TALLAWONG STATION PRECINCT SOUTH

DESIGN EXCELLENCE REPORT



DEICORP

TURNER

1. PROJECT OVERVIEW



View from Tallawong Station

Project Overview

This Design Excellence Report is prepared by Turner and Deicorp in support of a Development Application at 1-15 & 2-12 Conferta Avenue Rouse Hill, known as Tallawong Station Precinct South.

The proposal comprises two sites with 17 buildings, providing 987 residential dwellings and 9,000sqm of combined retail and commercial GFA. The proposal also provides a new publicly accessible park, multiple plazas and a series of movement corridors that will activate Tallawong Station South Precinct.

The proposal has been developed in collaboration with a comprehensive consultant team to address both strategic and detailed issues associated with the site and overall context.

The project has been the subject of a formal Design Review process, with four presentations throughout the design development, to ensure design excellence principles and objectives are realised. These presentation packages are included as appendices at the conclusion of this report.

This report is intended to be read in conjunction with architectural drawings prepared by Turner, landscape drawings prepared by Turf and the Statement of Environmental Effects with appendices prepared by Sutherland & Associates Planning.

2. DESIGN METHODOLOGY

View from Schofields Road near Cudgegong Road



Design Methodology

The design team established a methodology for the development of the Concept DA through a process of testing and evaluation against the objectives articulated in the approved design guidelines, as follows:

1. Understand the Concept Proposal

Work with the original team to understand the Concept Proposal and previous Design Review Advice

2. Incorporate new information

Incorporate client, market and technical input within the Concept Plan

3. Explore opportunities

Refine the Concept Plan to improve the amenity and sustainability of the Town Centre

4. Evaluate potential refinements

Establish a process of evaluation against the approved Design Guidelines

5. Design Review Dialogue

Respond to and incorporate Design Review Panel feedback

6. Continued Design Development

Continued refinement and design resolution of the proposed scheme

This process resulted in a series of refinements and improvements to the Concept Plan, while maintaining and strengthening the established framework and principles.

3. DESIGN REVIEW PROCESS

Tallawong Station Design Review Panel

As part of the preparation of the detailed development application, the project has been the subject of an extensive workshop process with the Tallawong Station Design Review Panel which was established and managed by Landcom as required by the Design Excellence Strategy.

The Tallawong Station Design Review Panel comprised the following members:

Jane Irwin (Chair) Landcom DAP

Roderick Simpson Landcom

DAP Jane Threlfall GANSW

Matt Sales Blacktown City Council

Landcom and Sydney Metro were joint secretaries who managed the meetings and minutes, and two observers from the Department of Planning, Environment and Infrastructure were present at every meeting.

Four Design Review Panel (DRP) meetings were held where the design team presented the project and addressed a broad range of issues in progressively greater detail, including:

- Site structure
- building envelopes
- building heights
- retail strategy/pedestrian movement
- affordable housing
- roads
- diversity in architecture and housing
- internal connections
- external connections
- public domain interface
- landscape and open space
- place making
- sustainability
- servicing
- staging
- tree planting
- village green
- basement design
- car parking
- object buildings
- proposed private road
- new precinct street
- water sensitive urban design
- residential interface
- diversity of housing
- streetscape

4. DESIGN REVIEW PANEL MEETINGS

The four DRP meetings were structured to align with the design development process, with the focus starting on the project vision, site structure and massing, then moving into detailed planning, technical input and resolution, and building articulation.

The broad content of each meeting was structured as follows:

Design Review Panel Meeting 1

25.11.2019

- Project Vision
- Site and Demographic analysis
- Placemaking Objectives
- Public Domain and Retail Strategies
- Massing analysis and Testing
- Proposed Massing Refinements
- Assessment against The Design Guidelines

Design Review Panel Meeting 2

20.02.2020

- Staging
- Affordable Housing
- Sustainability actions
- Activation and Placemaking
- External Connections
- Pedestrian Movement
- Internal Connections
- Open Space network
- Roads
- Servicing
- Building Heights
- Building Diversity

Design Review Panel Meeting 3

19.03.2020

- Carparking
- North/South Private Road
- Road Design for Conferta Ave and New Roads
- Water- Sensitive Urban Design Strategy
- Building Interfaces

Design Review Panel Meeting 4

25.03.2020

- Park design
- Site 1 Basement Strategy
- North/ South Private Road Design
- Conferta Ave and New Roads
- Open Space and Public Domain
- Building Character and Diversity

Detailed responses were issued by the panel, with these comments reviewed by the design team, tested and, where applicable, integrated into the proposal.

The outcomes of these studies, development of the proposal and response to these items were presented to the panel at the following meeting.

5. DESIGN REFINEMENTS & IMPROVEMENTS



View looking north-east across the park toward Tallawong Station

A number of key refinements, improvements and areas of design development were presented to the panel, each serving to reinforce the principles and objectives of the approved Concept DA and Design Guidelines.

These items were developed, reviewed and assessed against the Design Guidelines,

incorporating and responding to feedback from the DRP and include:

- Site Structure and Connections
- Building Envelopes
- Building Heights
- Retail Strategy
- Public Domain Improvements
- Park and Basement Design
- Private Road provision
- Conferta Avenue design
- Building Interface
- Servicing Strategy
- Building Character and Diversity
- Marker Buildings

These items are discussed at high level within this section, with emphasis on objectives and alignment with DRP feedback. For further detail please refer to:

- Appendix 1 Responses to the Design Review Panel Minutes
- Design Review Panel Presentations (#1-4)
- DA Design Report SEPP 65 – Attachment 2
- Development Application drawings – Attachment 1
- Landscape Report – Attachment 7
- Civil Report – Attachment 15

SITE STRUCTURE & CONNECTIONS

Tallawong Town Centre is structured around a diverse network of new open spaces, streets, lanes and paths, creating a highly permeable precinct that connects people to community, places and transport.

As a pedestrian priority environment, the network of fine-grained streets, laneways and pedestrian links increase ground level permeability. Safe movement, good connections and access are provided through public places that provide well defined routes and clear sightlines (day and night) so residents and visitors can see and be seen.

The detailed proposal has strengthened the framework established in the Concept Plan to improve circulation and wayfinding across the site through the following additions:

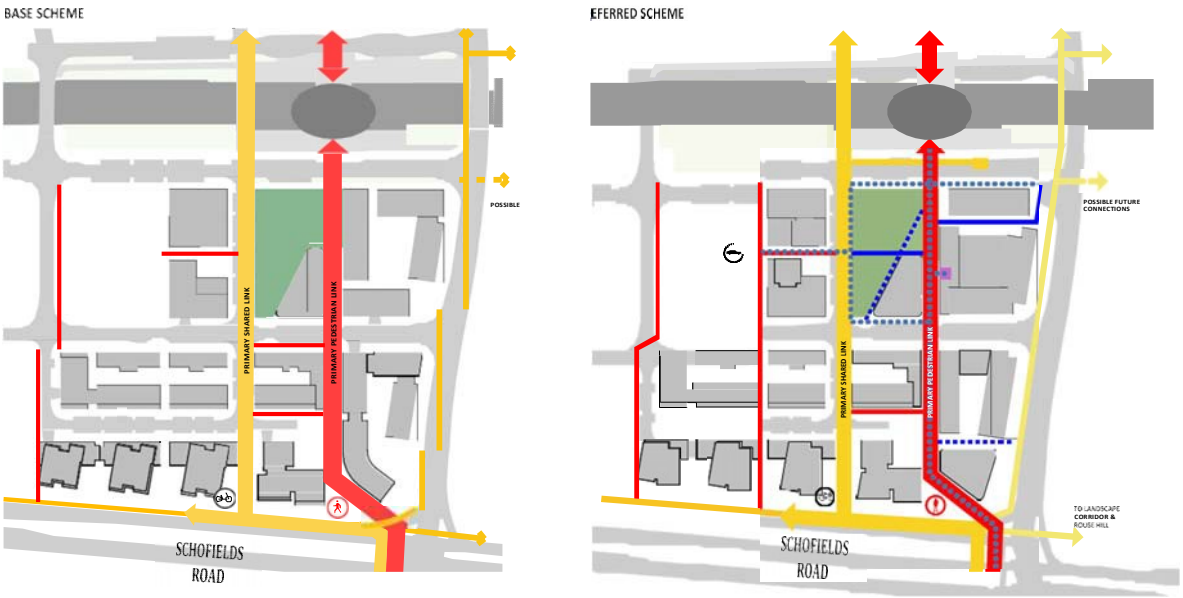
1. A new east-west connection from the commuter carpark to the pedestrian boulevard, providing a direct visual and physical connection between the eastern and western sites in either side of the park.

2. A new east-west through-site link that connects the park with the corner of Cudgegong Rd and Themeda Avenue, providing an address and entry to the Town Centre for the existing and future residents of the neighbouring sites to the north- east.

3. The inclined ramp running diagonally through the park proposed in the Concept DA has been redesigned to better align with the level of the park and retail tenancies, providing an active facade to engage the park which was previously cut-off by the ramping path.

These new and improved links provide further opportunities for activation of the park, retail frontage, and improved connectivity across the precinct in line with the objectives of the Concept DA.

The proposal provides a shared pedestrian/cycle path through the site aligned with the Concept Approval location. The design of this path has been developed to incorporate improved landscaping, and a raised crossing across Conferta Avenue providing - through the removal of the service road into Site 2E - a direct, constant raised cycle way from Schofields Road to ThemedaAvenue.



BUILDING ENVELOPES

The variation in height, bulk and scale delivered with in the Concept DA has been maintained along with the diversity in built form typologies.

Building forms have been refined to improve amenity and performance for both the public domain and residences, as follows:

Site 1A

• Locally shift the built form to maximise solar access to the plaza and building façade

• Step the built form down to the park and commuter carpark to create a retail podium and provide opportunities for extended outdoor areas above

Site 1B

• Reduce the footprint of the marker building to provide a direct visual and physical connection from the commuter carpark to the pedestrian boulevard, increasing the size of the park

• Shift the building forms to respond to and emphasise the new through site link

Provide for ground level retail across Site 1B with a communal residential podium over

• Reconfigure the built form to define the corner of Cudgegong Road and Conferta Avenue, to create a gateway to the neighbouring north-eastern residential precinct

Site 2C

• Redistribute form to maximise solar access to the share way/plaza

• Reduce building lengths to increase visual and physical permeability across the site

• Redistribute heights to provide a lower scale building interface along the length of the pedestrian boulevard

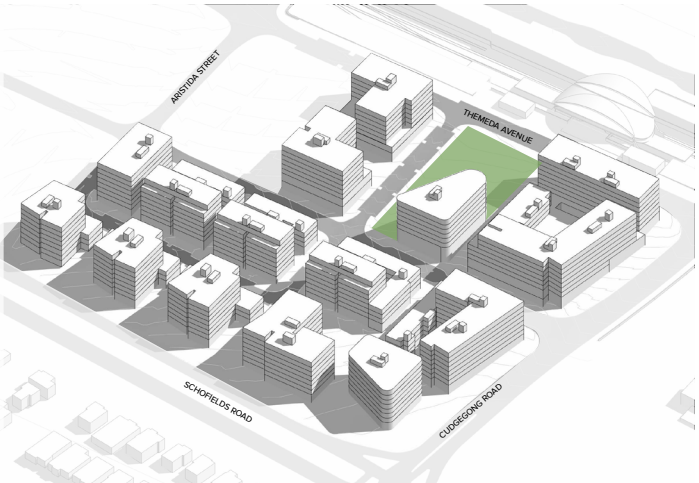
Site 2D

• Realign eastern façades to orientate outlook north in response to solar access

• Reduce upper building widths to the new street frontage, increasing separation and outlook from the public domain



SSDA APPROVED SCHEME



AMENDED PROPOSAL

Proposed envelope modifications

SSDA APPROVED SCHEME	IMPROVEMENTS	AMENDED PROPOSAL
Site 1A		
Site 1B.1		
Site 1B.2		
Site 2C		
Site 2D		

9am-12pm

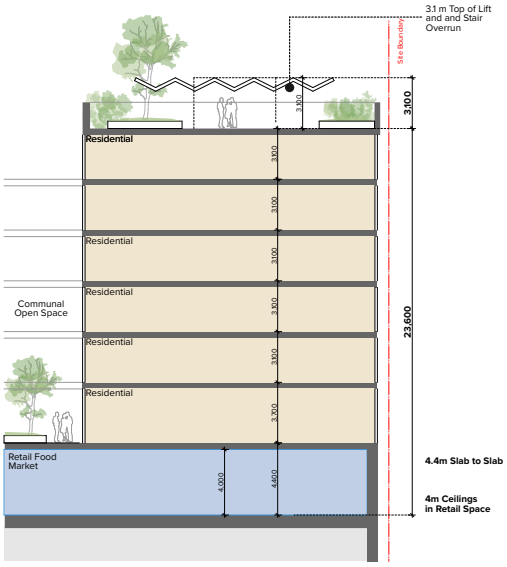
BUILDING HEIGHTS

An analysis of the approved heights of the Concept DA has identified the approved heights for Site 1 are insufficient to provide the necessary floor to ceiling heights for a long term, flexible retail tenancy to serve the Town Centre.

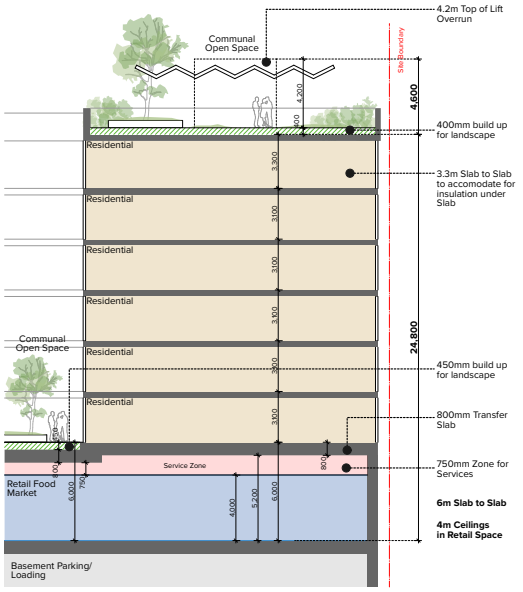
Conversely excessive height has been provided for the ground level ceiling height of the residential component on Site2.

Across the precinct there is a need for lift overruns to provide access to roof tops for high amenity communal open space areas, which were undersized in the Concept DA.

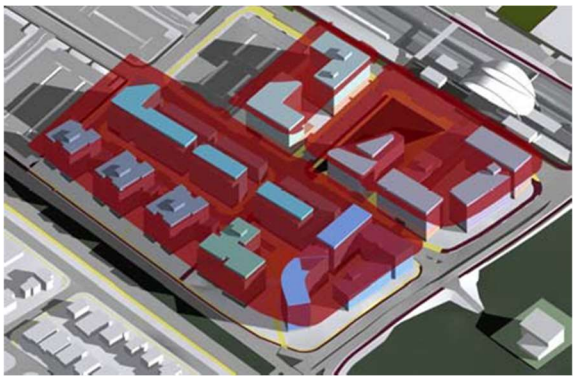
Accordingly, it is proposed to amend the approved heights with a minor reduction to the approved height in Site 2 and a minor increase to the approved heights in Site 1.
The proposed amendments to the buildings heights do not result in any additional stories or any additional gain in GFA.
The amended building envelopes retain a variety of stories from 2 storeys up to a maximum of 8storeys in accordance with the Concept DA and planning controls.



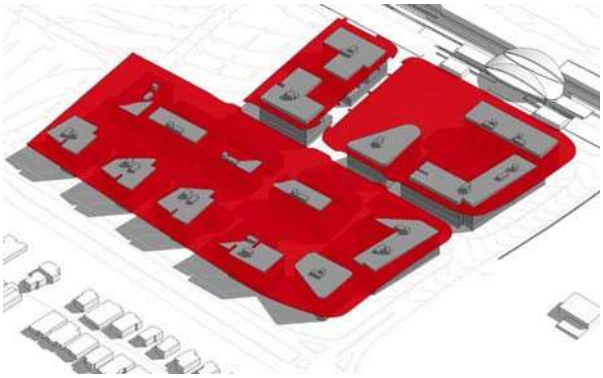
APPROVED SSDA SCHEME



AMENDED PROPOSAL



SDA APPROVED SCHEME



AMENDED PROPOSAL

PARK AND NORTH-SOUTH ROAD OWNERSHIP

The Concept DA anticipated that the public park within the development and the adjacent street to the west of the park would both be dedicated to Blacktown City Council.

However, the park will be retained in private ownership and that public access of the park will be secured on title.

The private ownership of the park and road provides the following benefits and opportunities:

- The capacity for more flexibility in relation to the design of the park and road.
- A more frequent and tailored maintenance regime
- Reduced financial burden on Council

The north-south private road has been redesigned with a raised threshold to match the adjacent footpath level, a paved surface treatment, and 10kmh speed limit.

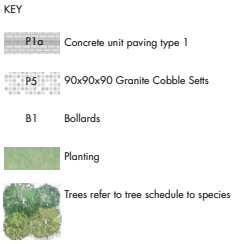
This achieves a significantly improved public domain outcome which creates a pedestrian oriented environment along this street while allowing low speed vehicle movements.

Appropriate physical treatments have been implemented such as driveway crossings at each end and surface treatments to distinguish it from the adjacent roads.

The above treatments will elevate the presence of the street and engage it within the public domain, providing a visual and extension of the park.

KEY PLAN









BASEMENT PARKING STRATEGY

With the park in private ownership, the proposal seeks to consolidate the carparking under Site 1A and 1B, by linking these below the park to provide the following benefits:

• a reduction in/consolidation of entry points along Conferta Avenue, with the width of the carpark entries minimised by providing dedicated entries for residential and retail users

• providing increased legibility and wayfinding across the town centre, with all residential users entering via Site 1A while all retail users enter via Site 1B. This allows a single entry/exit point to each site

• increased active frontage along Conferta Avenue, as a result of the reduction in opening size and number.

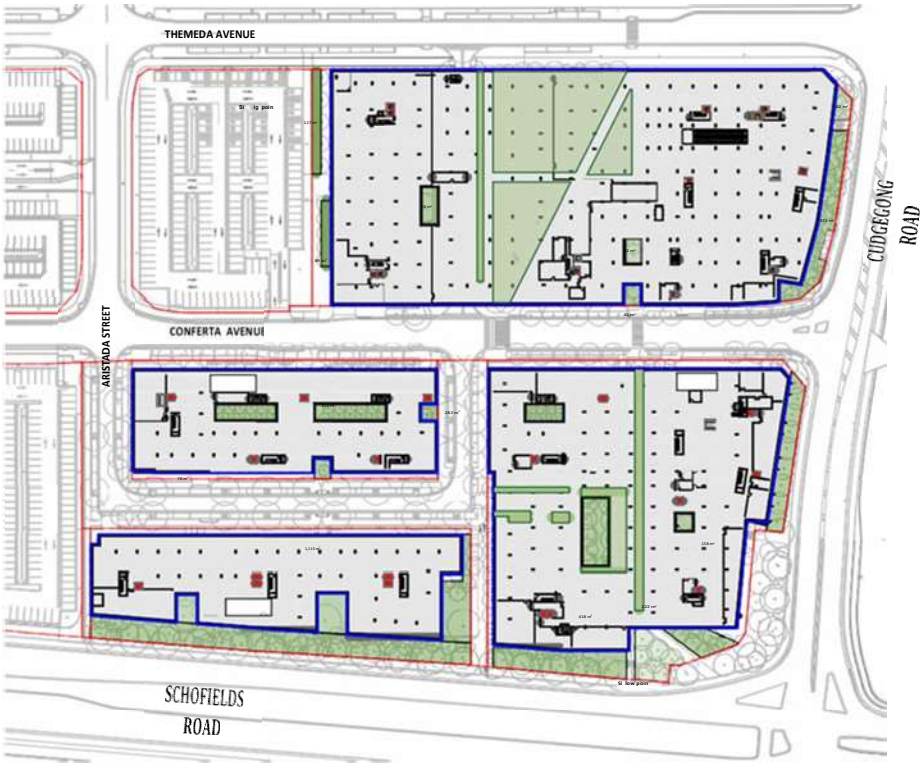
• improved connectivity between the parking and the retail and commercial tenancies across Site 1, with all retail/ commercial cores accessible from the one consolidated basement.

• a less complicated retail visitor parking strategy consolidated across bigger floor plates over fewer levels.

• a reduction in basement depth and excavation, reducing the impact on the existing ecology.

The basement consolidation strategy is also utilised on the southern site, with Sites 2B, C and E merged to provide a more efficient, legible and shallower basement.

This combined basement also allows for a single waste servicing location for the three lots, located off Conferta Avenue. This negates the need for service vehicles to access the public domain between Sites 2B and 2E, affording this area to be designed for pedestrian priority and landscape, providing a significant garden plaza.



LEGEND

Deep Soil

Deep Soil over structure to public domain (1.5m min. soild depth)

Extent of basement

PARK DESIGN

A series of principles were established to ensure the design and outcome of the park was not in any way lessened by the basement carpark strategy, as follows:

• The park must look and feel like a public park, with the potential for an improved quality and materiality facilitated by the private delivery and maintenance

• The quality, amenity and functionality of the park is paramount and must not be reduced with the introduction of the basement under.

• The long term maintenance and sustainability of the park is to be tied to the retail stratum in recognition of its critical role as the principal open space and relationship with the retail provision.

• All basement services, egress, exhaust are to be located outside of the public domain

• The basement under the park shall allow for future flexibility and adaptive re-use should the demand for parking reduce in the future

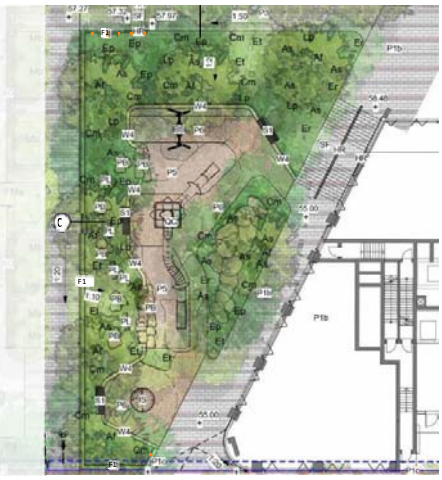
• The new north-south road shall realise opportunities afforded by private ownership to better integrate with the public domain and pedestrian cycle movement corridors.

The design of the park is in no way affected by the basement under, with the proposal incorporating significant planting and a rich collection of spaces and activities for people of all ages and backgrounds. Many of these spaces are sheltered by either planting or awnings that will provide summer shade and protect people from the elements.

Universal access has been incorporated across the precinct connecting walkways, the pubic spaces and building entries without compromising design quality. Gently graded pathways will provide accessibility for all age groups and degrees of mobility; ensuring that residents can access site amenities comfortably.

Paths are rationally laid out into a clear and identifiable pathway network assisting orientation for visitors, and access to and from building entries and service areas





SOIL DEPTHS TO THE PARK

In line with the established principles for the park, there shall be no reduced functionality or amenity within the park due to the basement under.

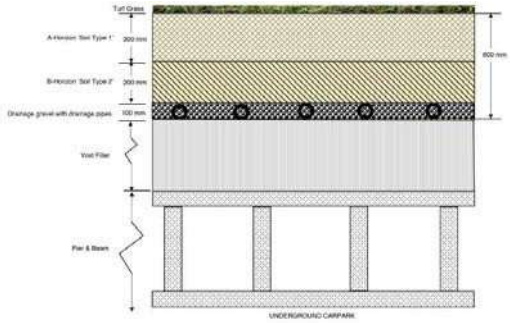
SESL Australia were engaged to undertake soil structure design to determine the soil depths and profiles required for the park to support the specified tree species.

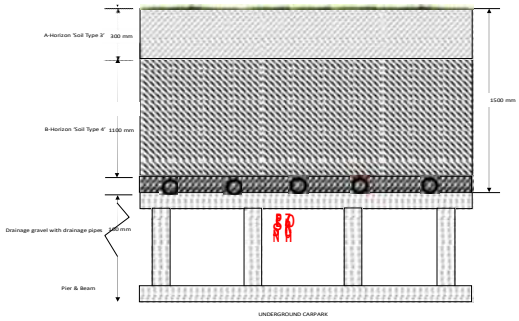
This soil depth was concluded to be an optimum zone of 1.5m, with the soil composition using a combination of imported and site soils to build custom profiles for the project.

Accordingly, the top of slab to the carpark lid is a minimum of 1.5m below the finished landscaped level in line with SESL advice.

Planting will comprise of a complementary mix of largely native species with a handful of exotic species. Irrigation and drainage designs have been taken into consideration in the civil design.

Having regard to the above, the provision of a 1.5m minimum depth soil 'vault' for the park in lieu of deep soil is demonstrated to have the capacity to achieve the same landscape outcome as envisaged for the site under the approved Concept Plan





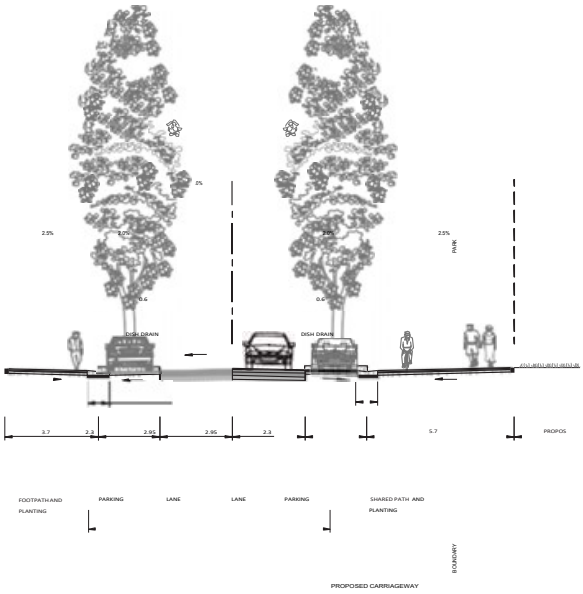


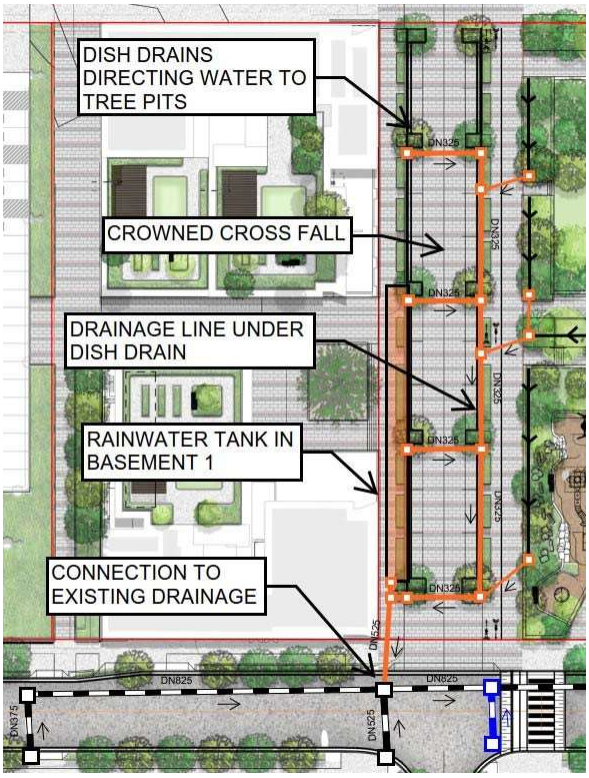
WSUD STRATEGY PARK AND PRIVATE ROAD

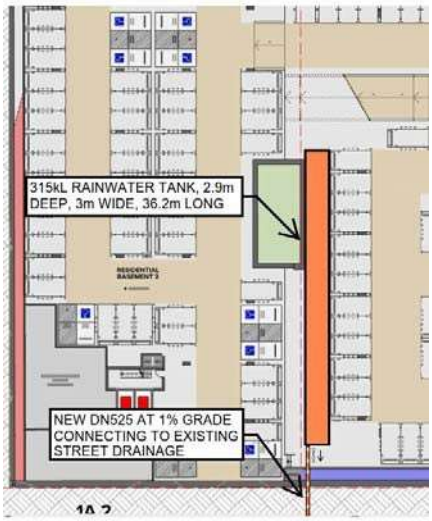
The private road has been designed to have a 2% crown with storm-water being directed to two dish drains either side of the road.

These dish drains direct water into each street bio-retention with a pit downstream of each tree to capture bypass flows.

These stormwater lines then connect to the outlet of the proposed rainwater storage tank located under the road with sufficient fall to outlet to the existing drainage on Conferta Avenue. This tank has been sized with capacity to irrigate all of the green space in Site 1.







FLEXIBILTY OF BASEMENT PARKING UNDER THE PARK

Opportunities were explored in response to DRP comments on the potential for the future flexibility and adaptive-reuse of the uppermost basement level located under the park.

A series of studies were undertaken and reviewed to compare the benefit of the additional parking against the immediate amenity and functionality of the public domain.

The proposal incorporated the following measures that facilitate the potential for future flexible uses should the demand for car ownership reduce:

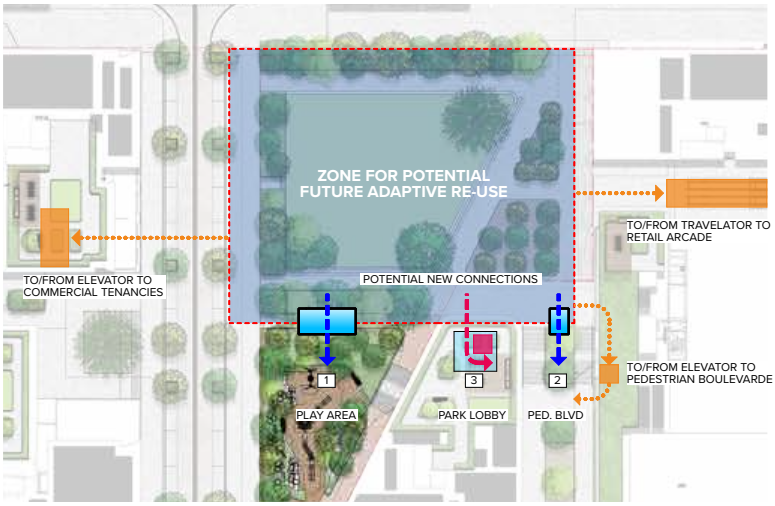
• The upper level basement parking is dedicated to commercial/retail parking and will be held on one title, allowing for a consolidated ownership of the area immediately below the park

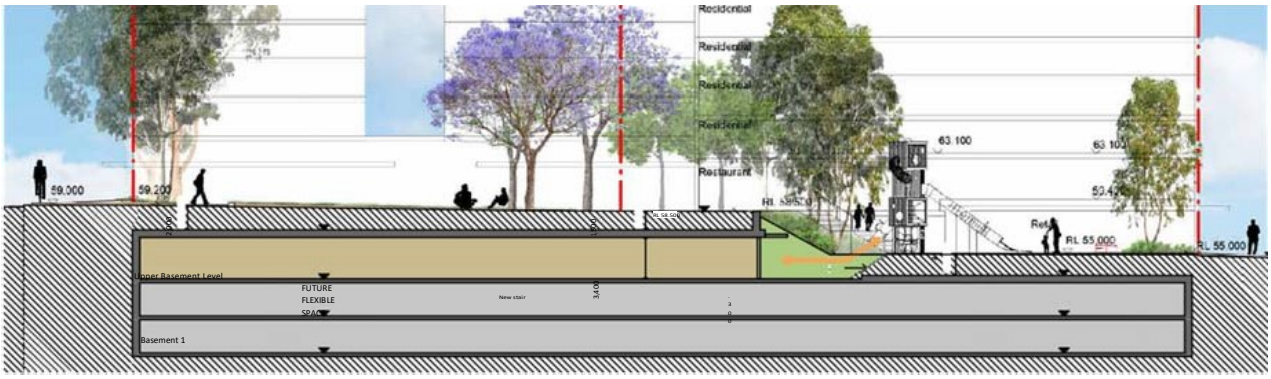
• The proposal delivers a flat slab and 3.4m high floorplate to the upper basement level under the park, allowing for future flexibility and adaptability.

• The upper level basement carpark is already well connected to both the retail and commercial precincts via the travellators and lifts.

• While the potential for further connections was identified within the children's play area, along the pedestrian boulevard and through Building C, these are considered to be at the expense of the public domain and not warranted while the basement serves parking only. Notwithstanding, there are opportunities to provide such connections in the future should the need present.

• While there is potential to provide skylights within the park, these are considered to be at the expense of the public domain and not warranted while the basement provides parking only. Notwithstanding, there are opportunities to provide these in the future should the need present.





Note: These diagrams show testing of opportunities only. This does NOT form part of the DA proposal, rather can be incorpoated at a future stage should the need arise.

CONFERTA AVENUE CIVIL AND LANDSCAPE DESIGN

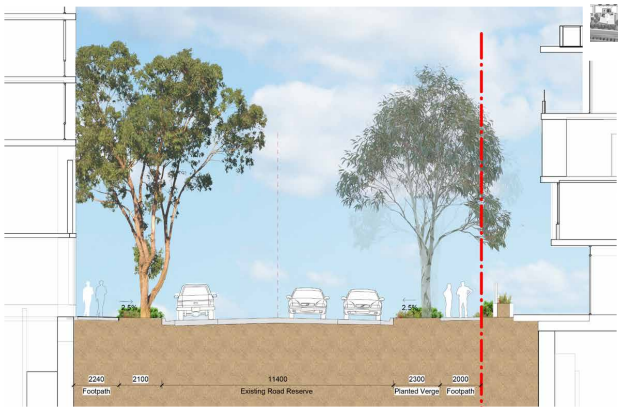
Conferta Avenue is already constructed - and Council dedicated - and the proposal has been designed to retain the existing kerb locations. The design of the road does not currently provide parking along this street, however the width between kerbs would allow this should Council elect to do so in the future.

The proposal includes two additional pedestrian crossings, one opposite the Private road and child play area and one connecting the pedestrian boulevard.

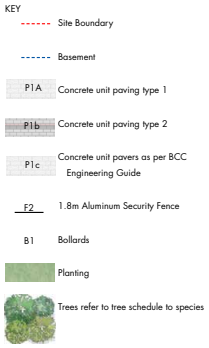
The proposed raised pedestrian and cycle crossing beside the new private road will serve a greater effect in lowering overall traffic speeds than the previously designed kerb buildouts which were subsequently removed due to tracking issues at the intersections.

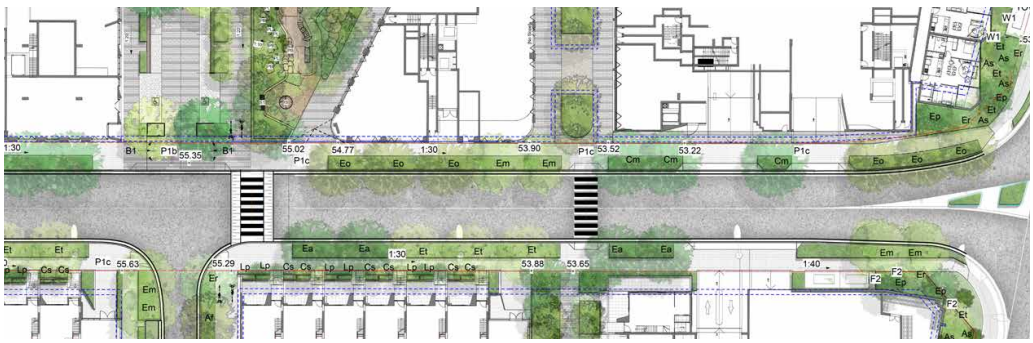
The footpath on Conferta has been reduced to 2m minimum to increase the landscape potential along this existing street. The street planter width has been widened to 2.1-2.3m to allow planting and trees on both sides.

This new canopy will not only create a green corridor and provide shade to the footpaths, it will also serve to reduce heat island effect within the precinct.









BUILDING INTERFACE AND PRIMARY ROAD INTERFACES

The northern Town Centre site is highly activate with retail uses across the ground level, engaging the public domain, pedestrian corridors and bounding streets.

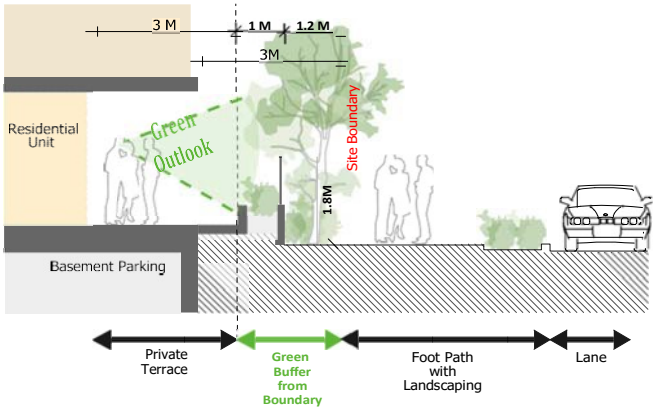
The southern 'neighbourhood' site incorporates private courtyards with direct street access off the public domain and street network.

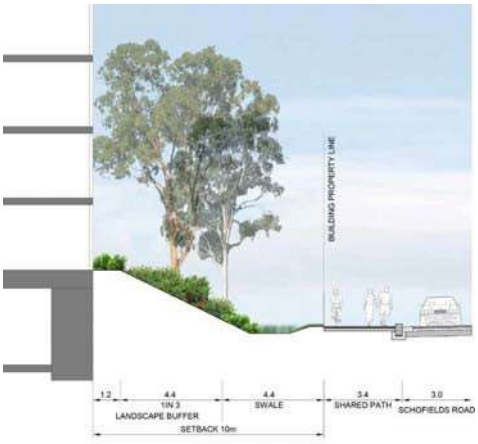
These are typically located 0.3 - 1.0m above the footpath level to provide privacy while affording passive surveillance.

The design of private courtyard fences incorporates a combination of solid and open elements, responding to the internal functions of the dwelling while creating variation along the streetscape.

Landscaping is integrated into the courtyard, planters and setback zone, providing greenery and opportunities for passive screening.

The buildings along Cudgegong and Schofields Roads are setback significantly from the verge, with the ground level apartments elevated above the street to improve resident amenity. There is significant buffer planting within this setback incorporating trees and shrubs densely planting on a raked landscaped surface to increase amenity for residents while providing a green approach for visitors to the precinct.







OCAL STREET - CONFERTA AVENUE



PEDESTRIAN BOULEVARD



NEIGHBOURHOOD STREET

SERVICING STRATEGY

The proposal combines and consolidates loading points across the precinct.

The buildings on Site 1 are serviced (both retail and residential) within the basement.

The proportions of the lots on Site 2 (residential only) prohibit a standard perpendicular approach, with the ramp length required to take trucks into the basement impinging significantly on communal, open space deep soil, landscape provision and residential amenity. Loading on these sites is proposed within the building and sleeved with residential to key addresses.

The refinements to the waste loading strategy improves the public domain and open space as follows:

a) a consolidation of loading areas, aligned with the locations nominated in the Concept DA, resulting in a reduction in the number of service vehicle crossings within the neighbourhood residential site

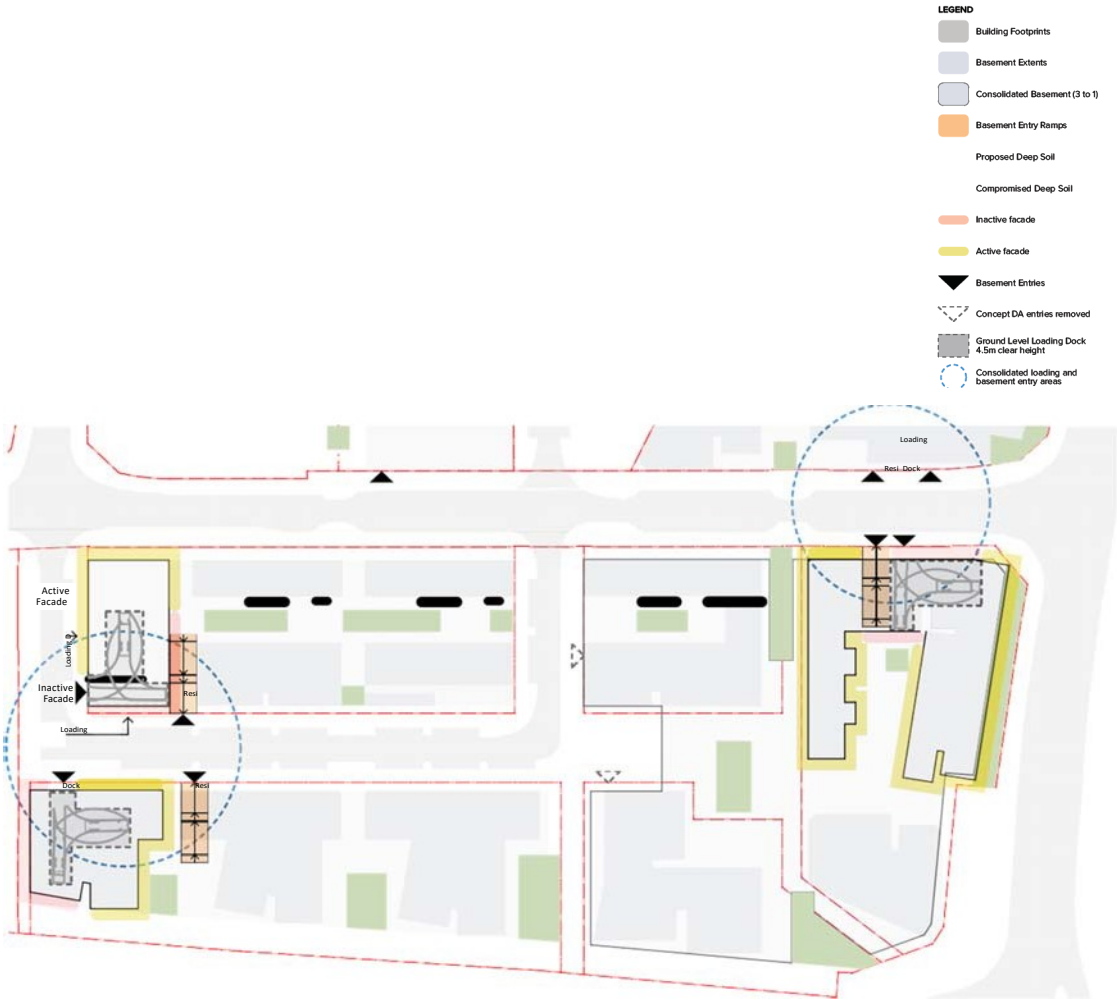
b) the removal of service vehicles from the public domain between Sites 2B and 2E, turning this area over to pedestrian priority including a substantial garden plaza

c) removal of ramping though the narrow sites which would bisect open space and take out building frontage

d) retention of active residential frontages along the primary street addresses

e) reduction in basement depth and excavation, reducing impact on existing ecology.

The proposed servicing strategy satisfies the DCP objectives with regards to access, circulation and waste management while maintaining a pedestrian priority at the street.



