LANEWAY IS DELIVERED

02

RESPONSE TO SDRP

“The precinct will be designed to provide a transition from the core urban areas to the surrounding high and medium density residential areas.”

Ku-ring-gai Local Centres Development Control Plan (Part 14E.13 Buildings in R4 Zones)

STATE DESIGN REVIEW PANEL: COMMENT 1

Connecting with Country

1. Allow the outcomes of the engagement with Aboriginal knowledge holders to guide the design of the areas on the ground plane that still require resolution. Ensure ICIP is observed.

Response (1):

Yerrabingin and the project team will continue to consider Country and outcomes of the engagement in the continued design of the site. Team will continue to observe ICIP in this process.

STATE DESIGN REVIEW PANEL: COMMENT 2,3

Site Strategy and Landscape

The proposal relies on the delivery of the future Drovers Way along the northeast boundary; however, the laneway and Lindfield Hub may not be developed in the near future.

2. Provide detailed sections outlining the interim approach to the interface with Drovers Way.

3. Develop a strategy for the interface along the northeast boundary that accounts for the possibility of the laneway not being completed for some time. Address interim access, security, landscape, drainage, services etc.

Response (2,3):

Due to the detailed study and solution required by these comments, an urban design response has been added as the first section of this report.

In summary, an alternative strategy has been developed to provide a positive urban design outcome for the interface that is not reliant on the delivery of the laneway. This strategy seeks to respect the successful existing proposal's long term vision for this interface through minimal change to built form, instead focusing on detailed design interventions to the corridor to facilitate for street access and address for these apartments.

The solution envisions a pedestrian mews-inspired solution along the Drovers Way interface. Beyond its function as a circulation corridor and inspired by time-proven precedents, it creates intimate 'outdoor rooms' for the residents of the ground floor units improving social connectedness and sense of community.

Figure 1: Render of the proposed interim solution

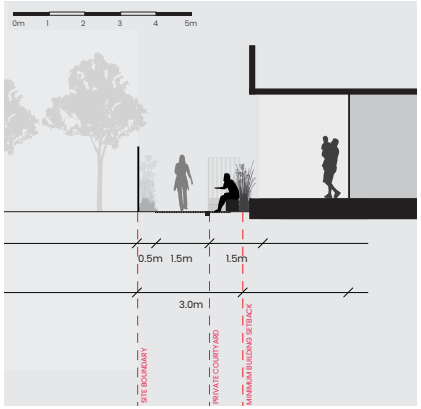


Figure 2: Section of interim strategy

Figure 3: Batman Lane, Surry Hills

Figure 4: Alliot St Mews, Edmondson Park

Functionally, the corridor is split into 2m of communal space, and up to 1.5m flexibly alternating between private balcony and communal courtyard, with a 1.8m fence at the site boundary. The 2m of communal space includes a 1.5m footpath that allows street access to the ground floor apartments and to the Drovers Way building entrance.

During the interim phase prior to Drovers Way's completion, this frontage resolves it's lack of streetscape with an internal footpath and undulation in the street facade, including extruding private balconies and shallow courtyards. This allows the creation of usable 'outdoor rooms' of recreational green space for residents to occupy and enjoy, combining footpath with shallow courtyard to create a more usable space. With minimal foot traffic other than residents along this frontage, this arrangement can foster an active and social street interface even before Drovers Way is delivered, providing passive surveillance and front-facing street frontages.

Once Drovers Way is delivered, the 1.8m fence at the site boundary will be removed, and the shallow courtyards can be maintained or altered depending on the wants and needs of residents. Separated from Drovers Way by a strip of vegetation except for access points, the internal footpath becomes a semi-public threshold space, effectively integrating with the road reserve and providing an unique and memorable pedestrian corridor.

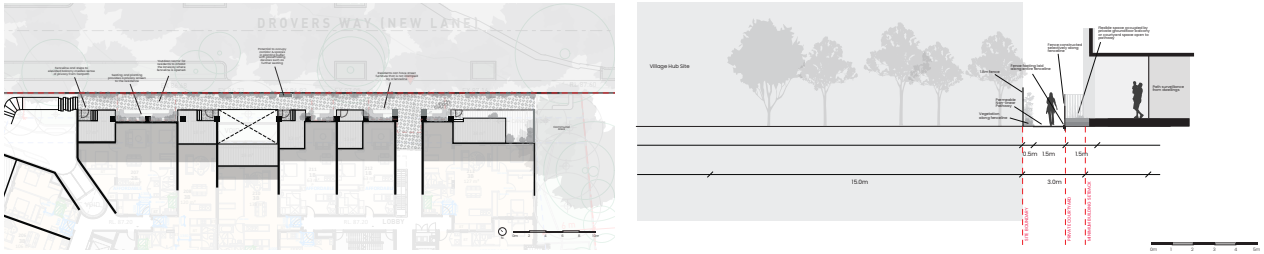


Figure 5: Interim Strategy Plan (a) and Section (b)

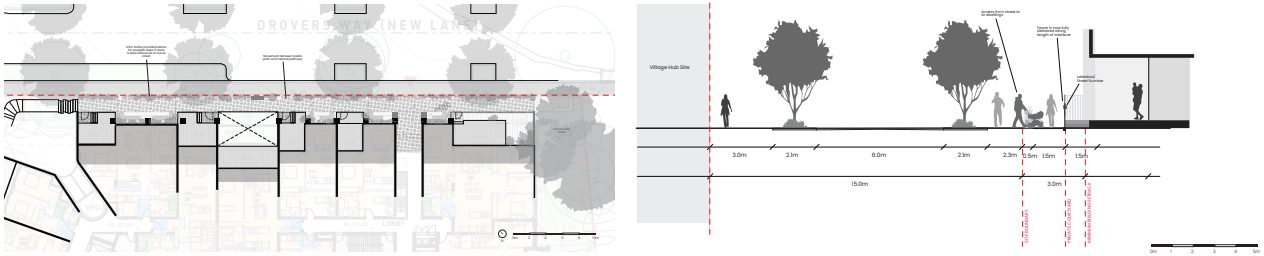


Figure 6: Future Strategy Plan (a) and Section (b)

STATE DESIGN REVIEW PANEL COMMENT 4

The height and massing of the revised design are supported in principle; however, the impact on adjacent developments was not presented to the panel and requires careful consideration.

4. Analyse the impact of the proposed development on the existing apartments at 18-20 Bent St to the southwest, including the following:

a. a comparative analysis of a compliant scheme (height and DCP setbacks) and the proposal,

Response (4a):

The proposed development would not have significant additional impact on the adjacent apartments at 18-20 Bent St compared to a DCP compliant scheme.

Development at the boundary with this adjacent property is controlled by a 6m setback, a height limit of 28.6m, and ADG setbacks by building height. A principle of the revised design was to move mass away from this area despite it being within the compliant envelope, in order to reduce the overshadowing and impact to the adjacent apartments.

For the adjacent 18-20 Bent Street dwellings in particular, it is important to recognise that much of the visual impact would occur with most mid-rise apartment outcomes on this site, even below the compliant envelope. With such proximity between the adjacent properties, the upper-storeys of the proposed development would be less consequential to overshadowing, particularly being further setback to the lower levels.