BUILDING CHARACTER & DIVERSITY

The building character and façade expression has been developed in response to the following principles:

a) place (delivering a contextual response that responds to outlook, interface and engagement);

b) composition (an understanding of the role and objectives of the building within the overall precinct)

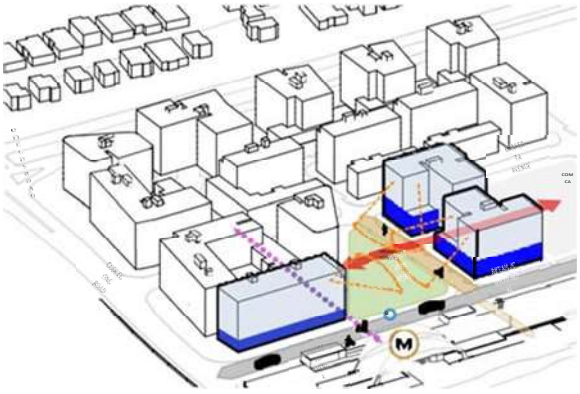
c) diversity (reinforcing the variation in typologies, scale and housing through the building expression)

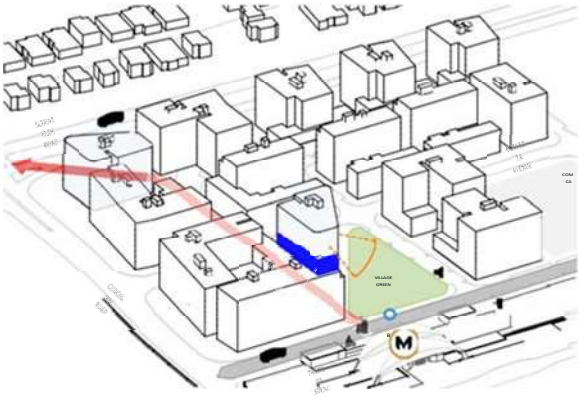
d) identity (providing individuality and expression for each typology, defining it among the collection of buildings)

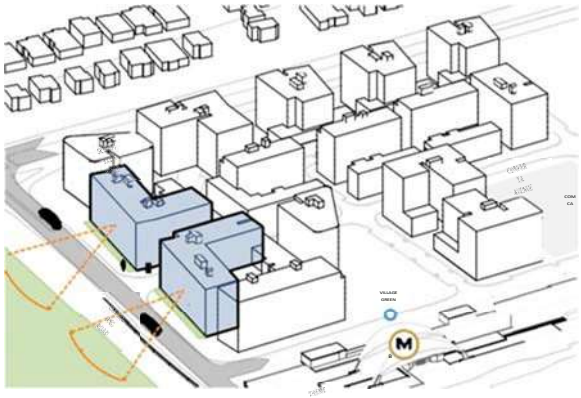
e) materiality (providing articulation and expression for each typology that is reflective of scale and housing, within a unified palette of materials)

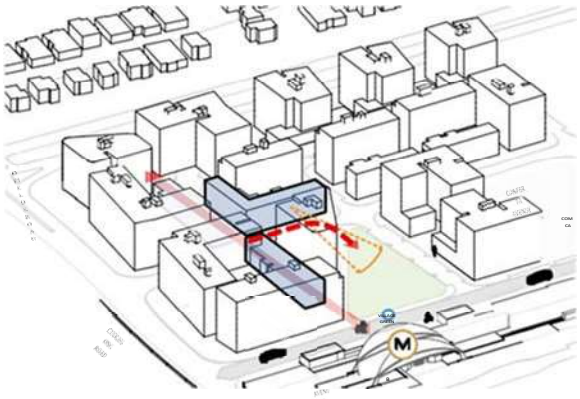
The collection of buildings across the precinct are grouped into smaller 'families' that share their own character and articulation.

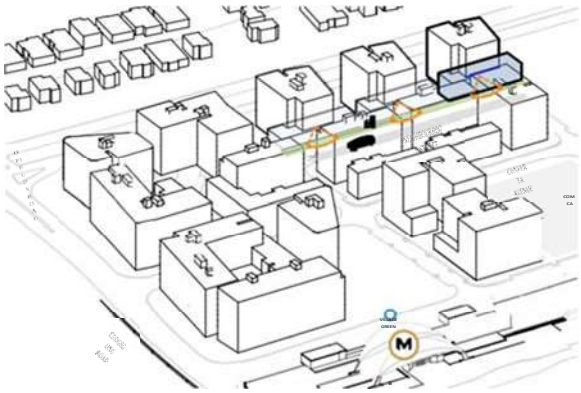
These sub-precincts are developed in response to the interface, scale, typology and role within the overall collective.

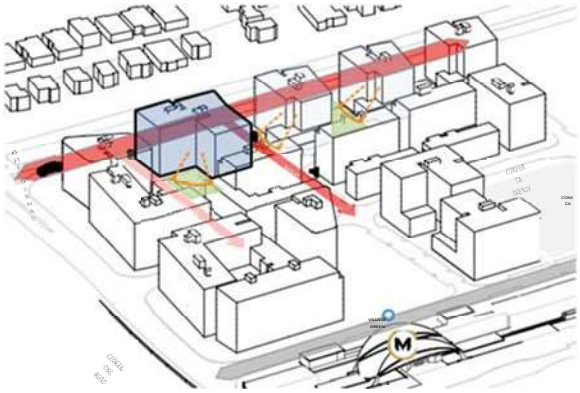












MATERIALS & ARTICULATION

The approach to materiality and facade articulation is aligned with the “Building Design and Articulation” noted in the Concept DA report, with robust materials like brick and concrete forming the basis of the materiality.

This materiality is sympathetic to and reflective of the housing typologies found in the adjacent Ponds precinct, with the northern part of the site reflecting the scale of the civic presence of the station and park.

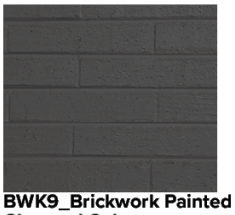
The selection and articulation of the brickwork is responsive to the scale and typology of the building, it’s context, and its role within the overall composition of buildings that define the precinct.

Buildings are enlivened with detail and texture to bring a finer grain and articulation to the facades through an overlay of material detailing - including corbelling, texture, the use of alternate bonds/patterns - rather than a foreign ‘application’ or addition.

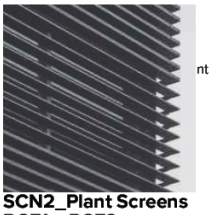
The treatment is varied across the precinct in response to context, with the buildings fronting Themeda Avenue and the park expressed with a strong rhythm and civic scale in response to the station entry, while the buildings in the residential neighbourhood have a tactility and human scale that breaks the facades down. This is overlayed with the landscape interface and site threshold treatment, with variation in the planting and material palette reinforcing the different role of the streets across the precinct, from the park front slow street to the neighbourhood loop road.

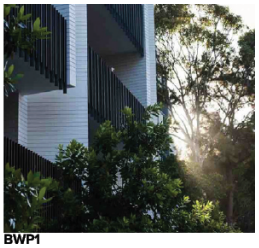
BRICKWORK PATTERNS:

BWP1 - Brickwork pattern stretcher bond, raked joint
BWP2 - Brickwork pattern english bond with projecting masonry pattern, tooled joint
BWP3 - Brickwork pattern flemish bond with 'hit and miss' masonry pattern, tooled joint.
BWP4 - Brickwork pattern stretcher bond (pixelated) with projecting masonry pattern, tooled joint
BWP5 - Brickwork pattern stretcher bond (horizontal bands) with projecting masonry pattern, tooled joint
BWP6 - Brickwork pattern vertical stretcher bond, tooled joint
BWP7 - Brickwork pattern rowlock course
BWP8 - Brickwork pattern soldier course
BWP9 - Brickwork pattern decorative vertical stacked bond
S1 - Brickwork sill, rowlock course
S2 - Brickwork sill, soldier course

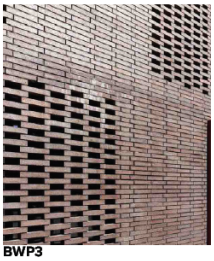

BWK9_Brickwork Painted Charcoal Colour

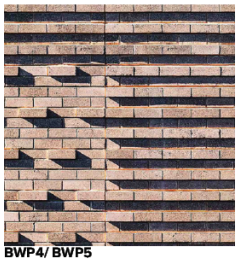

SCN1_Horizontal Screen PCF1

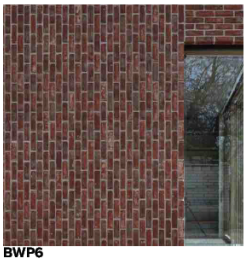

SCN2_Plant Screens PCF1 + PCF2

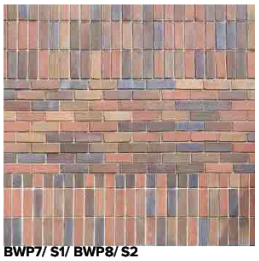

BWP1

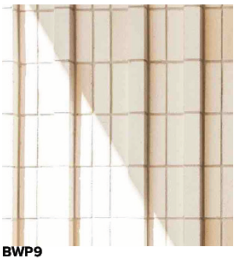

BWP2


BWP3


BWP4/ BWP5


BWP6


BWP7/ S1/ BWP8/ S2


BWP9

MARKER BUILDINGS

The object buildings mark the arrival to the precinct from both the Station and Schofields Road.

They also serve to reinforce the main north-south pedestrian spine with Tallawong Station acting as the third marker, anchoring this north-south movement corridor.

The Concept DA built form to the corner of Schofields and Cudgegong Roads responded to the corner with a form that presented as different from the orthogonal blocks across the site, reinforcing the movement of the pedestrian boulevard. This form also marked the corner though its orientation, capturing both Schofields Road and Cudgegong Rd, with the focus at the junction marking the arrival to the precinct.

The proposed marker form achieves the same, through the use of a typology already present in the composition - the arrival marker to the park (Building C).

The refined form serves to break the long building length proposed in the Concept DA, creating visual permeability and separation between the buildings.

The expression and articulation of the marker buildings serves to mark the two arrival points to the site with an expression familiar yet markedly different to the rest of the precinct.

The facade approach is to wrap the building, giving strength to the angled/ curved forms that reinforce movement - both vehicular and pedestrian - into and around the site.

The park building is more open in its expression, framing views across the park and tree canopy, while the solidity of the corner marker at the intersection of Schofields and Cudgegong Roads provides more privacy from these busy roads.

The buildings are enlivened through detail and texture provided through the brick detailing – including alternate brick bonds/coursing and the expression of the joints - to bring a finer grain articulation and texture to the facades.

View from Schofields Road near Cudgegong



View from Western Retail Plaza



Appendix 1 DRP1



ITEM No.	THEME	ACTION / ADVICE	RESPONSE
1.00	**GENERAL**		
1.01		The Panel generally agrees that the evolution of built form is positive and an improvement on the SSD. The panel acknowledges that the presentation was focused on changes, and on refinements to the SSD plan.	Noted.
2.00	**OBJECT BUILDINGS**		
2.01		The Panel requests further information on the depth of the object buildings and how these will meet relevant ADG standards and guidelines for cross ventilation etc.	Building depths facilitate layouts that achieve the amenity requirements of the ADG. Refer to DRP 2 Presentation – item Meeting ADF Objectives, page 80-85.
3.00	**RETAIL STRATEGY AND PEDESTRIAN MOVEMENT**		
3.01		The Panel requests further information on the evolution of the retail strategy, and how people move around that part of the site, since it currently appears fragmented. Actual movement of customers should be considered.	The provision of retail across the precinct is located to activate the park and engage the primary pedestrian movement paths across the site. The proposal delivers three primary retail zones: 1. The retail marketplace: is provided close to the Metro Station, picking up the pedestrian Boulevard, park and engaging with Themeda Avenue and Cudgegong Road to the north-east. This area incorporates a new link with central travelators that serve as the threshold to the precinct for those arriving by car. 2. Site 1A: delivers sizeable commercial floorplates at Level 1, complimented by active retail fronting the new road and plaza. This component is located adjacent to the commuter carpark, utilising this frontage to provide address and engage commuters arriving to the site. An east-west pedestrian corridor connects this precinct - and the many commuters arriving at the carpark -

			with the retail marketplace and park front retail. 3. The park front retail engages the park and diagonal circulation route, delivering retail at both the upper park and lower child's-play levels. This retail continues across the pedestrian boulevard to create a lower retail plaza off Conferta Avenue with integrated public domain and landscaping.
3.02		The Panel requests further information on Eastern connections. The connection to the East across Cudgegong Road has less clarity - given that there are no connections currently proposed beyond the site to the riparian corridor and future school.	The proposal provides connection to the existing and future residential flat building developments to the North-East and also facilitates potential future connections across Cudgegong Road to future development along Schofields Road. Refer to DRP 2 Presentation – item Retail Strategy & Pedestrian Movement, page 20.
4.00	**AFFORDABLE HOUSING**		
4.01		The Panel requests a strategy for provision and distribution of affordable housing to be provided.	Affordable housing will be provided in line with the SSDA under agreement with Bridge Housing. Refer to DRP 2 Presentation – item Affordable Housing, pages 8-9.
5.00	**BUILDING HEIGHTS**		
5.01		The Panel requests further information on building height increases in 1A and 1B to accommodate retail, and whether they result in encroachments into the height plan.	The proposal aligns with the objectives and approach of the SSDA, with marginal increases to the building heights on Site 1. Refer to DRP 2 Presentation – item Building Height, pages 75-78.
6.00	**ROADS**		
6.01		The Panel recommends	As shown in the Road Width Comparison Table, currently all road widths and layouts

		contact should be made with the Planning Partnership Office (PPO) to discuss and align street design with the principles and guidelines that are being developed for the Western Parkland City	comply with either the Area 20 Blacktown City Council Growth Centre Precincts DCP or the Blacktown City Council Engineering Guide's for the development. However, key changes were made to include features such as indented parking as a way to achieve the following: • Allow for trees with larger canopy structures to help mitigate the urban heat island effect; • Improve Water Sensitive Urban Design through the use of Biofiltration Street Tress; and • Improve the public domain in the area. This directly aligns with the Western Parkland City Sustainability aims, in particular: • Priority W12 – Protecting and improving the health and enjoyment of the districts waterways by ensuring enhanced water quality; • Priority W15 – Increasing urban tree canopy; • Priority W18 – Delivering high quality open space by providing green corridors and allowing for a consistently wider footpath with greater overall canopy coverage.
6.02		The Panel requests the definition of local primary and local secondary road types, refer to Page 78 street network. The Panel queries what the precise sections and layouts of these streets are. The Panel notes that Road Design needs to be considered in more detail.	The Area 20 DCP and BCC Engineering Guidelines define the roads as Medium-high density local roads, these are described in Section 2.5 of the Civil & Stormwater Report. Road cross sections are shown in civil drawings CI-0121 and CI-0122 and road longitudinal sections are shown in civil drawings CI-0161 to CI-0164. These are consistent with the overall widths of the previously approved scheme but have been updated to suit the amended landscape design.

6.03		The Panel recommends considering post construction modification to existing roads, e.g. traffic calming devices, continuous cycle crossing.	The current approved design limits work to the site area or new roads to be constructed by Blacktown City Council. Opportunities to explore converting pedestrian crossings to continuous footpath or cycleway crossings are being explored but these are subject to the following investigation: • Overland flow considerations around blocking existing drainage flow paths; • Vehicle turn paths at intersections and allowable vertical curves, particularly for the Blacktown City Council garbage truck; • Traffic numbers, particularly at peak commute times; and • Further consultation with Blacktown City Council; Refer to DRP 2 Presentation – item Roads, pages 65-66.
7.00	**DIVERSITY IN ARCHITECTURE AND RANGE OF DWELLING TYPES**		
7.01		The Panel notes the design team response to the Design Quality Guidelines that Bennett and Trimble produced as part of the Concept SSDA.	Bennett and Trimble have been working with Turner from the beginning. They were involved with design development.
7.02		The Panel acknowledges that there are two architectural groups working on the development of the proposal, and that this in itself may result in some diversity of architectural language. The Panel requests more detail around building character, form, and a strategy for achieving architectural diversity, for the next DRP meeting.	The expression of the buildings across the site creates a unified family of buildings, each with their own character, identity and articulation. A restrained material palette is proposed, with an emphasis on raw and robust finishes and limiting applied finishes. Refer to DRP Presentation 3B - Building Character where the expression of building was presented in great detail.

7.03		The Panel requests a clear strategy as to how the object buildings will be approached in terms of architectural language, etc.	The building character across the precinct responds to the differing building typologies, scale and setting. The street interface and ground level experience have been considered in the articulation of the built form to define a language responsive to the scale and grain of the differing street typologies. The object buildings mark the arrival to the site from both the Metro to the North and from Schofields Road to the south, with each building expressed with regard to its context – one as an object within a park and the other as a gateway and corner marker along a primary road.
7.04		The Panel requests to see the different building typologies and dwelling type diversity more clearly articulated to show the range of product type e.g. terrace, townhouse, apartment.	On site 2, 2-bed townhouse product has been provided; Refer to DRP 2 Presentation – item Diversity in Architecture and Range of Dwelling Types, page 87-109
8.00	**INTERNAL CONNECTIONS**		
8.01		Movement through the site from North to South - from Metro to The Ponds, relies on a pedestrian boulevard and a cycle through route. These are important connections to transport, childcare and sporting facilities that have the potential to reduce car trips and encourage active transport. The proposal is consistent with the SSDA, however there is no commitment to a separated cycle way or clear pedestrian	The proposal provides a shared pedestrian/cycle path through the site aligned with the Concept Approval location. The design of this path has been developed to incorporate improved landscaping, a raised crossing across Conferta Avenue and the removal of the service road into Site 2E, allowing for a clear, raised cycle way from Schofields Road to Themeda Avenue. Refer to Landscape Plans and Sections in Attachment 7.

		prioritisation on the secondary streets.	
8.02		The Panel notes pedestrian movement has been addressed within the site, but there is no consideration thus far of the connection at, and across Schofields Road, which is a difficult road to cross. The Panel requested more information.	This is out of the design scope. Signalized traffic lights are at the south east corner of the site on Schofields Road which connects to the main through site link
8.03		The Panel notes a full width raised crossing should be investigated at the road crossing over Themeda to reinforce the pedestrian connection from the station through to the boulevard/park.	The design team has been refining the internal layout of the site to optimize connections and pedestrian flow, now that this has been undertaken the team is in the process of identifying potential future connections to the site to ensure that they are not precluded by the current design.
8.04		The Panel requests a detailed resolution of the lift and stair along the main north-south connection through the site to ensure absolute clarity and priority for pedestrians accessing the lifts from the public domain.	The lift and travelator have been relocated to the north eastern retail marketplace that connects from the Park through to Cudgegong Rd. The N/S stair connection features a planter down the middle to improve connectivity and visual presence.
8.05		The Panel notes the base scheme had alternate accessible ramps to the west of the 'marker' building, this should be retained as equitable access should not only be provided along the pedestrian	This ramp has not been retained as it will reduce accessible connectivity from the western plaza to the park, loss of accessible connection from the market plaza and eastern retail to the green.

		boulevard, but also from the lower (active play) public park area/retail tenancy to the upper public park area.	
8.06		The Panel notes that cycle ways have not been integrated into the street design. Further information on a continuous and separated cycleway to be provided in the next DRP meeting. Refer to page 54.	The cycle as per the DCP is allocated as an off-road shared path. The cycleway has been integrated into the street section with a 3m 2-way cycleway and a 2.5m footpath. The total width of 5.5m provides a generous through site link for both cycle and pedestrian.
8.07		The Panel requests further design refinement for the N-S street to the west of the park linking Themeda and Conferta. Consideration should be given to making this a shared zone and restricting parking to the west side with the east side converted to a 2-way cycle path that continues uninterrupted to the 'new south road'.	A raised shared threshold has been provided at the main pedestrian link from the western plaza to Tallawong Green. A 2-way cycle path has been incorporated into the design. Refer to DRP 2 Presentation – item Internal Connections, page 25-63
9.00	**EXTERNAL CONNECTIONS**		
9.01		While the Panel acknowledges that the connections beyond the site are not the responsibility of the proponent (Particularly to the east -school and open space corridor). The Panel recommended responsible authorities should	Noted - No action by Deicorp.

		be requested to provide guidance on future connections.	
9.02		The Panel notes this project must acknowledge the challenges, and make room for future improvements in the design, and connections to adjoining development/open space/schools that would be highly desirable.	The proposal makes provision for potential future connections across Cudgegong Rd to future development along Schofields Rd. Refer to DRP 2 Presentation – item External Connection, page 18.
10.00	**INTERFACES**		
10.01		The Panel requested more information on residential interface, to ensure that the conflict between privacy and surveillance is addressed, regarding street quality.	The interface has been developed through the DA design development phase. Sections have been developed Refer to pages L-DA-77 –L-DA-94. Planting has been provided in front of all courtyard at ground level in either planter boxes or at ground. Planting will not exceed 600mm in height to provide both province and surveillance. Refer to DRP Presentation 3A - Street Interface
10.02		The Panel requests more information on interface with Schofields Road, a busy and noisy street. Recommend investigation of a robust planted buffer that may reduce the impact of traffic pollution. It is acknowledged that Blacktown Council may have requirements for buildings to address the street - an urban edge condition - there may be a conflict between the two approaches - how	Buffer Planting have been addressed in the landscape sections.

		will this be approached?	
10.03		The Panel requests more information on interface with Cudgegong Road – how do the ground level uses address this street?	The buildings along Cudgegong Road are setback significantly from the verge, with the ground level apartments elevated above the street to improve resident amenity. There is significant buffer planting within this setback incorporating trees and shrubs densely planting on a raked to increase amenity for residents while providing a green approach for visitors to the precinct. Refer to Section Won L-DA-94
10.04		The Panel requests more information on indicative street interfaces shown both in plan and section as it is not possible to comment on the relationship of the proposal to the public domain without them.	The streets have been developed further in the Streets section of the DA report refer to pages L-DA-77 –L-DA-94 for detailed plans and sections.
10.05		The Panel notes sectional treatments may be schematic at this stage, but it is important that these conditions are considered as early as possible, and design principles articulated to be carried through to design development.	Schematic landscape treatment has been addressed. Refer to DRP 2 Presentation – item Public Domain Interface, page 22.
11.00	**LANDSCAPE / OPEN SPACE**		

11.01		The Panel requests more information on water Sensitive Urban Design. Is a strip of rain gardens along a relatively steep grade the best approach?	WSUD diagrams updated with water flow paths to justify WSUD opportunities; The Water Sensitive Urban Design strategy is split into two key areas: • Treatment of public domain; and • Treatment on private lots; The current design was developed in coordination with Blacktown City Council and involves directing the majority of the new road catchment to the existing biofiltration basin to the east of Cudgegong Rd. The remainder of the public domain area is treated through the following: • Biofiltration within the street trees; and • A bioswale on the southern boundary of the site with relatively little public domain catchment.
11.02		The Panel requests more information on level changes in the public domain for play elements and to articulate spaces. This is to ensure that these elements remain simple, buildable, and without furtive space.	The details for the playground have been developed on pages L-DA-23 and L-DA-27 of the report in Attachment 6
11.03		The Panel requests more information on the provision of deep soil through basements, and adequate soil at podium and roof levels - this is something that is often value managed out at construction stage. From the 'Basement parking and Deep Soil Planting' drawing it would appear that all setback areas are deep soil- this should be confirmed.	All setbacks are deep soil, refer to the deep soil plan in Attachment 1. Sections have landscape zones over the basement to ensure that the appropriate soil depths are achieved in the current design. Large tree planting has been provided over the deep soil zones. Refer to attachment 6

11.04		The Panel requests more information on landscape character of the different public spaces proposed. How do they respond to the overall strategy and hierarchy of open space? Are there different functions in different locations?	The Planting character has been developed primarily of native species. A plant Hierarchy has been developed based on the different landscaped areas creature a unique character for each space. Further detail can be found of the L-DA 69-71.
11.05		The Panel requests more information on proposed tree canopy coverage.	The current design achieves 36.3% Canopy coverage refer to the canopy coverage diagram on L-DA 10
11.06		The Panel requests more information on page 81: clarify publicly accessible open space.	The Park and Southern Plaza are publicly accessible open spaces
11.07		The Panel requests more information on page 82: clarify access to buildings in SE.	The basement on the park will have no impact of the park design. SESL was engaged to design custom soil profiles and provide advice on the appropriate soil depth to maximise tree growth as if the park on deep soil.
11.08		The Panel requests more information on active play – this is currently tucked away and could be a real activator - clarify whether another play space is proposed.	The active play is positioned at the southern end of Tallawong green. This positions the playground in a more central location for residents in the south and north of the site. The playground will activate the retail at south west of Tallawong green that is not on the primary walking route to the Metro.
11.09		The Panel requests more information on tree planting within the carriageway. This is a departure from council standards. However, as the precinct is aiming for excellence, the provision of passively irrigated trees and potentially	Trees have been included in the carriageway for the majority of the proposed street, excluding Conferta Ave as this street has already been built.

		treatment of water within the parking lane should be explored with Council.	
11.10		The Panel requests more information on lawn areas within the public space as this has the potential to incorporate wicking bed/passive irrigation systems which will provide a superior quality green space and reduce ongoing maintenance costs, this can be explored with council.	Noted and will be developed in the detailed design phase. Refer to DRP 2 Presentation – item Landscape and Open Space, page 25-63.
12.00	**PLACEMAKING / CENTRAL DISTRICT PLAN**		
12.01		The Panel acknowledged that the SSDA did not consider many of the actions in the Central District Plan.	The basis for this comment by the Panel is unclear because it is considered that the SSDA prepared by Landcom did in fact consider the actions of the Central District Plan. In particular, Consistent with the Greater Sydney Region Plan, the Central City District Plan identifies the Cudgegong area (now known as Tallawong Station) as a transit-oriented development located adjacent to the metro line and in close proximity to the Rouse Hill Strategic Centre. The proposal is consistent with the relevant key priorities of the Central City District Plan as it: • will provide new development supported by infrastructure; • increases the supply and choice of housing in the area; • increase the supply of employment floor space in the area; and • proposes new green open space
12.02		The Panel noted it would be useful if placemaking objectives are more specific and related to site, proposal and policy objectives.	The Liveability priorities of the Central District Plan are as follows: • Planning Priority N3. Providing services and social infrastructure to meet people's changing needs • Planning Priority N4. Fostering healthy, creative, culturally rich and socially connected communities

		Reference could be made to the Central District Plan and in particular the actions set out in the liveability and sustainability sections as identified below.	• Planning Priority N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport • Planning Priority N6. Creating and renewing great places and local centres and respecting the District's heritage The redevelopment of the site has been guided by these priorities. The Concept Plan approval has established a robust framework which ensures that the development of the site will provide services and social infrastructure, a connected community, and housing supply, all within very close proximity to public transport. This is achieved by the development as it is a genuine mixed use offering focused around a generous and centrally located publicly accessible park. The provision of shops and commercial tenancies within the development will meet the day to day needs of the existing surrounding community of The Ponds as well as the new community within the site, and it is anticipated the centre will include a small supermarket, cafes and restaurants, medical centre, gym, and child care centre. These are all facilities which will provide local jobs but will also serve as a focal point for the community. The proposed development has sought to build on the framework established by the Concept Plan and to improve this. Refinements include an increase to the size of the park, the conversion of the north-south road in Site 1 to a private road to improve pedestrian primacy and connectivity within the commercial centre, and lowered building heights along the north-south pedestrian link from The Ponds. The proposal has also reduced the residential density which deceases the intensity of use of the open space facilities. The design of the park has been central to the place making objectives of the project as this is a critical component to the success of the centre and to act as an attractor for customers who will seek to undertake their shopping needs in this development rather than choosing to access other larger centres which are nearby. The park has been designed to provide a high level of amenity and is a highly programmed space with a 'Village Green' at the northern end, a 'Play space' at the southern end, and a variety of outdoor furniture and hardscape
12.03		While the Panel acknowledges that there is no requirement for the proposal to refer to, or give effect to these actions at this stage of the process, it would be highly beneficial if they did, and may help further refine the design objectives, principles and stimulate innovation in subsequent stages.	

			and softscape elements. The design of the park allows for passive and active recreation and has also been designed as a flexible programmable space for a range of community activities and events. The park will provide a valuable asset for the community and is detailed in the landscape package prepared by Turf Design which accompanies thisapplication.
A	**CENTRAL DISTRICT PLAN - LIVABILITY ACTIONS**		
I		Prioritising a people-friendly public realm and open spaces as a central organizing design principle.	The public domain and retail strategy are anchored around the central park and Metro plaza, with active edges engaging the key pedestrian movement corridors
II		Recognising and balancing the dual function of streets as places for people and movement.	The precinct employs a pedestrian-priority approach to the planning and design of the public domain and new roads. The design responds to the climatic conditions through the use of tree canopies and awnings for shading, and appropriate planning and materials selections.
III		Providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres.	The precinct builds upon the diversity in scale and grain present within the building typologies and extends this through the public domain and street interface. Each road or movement corridor is designed as a response to its location and interface, with local roads and neighbourhood streets activated with dwelling entries and

			courtyards, public seating and planted areas.
IV		Integrating social infrastructure to support social connections and provide a community hub.	The Metro Station to the North services as a key nodal hub for the area, facilitating the activation of the new Town Centre. The precinct will deliver a network of services that encourage and facilitate community interaction and connections including childcare, employment opportunities, restaurants and cafes, green space, public domain, fresh food, daily needs and retail.
V		Recognizing and celebrating the character of the place and its people.	The proposal recognizes the role of the Town Centre South Precinct in linking the Metro Station with the Ponds community to the south across Schofields Road. The approach to the design of the public domain, character and retail provision creates a precinct comprised of a complimentary "Town Centre" to the north and a residential 'neighbourhood' to the south.
VI		Engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place.	There are no heritage values associated with the site. A Statement of Heritage Impact prepared in accordance with the NSW Heritage Manual by OCP Architects accompanied the Concept Plan SSD 9063 application which found that there are no heritage listings for the Tallawong Station Precinct South Site. Whilst there are three state-listed heritage in the area, they are a significant distance from the site such that the potential for any impact arising from the proposal is very low. The Department's assessment concluded that the Department was satisfied that the development of the site will have no adverse impact on the heritage significance of these heritage items, that there is little potential for archaeological remains, and the site area has been confirmed to be cleared of Aboriginal heritage.
VII		Applying adaptive re-use and interpreting heritage to foster distinctive local places.	
VIII		Managing and monitoring the cumulative impact of development on the heritage values and character of places.	The knowledge and learnings from the Plant Library are proposed to be continued within the public domain.

IX		Using place-based planning to support the role of centres as a focus for connected neighbourhoods.	Place based planning is a spatial strategy for the future growth of a place and provides a clear understanding of the future aspirations and values for the place. Those values then form the basis of informing landowners, developers, the community and Government about the most important design elements to build into the proposal. The approved Concept Plan SSD9063 was designed to respond to the existing context including the existing and proposed surrounding street pattern, the metro station, commuter carparks and the existing low-density neighbourhood of The Ponds to the south. The Concept establishes a framework for an active and walkable neighbourhood with the metro station and publicly accessible open space at its core. The approved street pattern creates a clear and legible urban grid, and an overlay of pedestrian and cycleways complements and extend the urban grid with a series of through-site links dividing the developable areas into smaller blocks to create a more permeable and pedestrian friendly urban environment. The pedestrian and cycle network achieves direct links between the residential areas, the local centre, the metro, adjoining neighbourhoods such as The Ponds to the south, and the Second Ponds Creek landscape corridor to the east. The Concept Plan also establishes a large publicly accessible park as the heart of the development to form a focus for the community. The detailed proposal has adopted and embraced the framework established for the site by the Concept Plan and will deliver a highly connected and permeable neighbourhood and generous publicly accessible open space. In particular, the proposal has sought to expand on the principle of a central open space as a focus for the development by expanding the actual and perceived size of the park and introducing a private road with raised threshold in Site 1 to connect all commercial and retail components of the project.
B	**CENTRAL DISTRICT PLAN - SUSTAINABILITY ACTIONS**		

I		Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.	A variety of workshops, documents, correspondence and meetings have ensured the project team are working towards successfully achieving the Green Star Communities rating. The targeted credit requirements have been discussed and documented by each of the specialist consultants and the targeted rating for Tallawong accounts for this evidence.
II		Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency, especially in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.	The 5% energy target was based on predicted energy consumption for the residential and commercial developments. Based on calculations provided by JHA, taking into account energy inputs from the BASIX, a 314kWp system (1,884m2) is required to meet the 5% renewable energy target on site. The total Solar PV area identified as available has been identified as 2,664m2, as per the architectural drawings which exceeds the area required to meet the requirements.
III		Protect existing and identify new locations for waste recycling and management.	In relation to the current scenario on site nothing is existing. Deicorp have developed a waste strategy with Elephants Foot Recycling to identify a number of strategies to advance towards this target. The project has also sought to align the waste requirements with Blacktown Councils standards and will be subject to their ongoing waste management / disposal strategies.
IV		Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.	The target and strategy will be addressed in the sustainability report.

V		Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares.	Noted. Refer to DRP 2 Presentation – item Activation/Place Marking, page 12-16 Refer to TDRP 2 Presentation – item Sustainability Actions, page 13-17.
16.00	**SERVICING**		
16.01		The Panel notes the concept of reducing the number of loading zones and vehicular entries is supported, however there are significant operational efficiencies that will need to be overcome. Council would expect waste collection for sites of this size to be positioned wholly within the basement to manage acoustics, improve streetscape and for efficient operation/collection. The Panel requests further information.	The proposed servicing strategy satisfies the DCP objectives with regards to access, circulation and waste management while maintaining a pedestrian priority at the street. The lots on Site 1 are serviced (both retail and residential) within the basement. The proportions of the lots on Site 2 (residential only) prohibit a standard perpendicular approach, with the ramp length required to take trucks into the basement impinging significantly on communal open space, deep soil, landscape provision and residential amenity. Loading on these sites is proposed within the building and sleeved with residential to key addresses. Refer to DRP 2 Presentation – item Servicing, page 68-73.
17.00	**PROGRAM**		
17.01		The Panel notes turnaround time to address comments from the proposed May DRP meeting is very tight and	Noted.

		suggests moving the meeting to an earlier date in April.	

Appendix 2 DRP 2



ITEM #	THEME	ACTION / ADVICE	RESPONSE
1.00	**OPEN SPACE**		
1.01		The Panel notes climate and heat management is important in Western Sydney and requests to incorporate tree planting in the street profile design to provide shade, habitat etc. The Panel requests that Deicorp demonstrate how the proposal will achieve the Greater Sydney Commission's tree canopy target of 40%.	The current design can achieve 33.5%, which includes 25% ground level, 4.6% streets and 3.9% rooftops. Refer to DRP 3B Presentation - item Open Space, pages 35-36.
1.02		The Panel suggests the Design Team refer to recent work by the Western Sydney Planning Partnership and Macquarie University's "Which Plant Where?" (contact Leigh Staas leigh.staas@mq.edu.au) research project, which may assist with precedents	Leigh Staas was consulted from 'Which Plant Where'. However, couldn't provide any further advices as they are in the middle of research. Refer to DRP 3B Presentation - item Open Space, pages 37-40.
1.03		A proposal was put forward to locate three levels of parking under the main public landscape area and to remove the street and the park from public ownership. The Panel acknowledges that this proposal is an amendment to the SSDA and requires a careful investigation to understand the impact of a possible basement under the park and what constraints it may place on the design in terms of tree size, function, future uses etc. The Panel notes all design factors must be carefully considered to ensure that this change has no negative impact on the construction and use of the public domain as intended in the	Whilst a basement is now proposed below the park, the design of the park includes a large soil 'vault' above the basement level with a minimum depth of 1.5 metres, in order for the park to be capable of supporting mature and generous trees and vegetation. The soil profiles within the vault are critical to the success of this space, as is the irrigation and drainage designs which have been taken into consideration in the civil design. A Soil Landscape Specifications accompanies the application which provides a detailed explanation in relation to this issue, and the

		original concept SSDA, or the long term health of the natural systems – soil, water movement, air quality and etc.	Landscape Package demonstrates that the landscape quality of the park will not be compromised
1.04		The Panel notes the amenity and landscape quality of the park should be given highest priority. If basement car parking is to be considered underneath the Village Green, the proposal will need to demonstrate that landscaping and tree planting can be achieved above structure. I. Technical details are requested for the next DRP meeting including: Depth of and soil volume - to ensure large trees can survive II. Water moisture for trees III. Ventilation of basement car parking and any air vents/grills for intake and exhaust (which may create noise, expel pollution. Minimise the impacts of these elements on the public realm and park. IV. Opportunities for light wells into the basement car parking V. How WSUD provisions work – connection of these systems to deep soil VI. Ground water impact and impact on the wider water system VII. Considerations should be given to Underground rainwater storage	I. A soil structure analysis has been completed by SESL to determine the optimum soil depth. The report concludes an optimum depth of 1.5m overall depth from the top structure to the finished ground level. The report also proposes two options for the new soil structure, each utilising portions of the excavated material within the new structure. Refer to DRP 3B presentation - item proposed new soil structure, pages 12-13. II. The design is aiming to keep water, as much as possible, onsite. III. The mechanical ventilation strategy to the basement utilises air intake grills integrated above the retail awning, transferred via a riser and plenum through the basement. All basement exhaust is discharged at the roof level of the towers, with a shaft integrated within the buildings. There are not services or egress points located within the public domain. Refer to DRP 3B presentation - item exhaust and egress locations, page 9. IV. Study of potential irrigated skylight location has been assessed. Refer to Item Potential. page 20 DRP

			Meeting 3b. V The rainwater tank has been sized to irrigate all the greenspace/deep soil within Site 1. Also, the dish drains direct water into each street tree bio-retention. Refer to Item Water pages 15-17 DRP Meeting 3b. VI Waterproof will be considered during the construction and project life. Ground water flow is expected to be North-Westerly towards first Ponds Creek. Refer to page 18. VII Irrigation of rainwater harvesting for irrigation. Refer to page 8 DRP Meeting 3b.
1.05		The Panel notes that park design and maintenance is not to be compromised. There is to be no loss of quality or amenity with basement parking underneath the park.	The park has been designed to ensure the quality and amenity of the park is not impacted by the basement below. A 1.5m soil depth profile has been provided on the advice of SESL soil scientist who have over 35 year of experience in designing soil profiles for maximising trees and planting growth. The 1.5m is the optimal soil depth for tree growth with no impact from the basement. SESL have designed custom site-specific soil profiles to ensure tree and plant growth is maximise through the park.

1.06		The Panel notes the park should be publicly accessible, even if it is privately owned and maintained. Same rights as public space are to be provided – assembly of people etc. Please refer to Rouse Hill as an example.	The park design will be in accordance with BCC's design guidelines. There will be no fencing of the park which will keep the park publicly accessible. An 88b instrument will be placed on title to the effect public access, with all easements benefiting the public in perpetuity.
1.07		The Panel requests to ensure that the design, quality and amenity of the park is not compromised by "value engineering" during the construction phase.	Noted.
1.08		The Panel notes to move the tree in Site Section B an extra metre.	The trees have been shifted through the design development process on section B to accommodate services which position the tree closer to the road.
1.09		The Panel would like to see potential for more activity in the Children's Play Area to have greater appeal to children.	The playground design has been enhanced with a combination of structure and whiles play which increases and activates the play though the planting zones.
1.10		The DRP notes the changes to the design of the Small Square (in the residential zone), with reconfigured proposal for vehicular movements to avoid cars in this area and reconfigured as a predominantly car-free garden space.	This approach increases the green spaces and amenity of the spaces. The removal of the amenities allows for larger and more tree which improves canopy coverage and reduces the heat island affect.
2.00	**BASEMENT CAR PARKING**		
2.01		The Panel acknowledges the work undertaken to rationalise the car park entries, loading areas, waste collection etc. and to align these elements with a retail strategy. These are	The refinements to the waste loading strategy improves the public domain and open space as follows: a) a consolidation of loading areas, aligned

		positive improvements for the streetscape. The Panel notes that when the proposal is sent to council for review, basement collection will be pressed as there are more issues at play than just streetscape, in regard to waste.	with the locations nominated in the Concept DA, resulting in a reduction in the number of service vehicle crossings within the neighbourhood residential site b) the removal of service vehicles from the public domain between Sites 2B and 2E, turning this area over to pedestrian priority including a substantial garden plaza c) removal of ramping though the narrow sites which would bisect open space and take out building frontage d) retention of active residential frontages along the primary street addresses e) reduction in basement depth and excavation, reducing impact on existing ecology
2.02		The Panel raises concerns about the amount of car parking given the proximity to the Metro station and changing behaviours and attitudes towards car ownership. The DRP does not support an increase in the number of car spaces. The intent is for Transit Oriented Development to maximise public transport patronage and encourage walking and cycling. Car parking should be limited to the minimum acceptable – limiting parking numbers should be pursued with Blacktown Council	Refer to final Traffic and Parking Assessment report. Consent condition A19 notes minimum rates.

2.03		The Panel requested the design team to consider how the basement car parking could be adapted for other uses should the demand for private car ownership change. Allow for a flexibility of behaviour and variety of uses in the future. Other measures to explore could include:i. Look for opportunities for light wells into the basement car parking or future uses e.g. Lane Cove (car parking) and Green square (library)ii. Look for opportunities for adaptability into the basement car parking – over time could it be converted to something else e.g. self-storage, workspaces iii. Retain the car parking under the park in a single title.iv. Decouple car parking spaces from units – which improves affordability of the units and increases flexibility to adapt car parking spaces for other purposes in the future.v. Potential for Deicorp to keep the ownership of the car parking and offer long term lease of carparks to unit ownersvi. Consider long term lease for car share schemesvii. Explore connection from underground carpark to the public domain to enhance activation of public spacesviii DRP asked that	These opportunities were explored and presented to the panel in DRP Presentation 3B - Tallawong Green, summarised as follows: i) While there is potential to provide skylights within the park, these are considered to be at the expense of the public domain and not warranted while the basement provides parking only. Notwithstanding, there are opportunities to provide these in the future should the need present. ii) The proposal delivers a flat slab and 3.4m high floorplate to the upper basement level under the park, allowing for future flexibility and adaptability should the need present. iii) The upper level basement parking is dedicated to commercial/retail parking and will be on one title. iv) As discussed at DRP Meeting 3a) Deicorp is not in favour of Decoupling residential car spaces. We believe it to be unfair to our purchasers and would create major problems with parking allocations. Deicorp believe that our nominated carparking spaces are in line with what the market is looking for in the Tallawong area. Deicorp will not be considering Decoupling car spaces within this project.