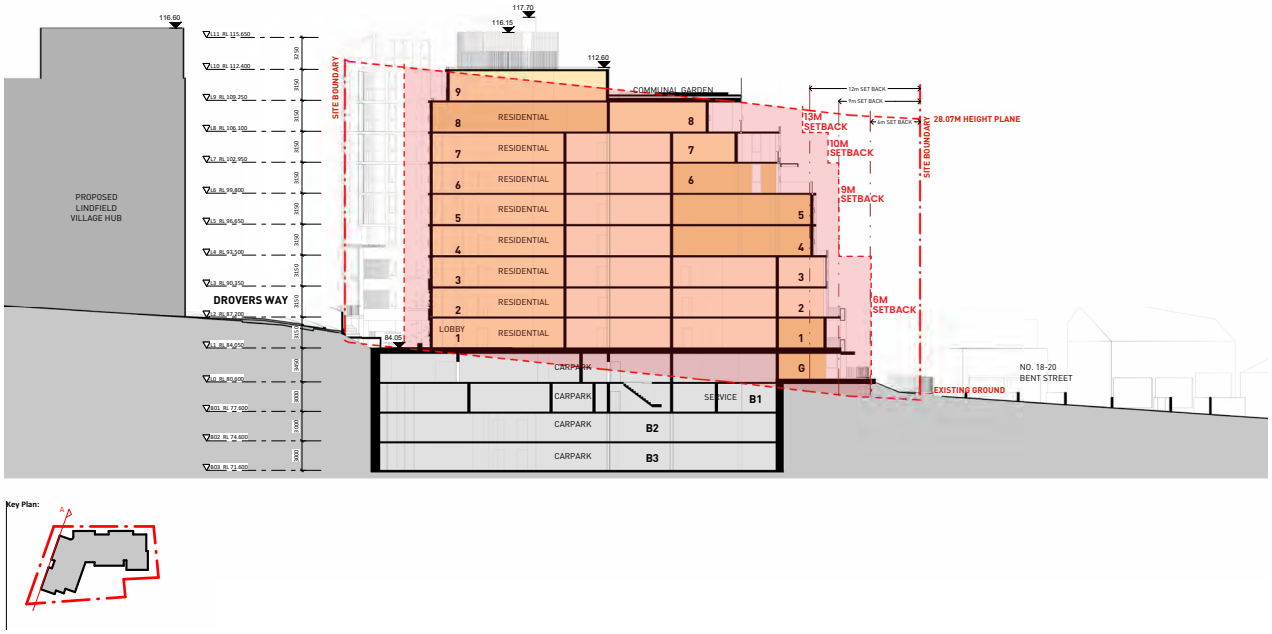


Figure 8: DCP Compliant Envelope over existing proposal section

The visual impact images in Figure 9 uses a DCP compliant form, complying to setbacks, height limit and FSR, to compare to the proposed scheme. The photos, taken from vantage points near to the apartments at 18-20 Bent Street, show the existent, yet minimal, difference in visual impact between both schemes.

- In both views, the compliant scheme is similarly visible in the landscape
- The proposed Lindfield Hub is equal or more significant of a visual impact to the proposed development. Due to this, any variation in the built form of the 18-20 Bent St development has less standalone impact to adjacent sites who will be impacted by the future Lindfield Hub regardless.

b. an assessment of the impact on individual apartments within the existing developments, considering the locations of windows, living spaces and private outdoor spaces.

Response (4b):

The detailed breakdown of solar access in Figure 10 demonstrates that while the proposed development does have an impact on these private areas, this impact should be considered appropriate compared to the expected impact of a compliant building.

The breakdown demonstrates that well over 70% of apartments received over 2 hours of sun in living and private open space, with 88% and 81% of apartments experiencing over 2 hours in the living room and open space respectively. 75% of apartments receive over 2 hour solar access to both.

Figure 9: Visual Impact views on compliant and proposed development forms

View 1: Compliant Built Form

View 2: Compliant Built Form

View 1: Proposed Built Form

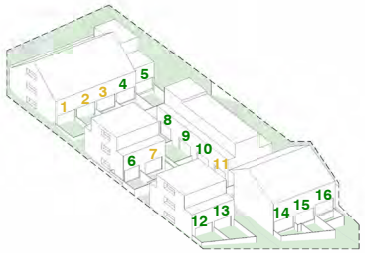
View 2: Proposed Built Form

NTS

Google Earth Coordinate: 33°56'39.5"S 150°55'27.4"E
Viewing Distance from Site Boundary: 1,202 m

NTS

Google Earth Coordinate: 33°56'39.5"S 150°55'27.4"E
Viewing Distance from Site Boundary: 1,202 m



18-20 BENT STREET KEYPLAN

18-20 BENT STREET

LIVING ROOM

	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	TOTAL
1														Y	Y	Y	Y	Y	Y	Y						1.75 hr
2													Y	Y	Y	Y	Y	Y	Y						Y	2 hr
3										Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	3.75 hr
4									Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	4 hr
5								Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y						3 hr
6											Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y					2.5 hr
7										Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y					Y	3 hr
8									Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y						2.75 hr
9								Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y						3.25 hr
10						Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y						3.75 hr
11											Y	Y	Y	Y	Y	Y	Y	Y								1.75 hr
12	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
14	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
15	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
16	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr

14 88%

18-20 BENT STREET

PRIVATE OPEN SPACE

	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	TOTAL
1														Y	Y	Y	Y	Y	Y	Y						1.75 hr
2													Y	Y	Y											0.75 hr
3												Y	Y						Y	Y	Y	Y	Y	Y	Y	2.25 hr
4										Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		3.75hr
5									Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y							2.75 hr
6											Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y					2.75 hr
7									Y	Y	Y	Y	Y	Y												1.5 hr
8													Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	3.25 hr
9								Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		4.25 hr
10							Y	Y	Y	Y	Y	Y	Y													3.25 hr
11														Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			2.5 hr
12	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
14	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
15	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr
16	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	6 hr

13 81%

NUMBER OF UNIT ACHIEVE	COUNT	PERCENTAGE
>2HR SOLAR ACCESS (LIVING ROOM)	14/16	88%
>2HR SOLAR ACCESS (PRIVATE OPEN SPACE)	13/16	81%
>2HR SOLAR ACCESS (LIVING ROOM + POS)	12/16	75%

Figure 10 (above): Solar access to private areas - detailed breakdown

Figure 11 (right): Sun-eye views from 10am - 3pm

21 June 1100

21 June 1200

21 June 1300

21 June 1400

21 June 1500

The proposed development also only affects the adjacent apartments for a limited time. By 12pm on the 21 June, the development is blocking sun from private spaces of only one apartment, with all apartments unaffected from 1pm onwards. Several apartments already have limited sun exposure through the day.

Furthermore, the vast majority of apartments are oriented towards the street, not towards the proposed development. Only four apartments are oriented this way, and two of them face into the wall of another apartment. Not only does this mean the new building would visually incur on less apartments, but it also means that affected morning sunlight prevented from reaching the glazing on these buildings would not spread deep into the apartment, instead casting across the first metre or two into the apartment.

Considering the scale of development planned for this site in Council's alternate scheme, it must be acknowledged that notable impact similar to this outcome would occur to the 18-20 Bent Street site in any scenario. In light of this, it can be concluded that the impact to 18-20 Bent Street is appropriate, adhering to design guidelines and controls as closely as possible.

STATE DESIGN REVIEW PANEL COMMENT 5

5. Consider the maintenance of cascading planting proposed along the edges of balconies and ensure they can be sustained without relying on residents of individual apartments for upkeep. Demonstrate how this will be achieved.

Response (5):

The proposal does not propose any built-in planting along the edges of private balconies. The only proposed built-in cascading planting is the above the main entry, as illustrated below in Figure 12. The maintenance of this planting proposed over the entry remains the responsibility of management.

Provision of rainwater tank is allowed for landscape irrigation in the proposal. The landscape design intent is to implement a fully automated drip irrigation system, with water supplied from the dedicated rainwater tank for irrigation. An irrigation controller system will be used and the landscape will be divided into zones to optimise water usage based on plant species. Soil moisture sensors and other sustainable measures will also be incorporated.

The species selected for the cascading planting will be hardy and low maintenance, minimising water usage.