		Deicorp clearly articulate all the advantages and disadvantages of the basement parking under the park.	v) As discussed at DRP 3a) this would not be acceptable to purchasers or their finances. This would also add additional costs to strata levies plus additional legal and logistic costs to Deicorp, E.g. Rent collection from tenants, maintenance etc. Deicorp will not be considering retaining ownership of the car spaces within this project. vi)As discussed at DRP meeting 3(a) to allow car shar schemes within the basement parking areas of this development would be compromise the security to these areas. Deicorp have nominated 4 car share spaces on the private road next to the park. Refer to figure 12 Green travel plan. Plus, if additional street parking is approved on Conferta avenue Deicorp will use best endeavours to allow for another 4 car share spaces within this area. vii) The upper level basement carpark is already well connected to both the retail and commercial precincts via the travelators and lifts. While the potential for further connections was identified within the children's play area, along the pedestrian boulevard and through Building C, these are considered to be at the expense of the public domain and not warranted while the basement provides

			parking only. Notwithstanding, there are opportunities to provide such connections in the future should the need present. viii) The consolidated basement parking approach provides the following benefits: a) a reduction in/consolidation of entry points along Conferta Avenue, providing increased legibility and wayfinding across the town centre b) increased active frontage along Conferta Avenue, as a result of the reduction in openings c) improved connectivity between the parking and the retail and commercial tenancies across Site 1, with all retail/commercial cores accessible from the one consolidated basement d) a less complicated retail visitor parking strategy, consolidated across bigger floor plates over fewer levels e) a reduction in basement depth and excavation, reducing the impact on the existing ecology
3.00	**OBJECT BUILDINGS**		
3.01		The Panel notes the approach to the object building on the corner of Cudgegong Rd has not been fully resolved. More clarity and information on what the building is trying to achieve is required. The DRP would like to see the story of the object buildings strengthened as the design progresses.	The design of the marker buildings has been further developed through the design process, with the building expression and articulation serving to mark the arrival to the site, giving strength to the angled/curved form that reinforces movement around the

			corner - both vehicular to the east and pedestrian to the west. Refer to DRP 3B Presentation - Building Character.
3.02		The Panel notes there is a departure from the concept plan to create these object buildings, however the SSDA design intent should still be met.	The approved Design Quality Guidelines of the Concept Plan require the project to establish an integrated yet diverse range of urban characters across the site and that buildings should be designed to be sympathetic yet distinct to neighbouring buildings to create a diverse and interesting neighbourhood and to avoid the singular aesthetic of many contemporary developments. It is considered that the object buildings are actually an important component of the strategy to address these requirements in that they both provide a distinctive built form within the site which break up the aesthetic and achieve several landmarks within the broader site. The object buildings also serve the emphasis the main north-south pedestrian spine on the site, in a manner which achieves connectivity and integration with the Tallawong Station which creates the third object building in the precinct and terminates this north-south alignment. The proposal achieves buildings which are sympathetic yet distinct

			to create a diverse and interesting neighbourhood, and the object buildings are fundamental to this outcome.
3.03		The Panel requested the Design Team to prepare “character vignettes” from the 3D model for the next DRP meeting on the building on corner of Schofields and Cudgegong Road	Character vignettes of all buildings across the precinct were presented in DRP 3B Presentation - Building Character to communicate the families of buildings within the development, their role within the precinct and their relationship to the immediate context.
3.04		The Panel notes the object buildings are key markers for site entry.	Noted.
3.05		The Panel suggests that the Design Team look in more detail at architecture treatment, materiality. Suggests that a slice of typical conditions could be developed in a little more detail to give a clearer understanding of architectural treatment and materiality.	Noted. Refer to final architectural plan.
3.06		The Panel encourages the involvement of more than one architectural “hand” in the development of buildings in order to achieve architectural diversity, as identified and committed to in the tender response and in the Concept SSDA Design Quality Guidelines.	Turner and Bennett and Trimble worked together as architects in collaboration to develop the strategy for each building family across the precinct, as a response to the context, scale and building typology. Additionally, the team worked together to develop; detailed character studies and typologies across the site. The

			Design was developed and critiqued within a workshop setting.
4.00	**SHARED ZONE**		
4.01		The Panel notes that if the North South road between Site 1 can become a private road it is suggested the following opportunities are investigated: I. Shared Zone II. 1 way (will need traffic assessment) III. Threshold entry treatments to slow cars to 10km/h- 'serious' rumble strips/cobbles and narrowing turning in. IV. Paved street with distinction of areas, transitions, urban conditions V. Ensure E-W footpaths at either end are continuous and on the same level	A decision was made to incorporate this road into the adjacent lots. To use the terminology "shared zone" would have involved RMS approval, thus becoming a private road is more suitable to the general design. The private road will be signed posted at 10km/h. As noted, possibility of the private road as 1 way would affect the current and proposed traffic study, so it was agreed by the DRP not to peruse this. The appropriate physical treatments will be implemented such as driveways, crossings at each end and surface treatments to distinguish it from the adjacent roads.
5.00	**CONFERTA AVE/ROADS**		
5.01		Regarding Conferta Avenue, the Panel would like to see the speed zone lower than 50kph and the DRP will support design initiatives which encourage this. Note that the design intention in a highly	Transport for NSW is the authority responsible for approving the implementation of a speed zone lower than 50km/h.

		pedestrianised should be 30km/hr. This is the world-wide default for local streets. Australia and NSW are anomalous.	The appropriate speed for a high pedestrian activity area in NSW is 40km/h as per the NSW Speed Zoning Guidelines. Unfortunately, any submission to lower current speed zone in Conferta Avenue would need to be approved by TfNSW and seeing as Conferta is in a council own road any submission would need to come from Council Not Deicorp.
5.02		The Panel recommends that contact should be made with the Planning Partnership Office (PPO) to discuss and align street design with the principles and guidelines that are being developed for the Western Parkland City.	We reached out to the Partnership Office and were advised that the Department of Planning, Industry and Environment's (DPIE) Major Projects team is best placed to answer this. Unfortunately, despite reaching out multiple times we did not receive a response from DPIE. However, we incorporated the key planning priorities of the Western City District Plan, in particular: - Protecting and improving the health of waterways - Creating a parkland city urban structure; - Increasing urban tree canopy; and - Delivering high quality open space.
6.00	**BASEMENT CAR PARKING 2**		
6.01		In relation to Basement Parking Site 2, the Panel supports Option 4 loading ramp design.	This option was further refined and incorporated in the proposed scheme.

7.00	**INTERFACES**		
7.01		The Panel would like to see more resolution and information on:i) Residential interface, to ensure that the conflict between privacy and surveillance is addressed - this is about street quality and private amenity – encourage resolution in the design of ground floor units using landscape and architecture to create a benchmark for the public domain interface and street privacy, e.g. Victoria Park. j) Carefully consider the use of fencing and levels to demark what is private and what is not. Especially in townhouses and those with direct access to the street. k) Want to encourage people to feel ownership of the publicly accessible areas l) Main North South shared spine suggest more paved, with a careful distinction between private and public. Consider territories and transition spacesm) Consider retention of higher floor to ceiling dimensions on the ground level units to compensate for the loss of light that may result from privacy screens and additional vegetation.	i/j) The interface to the private courtyards and ground floor apartments within the neighbourhood precinct was further developed and presented in DRP presentation 3A - Street Interface and 3B (p4.1). These packages displayed an approach to the different courtyard typologies and fencing types, based on the typology, context and orientation. Private courtyards with direct street access off the public domain and street network are typically located 0.3 - 1.0m above the footpath level to provide privacy while affording passive surveillance. The design of private courtyard fences incorporates a combination of solid and open elements, responding to the internal functions of the dwelling while creating variation along the streetscape. Landscaping is integrated into the courtyard, planters and setback zone, providing greenery and opportunities for passive screening k/l) The pedestrian boulevard has been further developed to provide a combination of a linear hard paving demarking the footpath, flanked with a corridor of landscaping through the neighbourhood residential site. The interweaving of

			landscape through the hardscape continues up through the site with a series of bosques linked along the pedestrian boulevard on Site 1 providing moments for pause, shelter and relaxation. m) The two storey apartments along Conferta Avenue and the pedestrian boulevard have increased ceiling heights to the ground level living areas as they terrace down the site. This allows for increased solar access and a generous internal volume. Refer to Addendum Urban Design Report - Building Heights
14.00	**LIVEABILITY AND SUSTAINABILITY**		
14.01		The DRP encouraged naturally lighting as many spaces as possible, including retail, travelators, parking etc.	The proposal incorporates natural lighting to the retail mall, highlighting the travelators as the arrival to the precinct for those travelling by car. Retail tenancies are well proportioned and typically have full height and width glazing to maximise natural daylight. The potential to provide skylights to the basement was reviewed in response to DRP comments, however these were considered to be at the expense of the public domain and not warranted while the basement provides parking only.

14.02		The Panel notes that a 5 Star Green Star rating would be targeted.	Noted.
15.00	**BUILDING HEIGHTS**		
15.01		The design team notes that there is a difference between the SSDA and proposed building heights for buildings 1A and 1B, however there is no material gain in GFA or storey numbers	The proposed amendments to the buildings heights do not result in any additional storeys or any additional gain in GFA. The increase in heights are for the following 3 reasons: • Insufficient height was provided for the ground floor of the retail component with only 4 metre floor to ceiling heights instead of 6 metre; • Lift overruns were not provided for many buildings; and • Refinement of ground floor levels of various buildings to properly deal with the significant cross falls across the site and achieving appropriate accessibility grades as well as relationships between ground floor levels and the surrounding public domain.
16.00	**PROGRAM**		
16.01		The Panel suggests that both park and basement carparking design options (BCC ownership v Deicorp ownership) run until agreement with DRP and Council is confirmed	Noted.
16.02		The Panel notes that the DA submission is targeted for 20th May 2020	Noted.

Attachment 3 DRP 3A



ITEM #	THEME	ACTION / ADVICE	RESPONSE
1.00	**CAR PARKING**		
1.01		The Panel is primarily concerned with the quality of the public spaces that will be affected by the basement car parking, in particular the treatment of the central park, the resolution of the landscaping and private street and ensuring that the proposal doesn't impact on the quality of the landscaping and open space envisaged originally in the Concept DA. This should be addressed in the next DRP meeting.	The quality of the Public space will not be impacted by the basement. A 1.5m soil depth profile has been provided on the advice of SESL soil scientist who have over 35 year of experience in designing soil profiles for maximising trees and planting growth. The 1.5m is the optimal soil depth for tree growth with no impact from the basement. Longitudinal and cross sections have been drawn through the private road, central park and playground to ensure the minimum soil depths have been maintained refer to L-DA-18,23-25,78-81 for plans sections. Large trees have been allocated over deep soil pockets, refer to Plans L-DA-12 for deep soil overlay on the plan. SESL have designed custom site specific soil profiles for the different trees and plant typologies within the park and private road to ensure maximum growth. There has been a specific profile/detail designed (Specification 4 of SESL's Report pg.21) for large trees which comprises of a non-compacted profile of sandy loam to clay loam topsoil mix (A Horizon) to be installed to a minimum depth of 300mm over the top of 1100mm of B Horizon to ensure enough rooting volume for large trees such as Figs and Eucalyptus. 100mm of drainage gravel with drainage pipe has been provided under

			Horizon B to prevent waterlogged roots. Refer to SESL's full Soil Specification for further information and soil horizon physical properties.
1.02		The Panel notes that the amount of car parking being proposed by Deicorp was significantly higher than the car parking rates in the Concept DA. As previously noted by the DRP the intent is for Transit Oriented Development to maximise public transport patronage and encourage walking and cycling	Concept DA condition A19 denotes minimum rates. Excerpt from BRS Traffic report: Strictly complying with the car parking rates outlined by Sydney Metro and Landcom would result in a development that would have insufficient car parking to cater for residential component of the development and would put pressure on the at capacity Tallawong Station car parks and on-street parking in the surrounding road network. The proposed parking rates are considered better able to meet the travel demands associated with the characteristics of the Tallawong area; are consistent with the parking provision of other approved developments in the vicinity of the Tallawong station and will prevent a
1.03		The Panel declines to comment on the specific numbers but would like to see Deicorp minimise the amount of car parking being provided and to investigate ways that car parking can be either adapted or reversed over time.	
1.04		There are a number of objectives set out in the SSDA, EIS and previous documents	

1.05		Alternative car parking arrangements for adaptable parking, decoupling car parking spaces from units, retaining car parking in single title, and long-term car shares as highlighted in DRP 2 Presentation minutes have not been investigated. This should be further explored.	detrimental impact on the already at capacity Tallawong Station public car parking areas and the surrounding road network. In summary, it is proposed that the proposed parking rates of one space per one and two bedroom units, two spaces for each three bedroom unit, one space per 35 units for residential visitor parking and one space per 30m² of GFA for the retail and commercial component should be adopted These rates are considered to be better able to meet the travel demands associated with the characteristics of the Tallawong area and consistent with the parking provision of other approved developments in the Blacktown City Council and The Hills Council LGA within vicinity of the Tallawong Metro station and to reduce the detrimental impact at the already at capacity Tallawong Station car parks and the surrounding road network. The proposed parking provision of 1,368 spaces is only 81 spaces (or 5.9%) more than what was approved in the concept plan and provides a balance between the minimum requirements of the RMS Guide, Blacktown DCP and the maximum rates of Sydney Metro and Landcom's guiding principles. As discussed at DRP Meeting 3a) Deicorp is not in favour of Decoupling residential car spaces. We believe it to be unfair to our purchasers and would create major problems with parking allocations. Deicorp believe that our nominated carparking spaces are in line with what the market is looking for in the Tallawong area.

			Deicorp will not be considering Decoupling car spaces within this project. As discussed at DRP 3a) Deicorp ownership of carparking would not be acceptable to purchasers or their finances. This would also add additional costs to strata levies plus additional legal and logistic costs to Deicorp, E.g. Rent collection from tenants, maintenance etc. Deicorp will not be considering retaining ownership of the car spaces within this project. As discussed at DRP meeting 3(a) to allow car shar schemes within the basement parking areas of this development would be compromise the security to these areas. Deicorp have nominated 4 car share spaces on the private road next to the park. Refer to figure 12 Green travel plan. Plus, if additional street parking is approved on Conferta avenue Deicorp will use best endeavours to allow for another 4 car share spaces within this area.
1.06		The Panel notes that that SEPP65 ADG (p70) Objective 3j-1 states: Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas: For development in the following locations: 'on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less	As discussed at DRP 3a) this would not be acceptable to purchasers or their finances. This would also add additional costs to strata levies plus additional legal and logistic costs to Deicorp, E.g. Rent collection from tenants, maintenance etc. Deicorp will not be considering retaining ownership of the car spaces within this project. As discussed at DRP meeting 3(a) to allow car shar schemes within the basement parking areas of this development would be compromise the security to these areas. Deicorp have nominated 4 car share spaces on the private road next to the park. Refer to figure 12 Green travel plan.

			Plus, if additional street parking is approved on Conferta avenue Deicorp will use best endeavours to allow for another 4 car share spaces within this area. As discussed at DRP Meeting 3a) Deicorp is not in favour of Decoupling residential car spaces. We believe it to be unfair to our purchasers and would create major problems with parking allocations. Deicorp believe that our nominated carparking spaces is in line with what the market is looking for in the Tallawong area. Deicorp will not be considering Decoupling car spaces within this project. Refer to Deicorp PowerPoint presentation DRP 3, Part A. Excerpts from BRS Traffic report: The parking provision included in the concept approval for the development was determined by applying the car parking requirements of State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide which states that: “Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas. For development on sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less”. Given the location of the development close to Tallawong Station, the parking

			requirements in the RMS Guidelines for Metro Sub-Regional CBD Centres were adopted in the concept approval when determining the required number of parking spaces for the residential components of the site. The proposed parking provision of 1,368 spaces is only 81 spaces (or 5.9%) more than what was approved in the concept plan and provides a balance between the minimum requirements of the RMS Guide, Blacktown DCP and the maximum rates of Sydney Metro and Landcom's guiding principles.
2.00	**SHARED ZONE**		
2.01		The Panel supports a 10km/h shared zone adjacent to the park. It is recommended that Deicorp continue to explore the two different ownership options in parallel, i.e. dedication of the street to Council versus retaining in private ownership.	No action.
2.02		The panel supports the 10kmph speed limit irrespective of the ownership	Noted from Traffic Report. A 10km/h speed limit would create a pedestrian oriented environment along this street while allowing low speed vehicle movements. (BRS) - It is intended to implement a 10km/h speed zone in this street. Refer to public domain improvements figure 10 in our traffic report and parking assessment. As a private road, there will be no requirement for TfNSW approval.

2.03		A fuller exploration of the shared zoned is still required in terms of how it functions with the surrounding road network (e.g. movement and circulation), opportunities for more landscaping and tree planting, further resolution of the drainage and rainwater tank design, and more detail on paving materials. The opportunity for a one-way system could also be explored.	This is addressed in Section 5a, 6 and the landscape private road details of the DRP presentation, the cross-fall of the road has been converted to a crown and water runs to each bio-retention tree pit via dish drains. The rainwater tank is now located under the road and has sufficient fall to outlet to the existing drainage on Conferta Avenue. Since the DRP presentation the parking has been adjusted to add additional landscaping elements as well as allowing for a site corridor from the existing NRT parking to the proposed new park. (AECOM). A one-way traffic movement is not supported (BRS)
3.00	**CONFERTA AVE**		
3.01		The Panel strongly supports the additional raised pedestrian and cycle crossings and views this as an effective strategy to slow traffic down along this street. The design team noted that this is yet to be approved through the traffic committee.	This is correct, it was originally a raised Cycle and Pedestrian crossing when there was a dedicated cycle path. As it is now a shared zone this has reverted to a raised pedestrian crossing in line with traffic engineering standards for pedestrian and shared path crossings. It is noted it still provides the same level of protection and works to reduce vehicle speeds and increase awareness of the crossing.
3.02		The Panel notes that the verge width seems insufficient for street tree planting (which would be desirable) and further information should be presented on this at the next meeting.	Addressed in the DRP #2 meeting. The footpath on Conferta has been reduced to 2m minimum and the planter width has been widened to 2.1-2.3m for planting and tree on both sides

3.03		Further review of the proposal for Conferta (and as built) shows significant difference from the approved scheme – the section presented shows two travelling lanes with no parking, rather than the one lane each way and parking, with kerb extensions of the original. The DRP asked specifically for options to slow traffic along Conferta and would not support changes that increase trafficmovement.	No physical construction works are required, the only change that is needed is additional signage to show areas of potential parking. Locations of recommended areas of parking refer to traffic and parking assessment by Barker Ryan Stewart. “public domain improvements figure 10”
3.04		The DRP would support a reduction in signed speed from 50km/hr to 40km/hr “high pedestrian activity” zone.	Local Road speed limits are governed by TFNSW not local council. Any application to reduce speed on Conferta Avenue would need to be made by council as they own the road not Deicorp. Deicorp will not be taking any further action in relation to this request.
4.00	**NEW PRECINCT STREET**		
4.01		The new precinct street is supported in principle by the Panel but requires further design resolution, in particular location of street trees and landscaping. There are instances where trees don’t line up with the pits on the drawings	Street design, street tree planting and driveway entrances have been coordinated with planting and tree pits. Please refer to the final landscape design report and updated civil documentation. Street design and street tree planting has been coordinated with planting and tree pits. Refer to final landscape report.
5.00	**WATER SENSITIVE URBAN DESIGN**		
5.01		The Panel requests further detail on the water sensitive urban design strategy, i.e. what proportion of stormwater is being collected by the rainwater tank, bioswales and in carriageway tree pits.	Please refer to section 5b of the DRP presentation and the final civil drawings and design report.
5.02		The Panel encourages Deicorp to consider using a “soft system” wherever possible, i.e. to keep as much water on site and in the soil, for soil health etc.	Please refer to section 5b of the DRP presentation and the final civil drawings and design report.

5.03		The Panel requests further detail and resolution on road profiles and drainage into street trees.	Done. Refer to final Civil and Stormwater Package.
6.00	**RESIDENTIAL LOBBIES INTERFACE**		
6.01		The Panel notes that the setback gives more privacy and the planting courtyard and modulation with landscaping works well.	Landscape has been developed in the private courtyards with a combination of understory planting and trees. Refer to attachment 7, of the Landscape Plans.
6.02		The Panel requests clarification on whether the front fence height of 1.8m noted on drawings is a minimum or maximum.	Height of the front fence shall be a maximum of 1.8m.
6.03		Where bedrooms are located on the ground floor facing the street, the Panel suggests reconsidering the use of double fronted glass doors, for privacy reasons.	The bedroom windows proposed away from the Street interface provides a level of privacy. Proposed planting in the landscape area outside bedrooms contributes to further screening from public domain
6.04		Where hit and miss brickwork is proposed, a solid wall is preferred for bedroom privacy.	The fencing types across the precinct provides variations utilizing solid brickwork, hit and miss, and corbelled. This is proposed in response to privacy, planting, street interface etc. As explained above, the bedroom windows proposed away from the Street interface provides a level of privacy. Proposed planting in the landscape area outside bedrooms contributes to further screening from public domain
7.00	**DIVERSITY OF HOUSING**		
7.01		The Panel notes that the presentation addressed the resolution of one building (in terms of the façade, materials and ground level interface).	Further façade design evolution was presented in the DRP 3B. The DA package includes elevations of all buildings, a materials schedule and perspective images across the precinct.

7.02		The Panel requests further presentation on how facades and materials will be addressed across the whole site to ensure architectural diversity.	Further façade design evolution was presented in the DRP 3B including materials selections. The approach to materiality and facade articulation is aligned with the "Building Design and Articulation" noted in the Concept DA report, with robust materials like brick and concrete forming the basis of the materiality, articulated through an overlay of detailing - like corbelling, the use of alternate bonds/patterns - rather than a foreign 'application' or addition. This materiality if sympathetic to and reflective of the housing typologies found in the adjacent Ponds precinct, with the northern part of the site reflecting the scale of the civic presence of the station and park. The selection and articulation of the brickwork is responsive to the scale and typology of the building, it's context, and its role within the overall composition of buildings that define the precinct. The DA package includes elevations of all buildings, a materials schedule and a series of illustrative images across the precinct.
8.00	**PUBLICLY ACCESSIBLE STREETS**		
8.01		The Panel requests further detail on how publicly accessible privately owned spaces will be managed to ensure there is unrestricted public access and all rights of assembly and other rights that apply to public roads and public open space (in contra distinction from Darling Harbour for example) in perpetuity, (e.g. Rouse Hill Town Centre.)	As per the proposed Subdivision Plans the areas for the: 1) Private Park (aka Tallawong Green) and adjoining Street & share way within Lot 294 2) Southern Plaza and adjoining share way in site 2C 3) share way from Schofields Road to Tallawong Station, through Site 1A, 2A & 2D The above are to remain as privately owned land and will not be dedicated to the Public and on completion of the development will form part of the Shared Facilities Register in the Stratum Schemes where the

			lie within Lots 294 & proposed Lot 2931 and as Common Property in the final Strata Subdivisions where they lie within proposed Lots 2932 & 2933
8.02		The Panel notes that the preferred scheme supported the idea of a share way which is private adjacent to the park, rather than an open public way between Schofields Rd and the station. The panel encourages consideration of future implications, i.e. public access, long term footpaths, rights of a public street, etc.	To ensure unrestricted public access and all rights of assembly and other rights that apply to public roads and public open spaces are maintained in perpetuity, Easements & Rights of Public Access will be created via section 88B of the Conveyancing Act 1919 with the terms set out in an 88B instrument to be registered onto Title on registration of the Stratum Subdivision Plans of Lots 294 & proposed Lot 2931 and the registration of Land Subdivisions of proposed Lot 2932 & 2933. all Easements with respect to the above will benefit the Public & Blacktown council, with Blacktown Council nominated as the Authority whose consent is required to release, vary or modify the Easements
8.03		As noted in DRP meeting #2 the Panel suggests that both park and basement car parking design options (BCC ownership v Deicorp ownership) run until agreement with DRP and council is confirmed.	Deicorp and Council have reached an agreement on the 16th of April 2020 that the Park and Road adjacent to the West of the Park will be in Deicorp's Private ownership. Further to this email a Zoom meeting was

8.04		The panel requests an update on correspondence with Blacktown Council for the Open Space with an understanding that this correspondence is confidential. Landcom team to share.	held Monday the 4th of May (refer to presentation attached) to discuss the 8 dot points raised in Council's email. Also refer to Council's email indicating Council's attendees at this meeting. Deicorp and Council will work closely together to finalise points raised in Council email during the DA Assessment process.

Attachment 4 - DRP 3B



ITEM #	THEME	ACTION / ADVICE	RESPONSE
1.00	**GENERAL**		
1.01		The Panel agrees that the DRP meetings have been comprehensive with clear presentations and imagery. The Panel acknowledged that the scheme will be a great addition to Sydney.	Noted.
2.00	**STREETSCAPE**		
2.01		The Panel notes that the interaction between the street, parking and trees should be considered and further refined.	Street tree planting has been updated and coordinated refer to Streets and interfaces in final landscape report.
2.02		The Panel suggested planting larger trees on the northern side of streets to create a larger canopy, along with inviting spaces for commuters and retail users	Refer to Streets and interfaces in Final landscape report.
3.00	**CONFERTA AVE**		
3.01		The Panel strongly supports any changes to the streetscape of Conferta Avenue, including the addition of street trees and car parking bays, which will mitigate the sense of it being a large roadway, and to reduce travelling speed	As reported in DR#3(a) Response Conferta Avenue is a Council controlled Road which has been fully designed and constructed. Deicorp have previously committed to applying to council for permission to install two additional pedestrians crossing adjacent to the child play area a pedestrian link between sites 1 and 2. Deicorp have also carried out a general road study and found that Conferta Avenue can actually accommodate street parking within the existing Kerb to Kerb Design. With this in mind and to mitigate the safety of Conferta by possibly reducing the traffic speed in the section of Conferta Avenue the fronts Deicorp's boundaries. Deicorp will be submitting a design to council that caters for
3.02		The Panel supports speaking to council about car parking bays and street trees being located here	

			street parking via line marking and sign posting refer to traffic and parking assessment figure 10 in public domain improvements. This design indicates a possible 17 on street parking spaces. Street trees will be designed with in the foot path verge between road kerb and suite boundary and area indicted within our landscape design. All additional parking spaces are at discretion/approval of Blacktown city council. If plan approved, line marking and sign posting will be at Deicorp's expense.
3.03		The Panel suggests increasing the soft landscape area and decreasing the footpath width to achieve continuous planting. Mentioned under 5b The Panel noted it is important to consider and further improve the streetscape on Conferta Ave near the car park entries	This has been revised in coordination with the landscape architect, revised planting is shown within the civil and landscape documentation.
4.00	**INTERFACES**		
4.01		The Panel requests more clarity on the interface between the north south street and the playground, through detailed sections.	Detailed section will be provided in the final DA report showing the interface between the private street and the playground.
4.02		Further information on the park fence surrounding the playground should be shown.	Fencing plan has been provided in the landscape report showing extent of fence.
5.00	**CAR PARKING**		
5.01		The panel notes that one design benefit proposed for the basement car parking under the open space was that driveway entrances could be reduced in numbers and consolidated. The panel noted that this has been partially achieved through the reduction of size	The width of the carpark entries has been minimised by providing dedicated entries for residential and retail users. All residential users enter via Site 1A while all retail users enter via Site 1B. This allows a single entry/exit point to each site, at the minimum width under AS2890.1.

		of the opening at the retail entry	
5.02		The Panel notes it is important to consider and further improve the streetscape through activation on Conferta Ave near the car park entries. The width of driveways should be reduced as much as possible to ensure this. The residential entry should be less obvious than the retail entry.	The proposal utilises the maximised frontage along Conferta Avenue to increase the retail activation along Conferta Avenue. Further activation is achieved with the proposed retail along the pedestrian boulevard and around the corner to Conferta Avenue. Activation of retail is further maximised by moving the residential lobby away from the retail frontage, with a direct street connection to Conferta Avenue to the residential lobby. The areas around the loading docks and services rooms are softened by buffer landscaping, with the facade articulated through the play of depth and shadow and the use of finer grain brick detailing. Refer to Elevations in Attachment 1.
5.03		The Panel notes the work that had been undertaken to ensure future adaptability of the upper basement carpark – i.e. increasing first floor ceiling heights, demonstrating the location of potential sky lights and new pedestrian access ways. • The Panel notes scenarios for the future adaptive reuse of the space should be further explored	During the course of the DRP process the panel requested that Deicorp review the possibility of the future adaptability of the upper carpark on Stage 1. At DRP3B Deicorp Provided a detailed presentation clearlyindicating the design possibilities for the future adaptive re-use “if the need ever arouses”. The presentation specifically addressed the Key Design Components of the future adaptation such as: - Future connections: the prestation provide three possible connection points 1. Through the children play area 2. Through the stairs ofthe pedestrian boulevard 3. Internal (Vertical)Connection - Natural Lights: the prestation provided detailed positioning of the future sky lighting with the

			such skylights were to be installed there would be minimal disturbance to the existing landscape/ trees in the above the park. - Feasible height and floor levels: the prestation again specifically indicates that the current design allows for 3.4m to underside of ceiling which will allow for future adaptive reuse. At present the basement has been designed to meet the current needs and expectation of car parking within this area, but as demonstrated the current deign has the ability to cater for the future adaption if the need ever arises.
5.04		The Panel noted that the integration of day lighting into the basement car park should be considered further in terms of • Impact on trees above – future installation of skylights in the vicinity of mature trees may damage roots • Innovations in design for greater daylight into the basement • Identifying potential future uses for the carpark, so that skylights can be located to respond to specific future uses.	Landscape consultant to look at park planting to ensure that the final planting schedule will not interfere with the proposed skylights.
5.05		The Panel notes the confirmation of Parking under the playground. The Panel would like to see more sections across the site to understand ground floor level differences and basement locations underground.	Section will be provided in final DA report.

5.06		The Panel clarifies the term 'decoupled' which means to separate stratum - not attached to the title of the unit. This will provide the opportunity to buy more or less than the allotted car spaces, which could be of advantage to Deicorp as car parking will become a flexible resource.	As discussed at DRP Meeting 3a) Deicorp is not in favour of Decoupling residential car spaces. We believe it to be unfair to our purchasers and would create major problems with parking allocations.
5.07		As stated in previous DRP meeting minutes the design intent is for Transit Oriented Development to maximise public transport patronage and encourage walking and cycling. The Panel declined to comment on the specific numbers but would like to see Deicorp minimise the amount of car parking.	Noted.
6.00	**SHARED ZONE**		**This road is referring to the Private Road, there is no "shared zone" in any of the reports and plans.**
6.01		The Panel acknowledges this was proposed to be a 10km zone with 2-way traffic and agree to pedestrianize as much as possible.	Noted.
6.02		The Panel suggests using a larger tree species to create a shadier shared zone. There is an opportunity to create crown connections across the road. This would respond to the importance of this street as pedestrianised focus adjacent to the public park. Or trees could be configured with smaller gaps than presently shown to accommodate more trees.	The tree species in the shared street has been changed to allow for crown connections. The planting with on the Eastern side of the street has been widened which has allowed for a second layer of smaller street trees. Refer to Attachment 6, landscape report for more details.
6.03		The Panel would like to see further detail on how the tree pits and 1.5m soil profile work for street trees in the shared zone, to ensure adequate soil volume and growing conditions for street trees. The Panel requested a section and basement	A long section has been developed through the shared street to provide a better understand how the tree pits work with the 1.5m of soil depth refer to L-DA-81 in Attachment 5, Landscaping Plans.

		plan showing where changes occur.	
6.04		The Panel notes that car spaces at the pedestrian crossing on the shared way will block views for visual legibility and suggested removing a car space on either side of the shared way to solve this. A direct line of sight from the commuter carpark to the park and retail should be provided to create an attractive path	The private road design has been altered since the last DRP to provide a 3m clear zone for a direct line of sight from the commuter carpark to the park and retail. There was adequate space at the southern end of the private road to allow for this without altering overall parking numbers within the private road. This change is reflected in the latest Landscape Plans in Attachment 5 and Civil Documentation in Attachment 15.
6.05		The Panel would like to see sections through the road and park, particularly, to illustrate the relationship between the share way and the public play space – long and short and deep enough to show the location of the basement.	This has been provided, all soil depths have been achieved. Refer to L-DA-24&25 in Attachment 5, Landscaping Plans.
7.00	**ARCHITECTURAL DIVERSITY**		

7.01		The Panel notes that there is a lot of repetition in the architecture, and a good mix of diversity should be targeted, as identified in the Design Quality Guidelines. However, the Panel acknowledges the design team's justifications and intent which reduces this concern. It was also noted that a diversity in the landscape plays a key role in the overall design response.	The building character and façade expression is founded in an appreciation of the following principles: a) place (delivering a contextual response that responds to outlook, interface and engagement); b) composition (anunderstanding of the role and objectives of the building within the overall precinct) c) diversity (reinforcing the variation in typologies, scale and housing through the building expression) d) identity (providing individuality and expression for each typology, defining it among the collection of buildings) e) materiality (providing articulation and expression for each typology that is reflective of scale and housing, within a unified palette of materials) Buildings are grouped into smaller 'families' that define the sub-precincts in response to the interface, scale, typology and role within the overall town centre precinct. The landscape and architecture work together to define the public domain and character of the precinct, with variations in materiality, planting and topography providing diversity for each precinct/interface within an overarching set of principles. Refer to DRP presentation 3B - Building Character, architectural elevations and landscape package.

7.02		The Panel suggests architectural techniques (such as the use of colour, materiality, building articulation, textural detail and variety in boundary treatments) to bring more delight to the scheme and to distinguish between different areas of the precinct.	Buildings are enlivened with detail and texture to bring a finer grain and articulation to the facades. The treatment is varied across the precinct in response to context, with the buildings fronting Themeda Avenue and the park expressed with a strong rhythm and civic scale in response to the station entry, while the buildings in the residential neighbourhood have a tactility and human scale that breaks the facades down. This is overlayed with the landscape interface and site threshold treatment, with variation in the planting and material palette reinforcing the different role of the streets across the precinct, from the park front slow street to the neighbourhood loop road.
7.03		The Panel asks Deicorp and the Design Team to ensure that the building articulation principles described by the design team are followed through to the final stage.	The detailed articulation is depicted and tagged on the DA elevations and will form part of the approved documents moving forward.
7.04		The Panel requests more recognition and review of the western orientation and outlook to commuter car park.	The treatment of the westernmost facades has been further developed, with these elevations providing not only outlook and identity for the residents but also a backdrop to the commuter carpark. These elevations are expressed as a continuation of the primary building character, rather than a lesser or compromised edge. The ground level interface is diverse along this edge with retail/commercial frontage to Site 1 and footpaths, private courtyards and service entries (away from the primary neighbourhood loop road and pedestrian/cycle path) within the Site 2. Refer to elevations.
7.05		The Panel notes the explanation of the design intent of the two object buildings in relation to their setting and their relationship to other buildings. It is understood they are driven by a strong materiality which	Updated illustrative images of both marker buildings have been provided as part of the DA package, showing the detailing of brickwork, corbelling and materiality. Refer to elevations, materials and finishes schedule and illustrative images.

		the renders are unable to communicate clearly.	
8.00	**LANDSCAPING**		
8.01		The Panel acknowledges that a decision from BCC on the privatisation of the open space and the north-west road with basement car parking is going to a BCC executive meeting on the 26th of March where it will be confirmed. The panel noted that current discussions with BCC indicate that privatisation is preferred.	Council confirmation received on 16.04.2020.
8.02		The Panel recommends that Deicorp continue to explore the two different ownership options in parallel, i.e. dedication of the street and open space to Council versus retaining in private ownership.	N/A.
8.03		The Panel acknowledges the proposed 33.5% - 36% tree canopy coverage is an achievement and suggested considering further spatial and shading aspects such as :• selecting different species and spread so crowns can connect • opportunities for additional trees • avoid having trees in constrained conditions	• Species In private road has been changed to allow for great crown width and connectivity. Final report will reflect comment. • Additional trees have been added into the into the private road planting zones. Final report will reflect comment. • Noted.
8.04		The Panel queries whether future community events in the public open space had been considered in terms of facilities (BBQ, shelter), power supply and activities (e.g. picnics, cinemas, food carts).	No BBQ in final park design but power supply is included.
8.05		The Panel suggests more trees and larger species on	Noted and updated in final report.

		both sides of the pedestrian boulevard (page 75 of PPT). The flythrough suggested more could be provided.	
8.06		The Panel notes that Which Plant Where is being referenced while selecting trees and planting. The Panel encourages and supports diversity of landscaping.	Noted
8.07		Any acknowledgement of indigenous custodians and Country in the open space and planting is to be led and informed through engagement with the traditional landowners.	As the planting design has developed, the planting schedule is primarily local to support the areas with no local species. No further engagement is required. Refer to the Landscaping Report in Attachment 6, for more detail.
8.08		The Panel identifies a difference in vegetation and landscaping between drawings and noted that this should be clarified and amended.	All drawings and note have been coordinated for the final DA report. In Attachment 6.
8.09		The Panel notes that the BCC standard street furniture should be considered.	Matt sales to provide BCC furniture palette for incorporation into the design.

DRP PRESENTATIONS
DRP 1, 2, 3a & 3b



TALLAWONG STATION PRECINCT SOUTH

DESIGN REVIEW PANEL PRESENTATION #1

25.11.2019



DEICORP

Project No. 18095 Scale: 1:0.99 @ A1 Rev. G Issue _ 22/11/19

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DRP MEETING STRATEGY



DRP#1
CONCEPT PLAN

PROJECT VISION
PRINCIPLES & OBJECTIVES
SITE STRATEGIES
MASSING ANALYSIS
PREFERRED SCHEME

DRP#2
DESIGN DEVELOPMENT

PUBLIC DOMAIN
BUILDING TYPOLOGIES
APARTMENT LAYOUTS
STREET INTERFACE
BUILDING CHARACTER

DRP#3
DESIGN RESOLUTION

DETAILED PLANNING
APARTMENT AMENITY
ESD INITIATIVES
SERVICING & LOADING
BUILDING FENESTRATION

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CONTENTS

1. DESIGN TEAM, PLANNING & PROCESS

DESIGN TEAM

PLANNING CONTEXT

DESIGN METHODOLOGY & EVALUATION

2. SITE ANALYSIS & PLACEMAKING OBJECTIVES

METRO AS CATALYST

OPEN SPACE & LANDSCAPE

RETAIL, SERVICES & EMPLOYMENT

CONNECTIVITY & MOVEMENT

A GROWING POPULATION

PLACEMAKING OBJECTIVES

3. PUBLIC DOMAIN & RETAIL STRATEGY

SITE ANALYSIS

EXPANDING THE PUBLIC DOMAIN

A SERIES OF INTERCONNECTED SPACES

A DIVERSE NETWORK OF COMMUNAL SPACES

ENGAGING PRIMARY MOVEMENT PATHS

A SERIES OF RETAIL PRECINCTS

4. STRATEGY

BASE CASE TESTING

DESIGN EVOLUTION

PREFERRED SCHEME

RESIDENTIAL & RETAIL SERVICING

5. ALIGNMENT WITH DESIGN GUIDELINES

6. NEXT STEPS

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DEICORP

Rev. G

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DEICORP

DEVELOPMENT & DELIVERY

TURNER I BENNETT AND TRIMBLE

ARCHITECTS IN COLLABORATION

turf

PUBLIC DOMAIN AND LANDSCAPE

SUTHERLAND & ASSOCIATES PLANNING

STATUTORY PLANNING

AECOM

CIVIL & STORMWATER

ARUP

ENVIRONMENTALLY SUSTAINABLE DESIGN

Project No. 18095 Scale: 1:0.33, 1:1, 1:1.54 @ A1
Rev. G
Issue _ 22/11/19

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SEPP (State and Regional Development) 2011

SEPP (Sydney Region Growth Centres) 2006

SEPP 65 - Design Quality of Residential Apartment Development

SEPP (Infrastructure) 2007

SSD 9063 - Concept Development Application
for Tallawong Station Precinct South

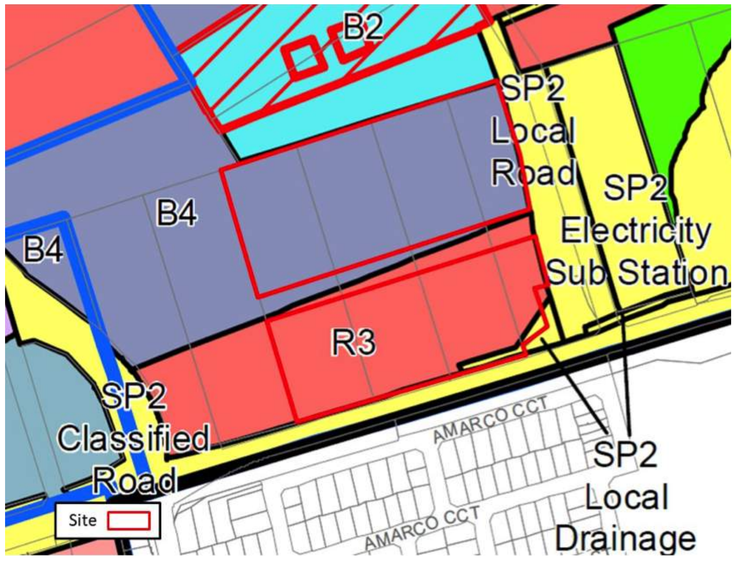
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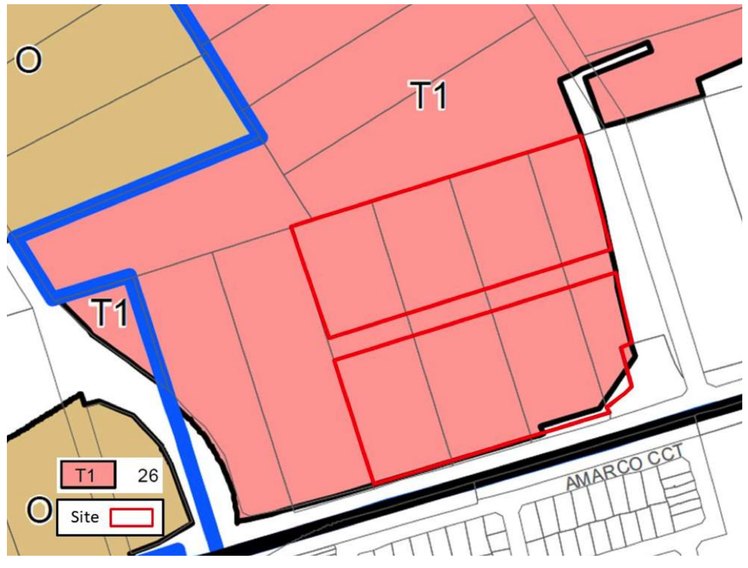
SEPP CONTROLS

DESIGN TEAM, PLANNING & PROCESS

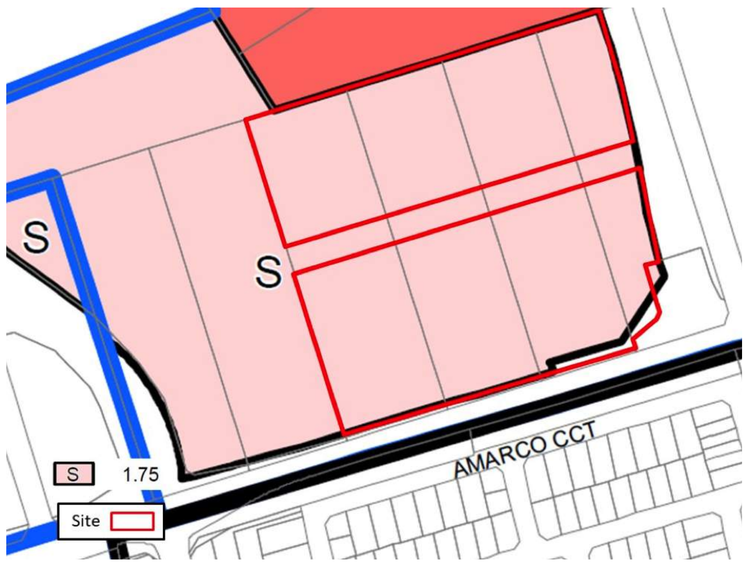
ZONING



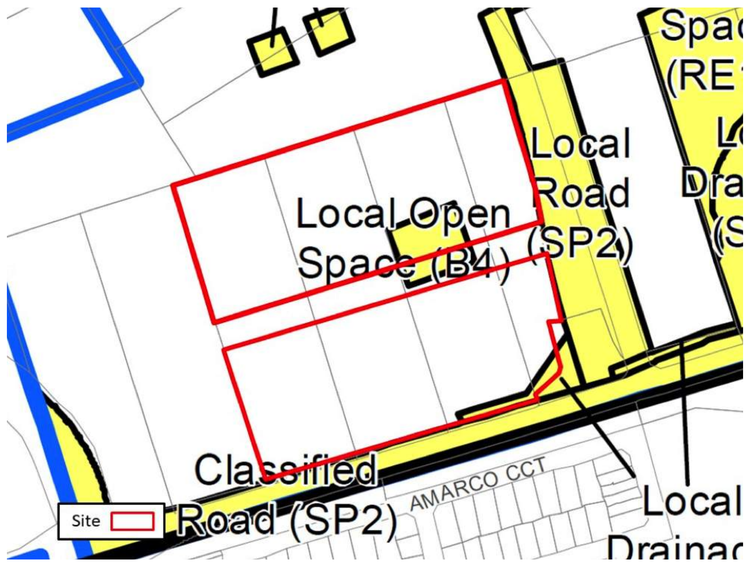
HEIGHT CONTROL



FSR



LAND RESERVATION ACQUISITION

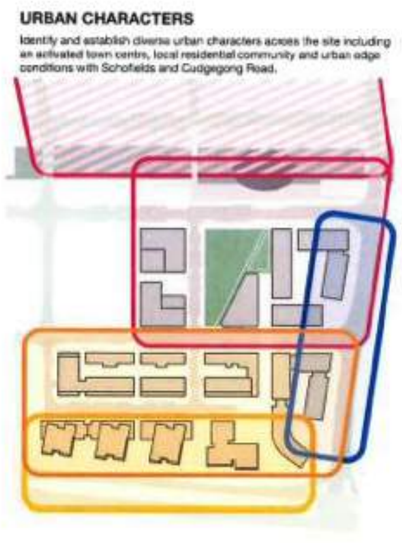


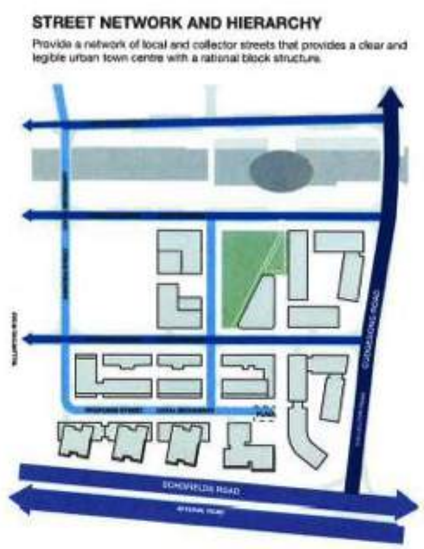
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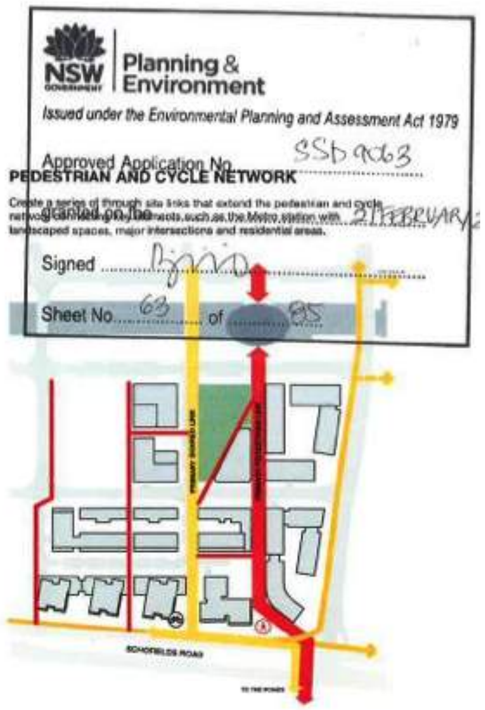
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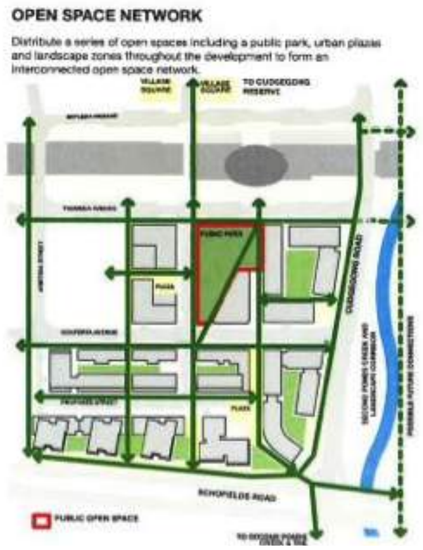
SSD 9063 - Concept Development Application for Tallawong Station Precinct South

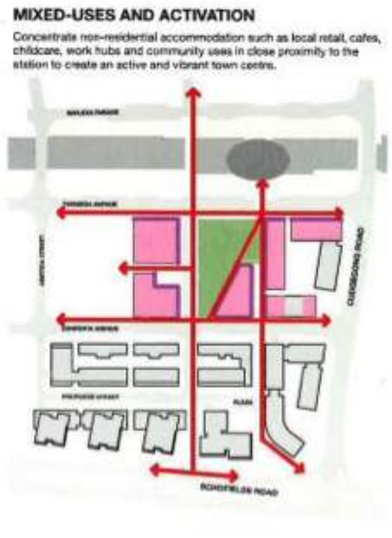


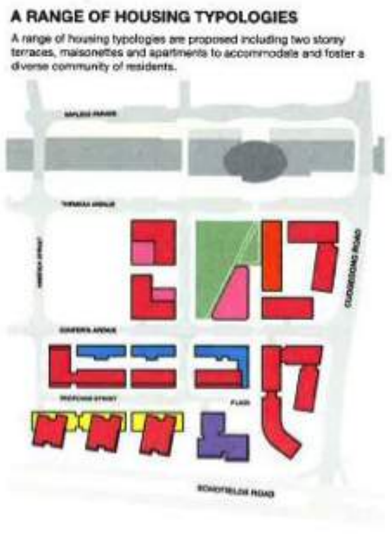


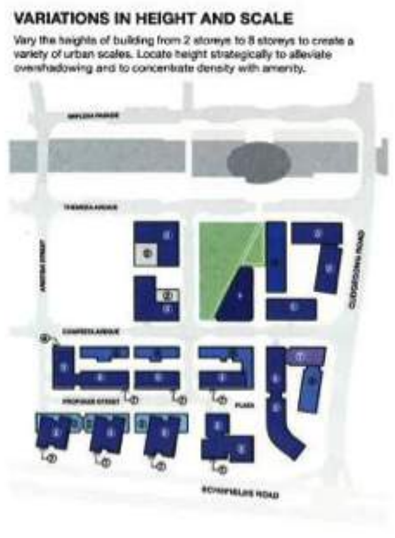












Building envelopes for up to 16 buildings of varying heights, to a maximum of eight storeys.