Any further cascading planting featured in renderings is artists impression. If planting is to be located on balconies, it's maintenance will be the responsibility of the resident.

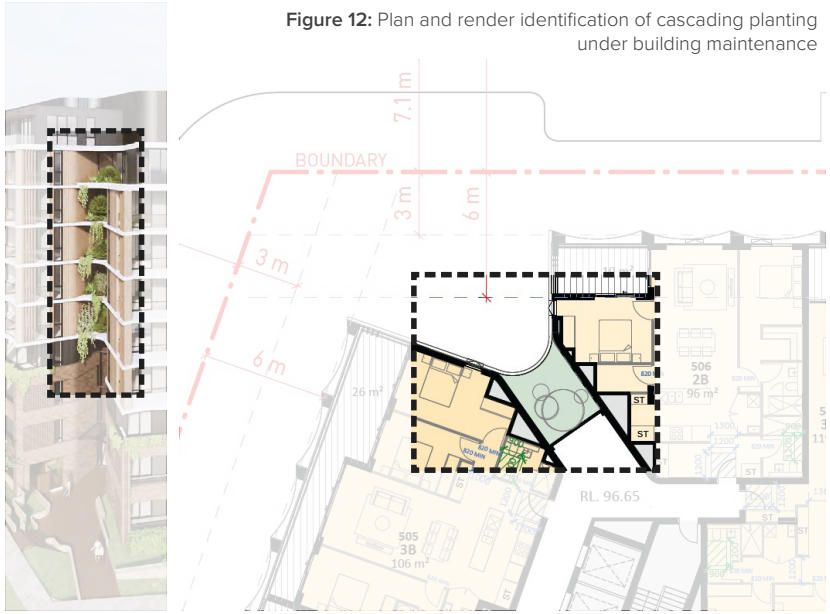


Figure 12: Plan and render identification of cascading planting under building maintenance

STATE DESIGN REVIEW PANEL COMMENT 6

5. Demonstrate that adequate soil depth is provided for all planting on the structure to support the intended landscape design.

Response (6):

As per ADP 's requirements, the design ensures that all planting on structure has sufficient soil depth:

1. Large trees – minimum 1200mm deep soil
2. Medium trees – minimum 1000mm deep soil
3. Small trees – minimum 800mm deep soil
4. Shrubs – minimum 500-600mm deep soil
5. Ground cover – minimum 300-450mm deep soil
6. Turf – 200mm deep soil

See Figure 13 for further detail.

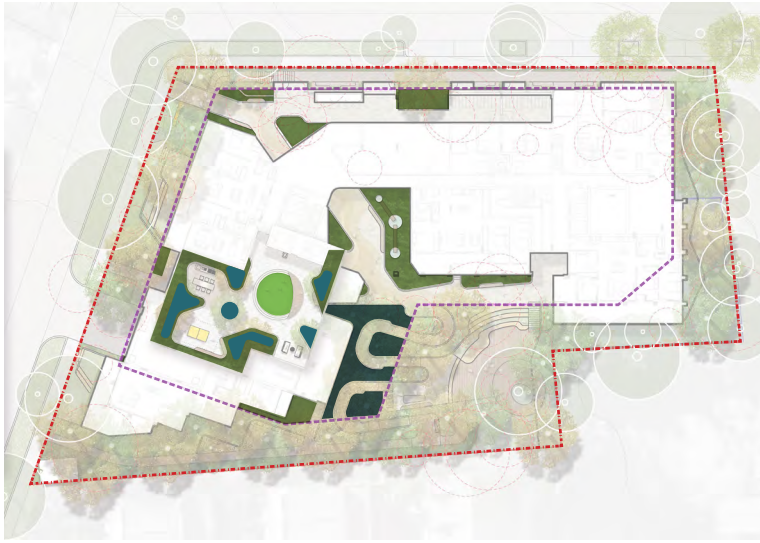


Figure 13: On structure soil depth plan

STATE DESIGN REVIEW PANEL COMMENT 7

Architecture

The architectural expression, guided by the principle of "the uniformity of differences," provides a consistent approach for both Bent Street and Drovers Way.