Maximum gross floor area (GFA) of 93,393 m2.

Residential development of up to 1,100 dwellings equating to approximately 85,000 m2 GFA.

Commercial, retail and community uses of approximately 9,000 m2 GFA.

Allocation of car parking and bicycle parking rates.

Minimum 5% Affordable Housing.

Landscaping of the site for public and private domain including a public park (approximately 3,411 m2).

Road layout.

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DESIGN METHODOLOGY & EVALUATION

DESIGN TEAM, PLANNING & PROCESS

1.

UNDERSTAND THE CONCEPT PROPOSAL

WORK WITH THE ORIGINAL TEAM TO UNDERSTAND THE CONCEPT PROPOSAL AND PREVIOUS DESIGN REVIEW ADVICE

2.

INCORPORATE NEW INFORMATION

INCORPORATE CLIENT, MARKET AND TECHNICAL INPUT WITHIN THE CONCEPT PROPOSAL

3.

EXPLORE OPPORTUNITIES

REFINE THE CONCEPT SCHEME TO IMPROVE THE AMENITY AND SUSTAINABILITY OF THE TOWN CENTRE

4.

EVALUATE POTENTIAL REFINEMENTS

ESTABLISH A PROCESS OF EVALUATION AGAINST THE APPROVED DESIGN GUIDELINES

5.

DESIGN REVIEW DIALOGUE

RESPOND TO AND INCORPORATE DESIGN REVIEW PANEL FEEDBACK

6.

CONTINUED DESIGN DEVELOPMENT

CONTINUED REFINEMENT AND DESIGN RESOLUTION OF THE PROPOSED SCHEME





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2. SITE ANALYSIS & PLACEMAKING OBJECTIVES

DEICORP

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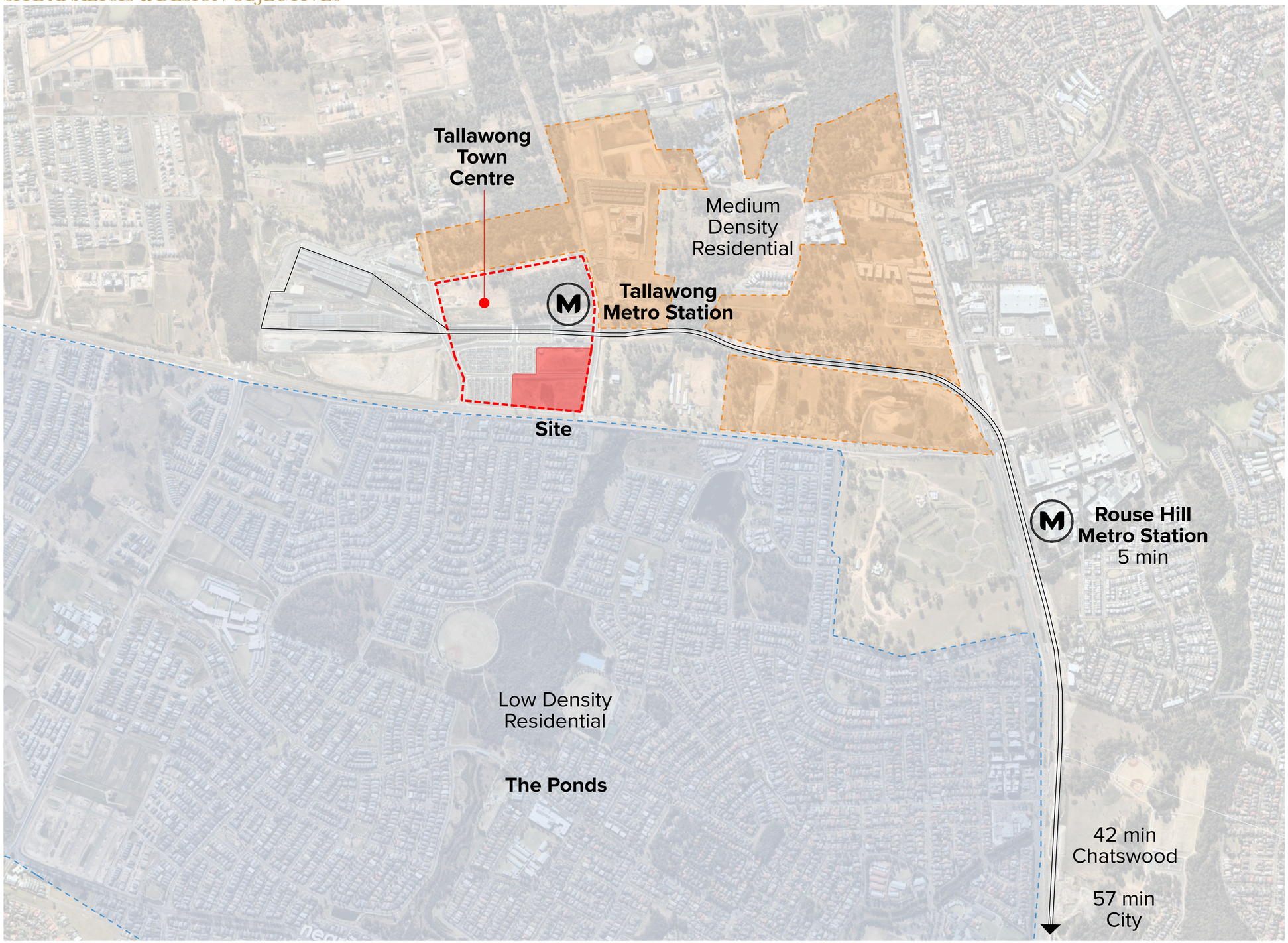
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METRO AS CATALYST

SITE ANALYSIS & DESIGN OBJECTIVES



LEGEND

METRO LINE

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

Project No. 18095 Scale: 1:7000 @ A1 Rev. G Issue _ 22/11/19

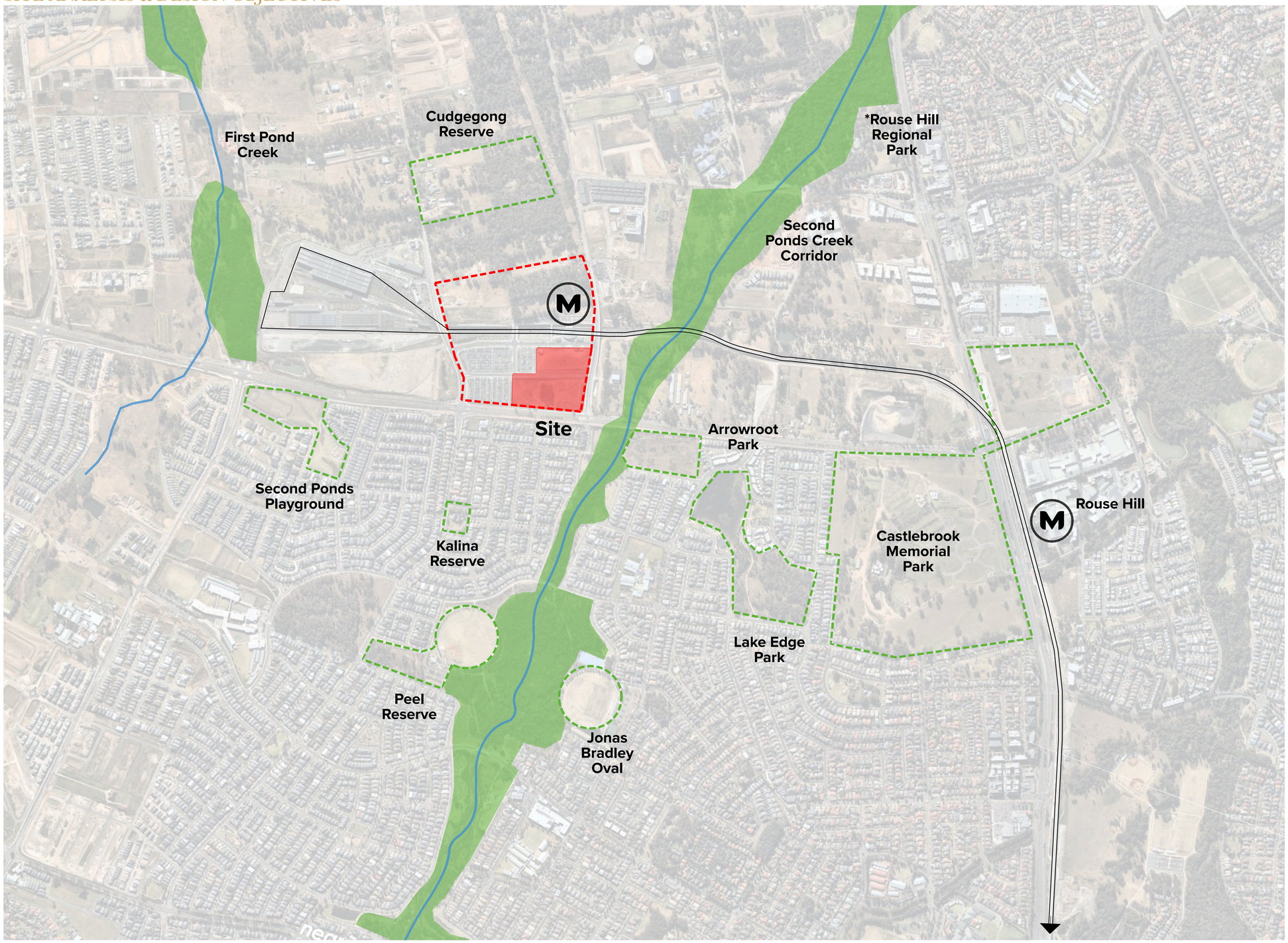
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OPEN SPACE & LANDSCAPE

SITE ANALYSIS & DESIGN OBJECTIVES



LEGEND

- METRO LINE
- EXISTING GREEN CORRIDOR
- CREEKLINE

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

Project No. 18095 Scale: 1:7000 @ A1 Rev. G Issue _ 22/11/19

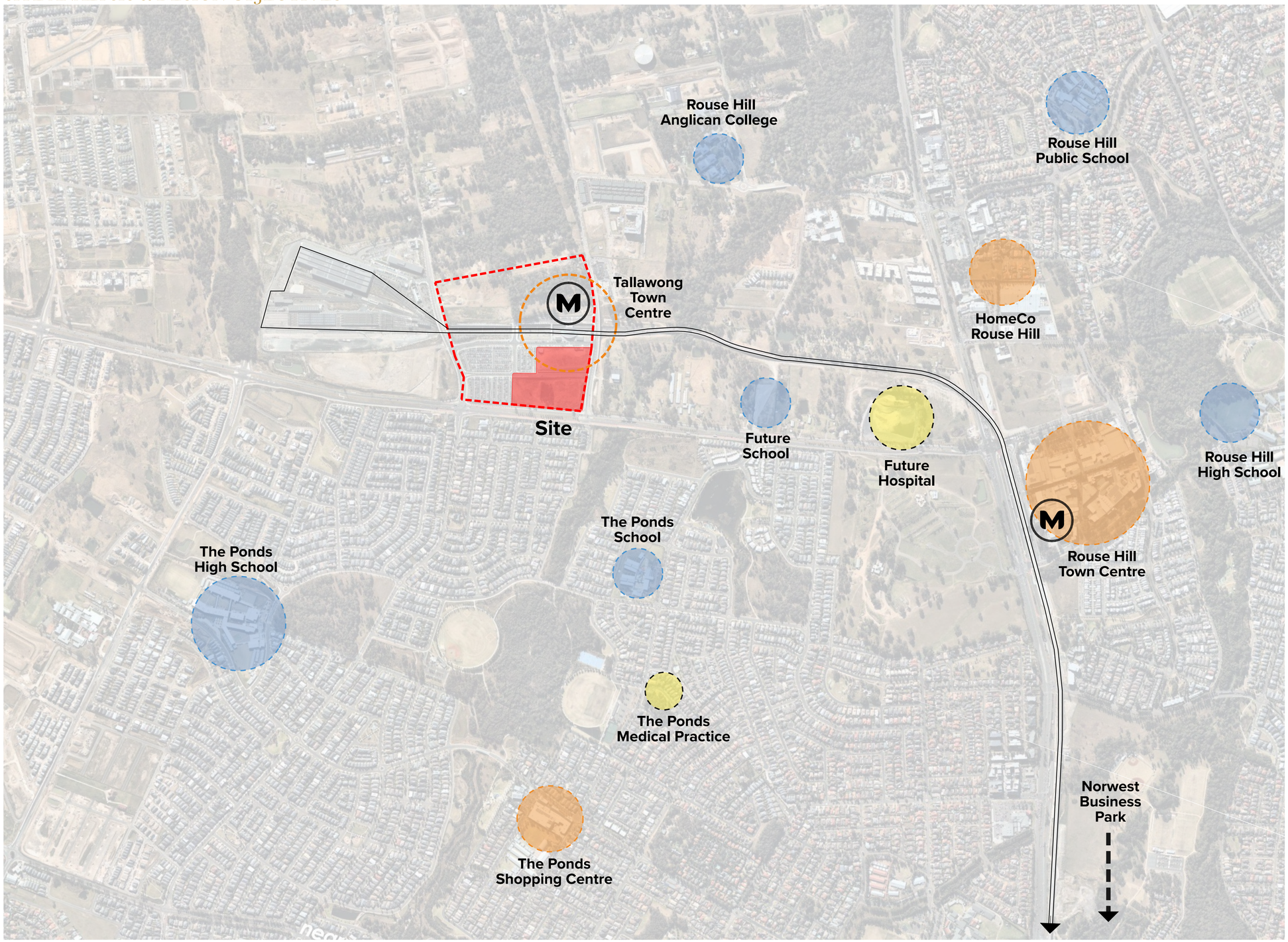
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RETAIL, SERVICES & EMPLOYMENT

SITE ANALYSIS & DESIGN OBJECTIVES



LEGEND

METRO LINE

LARGE RETAIL CENTRE

LOCAL RETAIL CENTRE

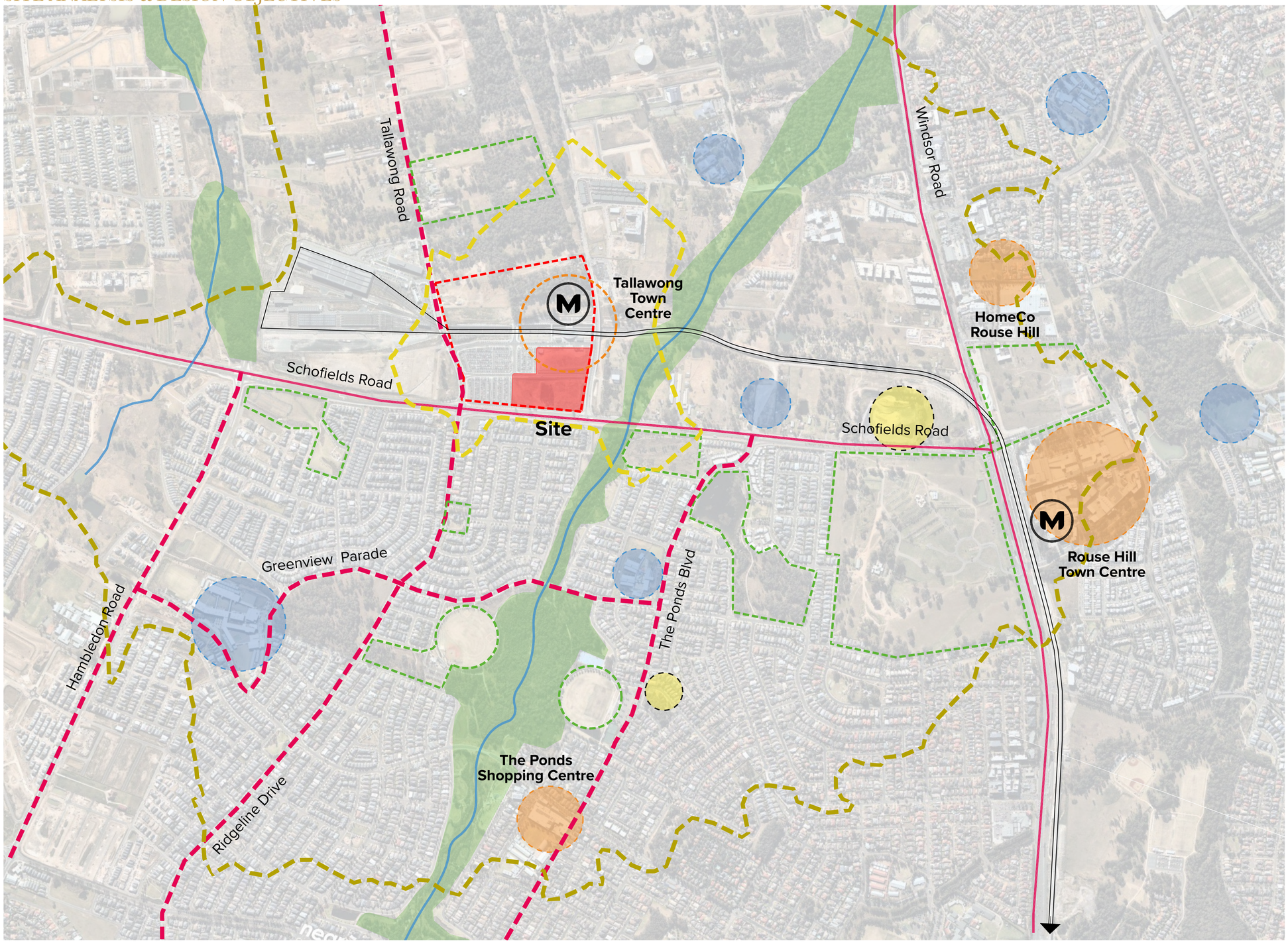
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CONNECTIVITY & MOVEMENT

SITE ANALYSIS & DESIGN OBJECTIVES



LEGEND

- METRO LINE
- PRIMARY ROAD
- LOCAL ROAD
- WALKING CATCHMENT 800 M
  Transport for NSW,
  Interchange Access Plan, September 2018
- CYCLE CATCHMENT 2.5 KM
  Transport for NSW,
  Interchange Access Plan, September 2018

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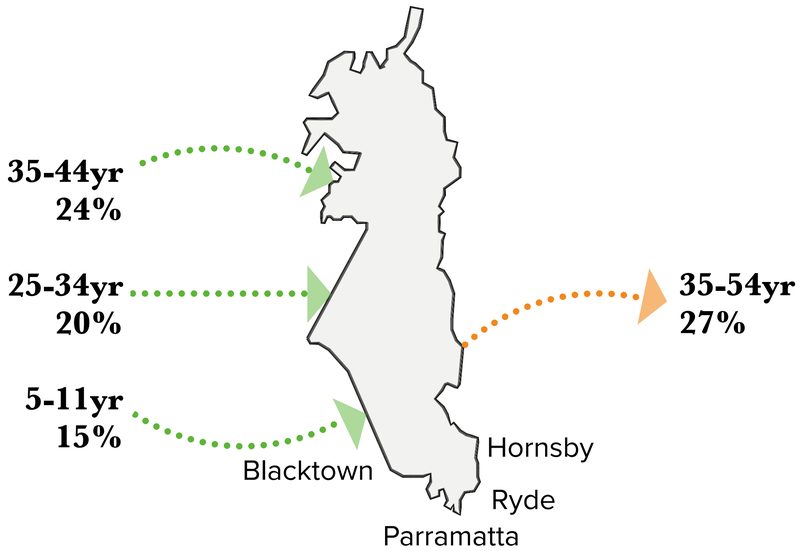
A GROWING POPULATION

SITE ANALYSIS & DESIGN OBJECTIVES

Population 2019
175,028

Population 2036
250,971

Change 2019-2036
43%





A young to middle aged population

Average Age is 34yrs

Male; 50.3%
Female; 49.7%

17yr olds; 33% of population.



A strong family demographic

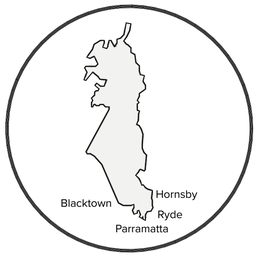
Average household size;
3.4 persons

Couples with children; 59.7%

Couples no children; 17%

Single parent/lone person; 11.2%

Group household; 2%

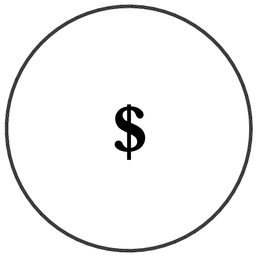


Migrating close to home

Highest number of net migrations come from Parramatta, Cumberland, Hornsby, Ryde

People moving for ***price and new living options***

25-44yr age bracket is the largest net migration



Demand for local housing options is strong

Buyers are trending towards;

First Home Buyers Investors	***1 Bed. 25-35+***
Young Couples Early Families Single Parent Families Investors	***2 Bed. 25-44+***
Downsizers	***3 Bed. 50-65+***

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PLACEMAKING OBJECTIVES

SITE ANALYSIS & DESIGN OBJECTIVES



Movement, Connectivity & Streets

A walkable village centre with a Metro at the door

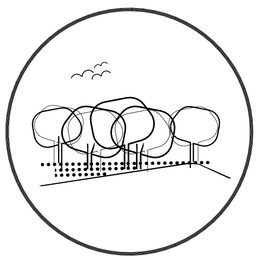
Direct, legible & safe movement for all users

Engage and activate the park

A diverse network of streets, lanes and paths

Loading and servicing discrete, direct and safe

A highly permeable site



Environment & Open Space

A diverse network of complimentary open spaces

An extension of the broader Green Grid

Introduce the blue grid

A high performing public domain

Design for the environment

Provide amenity and comfort for all users

Utilise the topography



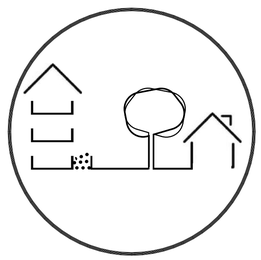
Retail, Services Culture & Workplace

A vibrant community village that serves the precinct and wider locale

Engaged with the landscape & public domain

Complimentary precincts with a unique offer, character and scale

Uses and services that cater for the local demographic



Housing Diversity & Livability

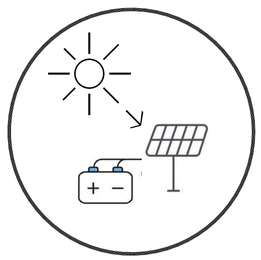
A diversity of housing typologies and offers

Connected with nature

Leverage the public domain outlook

Diversity of character and architectural language

Entry, legibility and identity



Sustainability & Infrastructure

A green neighbourhood with great amenity

5% overall on-site energy generation

Reduce heat island effect

Employ passive design principles to mitigate the climate extremes

Visible greening; Sustainable technologies

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PUBLIC DOMAIN & RETAIL STRATEGY

3. PUBLIC DOMAIN & RETAIL STRATEGY

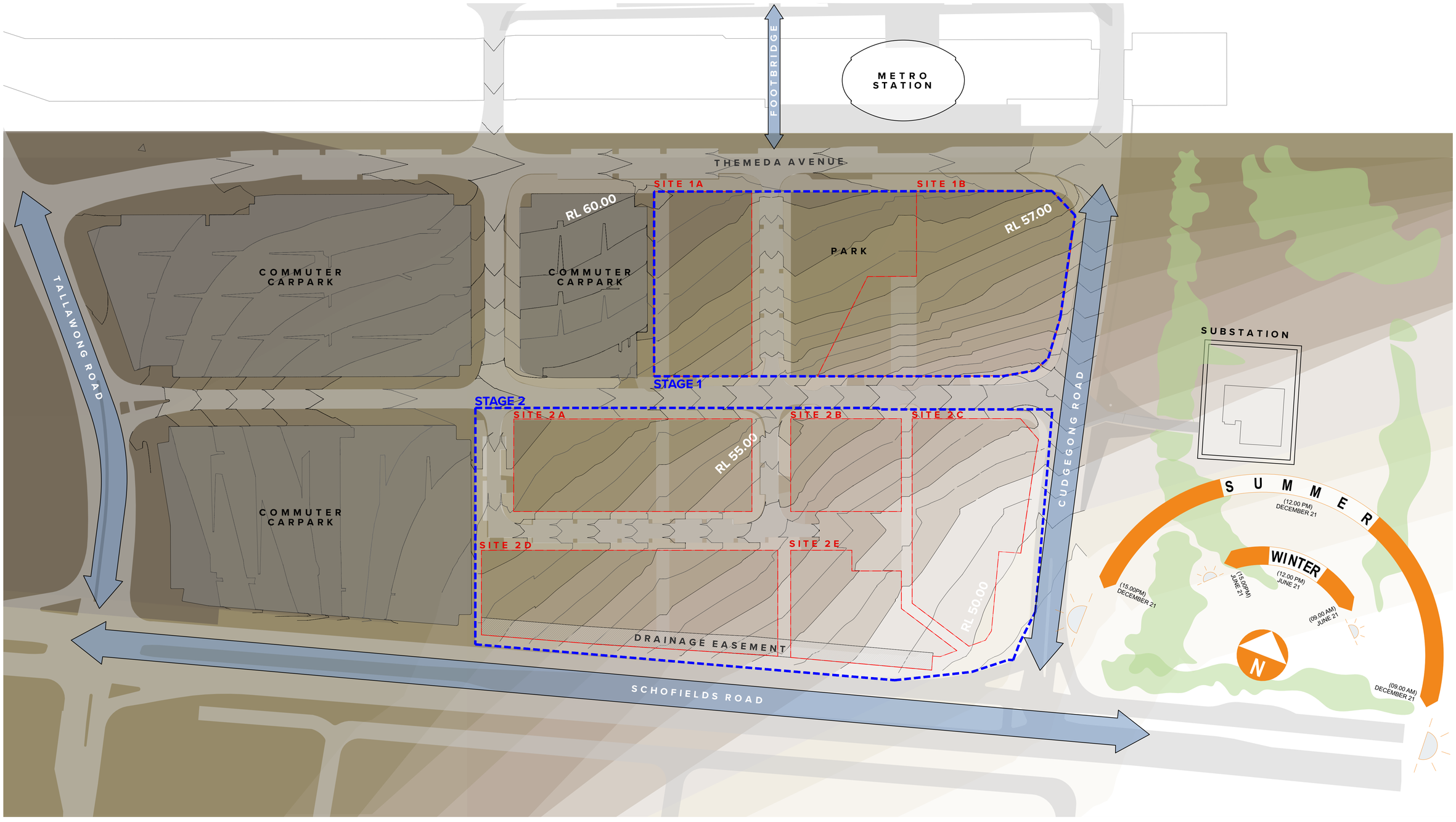
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SITE ANALYSIS

PUBLIC DOMAIN & RETAIL STRATEGY



DEICORP

TALLAWONG STATION - PRECINCT SOUTH

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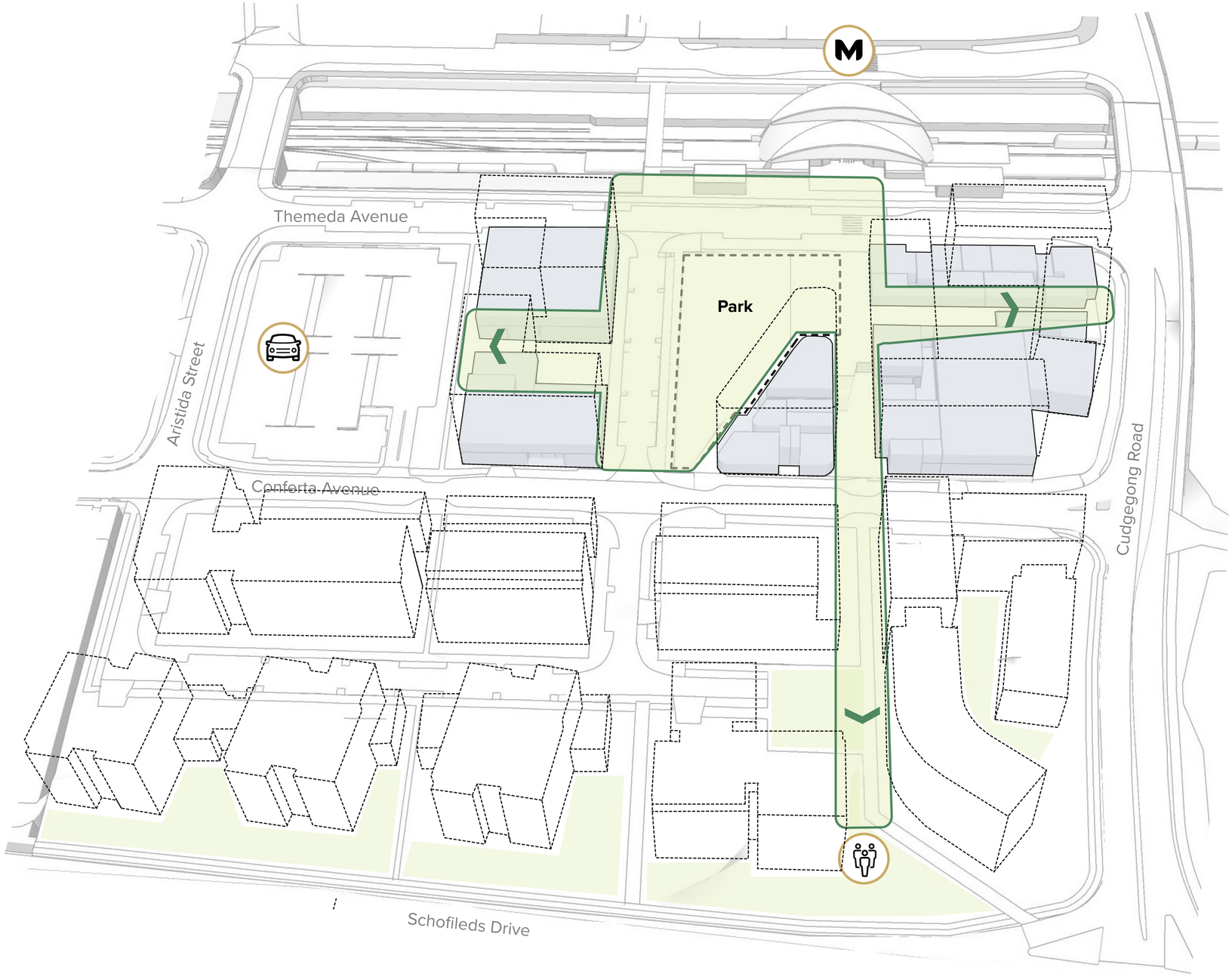
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EXPANDING THE PUBLIC DOMAIN

PUBLIC DOMAIN & RETAIL STRATEGY



LEGEND

- METRO
- COMMUTER
- COMMUNITY
- NEIGHBOURS

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

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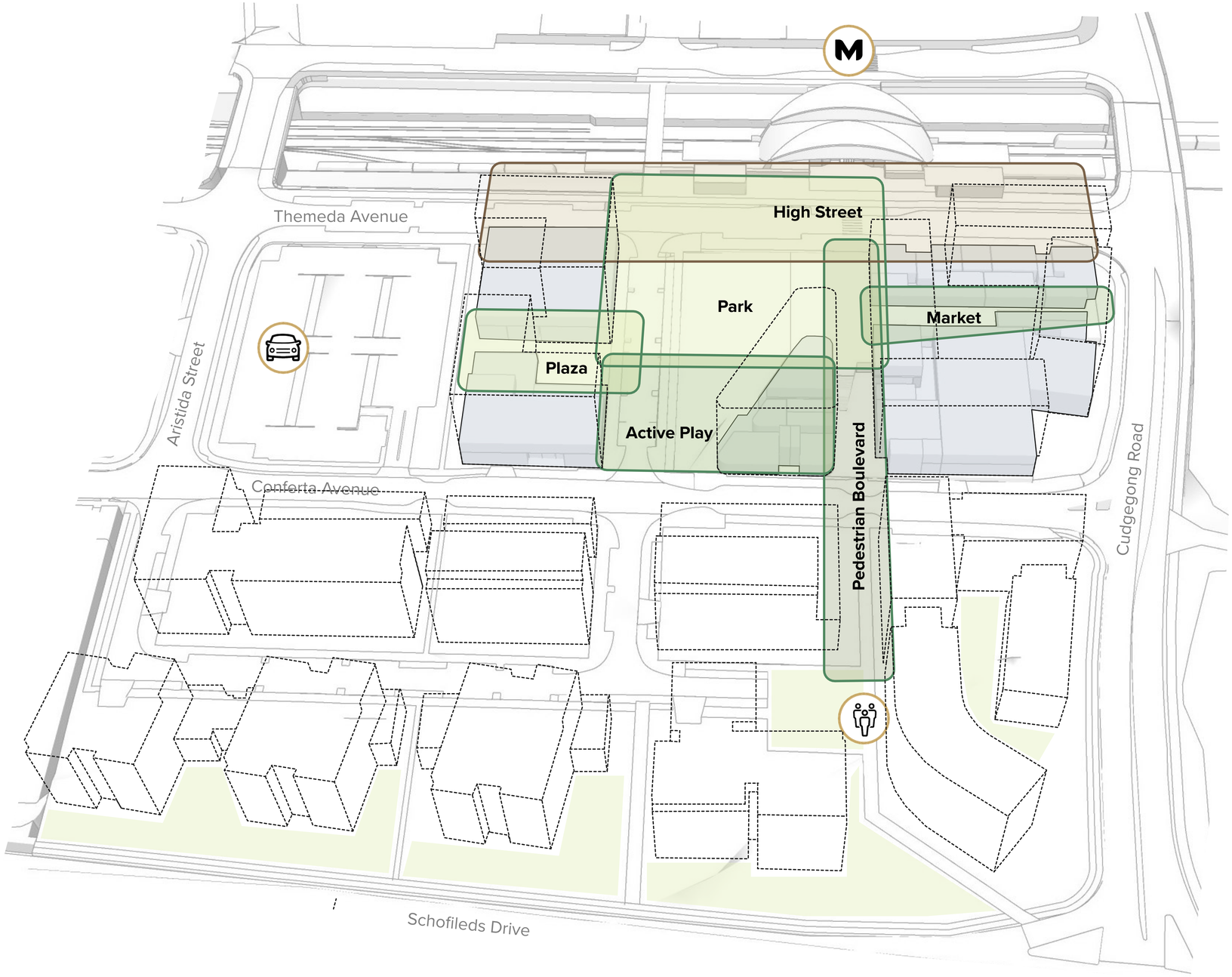
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SERIES OF INTERCONNECTED PUBLIC SPACES

PUBLIC DOMAIN & RETAIL STRATEGY



LEGEND

- METRO
- COMMUTER
- COMMUNITY
- NEIGHBOURS

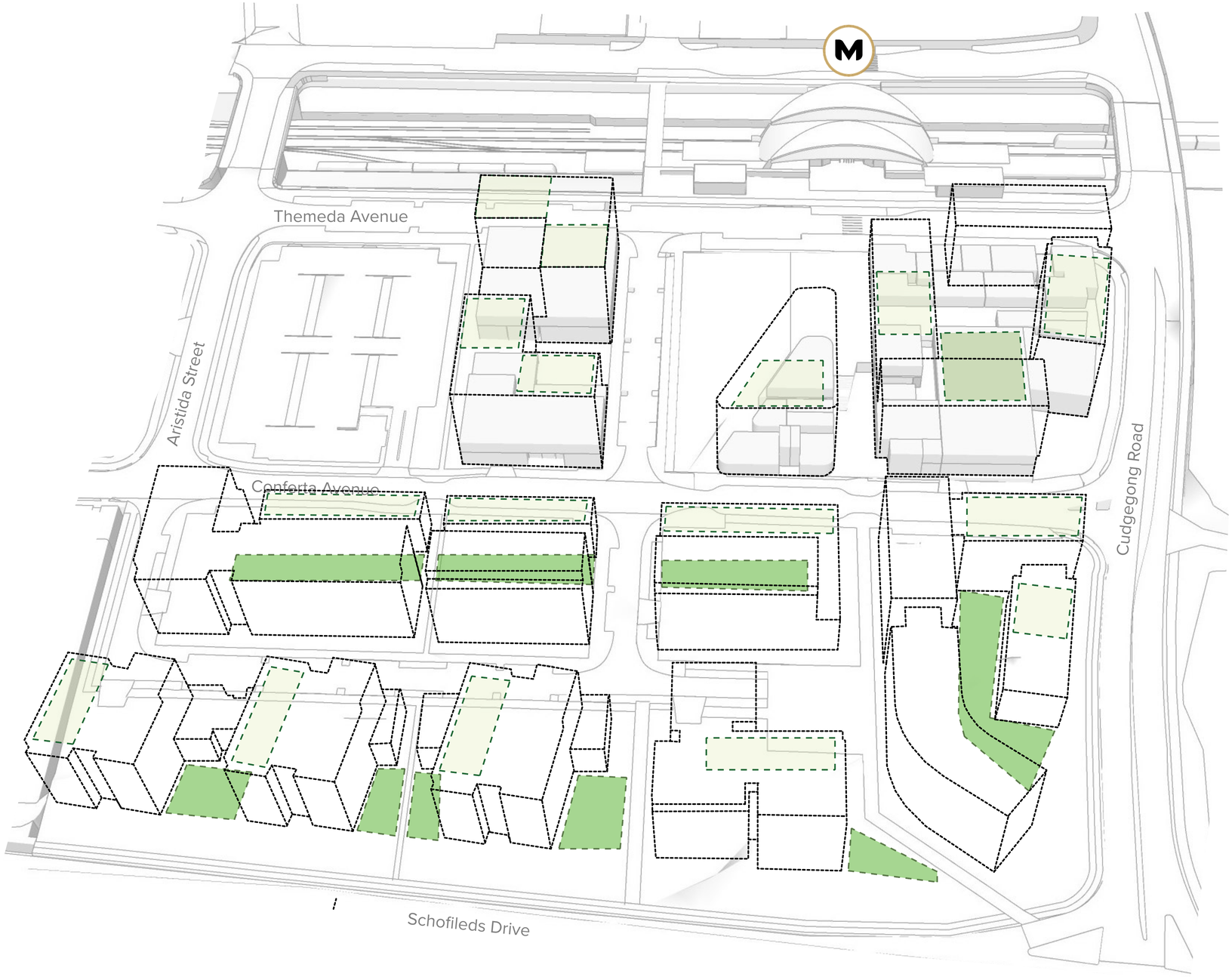
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DIVERSE NETWORK OF COMMUNAL OPEN SPACES

PUBLIC DOMAIN & RETAIL STRATEGY



LEGEND

- COMMUNAL OPEN SPACE - GROUND LEVEL
- COMMUNAL OPEN SPACE - PODIUM LEVEL
- COMMUNAL OPEN SPACE - ROOF LEVEL

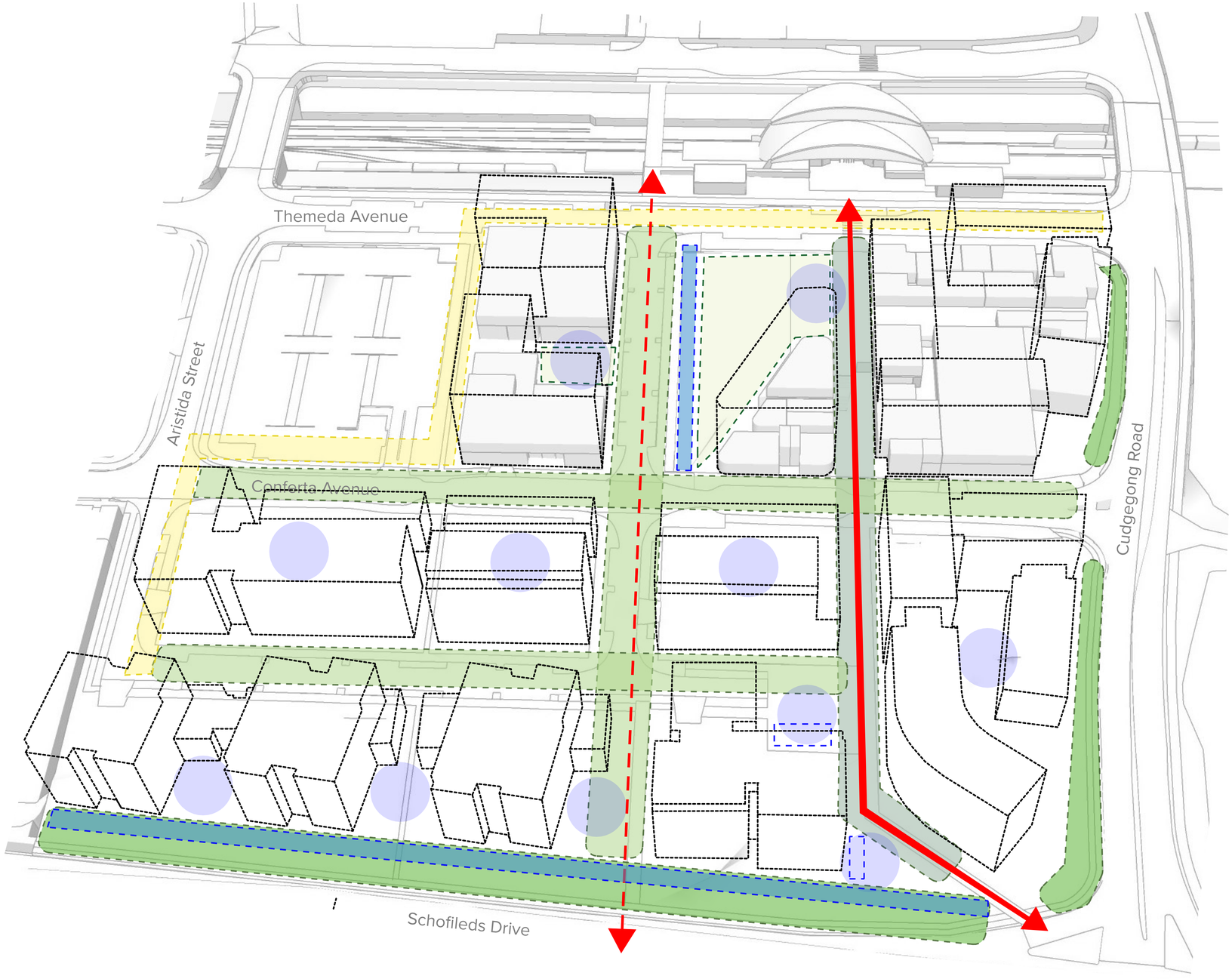
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WUSD AND TREE CANOPY STRATEGY

PUBLIC DOMAIN & RETAIL STRATEGY



LEGEND

- WUSD
- POTENTIAL WUSD
- TREE CANOPY
- BUFFER PLANTING
- EXISTING CANOPY
- CANOPY TO COMMUNAL OPEN SPACES
- PRIMARY PEDESTRIAN MOVEMENT
- SECONDARY PEDESTRIAN MOVEMENT

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LANDSCAPE VISION

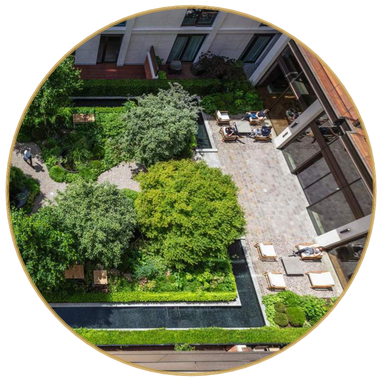
PUBLIC DOMAIN & RETAIL STRATEGY



Green Buffer



Public Domain
& Retail



Podium
Open Space



Active Uses



Rooftop
Open Space

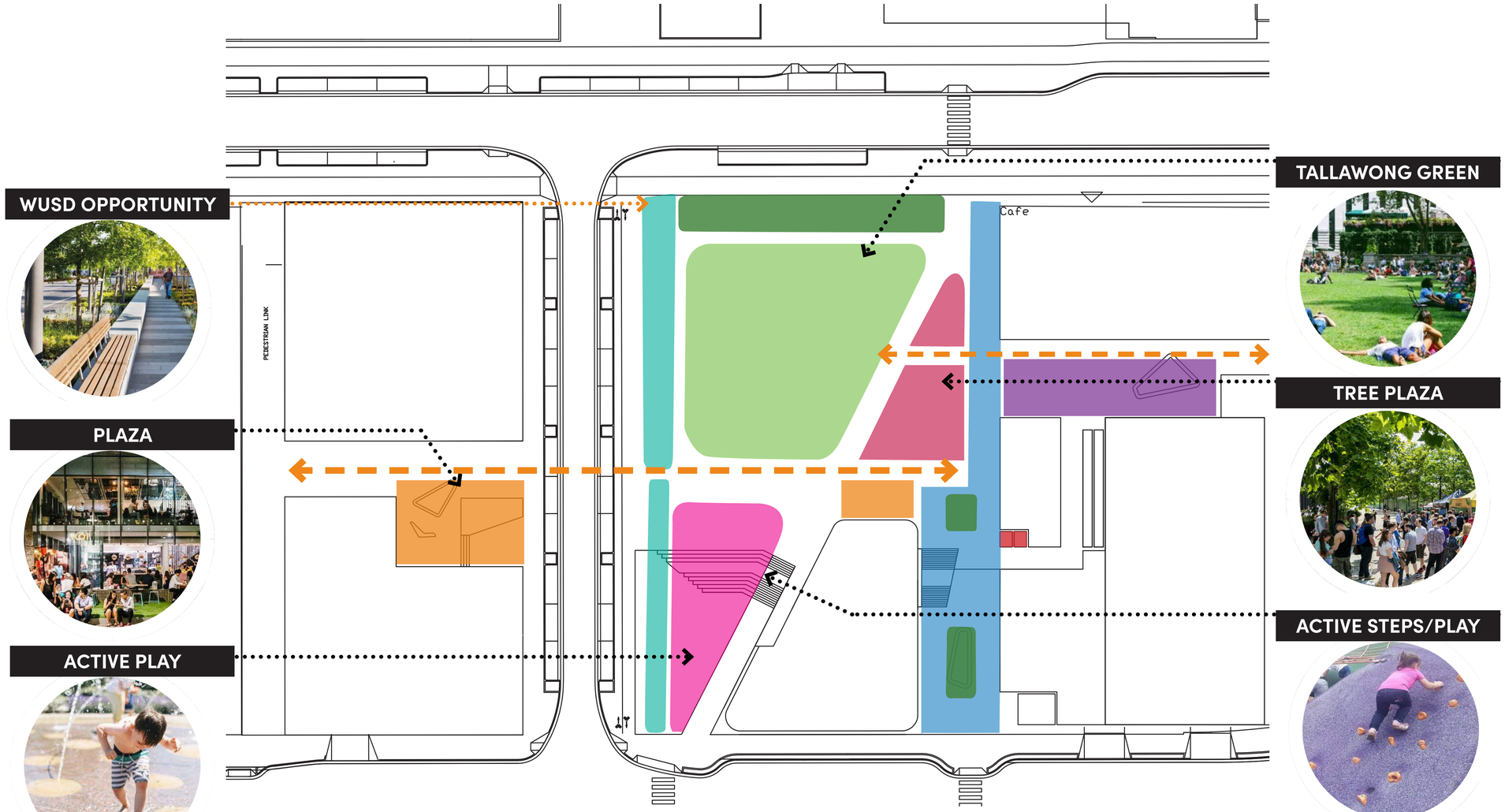
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LANDSCAPE CONCEPT

PUBLIC DOMAIN & RETAIL STRATEGY



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PARK CASE STUDIES

PUBLIC DOMAIN & RETAIL STRATEGY

LEGEND

OUTLINE OF TALLAWONG GREEN

OUTLINE OF PARK CASE STUDY

HAYMARKET SQUARE, DARLING SQUARE

SIZE: 0.27Ha





FITZROY GARDENS, POTTS POINT

SIZE: 0.58Ha

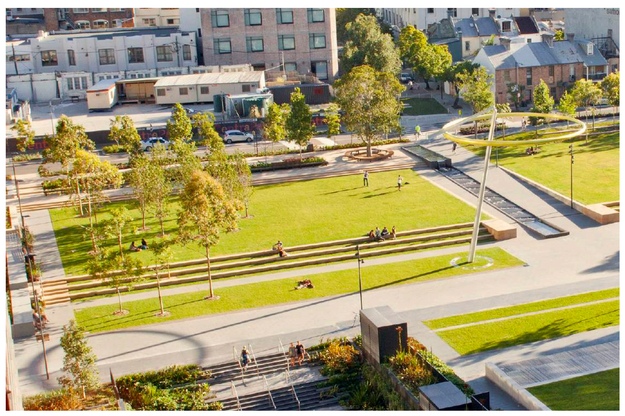




CHIPPENDALE GREEN, ONE CENTRAL PARK

SIZE: 0.64Ha





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CONCEPT SKETCHES

PUBLIC DOMAIN & RETAIL STRATEGY



An Active Hub

Engaging the retail offer around high quailty green space



A Village Market

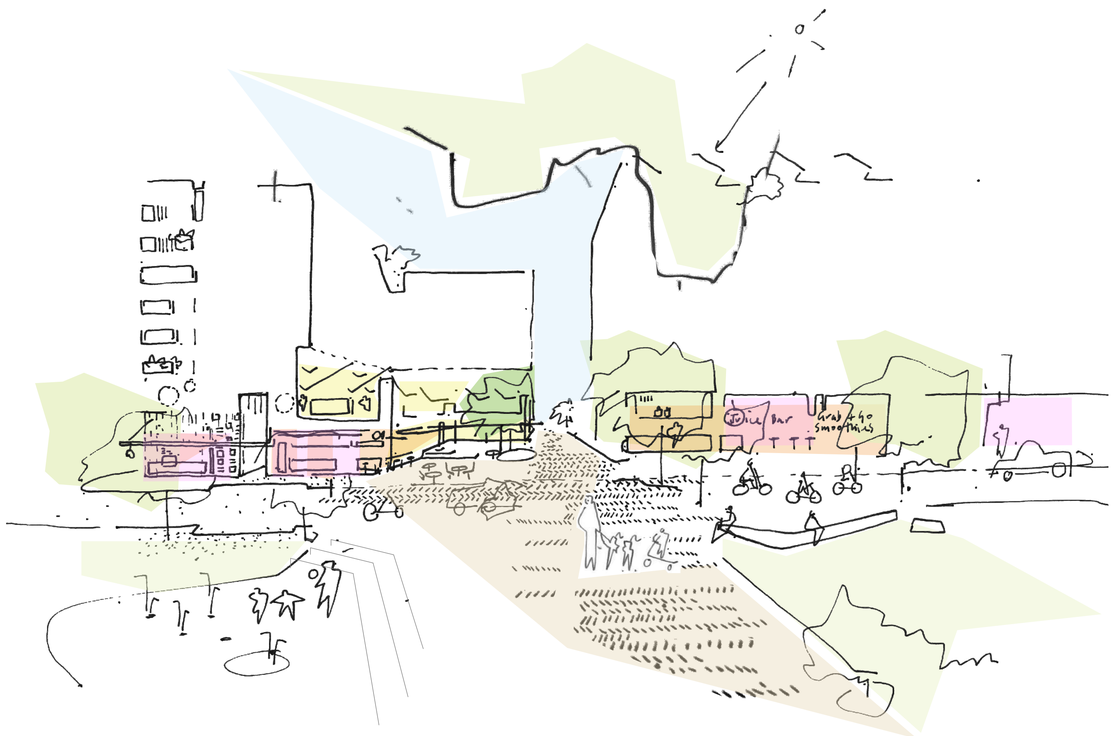
A place to Meet & Shop. Eat & Drink.

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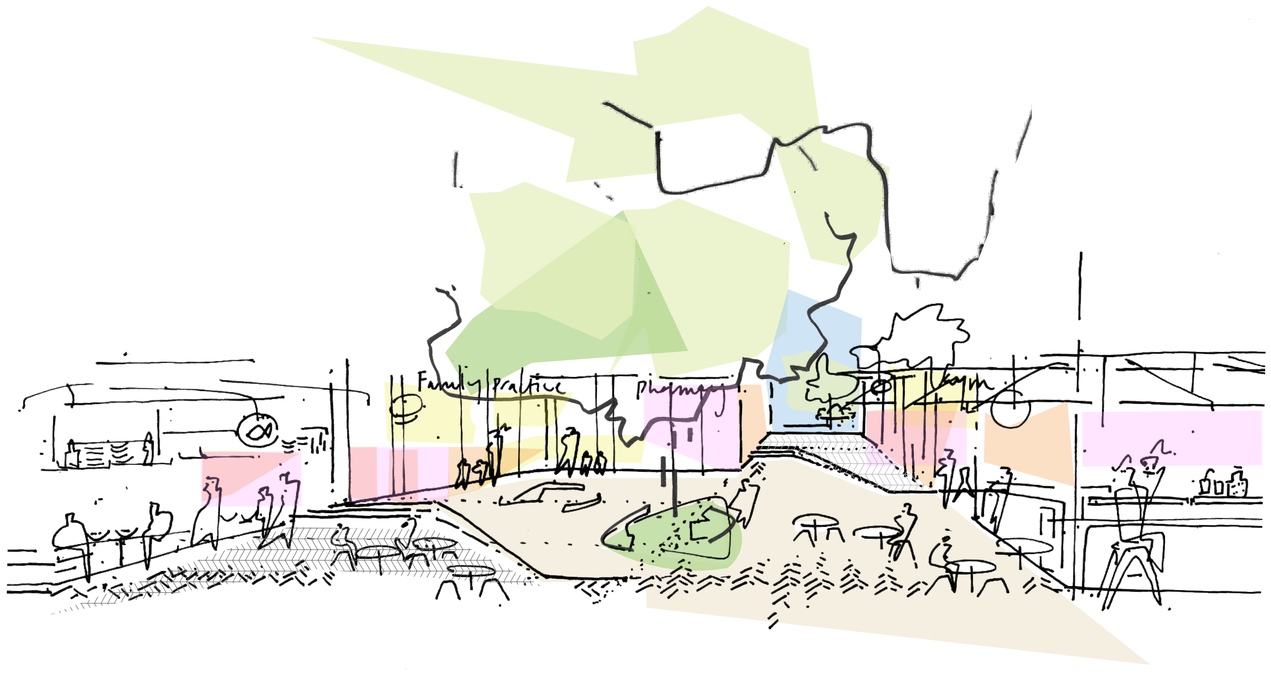
CONCEPT SKETCHES

PUBLIC DOMAIN & RETAIL STRATEGY



A Connected Precinct

Community Plaza + Shared Way



A Wellness Hub

A place to Work & Exercise. Snack & Go.

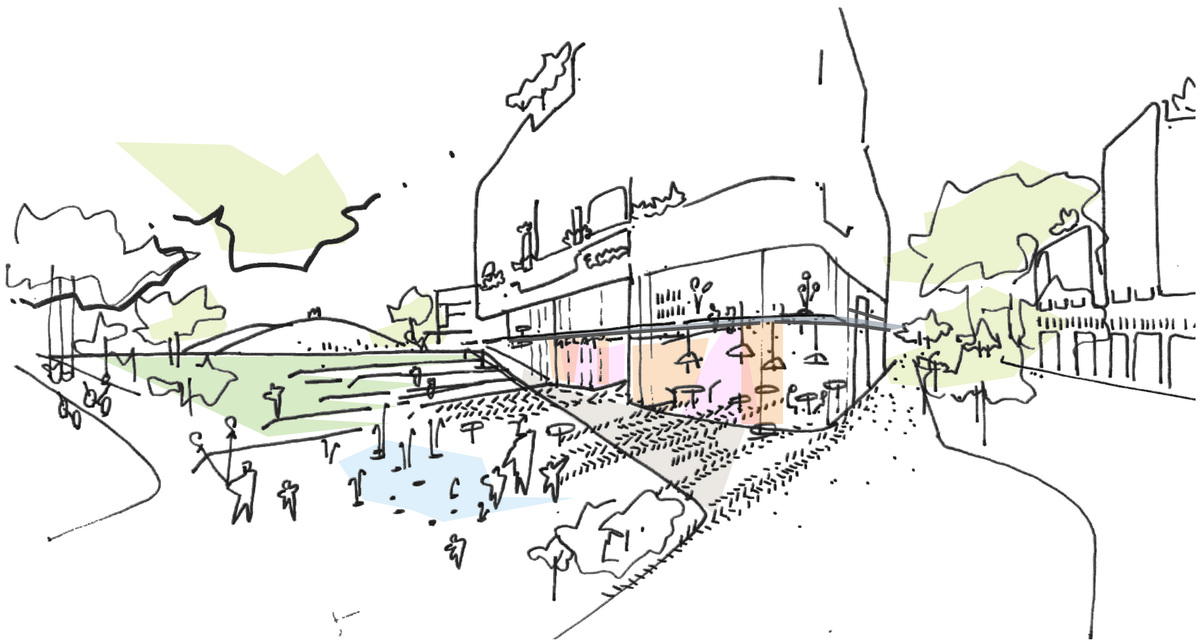
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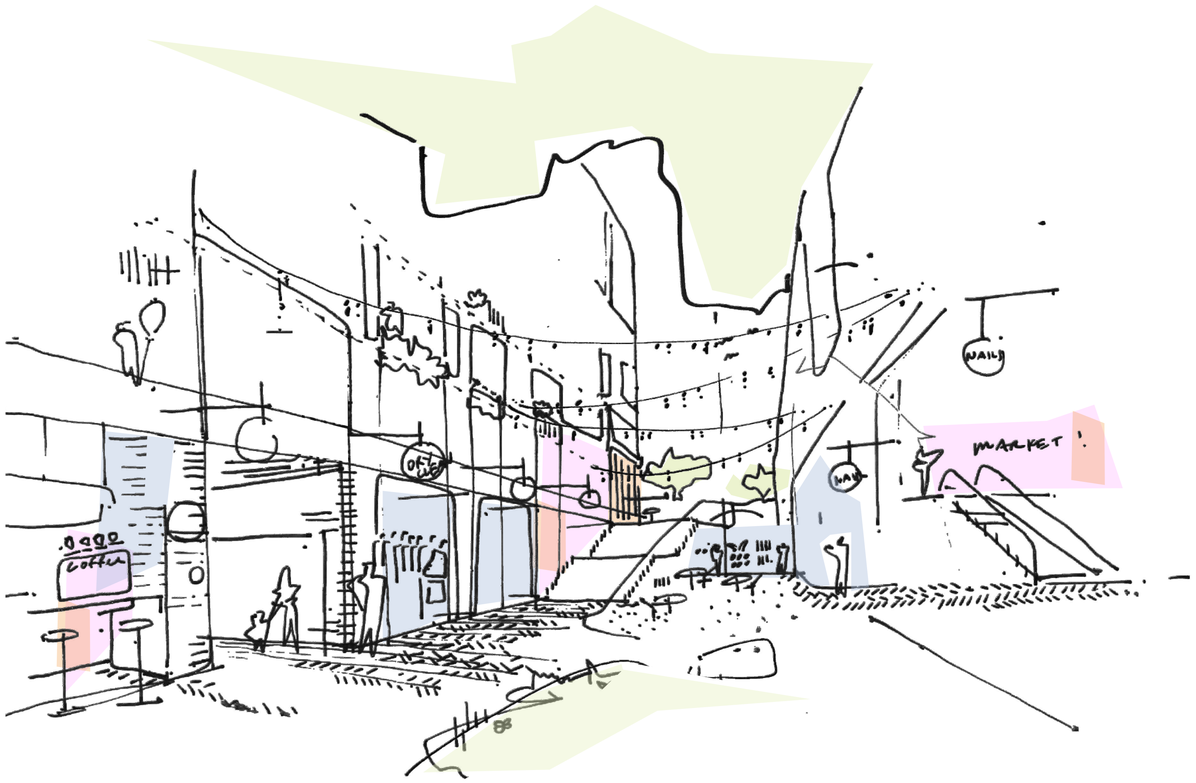
CONCEPT SKETCHES

PUBLIC DOMAIN & RETAIL STRATEGY



A Community Focus

An active quarter



Pedestrian Boulevard

A place that caters for daily needs + services

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CATERING FOR THE COMMUNITY

RETAIL PRECINCTS



Young Couples



The Young Family



Downsizers



The Commuter



The Neighbours



Food + Beverage



Childcare + Play



Wellness
Medical + Gym



Daily Needs + Service



Basket + Fresh

TURNER I BENNETT AND TRIMBLE

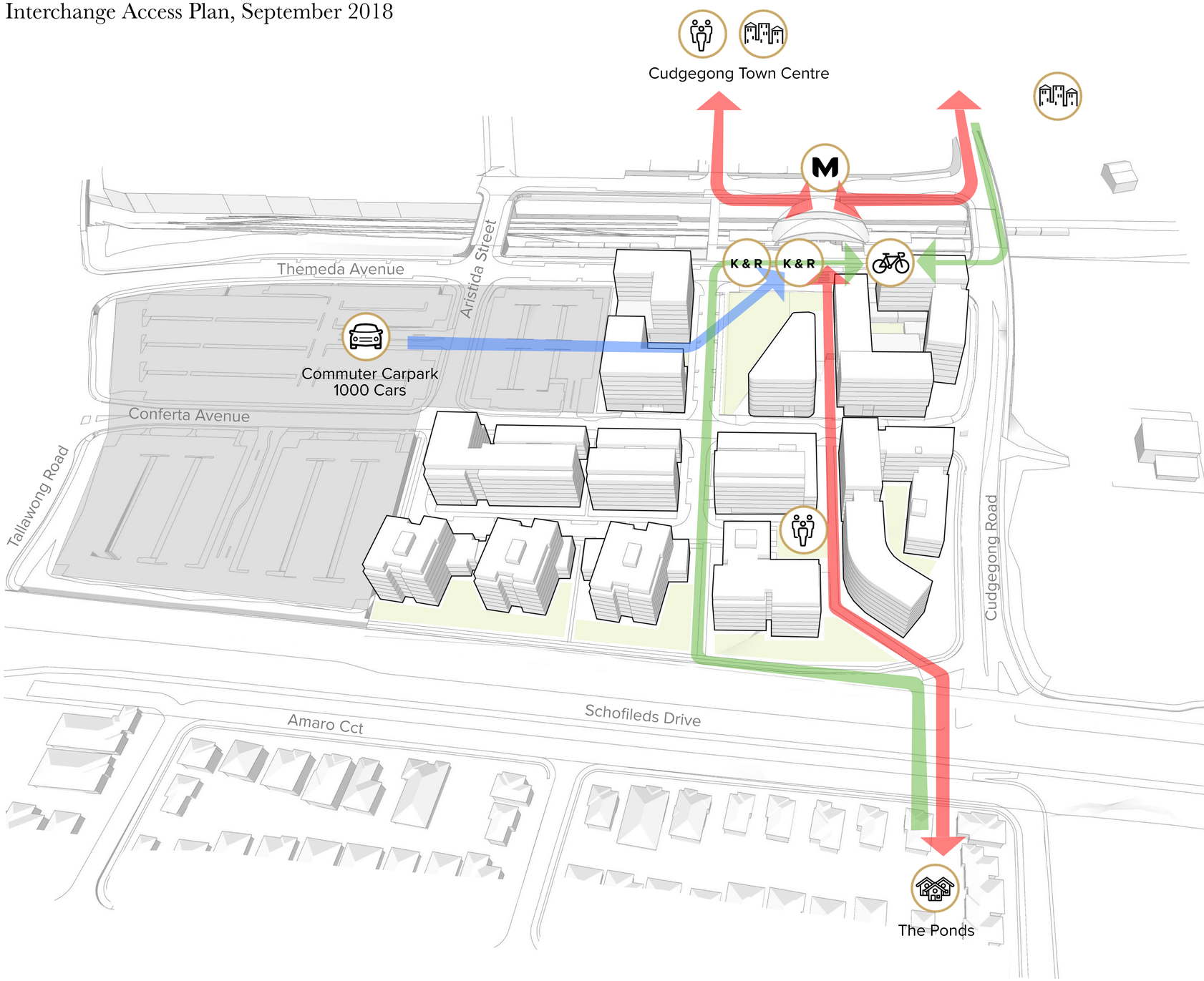
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ENGAGING PRIMARY MOVEMENT PATHS

RETAIL PRECINCTS

Transport NSW
Interchange Access Plan, September 2018



LEGEND

- METRO
- CYCLE HUB
- COMMUTER
- K & R — KISS AND RIDE
- COMMUNITY
- NEIGHBOURS
- FUTURE AND CURRENT MEDIUM DENSITY
- WALKING
- PARK AND RIDE
- CYCLING

FORECAST MODE OF ACCESS

Transport NSW
Interchange Access Plan, September 2018

WALKING	**40.5 %**
PARKING AND RIDE	**23 %**
K & R — KISS AND RIDE	**21.2 %**

FORECAST MODE OF EGRESS

Transport NSW
Interchange Access Plan, September 2018

WALKING	**73.4 %**

—

Rev. G
Issue _ 22/11/19

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

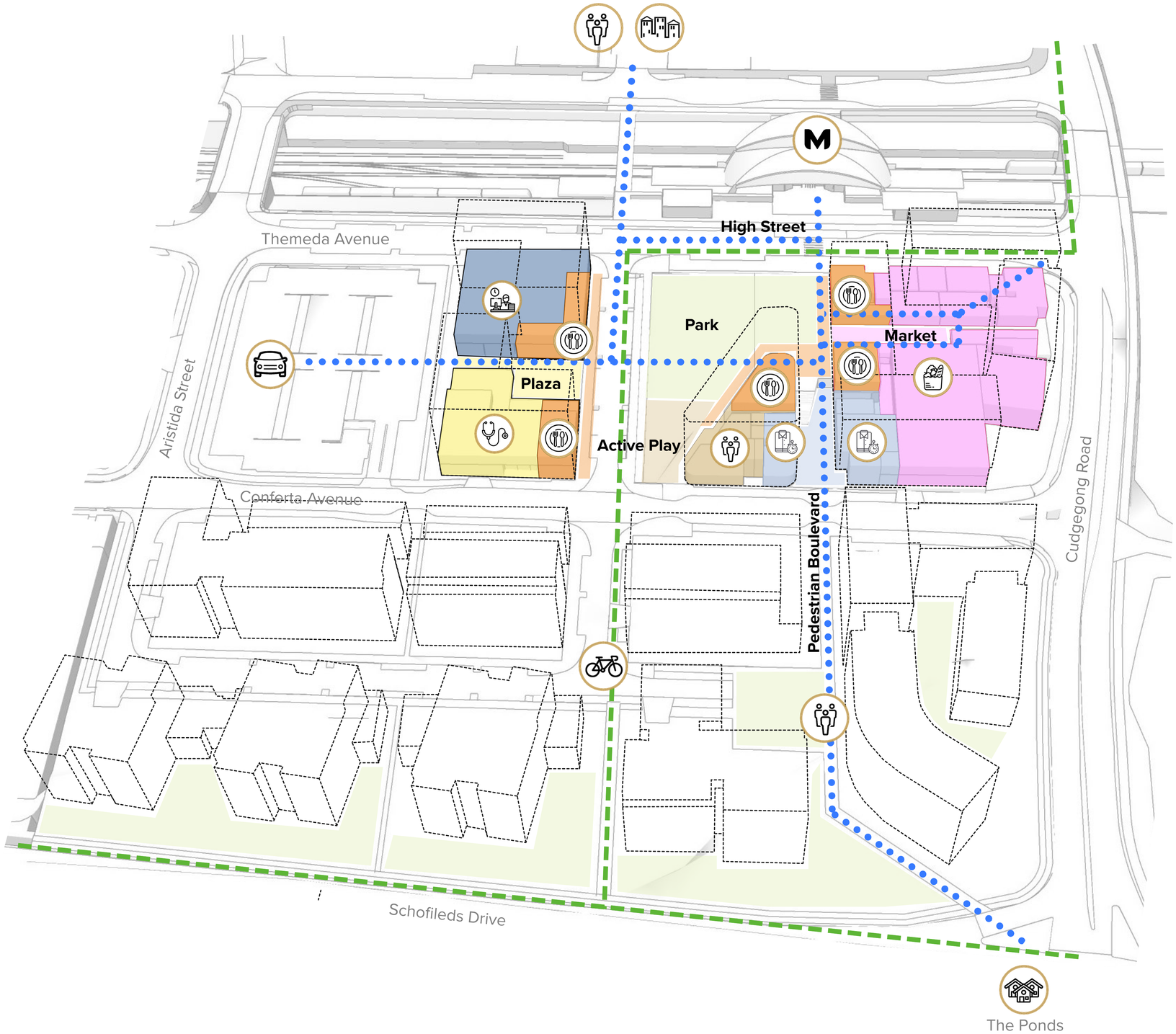
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SERIES OF RETAIL PRECINCTS

RETAIL PRECINCTS



LEGEND

- METRO
- COMMUTER
- COMMUNITY
- NEIGHBOURS
- BASKET + FRESH
- WELLNESS
- WORK
- FOOD AND BEVERAGE
- DAILY NEEDS SERVICES

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

Rev. G
Issue _ 22/11/19

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4. STRATEGY

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BASE CASE TESTING
DEVELOPMENT OF THE CONCEPT APPROVAL

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Project No. 18095 Scale: @ A1 Issue _ 22/11/19

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BASE CASE - INDICATIVE YIELD

STRATEGY



TARGET GFA

TOTAL GFA	**93,393m² maximum**
RETAIL	9,000 m²
RESIDENTIAL	84,393 m²

1,100 TOTAL PERMISSIBLE APARTMENTS

TARGET APARTMENTS	**983**
AFFORDABLE (5%)	50
SITE 1	326
SITE 2	657

APARTMENT DIVERSITY

UNIT	SIZE	MIX	NO.
1 BED	52 m²	5%	50
1 BED+S	58 m²	20%	192
2 BED	75 m²	35%	342
2 BED+S	84 m²	35%	345
3 BED	95 m²	3%	33
3 BED+S	120 m²	2%	21

TOTAL **983**

Note:
Layouts & Yield indicative only.
Numbers will change subject to GFA check and incorporation of retail, loading, waste and services and basement entries.

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DEICORP

TALLAWONG STATION - PRECINCT SOUTH

BASE CASE _ LEVEL 1-4

STRATEGY



LEVEL 1



LEVEL 2



LEVEL 3



LEVEL 4

Note:
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DEICORP

TALLAWONG STATION - PRECINCT SOUTH

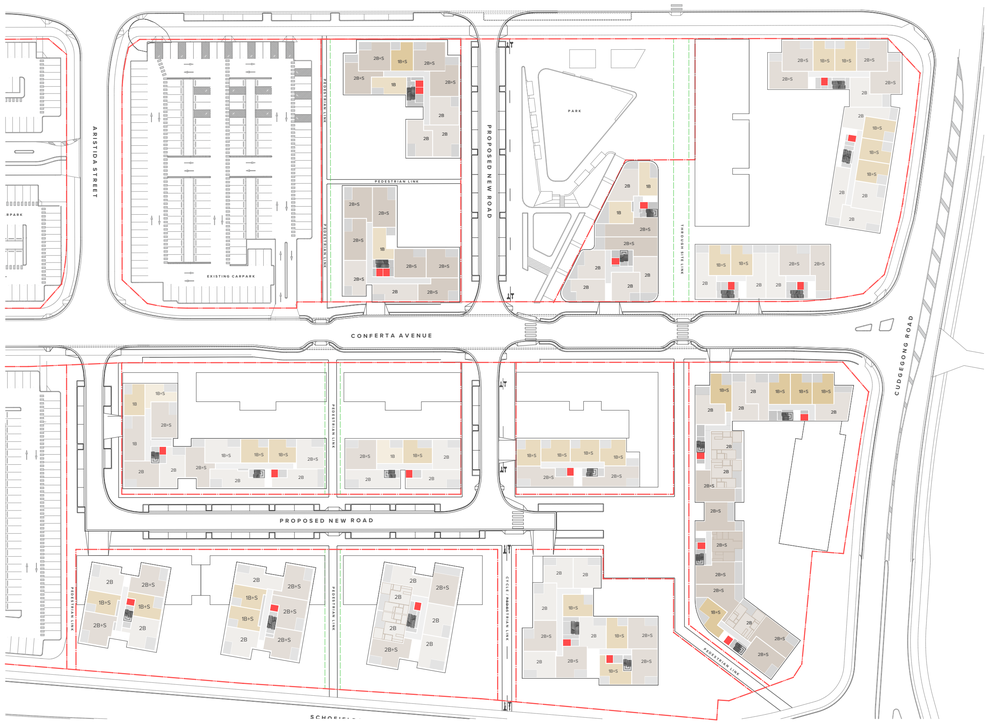
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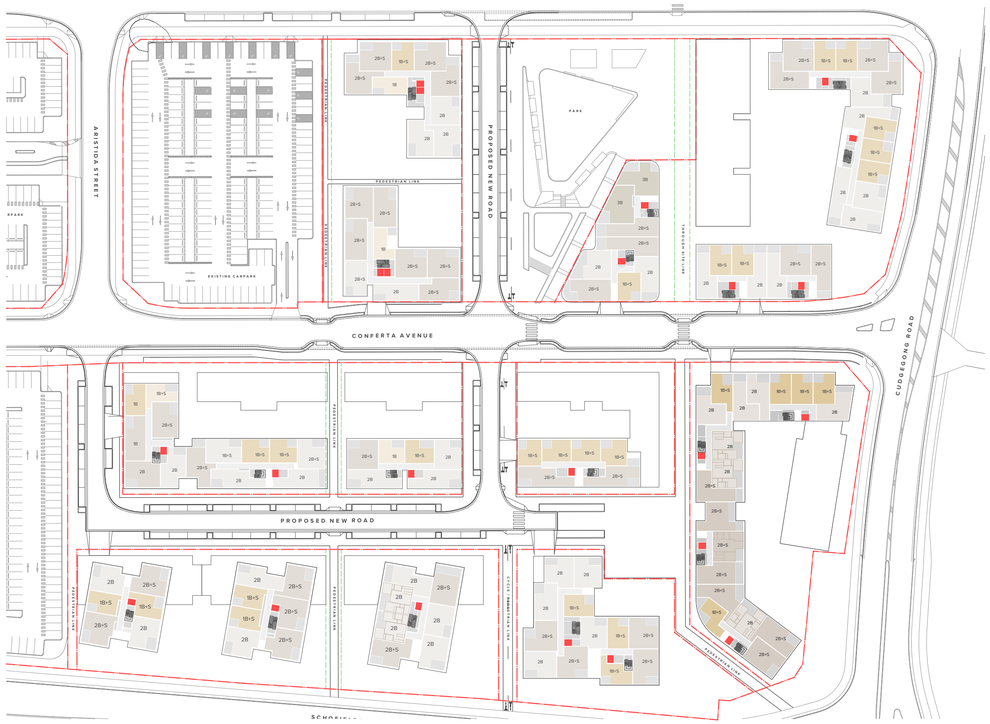
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BASE CASE _ LEVEL 5-8

STRATEGY



LEVEL 5-6



LEVEL 7



LEVEL 8

Note:
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DEICORP

TALLAWONG STATION - PRECINCT SOUTH

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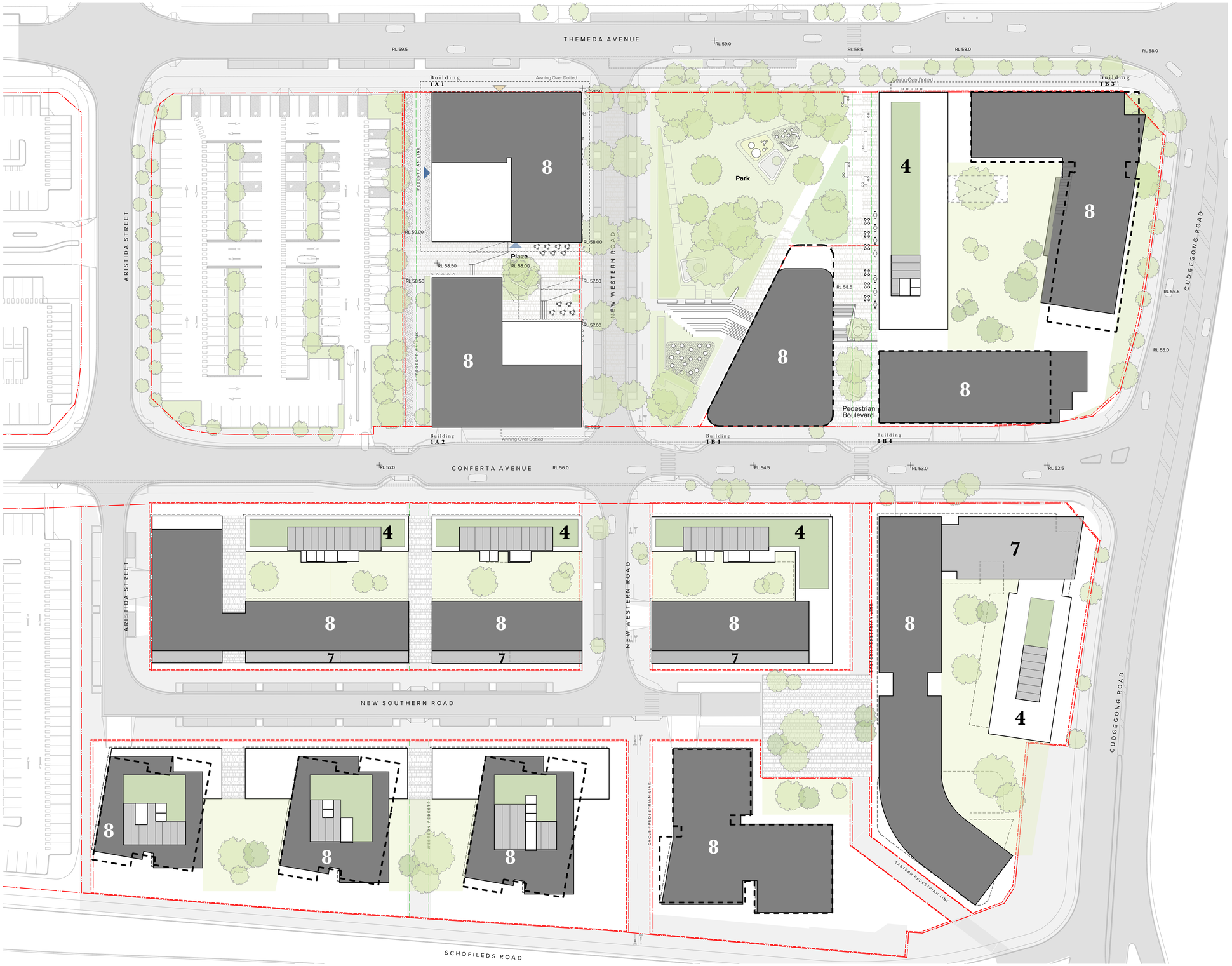
DESIGN EVOLUTION

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DESIGN EVOLUTION - INDICATIVE YIELD

STRATEGY



TARGET GFA

TOTAL GFA	**93,393m² maximum**
RETAIL	9,000 m²
RESIDENTIAL	84,393 m²

1,100 TOTAL PERMISSIBLE APARTMENTS

TARGET APARTMENTS	**983**
AFFORDABLE (5%)	50
SITE 1	326
SITE 2	657

APARTMENT DIVERSITY

UNIT	SIZE	MIX	NO.
1 BED	52 m²	4.5%	44
1 BED+S	58 m²	22.7%	223
2 BED	75 m²	32.5%	319
2 BED+S	84 m²	35.3%	347
3 BED	95 m²	3.3%	32
3 BED+S	120 m²	1.8%	18