7. Further explore the architectural expression along the streets and consider introducing subtle variations to better reflect specific contextual conditions and building orientation. For example, consider modifying the shading on the western facade.

Response (7):

The proposed design is thoughtfully crafted to respond to the local context and embodies the theme of "Connecting with Country."

Drawing inspiration from endemic landscape elements, the continuous weaving of the primary façade breaks down the building's mass, strengthening its relationship with the street and the broader urban environment. The building's massing is carefully composed to follow and respond to the sloping topography, while maintaining a consistent architectural expression throughout.

At the street level, subtle variations are created in the varying building setback, variations in landscape design, and variations in material. A good example of this is the revised landscape design along the Bent St interface, which includes variations in level, planting and seating.

Shading elements are strategically designed to mitigate undesirable heat gain while maximizing opportunities for views and vistas.

The choice of materials further reinforces the connection to place, with a palette inspired by the textures and tones of the surrounding landscape. Natural and durable finishes — such as locally sourced stone, textured concrete, and warm timber accents — not only evoke the character of the site but also contribute to a sense of permanence and authenticity. These materials are chosen for their ability to weather gracefully over time, embedding the building within its context and enhancing its dialogue with Country.

Figure 14: Material inspiration from nature

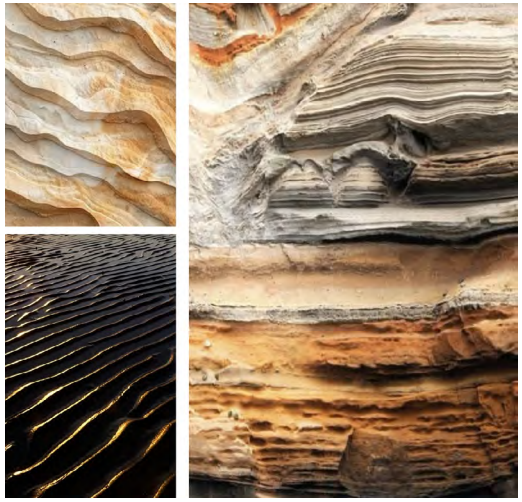


Figure 15: Weaving form of primary facade

STATE DESIGN REVIEW PANEL COMMENT 8

8. Consider incorporating multistorey apartments along Drovers Way to maximise the number of units with direct street access and increase the diversity of the housing offer.

Response (8):

Following design consideration and market research, it has been determined that the apartments on Drovers Way should be maintained as single storey offerings.

Additionally, from an urban design perspective, these apartments already have the unique constraint of interfacing with a road that is yet to be delivered. While this has been artfully resolved through a revised strategy (see Chapter 1 of this report), doubling the number of units with direct access to this interface may impact the viability of the unique, 'outdoor room' outcome of the mews-style solution.

STATE DESIGN REVIEW PANEL COMMENT 9

9. Provide further detail on the façade and its materiality (e.g. 1:20 annotated sections). Ensure the proposed materials are durable and limit the use of applied finishes.

Response (9):

The facade is clad in a variety of complementary materials that are durable and appropriate for the context. Use of applied finishes has been limited, with the building celebrating facade materials such as sandstone, brick, aluminium and glass.

STATE DESIGN REVIEW PANEL COMMENT 10

10. Demonstrate that services are fully integrated to minimise their visual impact.

Response (10):

All services on ground and roof top have been carefully designed integrated with landscape and screening to minimise the visual impact.

Building services, including mechanical, hydraulic and fire protection systems, are carefully coordinated and integrated within the building fabric. The integration ensures that essential services remain functional while minimising their visual impact.

At ground level, the fire service is recessed and integrated with the proposed landscape screening along the street. The rooftop plant room is set back from the roof edge so that it is not visible from the ground level sightlines. Rooftop plant equipments are also screened to reduce its visibility from a distance.