TOTAL **983**

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DEICORP

TALLAWONG STATION - PRECINCT SOUTH

PREFERRED SCHEME

DEICORP

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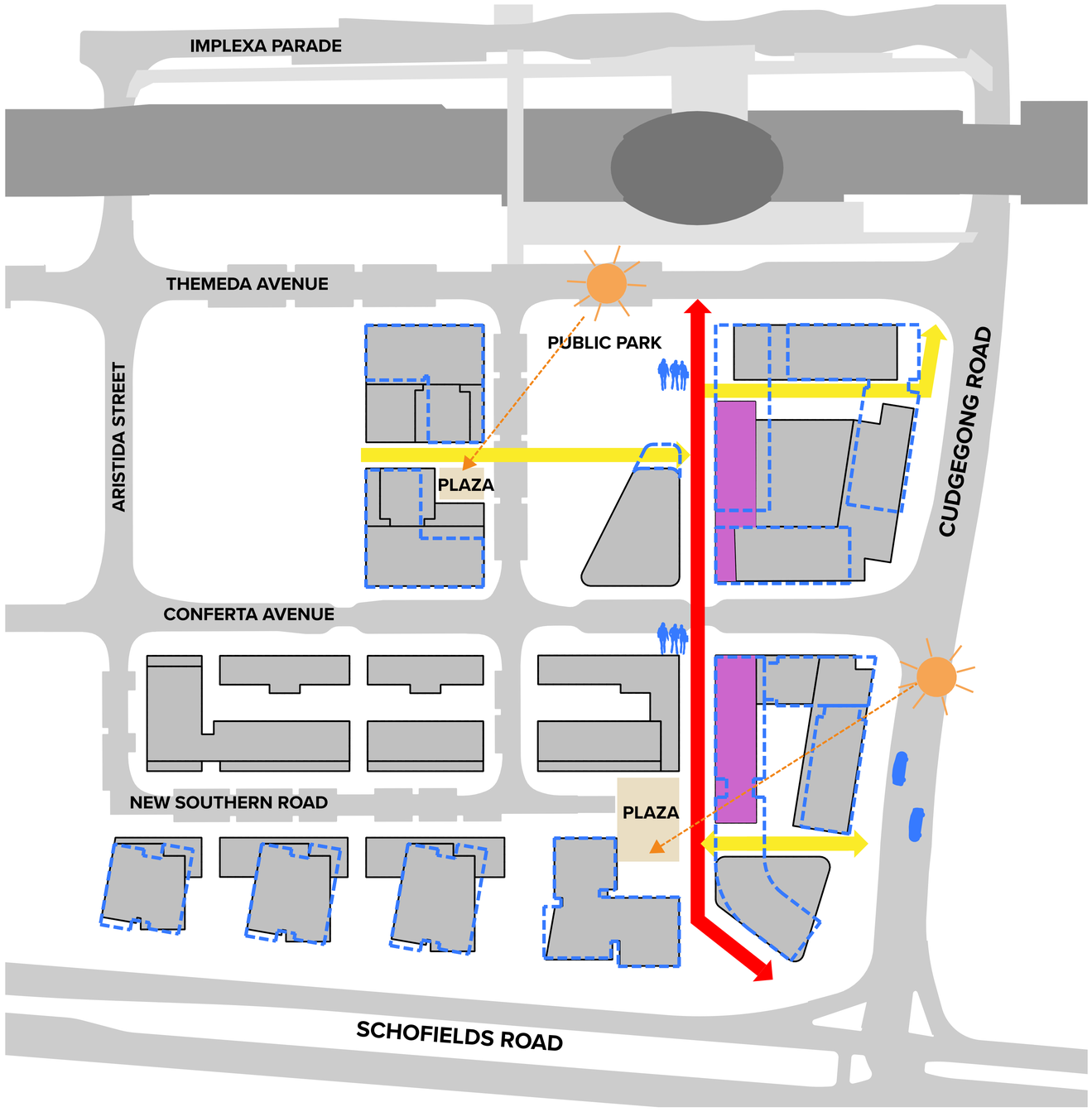
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BUILDING ENVELOPE OVERLAY

PROPOSED MASSING REFINEMENTS

PREFERRED SCHEME



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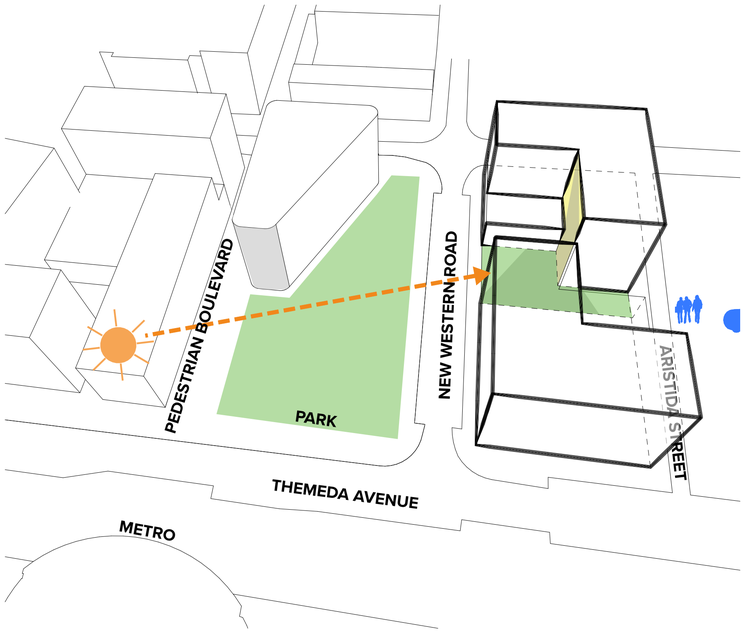
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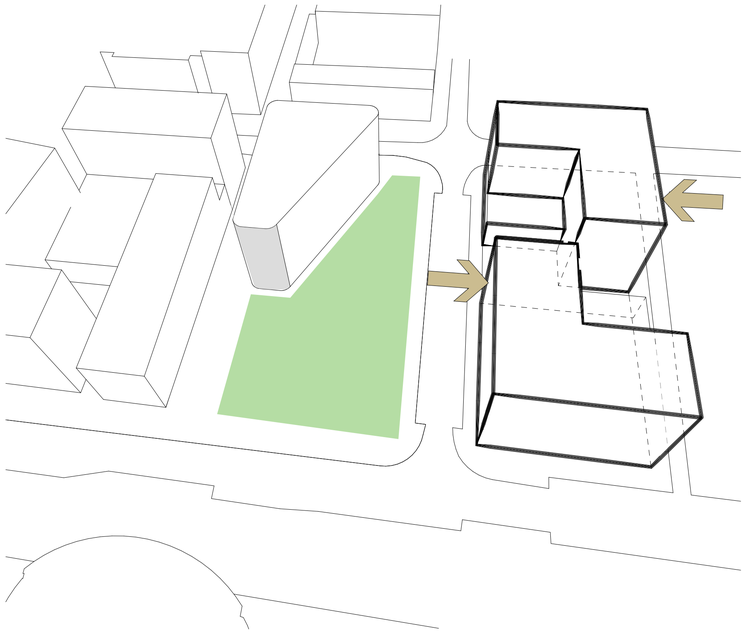
SITE 1A REFINEMENTS

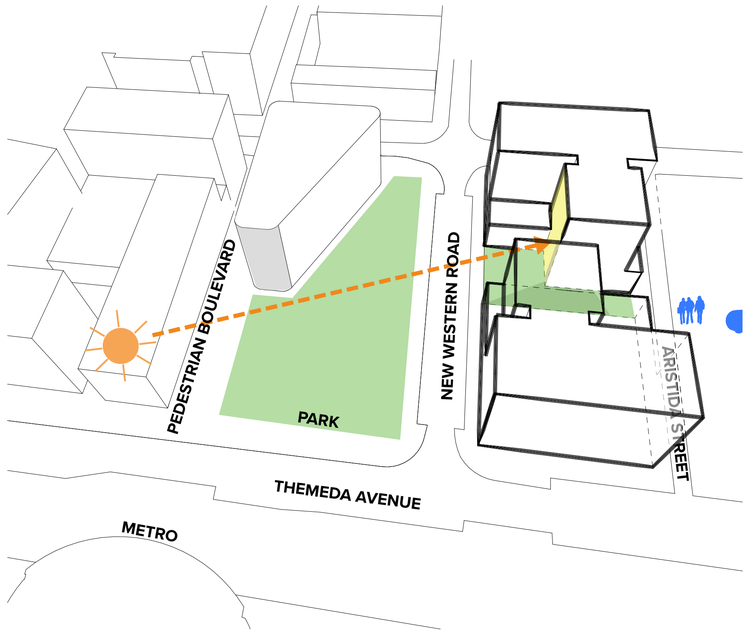
PROPOSED MASSING REFINEMENTS

KEY PLAN

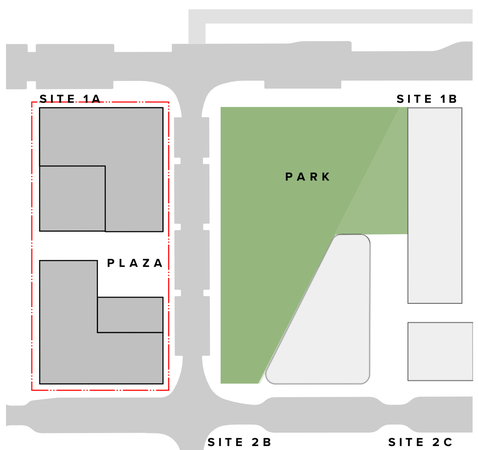








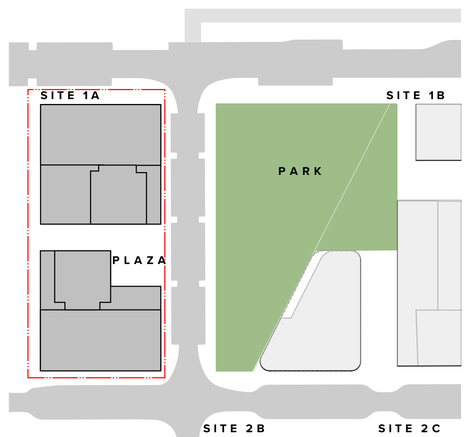
BASE SCHEME



IMPROVEMENTS

- ✓ Locally shift the built form to maximise solar access to the plaza and building facade
- ✓ Step the built form down to the park and commuter carpark to create a retail podium and provide opportunities for extended outdoor areas above

PREFERRED SCHEME



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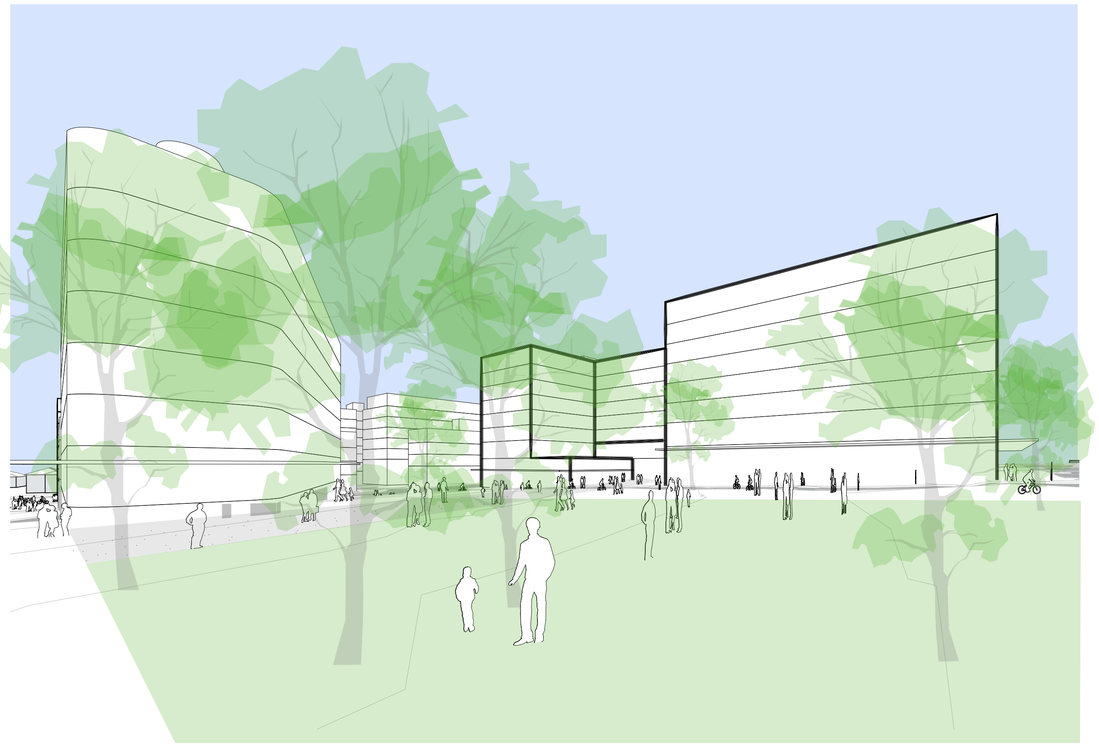
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SITE 1A VIEW ANALYSIS

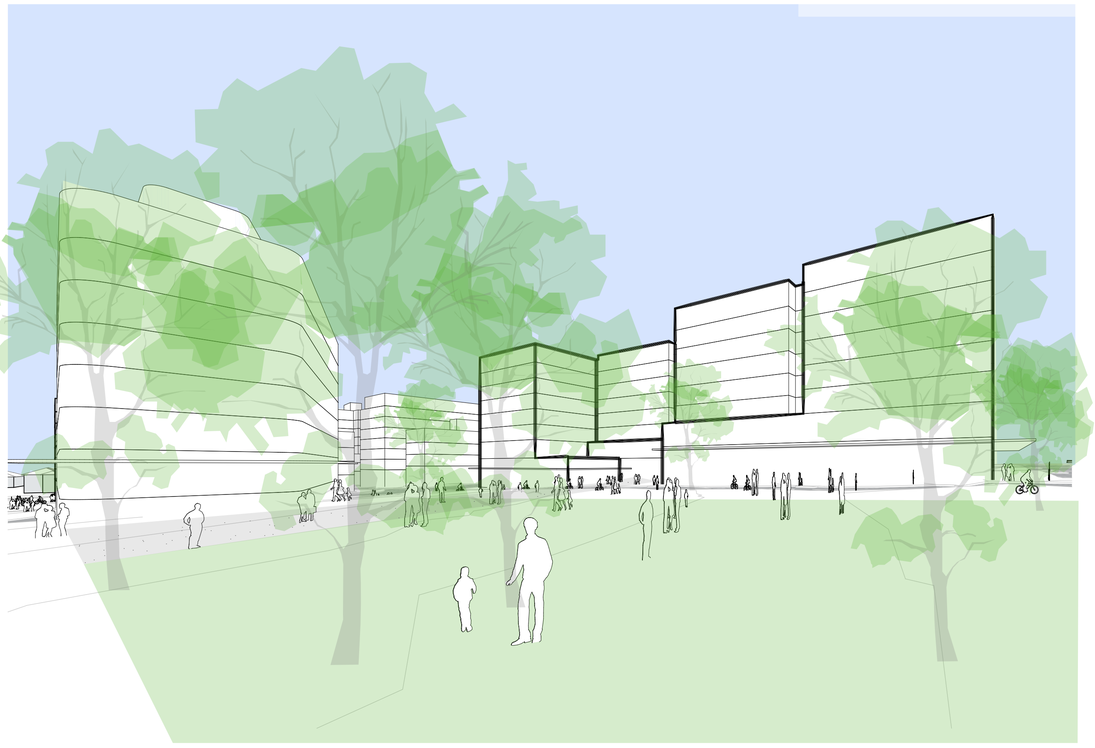
PROPOSED MASSING REFINEMENTS

KEY PLAN





BASE SCHEME



PREFERRED SCHEME

Project No. 18055 Scale: 1:3071.03, 1:58.42 @ A1

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Issue _ 22/11/19

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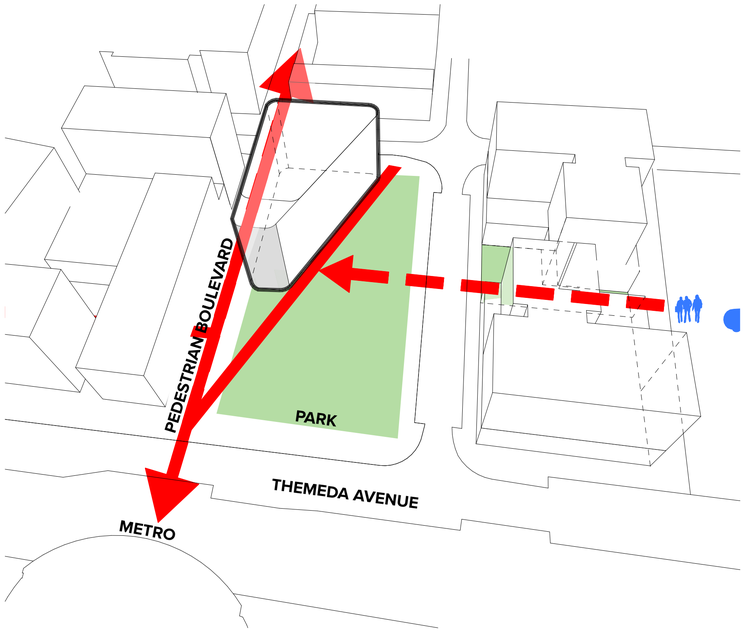
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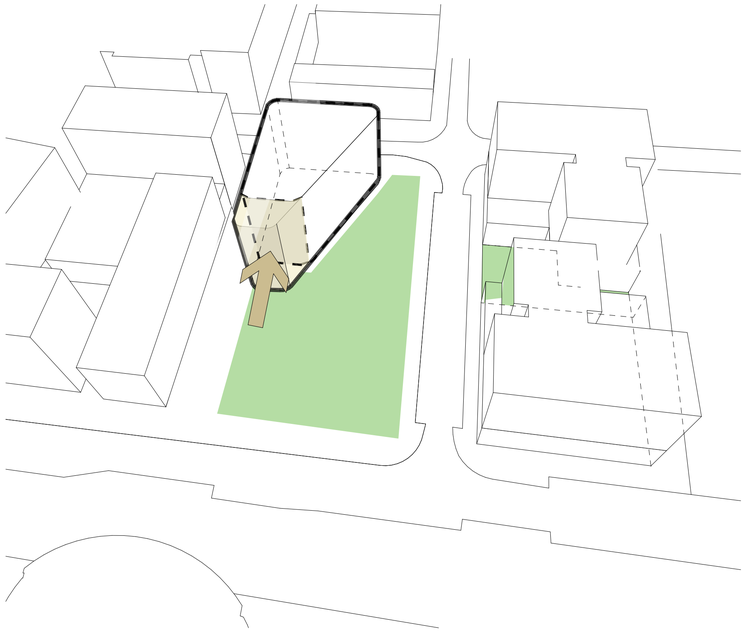
SITE 1B REFINEMENTS

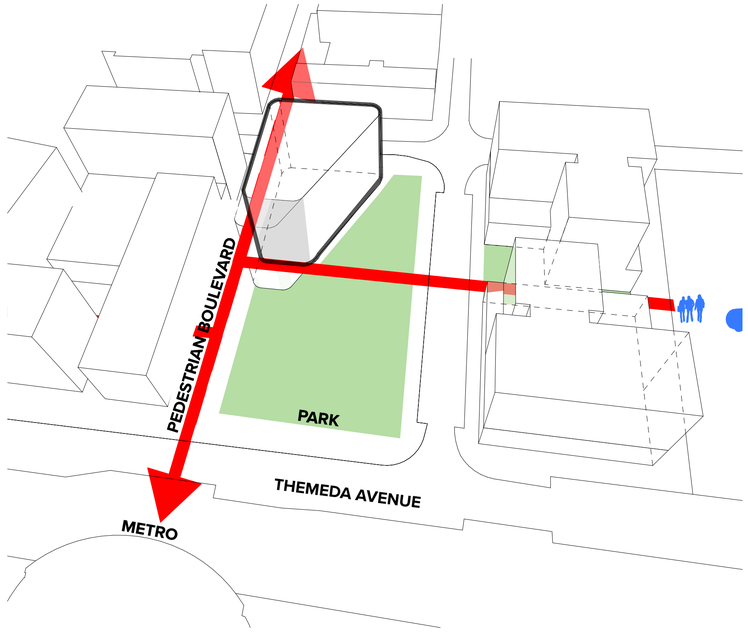
PROPOSED MASSING REFINEMENTS

KEY PLAN









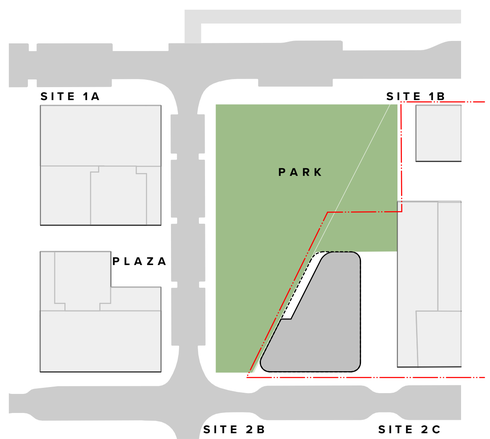
BASE SCHEME



IMPROVEMENTS

✓ Reduce building footprint to object building to provide a direct visual and physical connection to the pedestrian boulevard from commuter carpark, increasing the size of the public park

PREFERRED SCHEME



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Project No. 18095 Scale: @ A1 Issue _ 22/11/19

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

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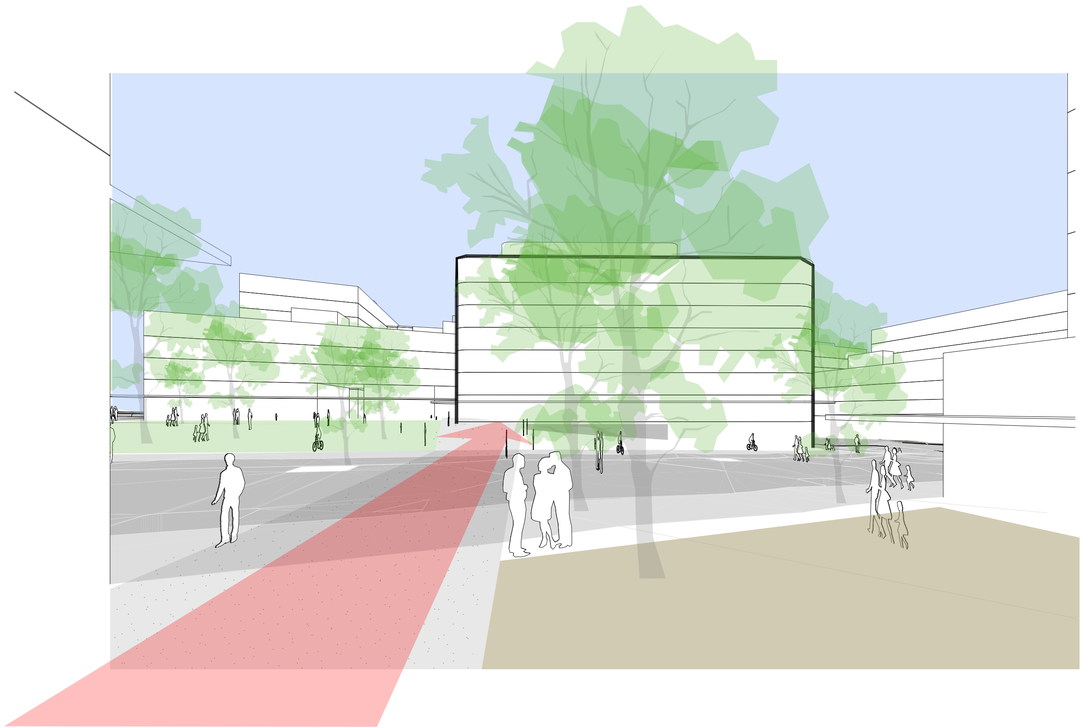
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SITE 1B VIEW ANALYSIS

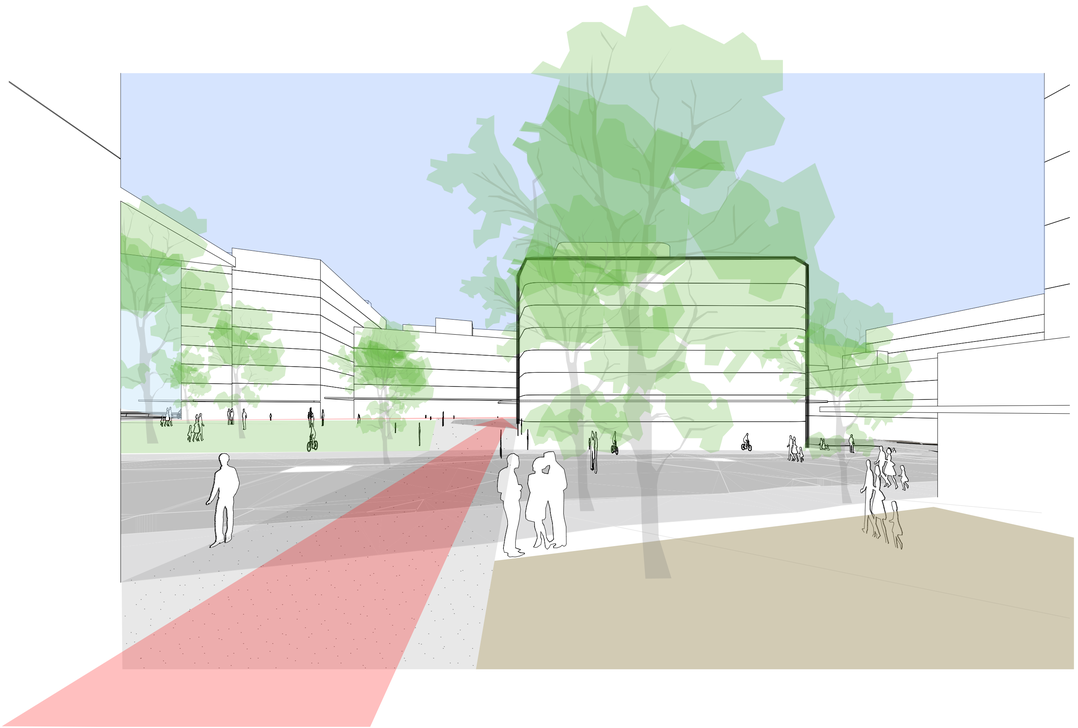
PROPOSED MASSING REFINEMENTS

KEY PLAN





BASE SCHEME



PREFERRED SCHEME

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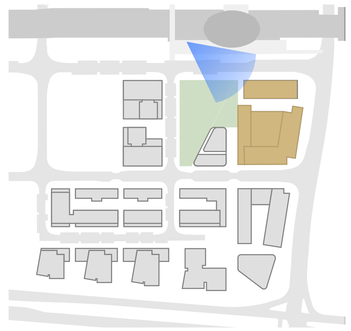
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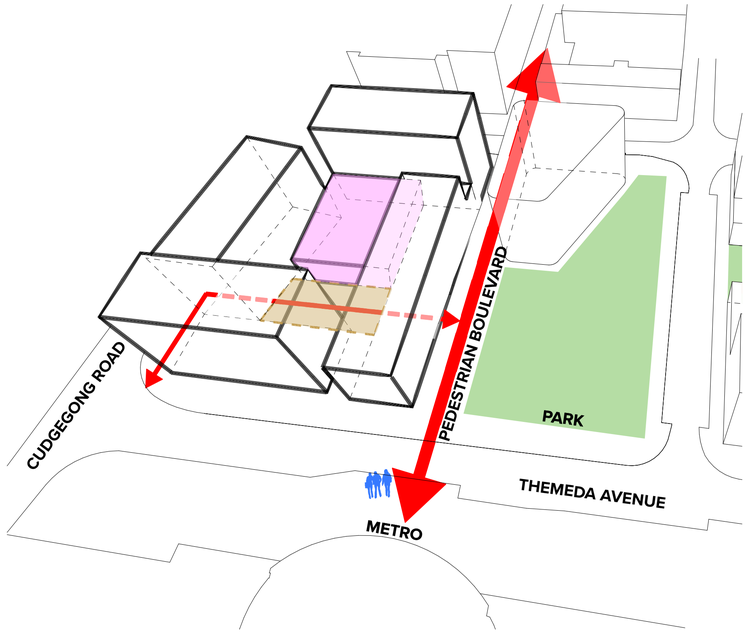
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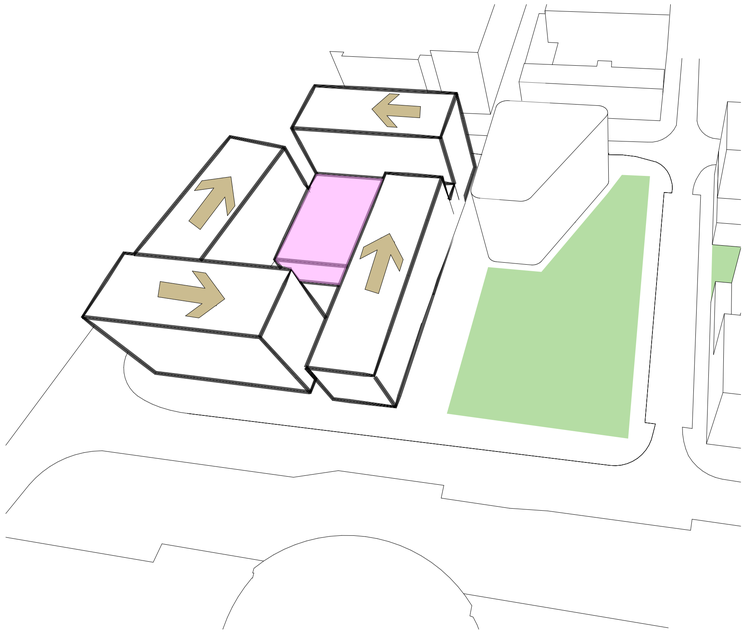
SITE 1B REFINEMENTS

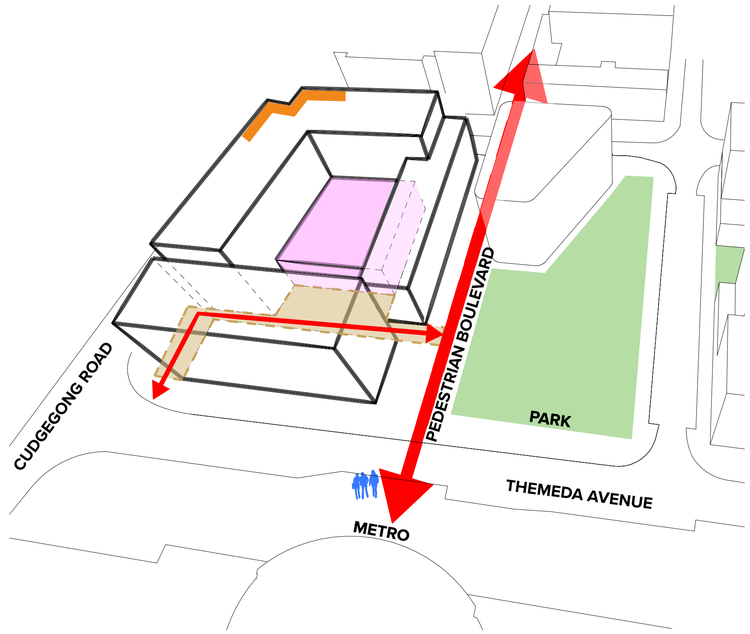
PROPOSED MASSING REFINEMENTS

KEY PLAN

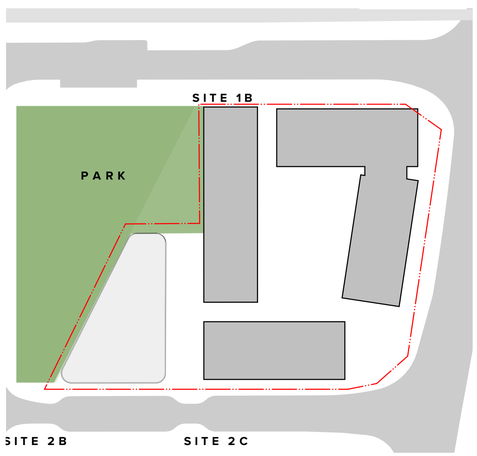








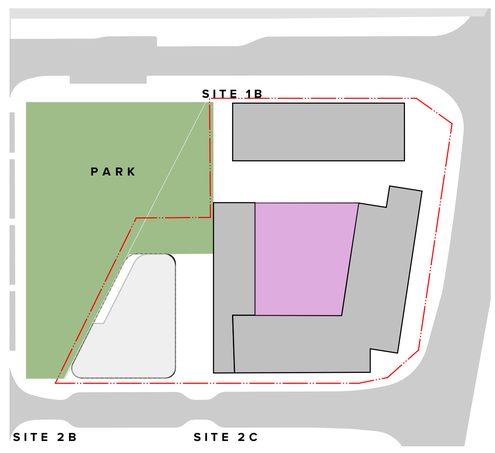
BASE SCHEME



IMPROVEMENTS

- ✓ Shift building forms to respond to new through site link
- ✓ Reconfigure the built form to define the corner of Cudgegong Road and Conferta Avenue, creating a gateway to the residential precinct

PREFERRED SCHEME



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DEICORP

TURNER I BENNETT AND TRIMBLE

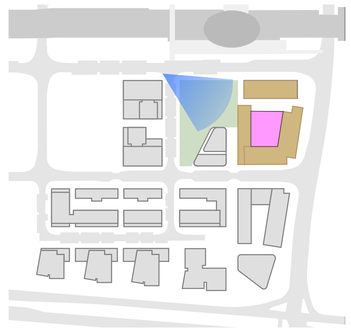
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SITE 1B VIEW ANALYSIS

PROPOSED MASSING REFINEMENTS

KEY PLAN





BASE SCHEME



PREFERRED SCHEME

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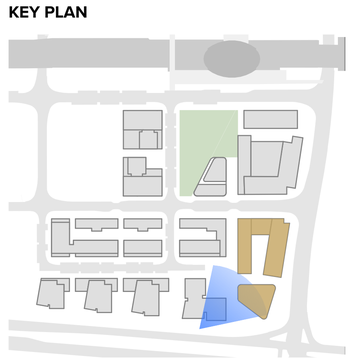
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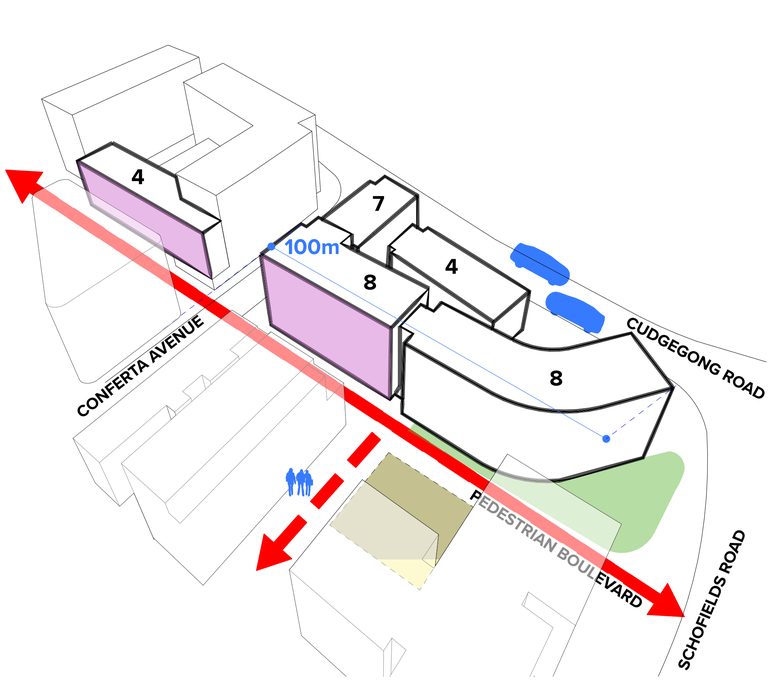
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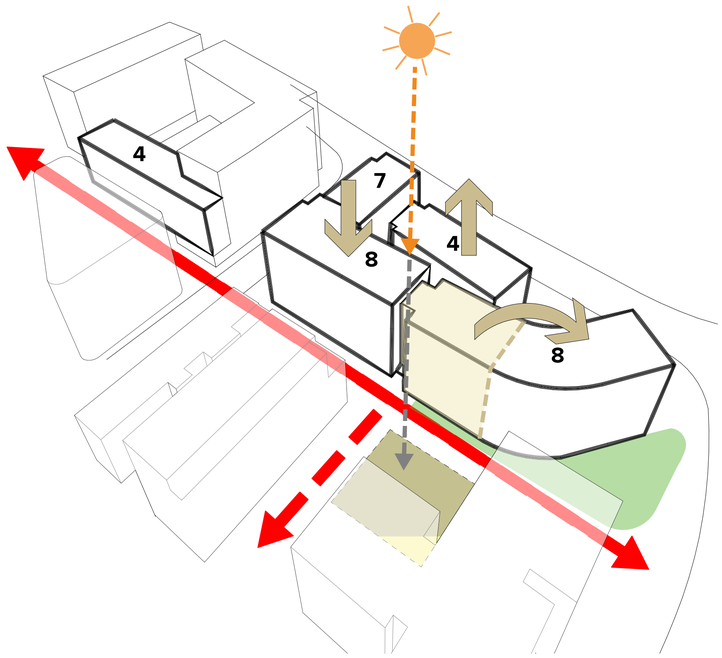
SITE 2C REFINEMENTS

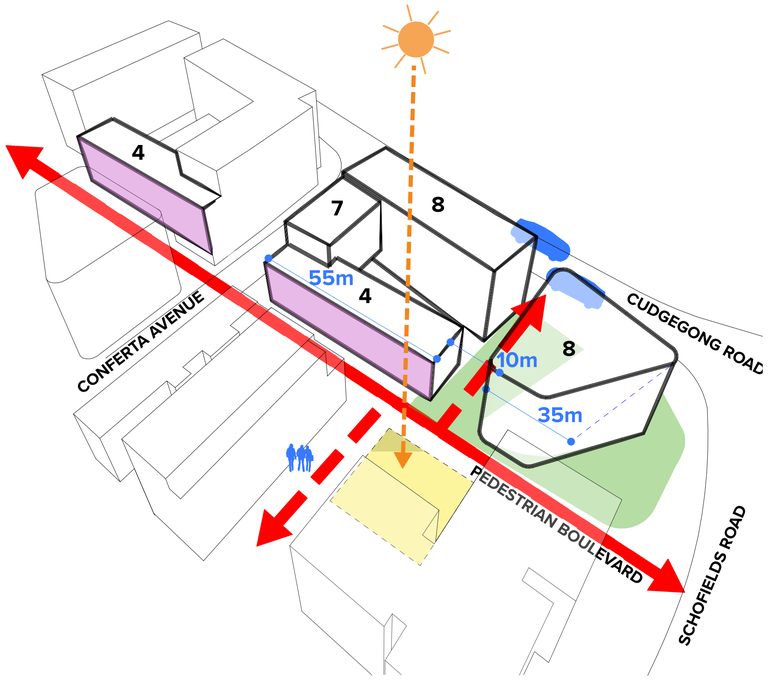
PROPOSED MASSING REFINEMENTS

KEY PLAN

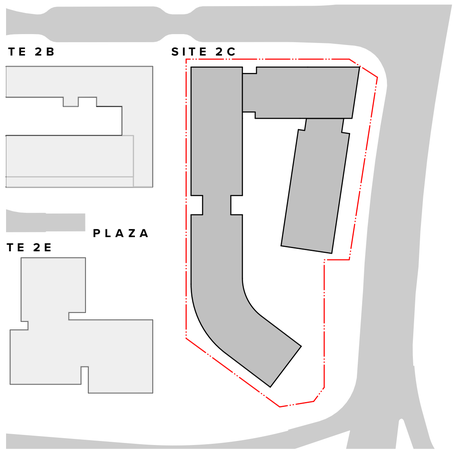








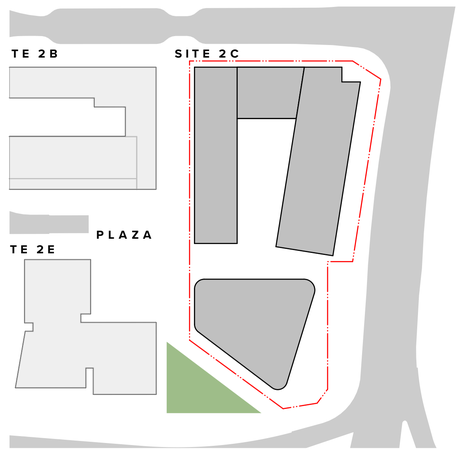
BASE SCHEME



IMPROVEMENTS

- ✓ Redistribute built form to maximise solar access to shareway/plaza
- ✓ Reduce building lengths to increase visual and physical permeability through the site
- ✓ Redistribute heights to provide a lower scale building interface along the length of the pedestrian boulevard

PREFERRED SCHEME



TURNER I BENNETT AND TRIMBLE

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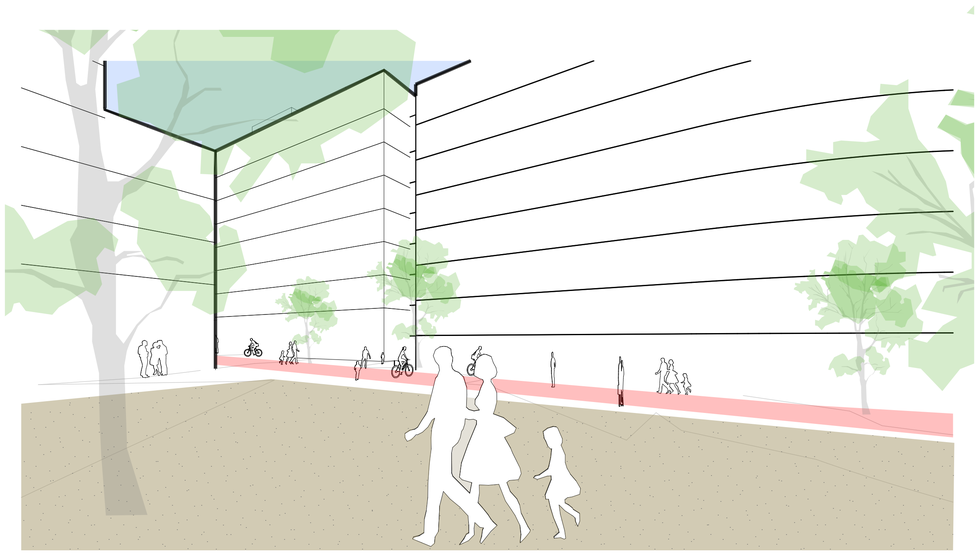
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SITE 2C VIEW ANALYSIS

PROPOSED MASSING REFINEMENTS

KEY PLAN





BASE SCHEME



PREFERRED SCHEME

Project No. 18095 Scale: 1:3071.03, 1:70.10 @ A1

Rev. G
Issue _ 22/11/19

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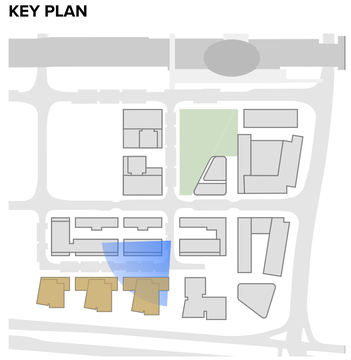
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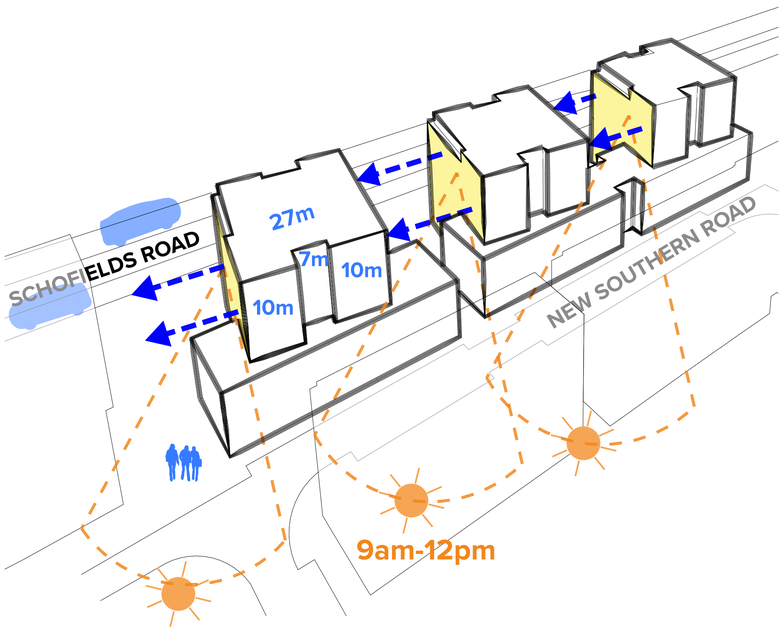
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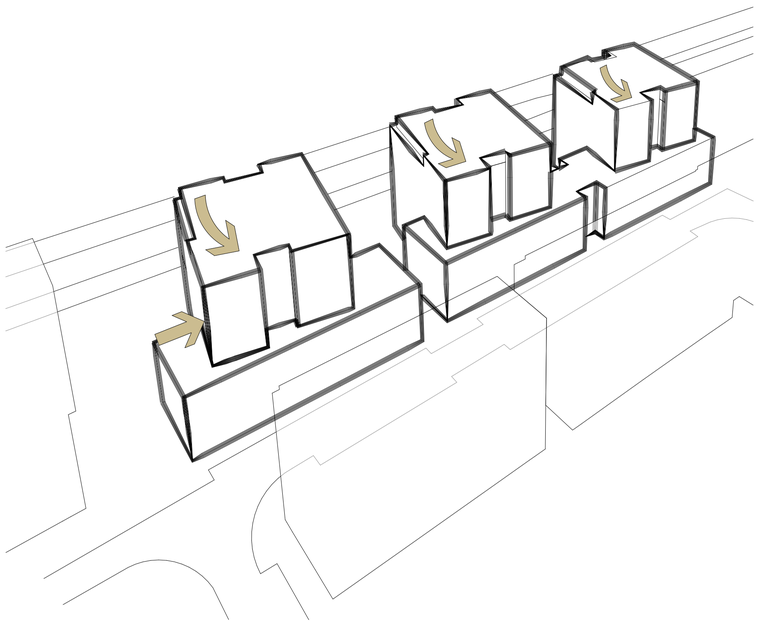
SITE 2D REFINEMENTS