Figure 16: Facade Material Axonometrics

Figure 17, 18: Renderings of building facade showing integrated services

STATE DESIGN REVIEW PANEL COMMENT 11

11. Ensure the communal open spaces on the rooftop provide usable and comfortable space during the winter months. Conduct a wind analysis and increase the balustrade height if necessary.

Response (11):

2m tall screen has been allowed on level 9 rooftop to ensure users comfort and safety as per wind environment statement report.

STATE DESIGN REVIEW PANEL COMMENT 12

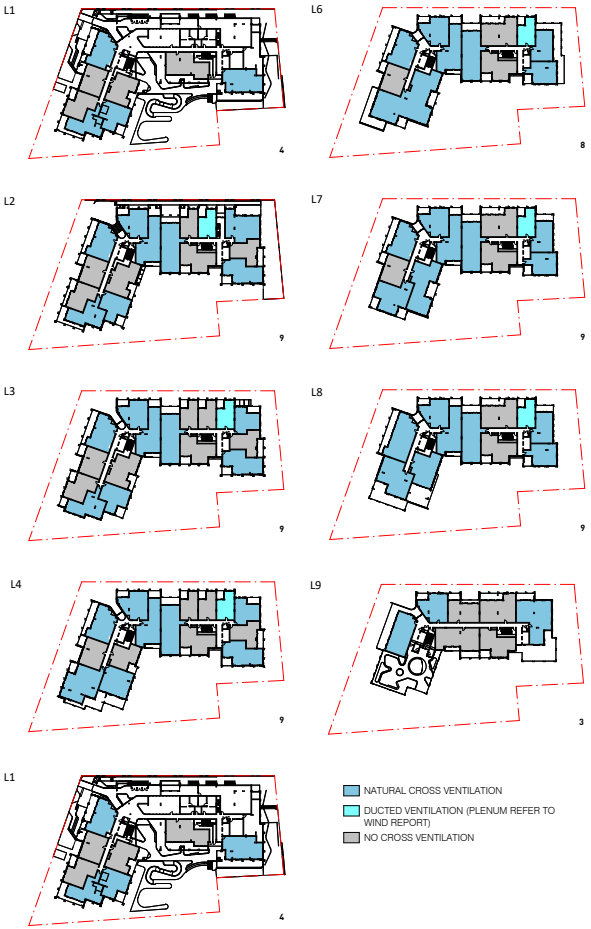
Sustainability and Climate Change

12. Increase the number of corner apartments that achieve cross ventilation to minimise cooling requirements.

Response (12):

A wind study has been undertaken to confirm cross ventilation capability in all apartments in the building. Units in the first nine storeys achieve 63.3% cross ventilation (69/109 units) according to this report.

Figure 19: Cross Ventilation Floor Plans



STATE DESIGN REVIEW PANEL COMMENT 13

13. Demonstrate that the affordable apartments achieve equivalent levels of amenity to the market apartments in terms of sunlight and cross ventilation to ensure lower energy requirements.

Response (13):

Affordable apartments have an equitable access to sunlight and cross ventilation as market apartments, with a mixture of levels comparable to surrounding market apartments.

There are 26 affordable apartments between levels one to eight, making up over 17% of the building's total GFA. 20 of these units (76.9%) achieve >2hrs solar access, which is well above the 70.3% achieved across the building.

16 of the units (61.5%) achieve cross ventilation with the assistance of ducted ventilation as supported by the external wind study. This is marginally different to the 63.3% achieved across the building.

Overall, there is no evident pattern to the location of affordable apartments that suggests they have been selected to a different standard as market apartments. The majority of affordable apartments have access to sunlight and cross ventilation, ensuring equitable energy requirements to market apartments.

Figure 20: L1-L5 Comparative Floor Plans (GFA, Solar Access, Cross Ventilation)