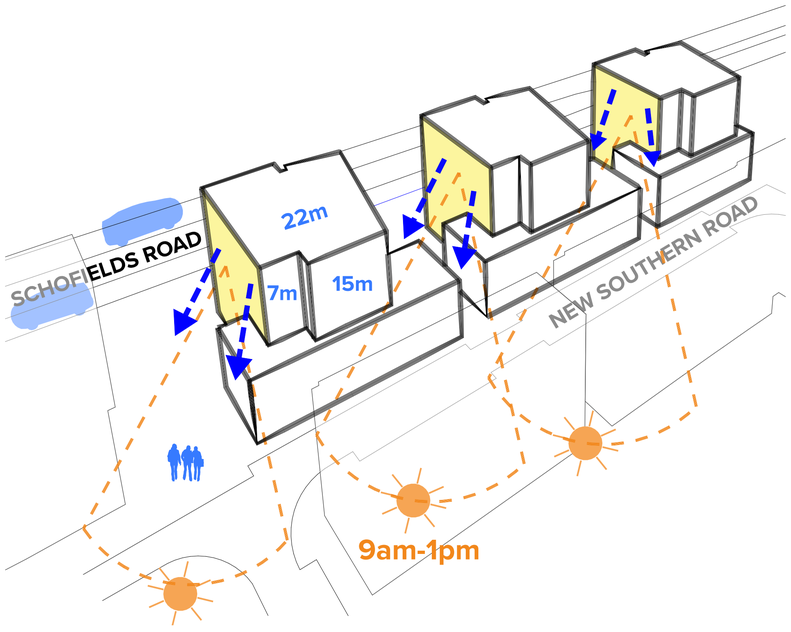
PROPOSED MASSING REFINEMENTS

KEY PLAN

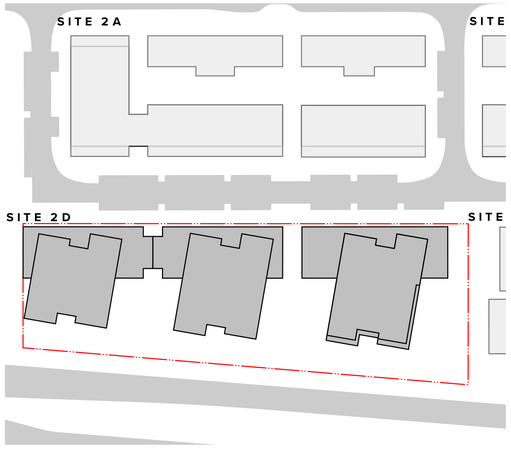








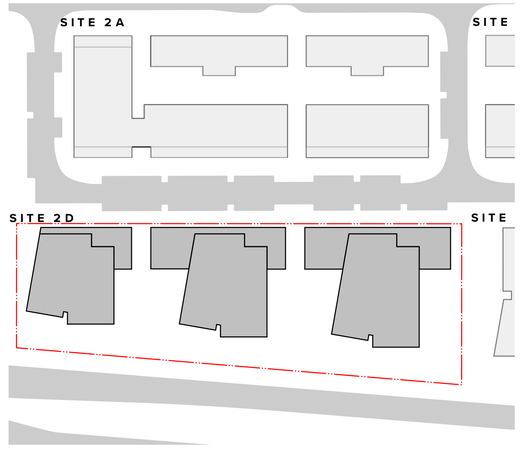
BASE SCHEME



IMPROVEMENTS

- ✓ Realign facade to orientate outlook north in response to solar access site building alignments
- ✓ Reduce upper building widths to the New Southern Road, increasing separation and outlook from the public domain

PREFERRED SCHEME



Rev. G

Project No. 18095 Scale: 1:41.45 @ A1 Issue _ 22/11/19

DEICORP

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SITE 2D VIEW ANALYSIS

PROPOSED MASSING REFINEMENTS

KEY PLAN





BASE SCHEME



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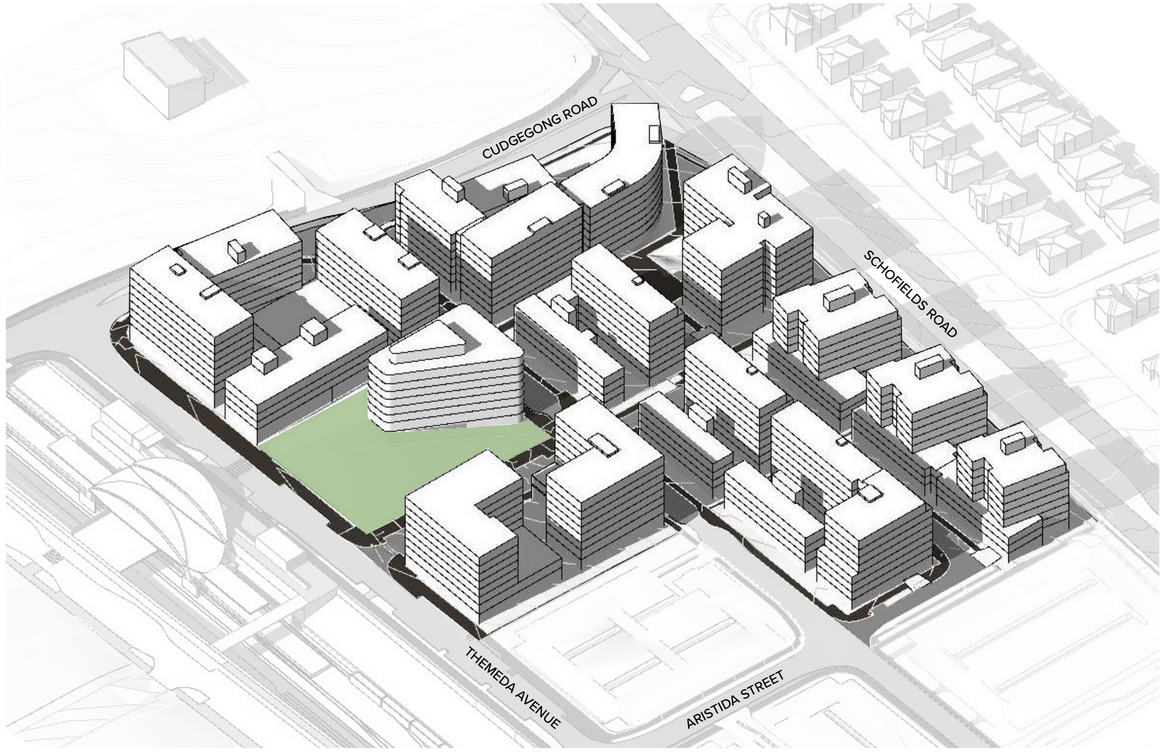
MASSING COMPARISON

PROPOSED MASSING REFINEMENTS

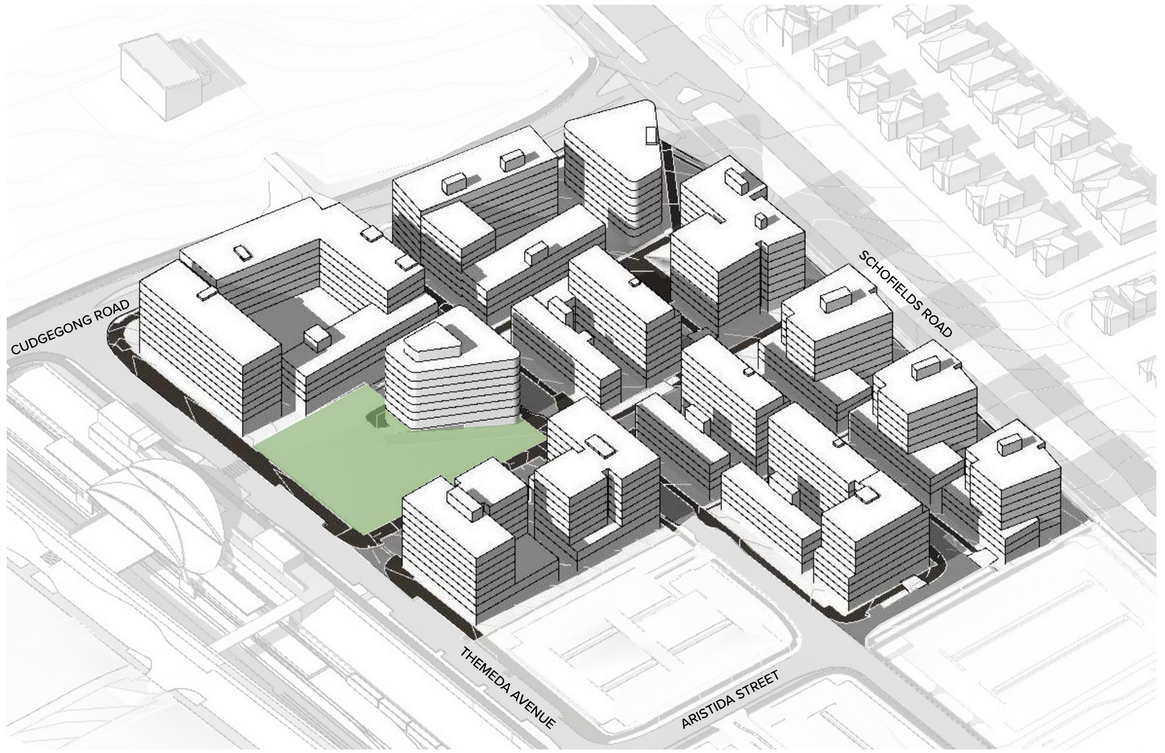
KEY PLAN



BASE SCHEME



PREFERRED SCHEME



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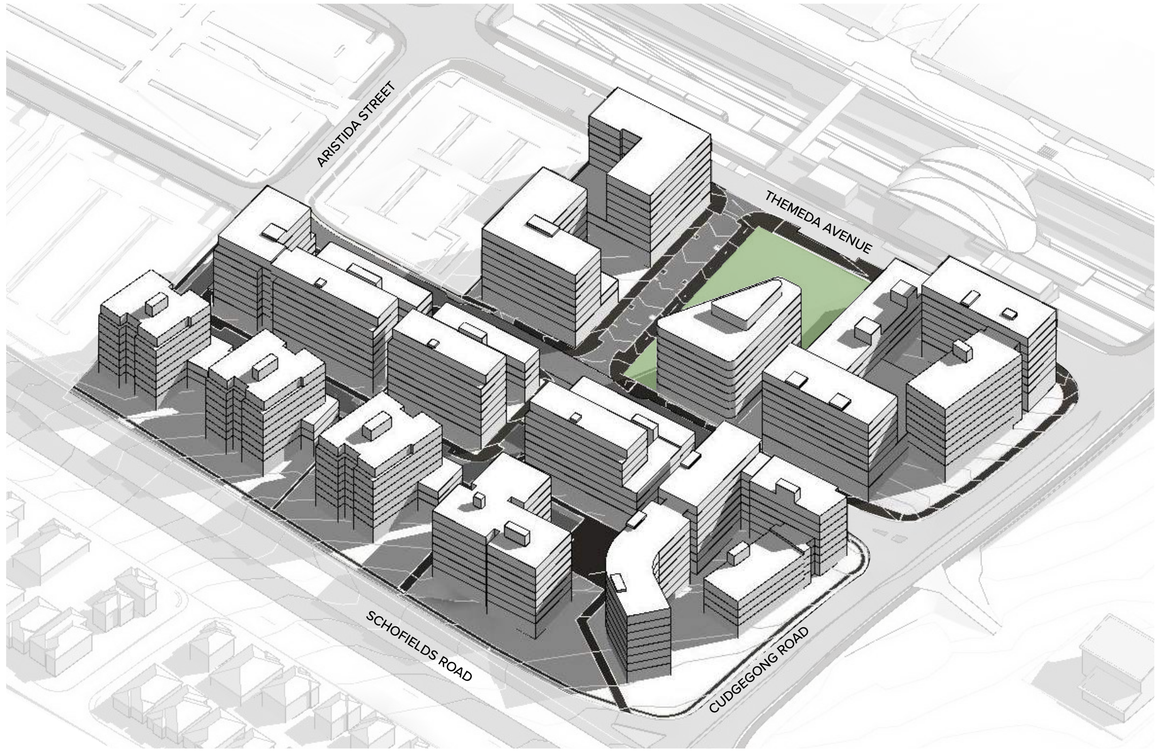
MASSING COMPARISON

PROPOSED MASSING REFINEMENTS

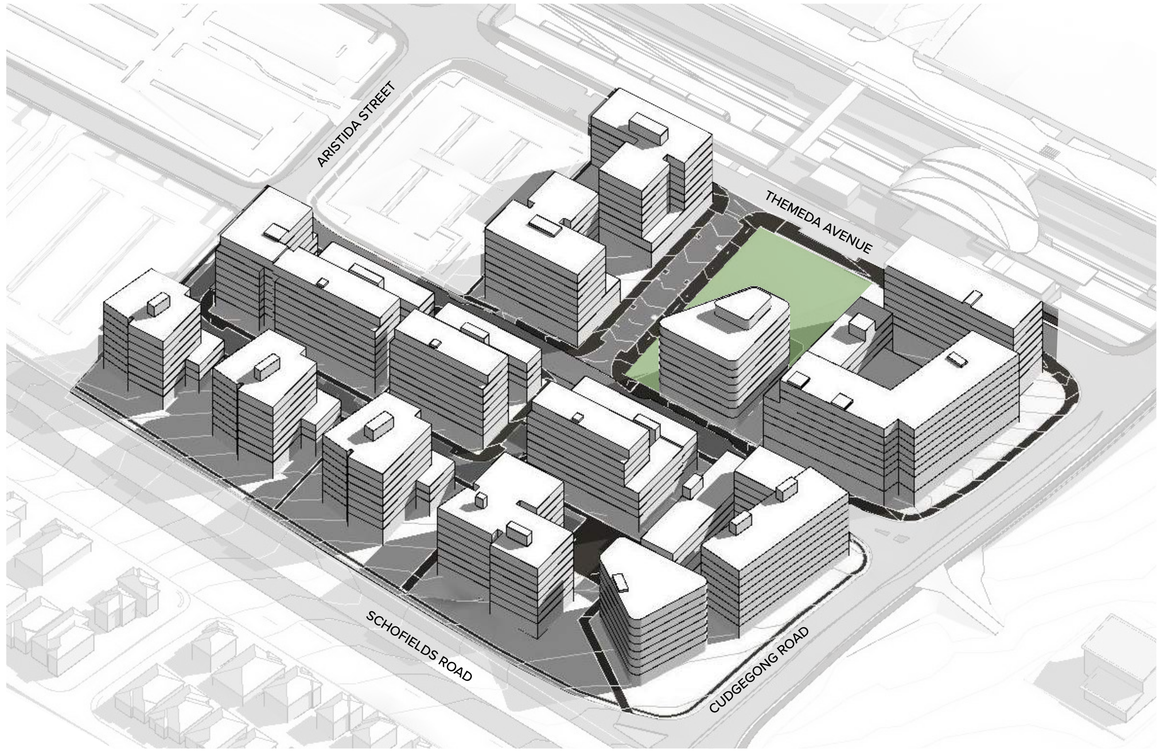
KEY PLAN



BASE SCHEME



PREFERRED SCHEME



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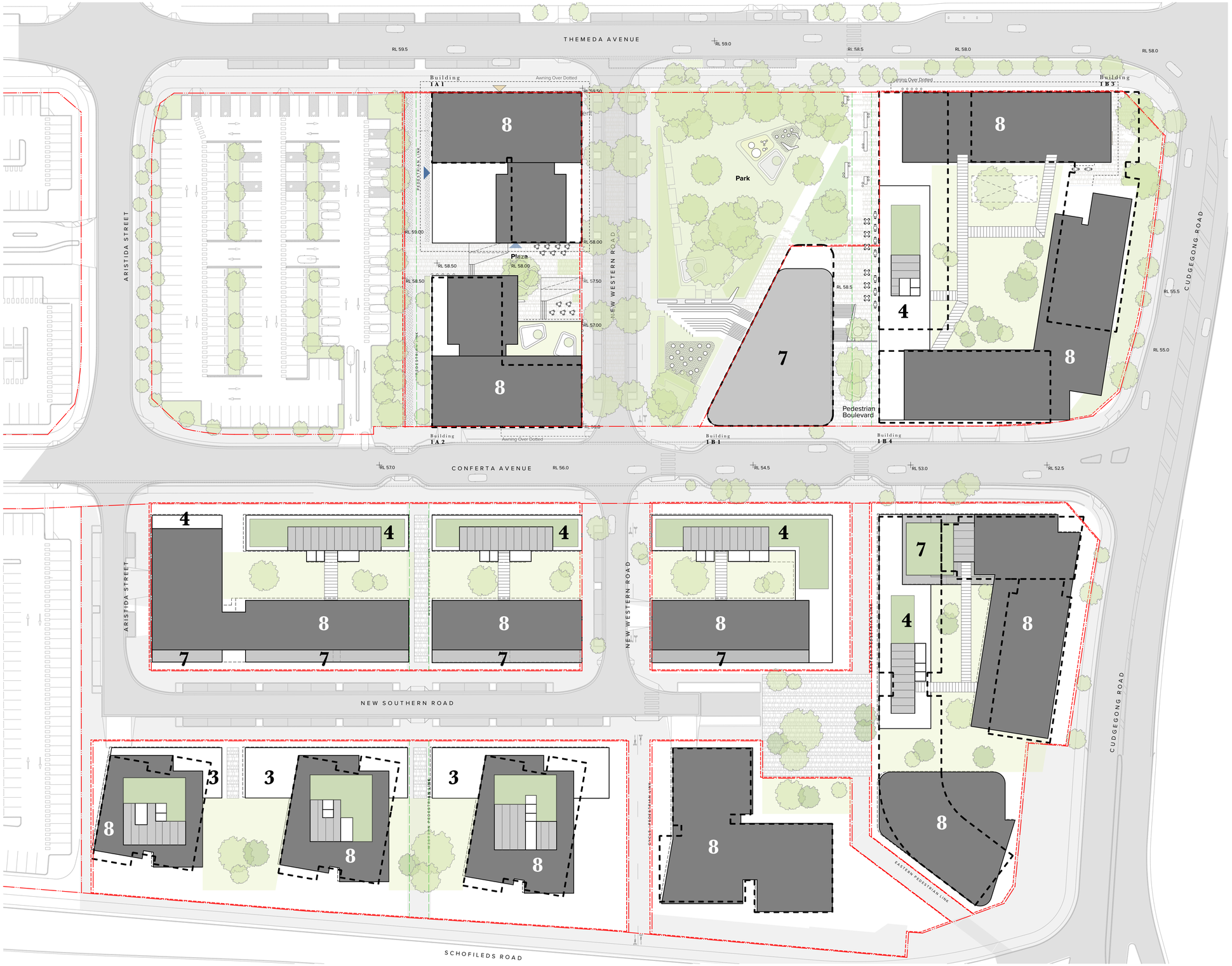
PREFERRED SCHEME
IN DETAIL

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PREFERRED SCHEME - INDICATIVE YIELD

STRATEGY



TARGET GFA

TOTAL GFA	**93,393m² maximum**
RETAIL	9,000 m²
RESIDENTIAL	84,393 m²

NO INCREASE IN GFA

1,100 TOTAL PERMISSIBLE APARTMENTS

TARGET APARTMENTS	**983**
AFFORDABLE (5%)	50
SITE 1	326
SITE 2	657

APARTMENT DIVERSITY

UNIT	SIZE	MIX	NO.
1 BED	52 m²	5%	50
1 BED+S	58 m²	20%	201
2 BED	75 m²	35%	344
2 BED+S	84 m²	35%	339
3 BED	95 m²	3%	28
3 BED+S	120 m²	2%	21

TOTAL 983

Note:
Layouts & Yield indicative only.
Numbers will change subject to GFA check and incorporation of retail, loading, waste and services and basement entries.

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PREFERRED SCHEME_ LEVEL 1

STRATEGY



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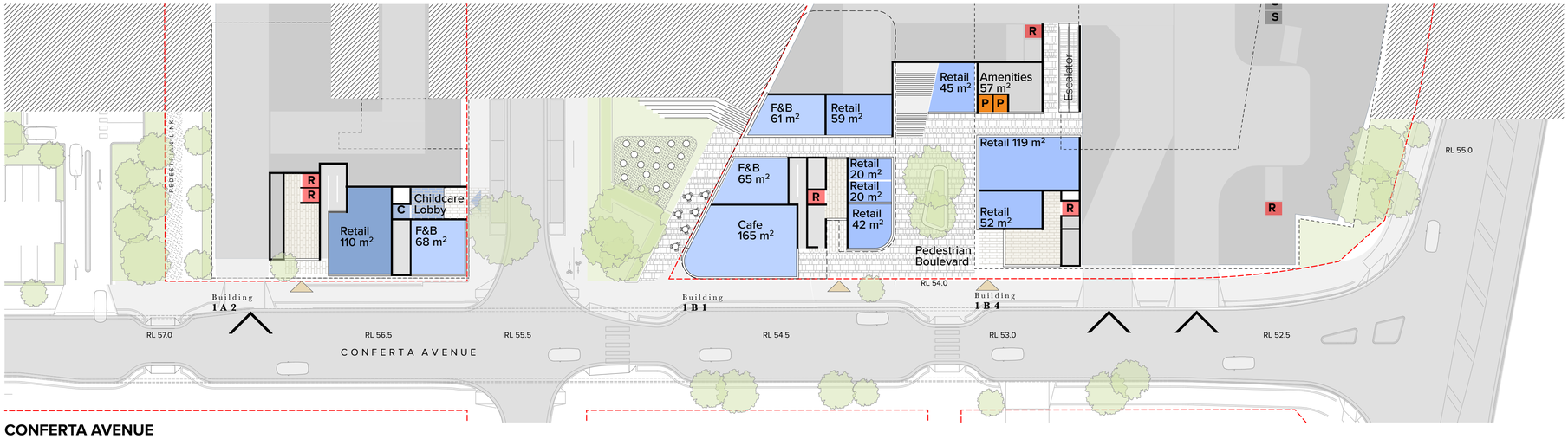
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RETAIL PROVISION

STRATEGY



THEMEDA AVENUE



CONFERTA AVENUE

LEGEND

RESIDENTIAL LOBBY ENTRY

Proposed

COMMUNITY	330 m²
CHILDCARE	1081 m²
OFFICE	1,712 m²
DAILY NEEDS	433 m²
MEDICAL CENTRE	219 m²
PHARMACY	100 m²
VET	247 m²
GYM	373 m²
FOOD MARKET	1,325 m²
LIQUOR	193 m²
FRESH	539 m²
FOOD & BEVERAGE	628 m²
FAST FOOD & COFFEE	862 m²
AMENITIES	186 m²
TOTAL NLA	8,228 m²
TOTAL GFA	**8,600 m²**
SITE 1A	4,077 m²
SITE 1B	4,151 m²

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

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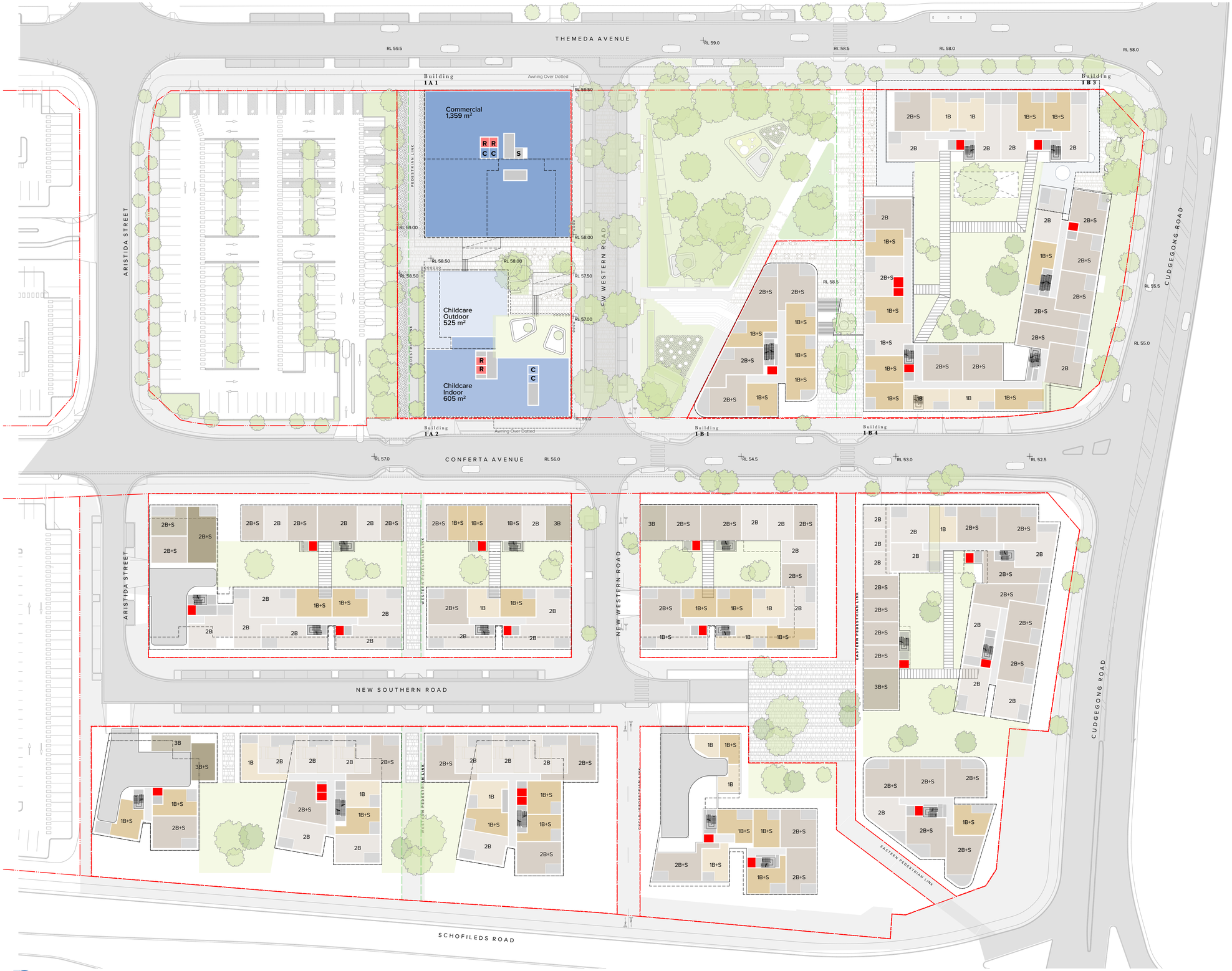
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PREFERRED SCHEME_ LEVEL 2

STRATEGY



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PREFERRED SCHEME_ LEVEL 3

STRATEGY



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PREFERRED SCHEME_ LEVEL 4

STRATEGY



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PREFERRED SCHEME_ LEVEL 5&6

STRATEGY



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PREFERRED SCHEME_ LEVEL 7

STRATEGY



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PREFERRED SCHEME_ LEVEL 8

STRATEGY



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RESIDENTIAL & RETAIL SERVICING

DEICORP

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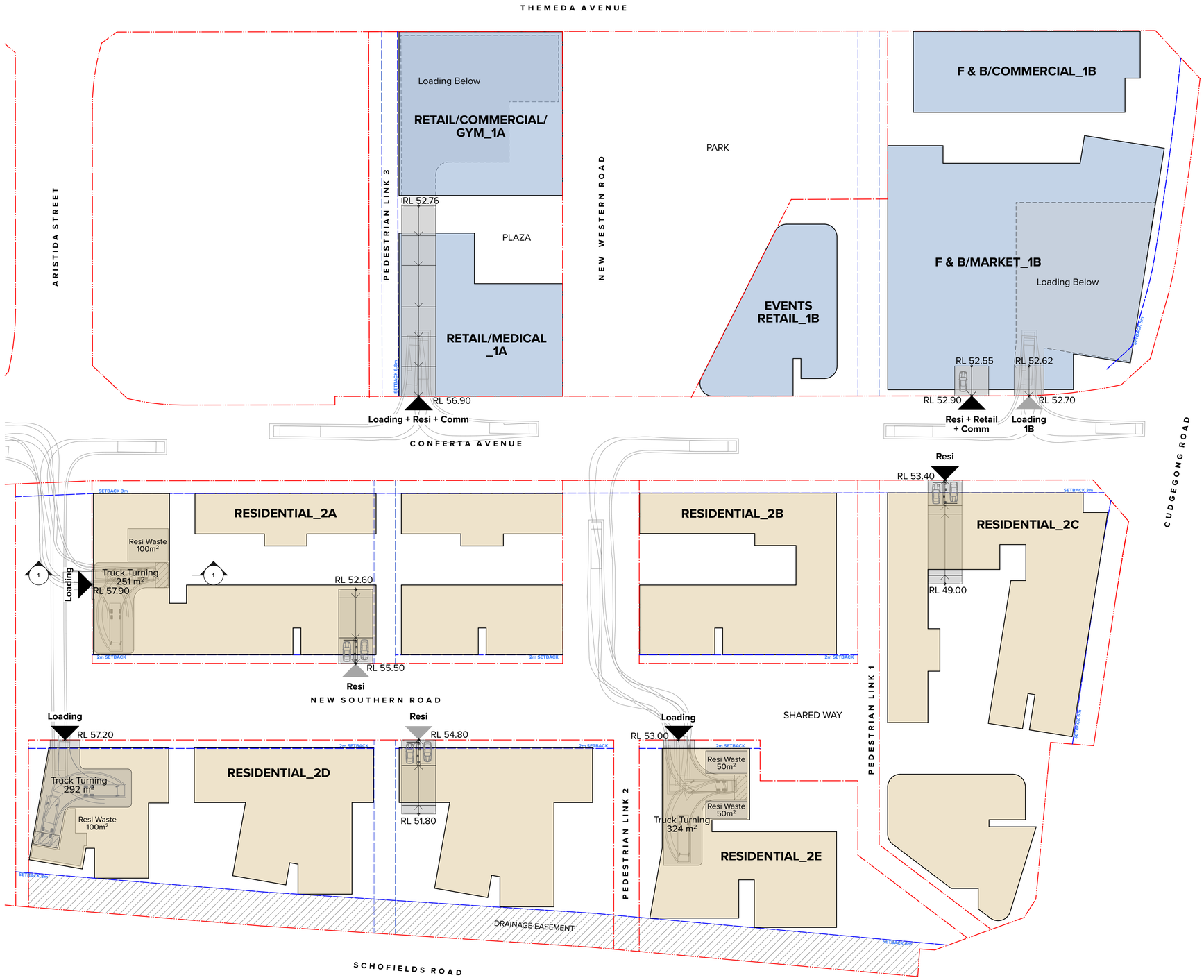
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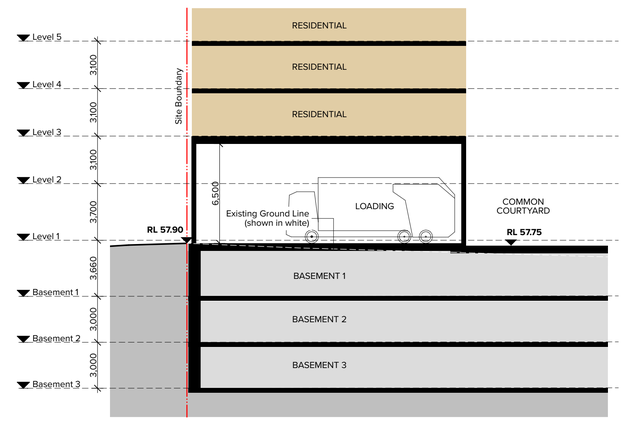
RESIDENTIAL & RETAIL SERVICING - LEVEL 1

STRATEGY



LEGEND

- PROPOSED CARPARK ENTRY
- RESIDENTIAL BUILDING OUTLINES
- NON-RESIDENTIAL BUILDING OUTLINES
- APPROVED ENTRY LOCATION
- PROPOSED ENTRY LOCATION
- LOADING AREAS BELOW (SHOWN DASHED)
- 11M HRV WASTE VEHICLE SWEPT PATH



1 - Section - Loading Dock Strategy - On Grade

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RESIDENTIAL & RETAIL SERVICING - BASEMENT 1

STRATEGY



LEGEND

- SOFT LANDSCAPE ZONE
- RETAIL CARPARK AISLE
- COMMERCIAL CARPARK AISLE
- RESIDENTIAL CARPARK AISLE
- PROPOSED CARPARK ENTRY RAMP
- PROPOSED DEEP SOIL AREA MIN. 7% OF SITE AREA
- APPROVED ENTRY LOCATION
- PROPOSED ENTRY LOCATION
- WASTE + LOADING ROOMS /STORAGE
- 11M HRV TRUCK TURNING AREA
- W800 BASEMENT PERIMETER WALLS
- PROPOSED BUILDINGS ABOVE (SHOWN DASHED)
- RESI FIRE STAIRS - FROM PREFERRED OPTION
- RESI LIFT - FROM PREFERRED OPTION
- PUBLIC LIFT
- SERVICE LIFT

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

Project No. 18095 | Scale: 1:500 @ A1 | Rev. G Issue _ 22/11/19

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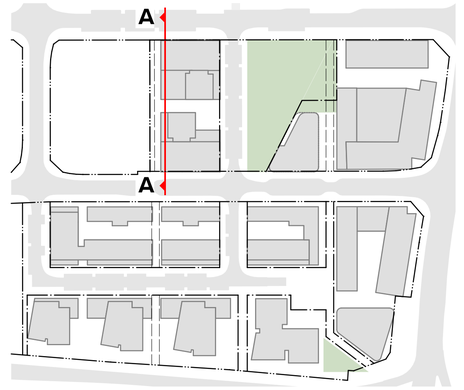
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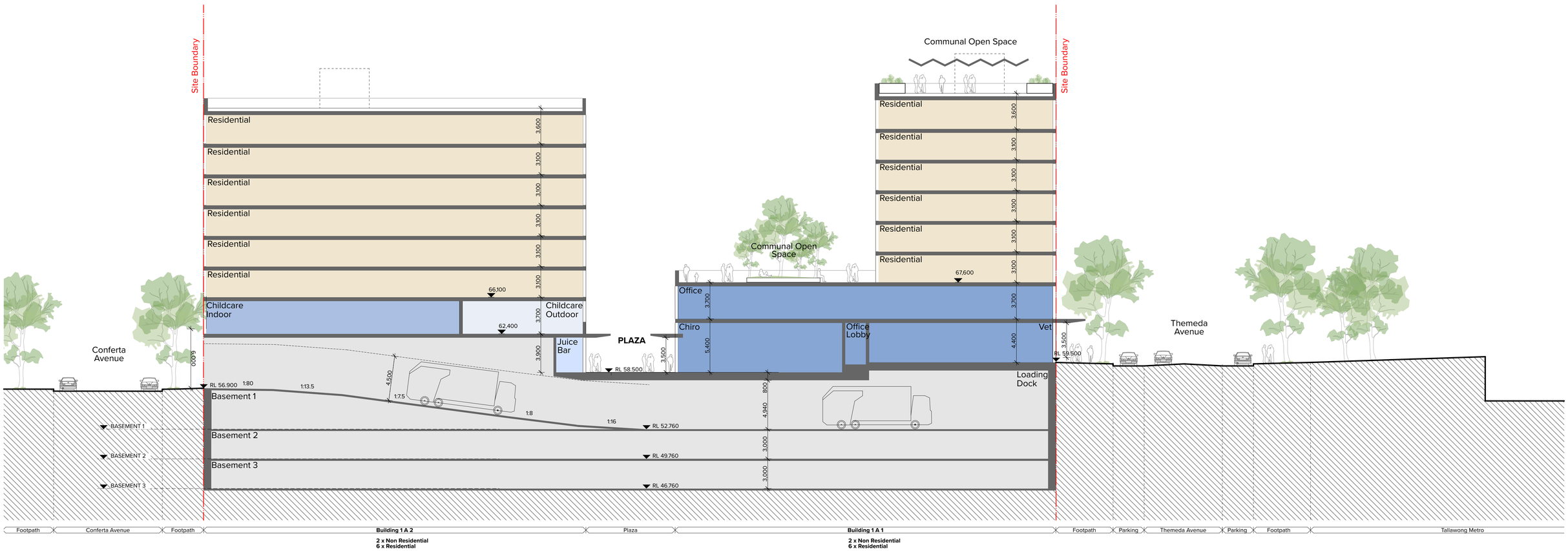
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SECTION AA

STRATEGY

KEY PLAN





SECTION AA 1:400 @ A3

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

Project No. 18095 Scale: 1:200, 1:2000 @ A1

Rev. G
Issue _ 22/11/19

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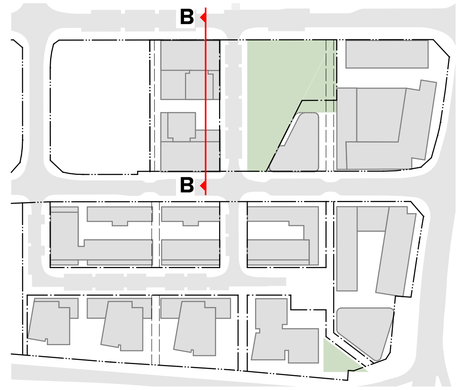
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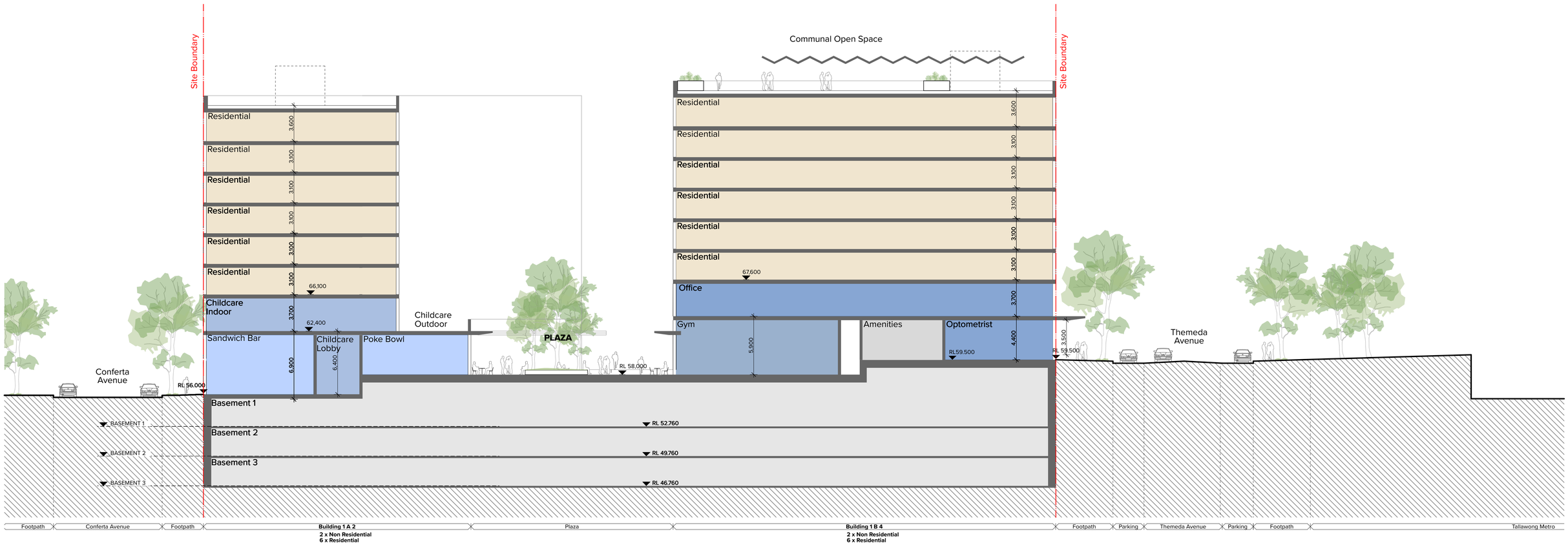
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SECTION BB

STRATEGY

KEY PLAN





SECTION BB 1:400 @ A3

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Issue _ 22/11/19

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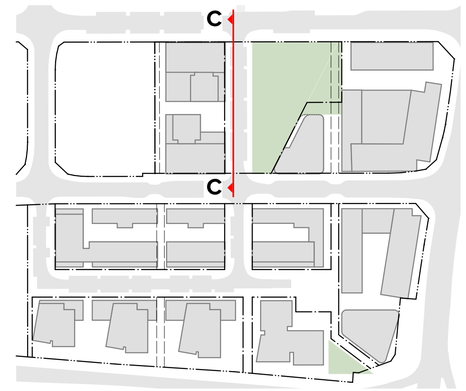
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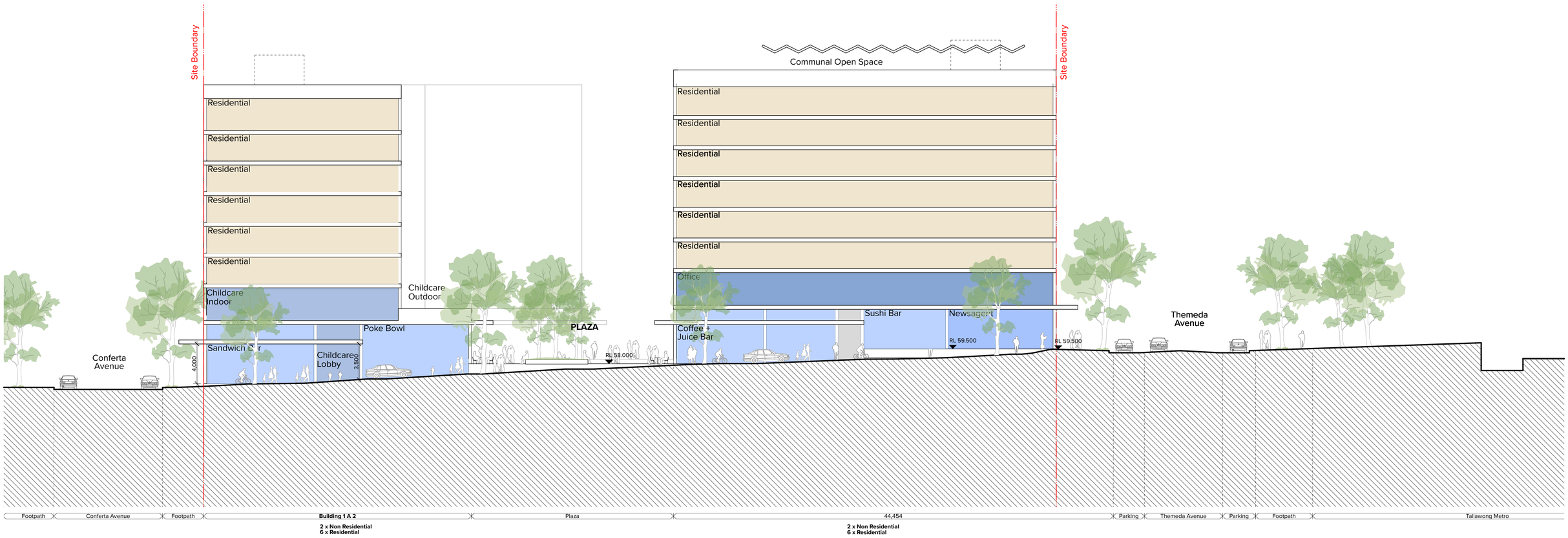
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SECTION CC

STRATEGY

KEY PLAN





SECTION CC 1:400 @ A3

DEICORP

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Rev. G
Issue _ 22/11/19

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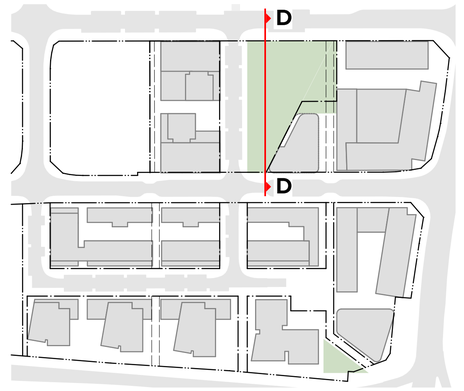
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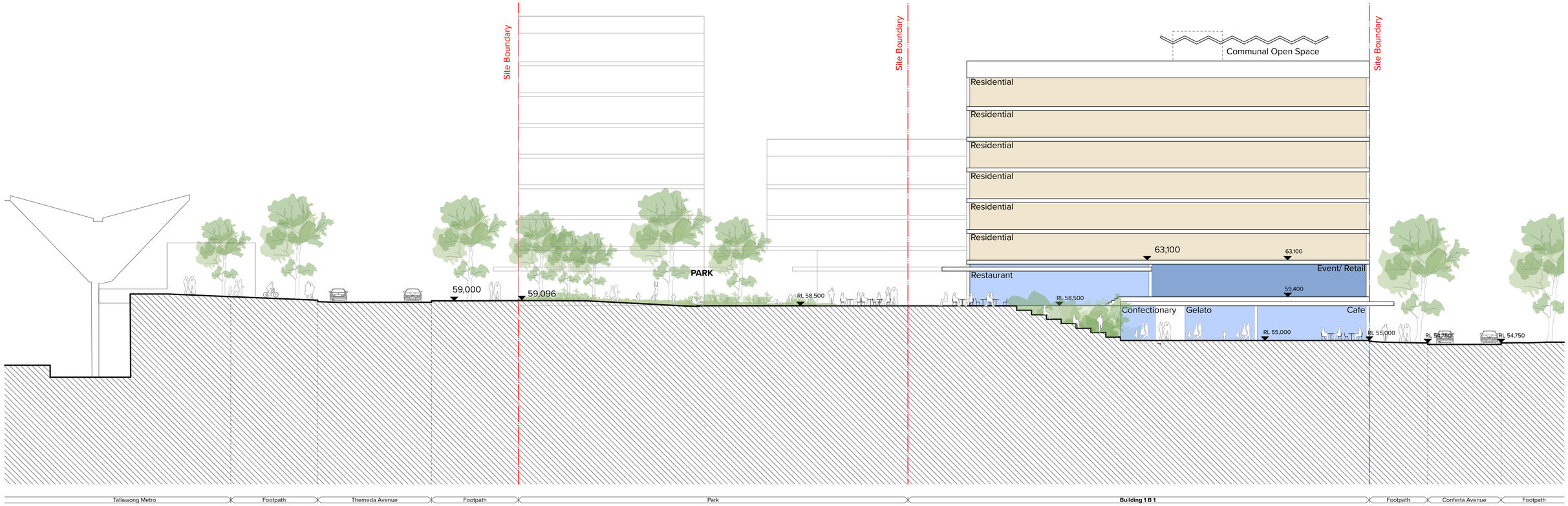
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SECTION DD

STRATEGY

KEY PLAN





SECTION DD 1:400 @ A3

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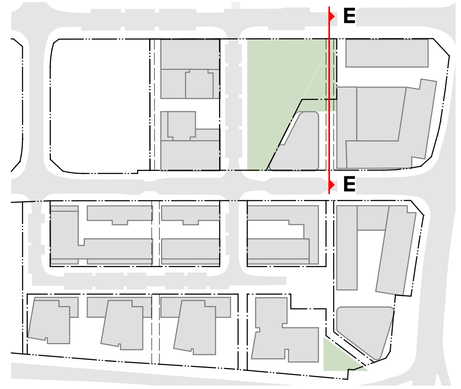
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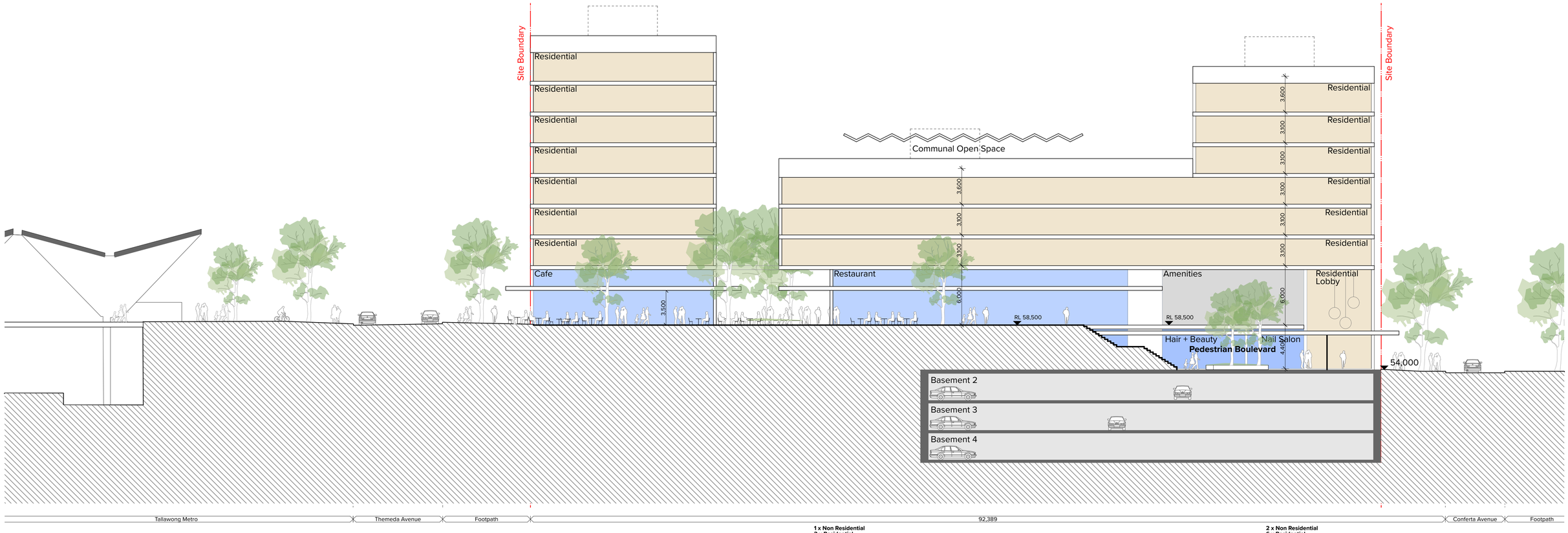
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SECTION EE

STRATEGY

KEY PLAN





SECTION EE 1:400 @ A3

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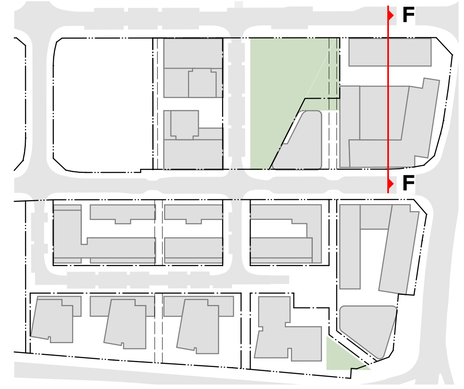
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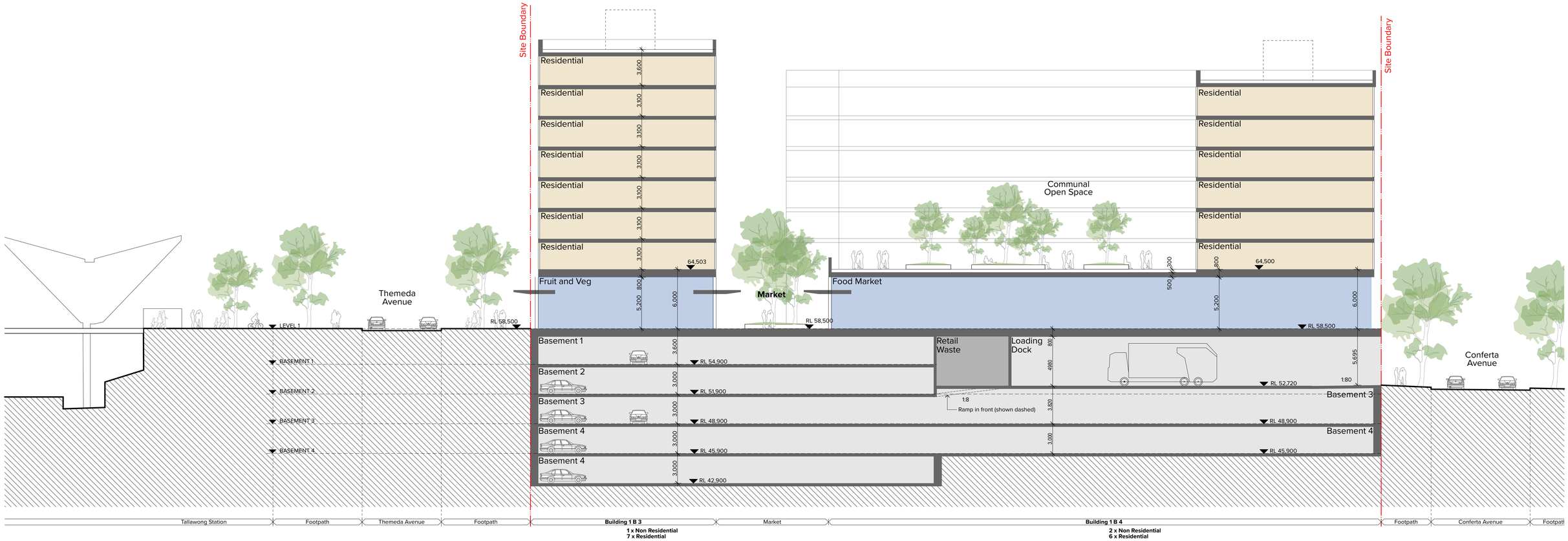
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SECTION FF

STRATEGY

KEY PLAN





SECTION FF 1:400 @ A3

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Issue _ 22/11/19

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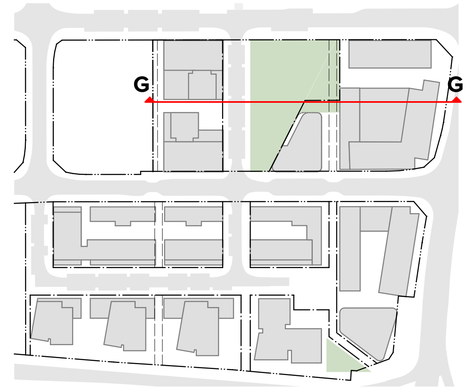
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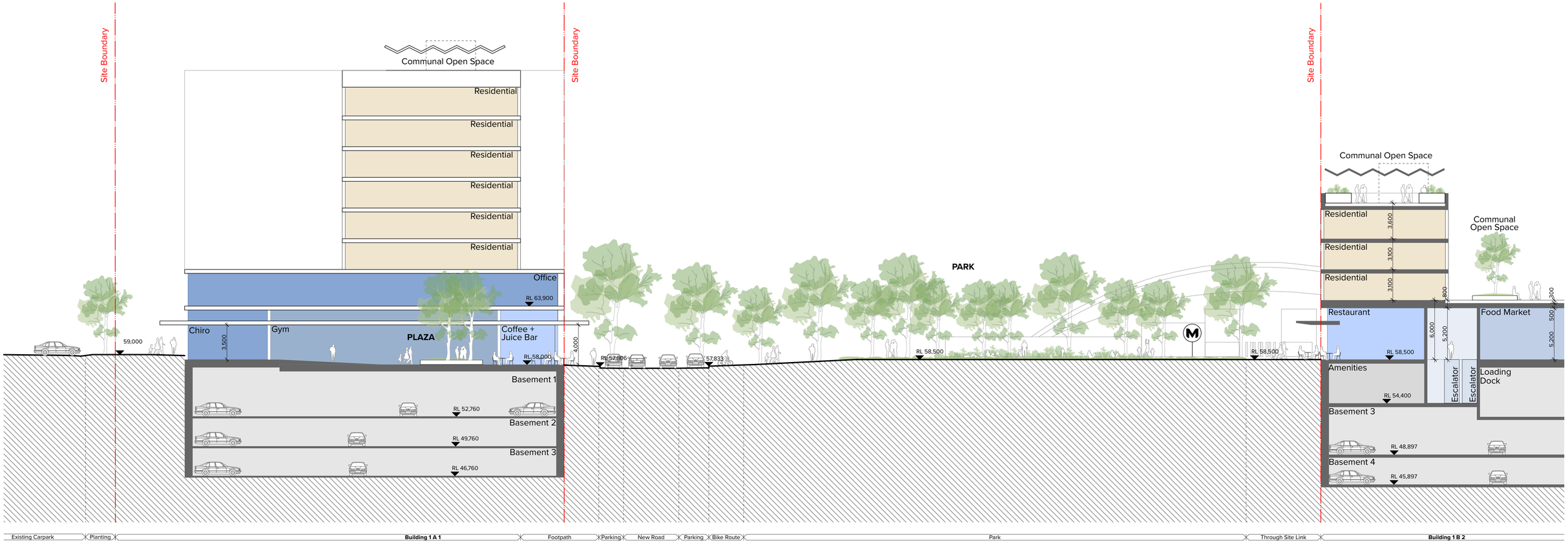
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SECTION GG

STRATEGY

KEY PLAN





SECTION GG 1:400 @ A3

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

Project No. 18095 Scale: 1:200, 1:2000 @ A1

Rev. G
Issue _ 22/11/19

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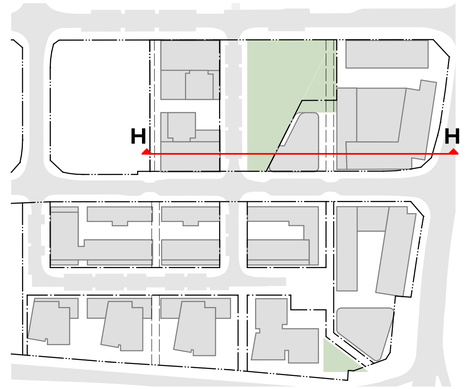
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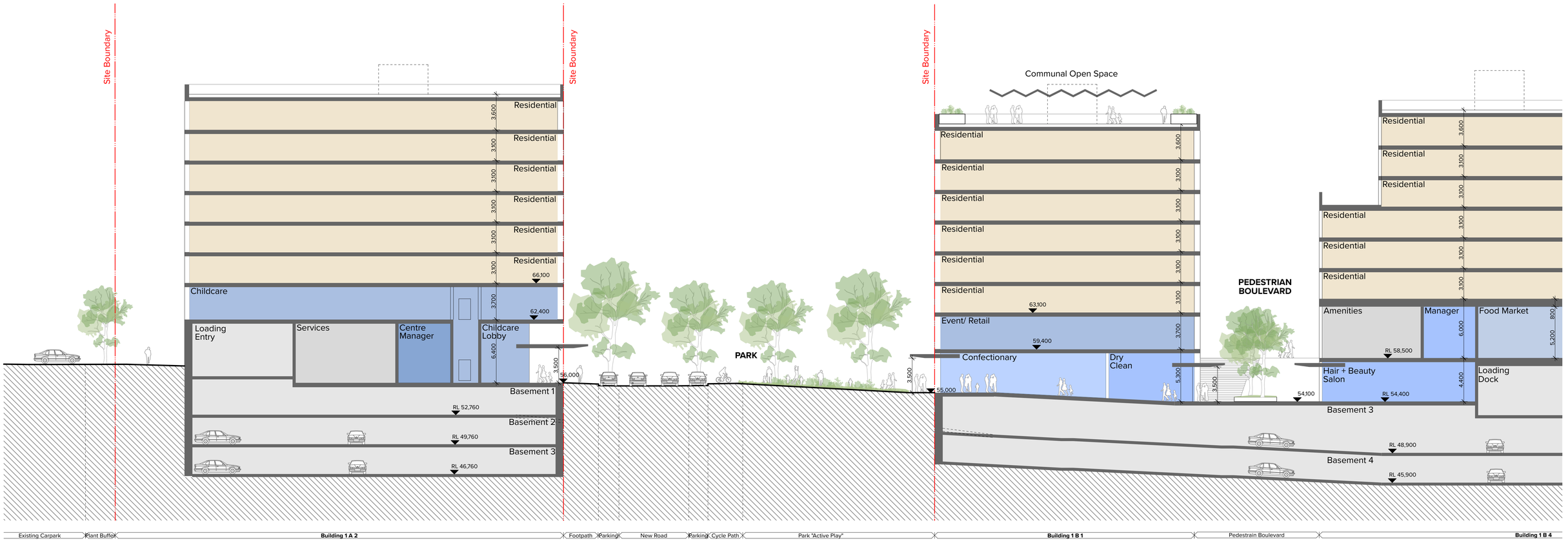
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SECTION HH

STRATEGY

KEY PLAN





SECTION HH 1:400 @ A3

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Issue _ 22/11/19

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5. ALIGNMENT WITH DESIGN GUIDELINES

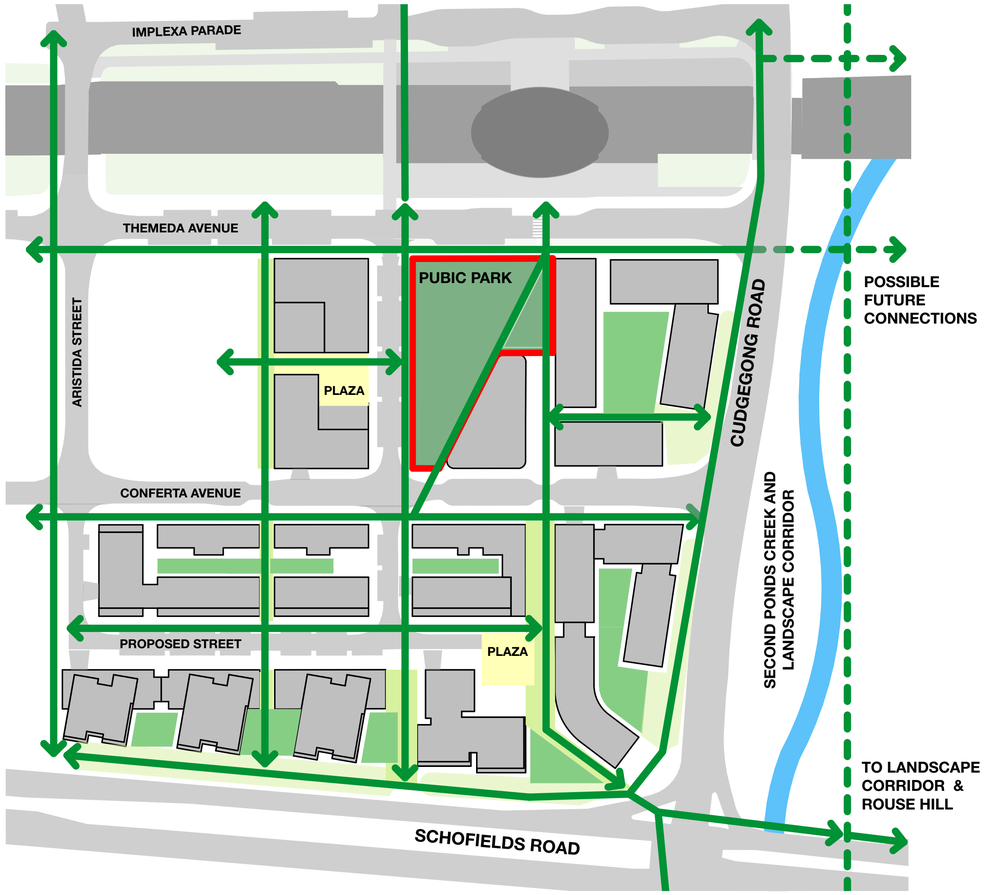
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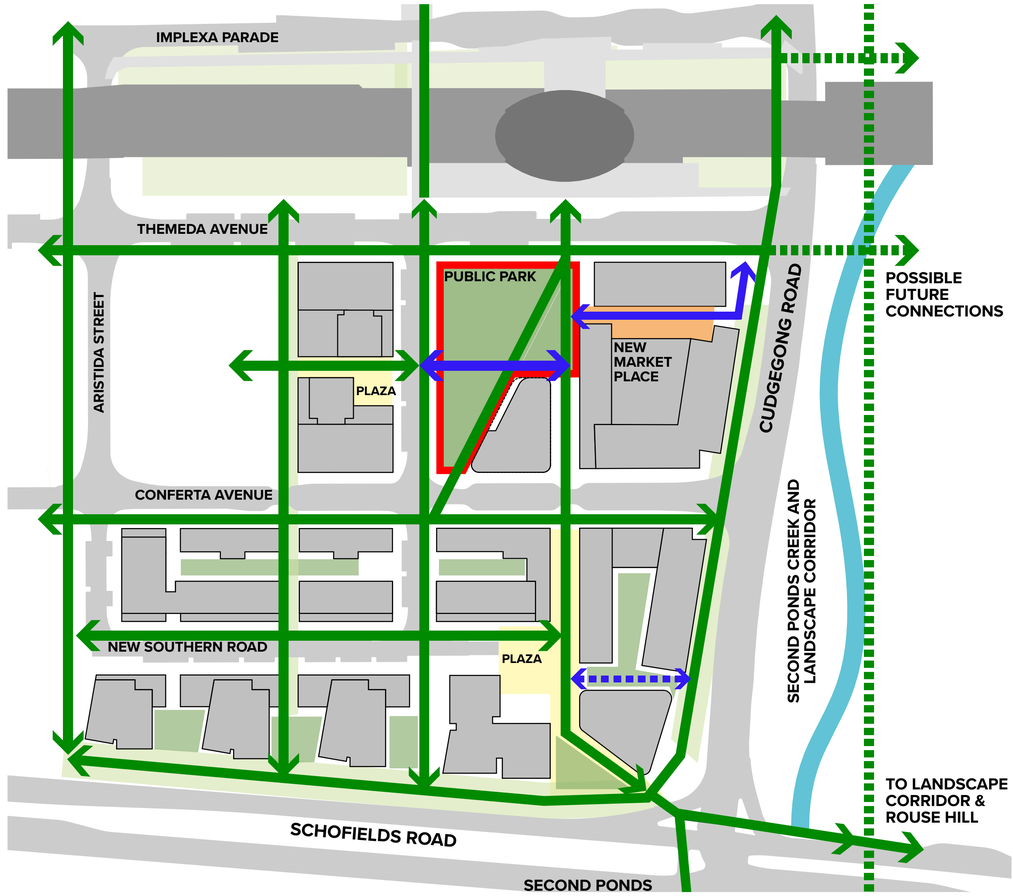
OPEN SPACE NETWORK

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Distribute a range of open spaces strategically across the site including a public park, urban plaza, landscaped zones and communal open spaces.
- Locate these spaces adjacent to the pedestrian and cycle networks to form an interconnected and walkable open space network.
- Design the spaces within this network to support a wide variety of active and passive uses that can be utilised by a diverse range of residents.
- Vary the microclimates these spaces will support to increase diversity and amenity throughout the development, e.g. shaded pedestrian paths to the Metro station in summer and sunny open spaces in winter.
- Link this network to open spaces in adjacent suburbs to further increase the range of activities available and to encourage interaction with neighbouring communities.

IMPROVEMENTS

✓ The range, size and distribution of open spaces has been maintained and increased in the proposed scheme

✓ A new retail plaza and through site link has been introduced in Site 1B

✓ The park footprint has been increased

LEGEND

- Public Open Space
- Landscape Network as noted in design lines
- Additional Landscape Network
- Potential additional Landscape Network

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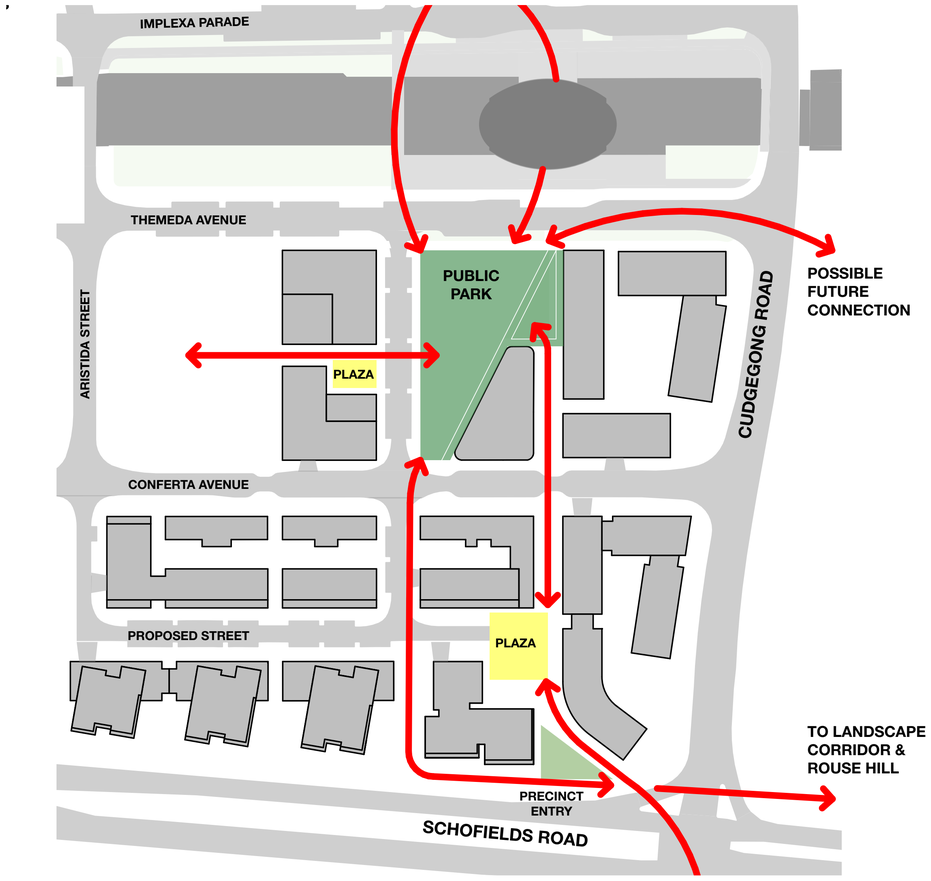
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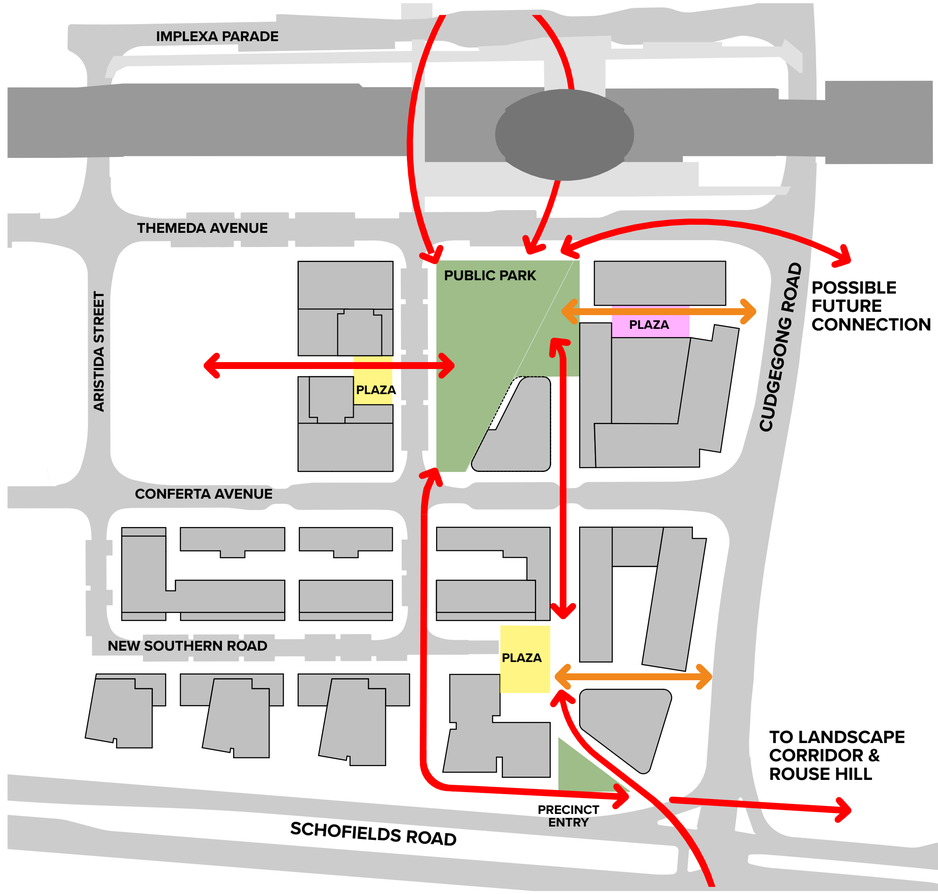
OPEN SPACE HIERARCHY AND CHARACTER

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Establish a hierarchy of fine grain open spaces with a range of characters, urban scales and landscape characteristics.
- Locate these spaces to form a sequence of open spaces and experiences within the development for residents, pedestrians, cyclists and visitors.
- Ensure the open spaces reflect and respond to surrounding context, urban character and movement patterns ensuring fine grain open spaces are strategically located to complement larger public spaces such as parks and reserves in surrounding areas.
- The major open spaces are described in more detail on the following pages.

IMPROVEMENTS

✓ The open space hierarchy and character has been maintained and extended by introducing a new retail arcade and link to Site 1B and a potential new link to Site 2C

LEGEND

→ Public Open Space network

TURNER I BENNETT AND TRIMBLE

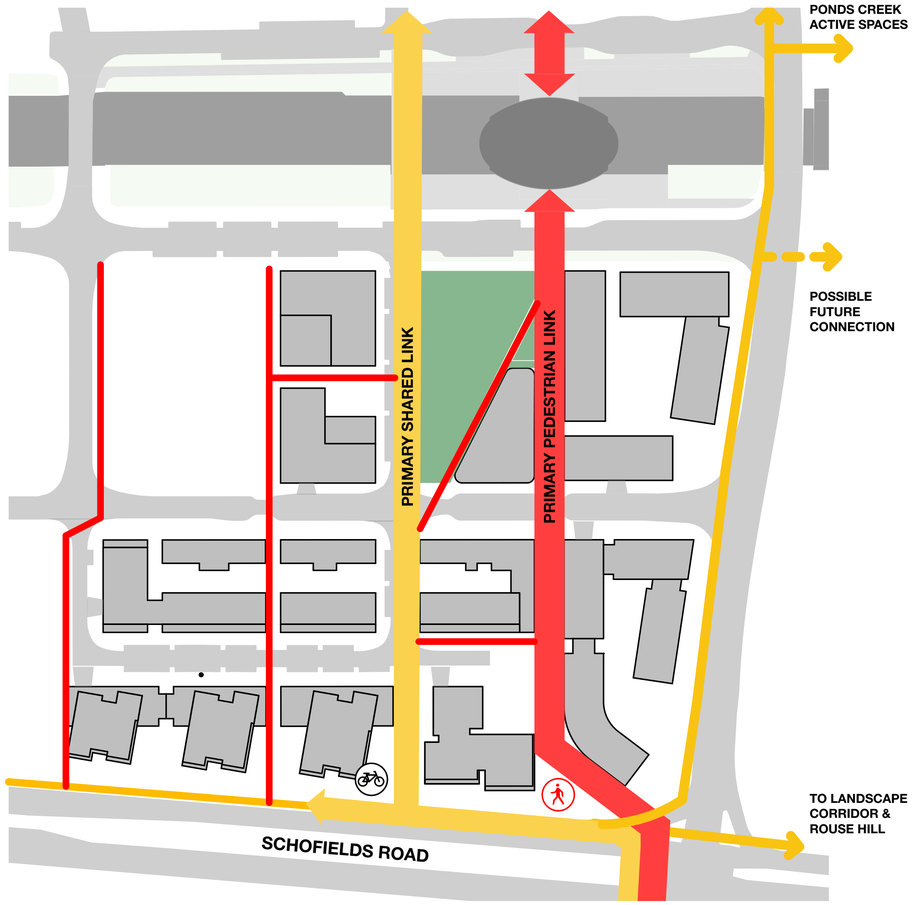
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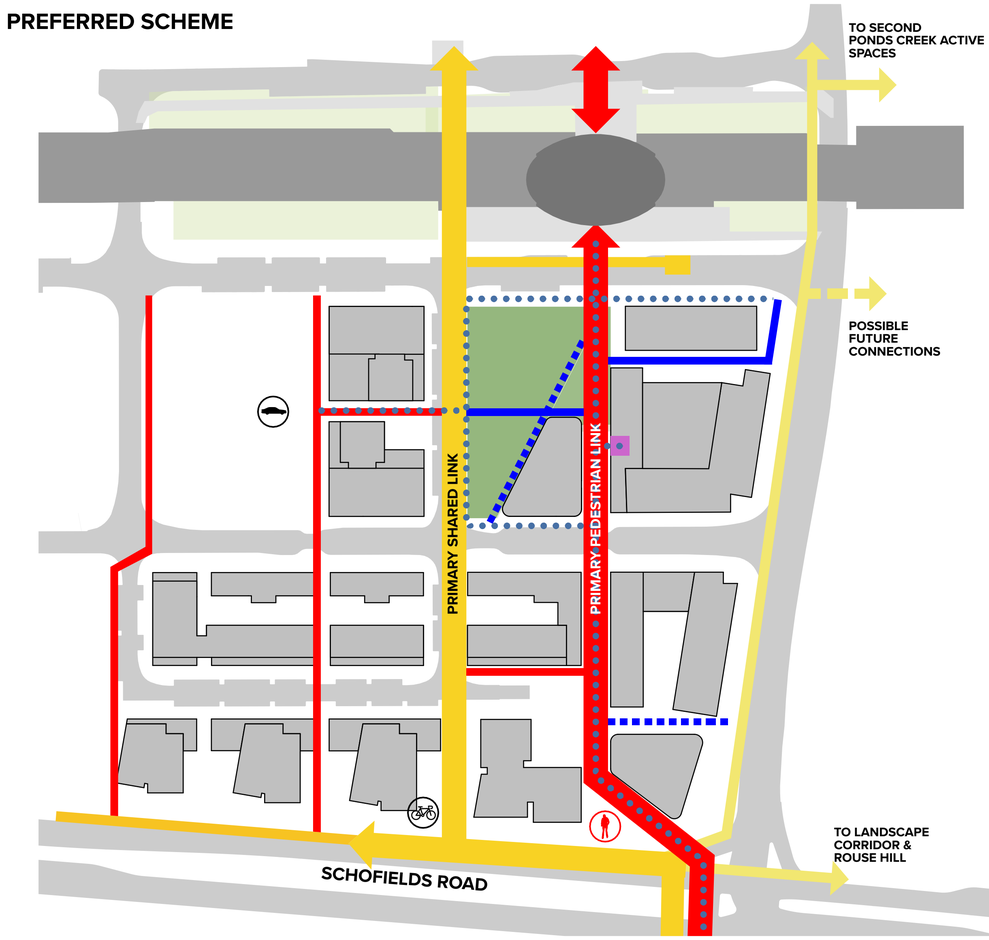
PEDESTRIAN AND CYCLE NETWORK

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Design the pedestrian and cycle network as an integral element within the urban structure of the development.
- Establish a network of pedestrian and cycle links across the site that reinforces and extends the network of streets as well as breaks down the urban blocks into a finer grain urban structure.
- Position these pedestrian and cycle links to connect residents and commuters with key elements such as the Metro Station, public park, urban plaza and non-residential programs such as retail, childcare and work hubs.
- Locate these links strategically to also connect the Metro station and town centre development with the surrounding residential areas such as The Ponds to the south via the existing pedestrian and cycle link at the intersection of Schofields and Cudgegong Roads and future development to the north via the proposed link bridge over the excavated Metro corridor.

IMPROVEMENTS

- ✓ The pedestrian and cycle network has been maintained and extended as an integral element within the development
- ✓ Pedestrian circulation has been extended through Site 1B and potentially Site 2C.
- ✓ Vertical transportation has been introduced along the pedestrian link to improve connectivity
- ✓ New accessible cross park link has been provided between the commuter parking and retail precinct

LEGEND

- Pedestrian circulation path
- Additional Pedestrian circulation path
- Bicycle path
- Accessible paths of travel
- 24 hr public accessible lift access

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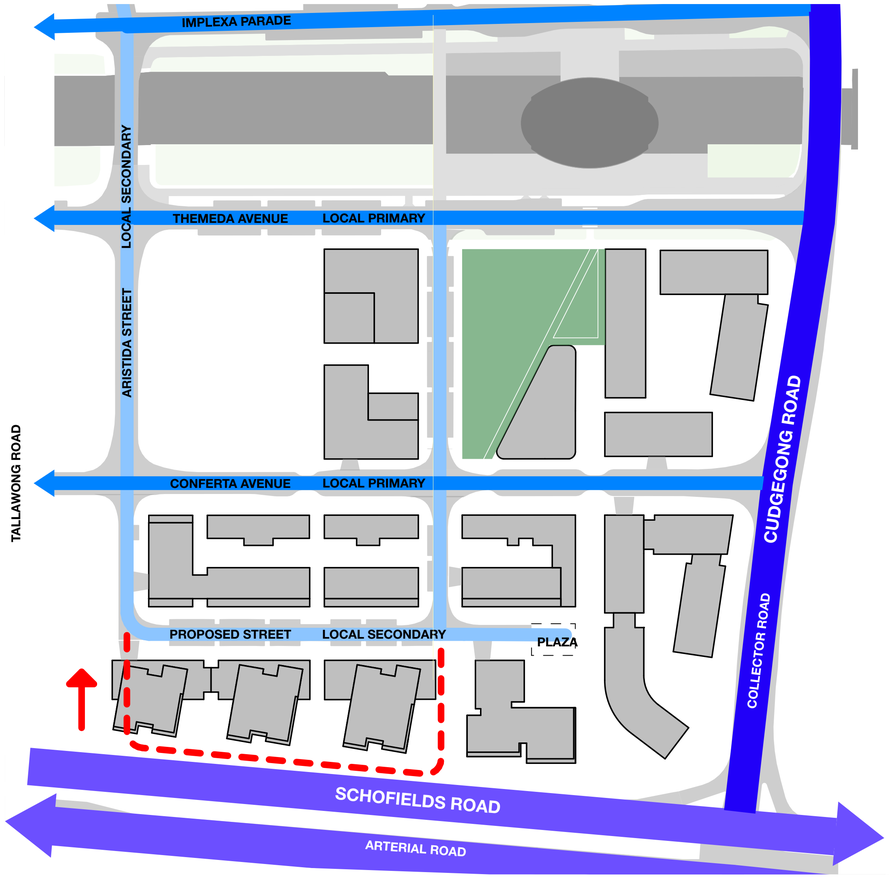
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STREET NETWORK AND HIERARCHY

ALIGNMENT WITH DESIGN GUIDELINES

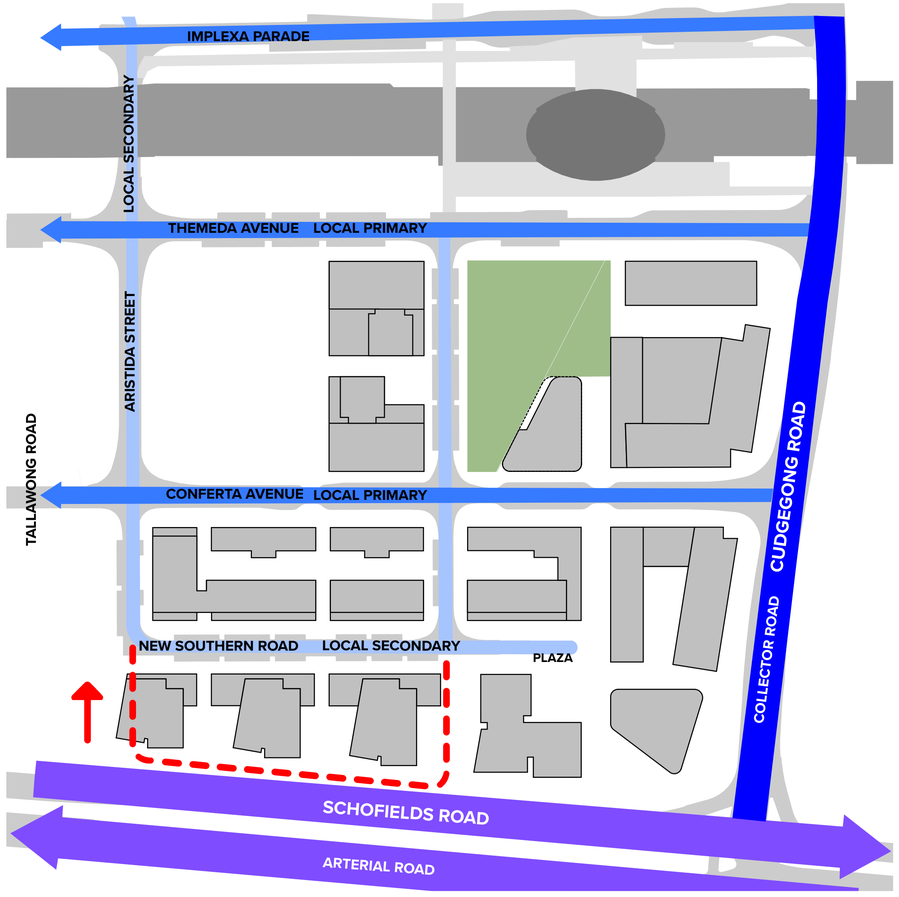
BASE SCHEME



OBJECTIVES

- Provide a hierarchy of streets to provide a clear and legible urban centre with a rational block structure.
- Locate 2 east-west (local primary) streets or pedestrian laneways between the collector roads (Cudgegong Road and Tallawong Road) to provide local access to the development, Metro station and the commuter carparks.
- Locate 2 north-south (local-secondary) streets or pedestrian laneways to create an urban grid and to split the site into smaller fine grain blocks.
- The southernmost street should be located within the site rather than adjacent to Schofields Road to create a finer urban grain, provide a better urban street with access, address and surveillance from both sides of the street, and to avoid locating multiple streets directly adjacent to each other on the southern edge of the site. This is described in the section "Addressing Schofields Road" in the Design Quality Guidelines.

PREFERRED SCHEME



IMPROVEMENTS

✓ The proposed street network and hierarchy has been maintained

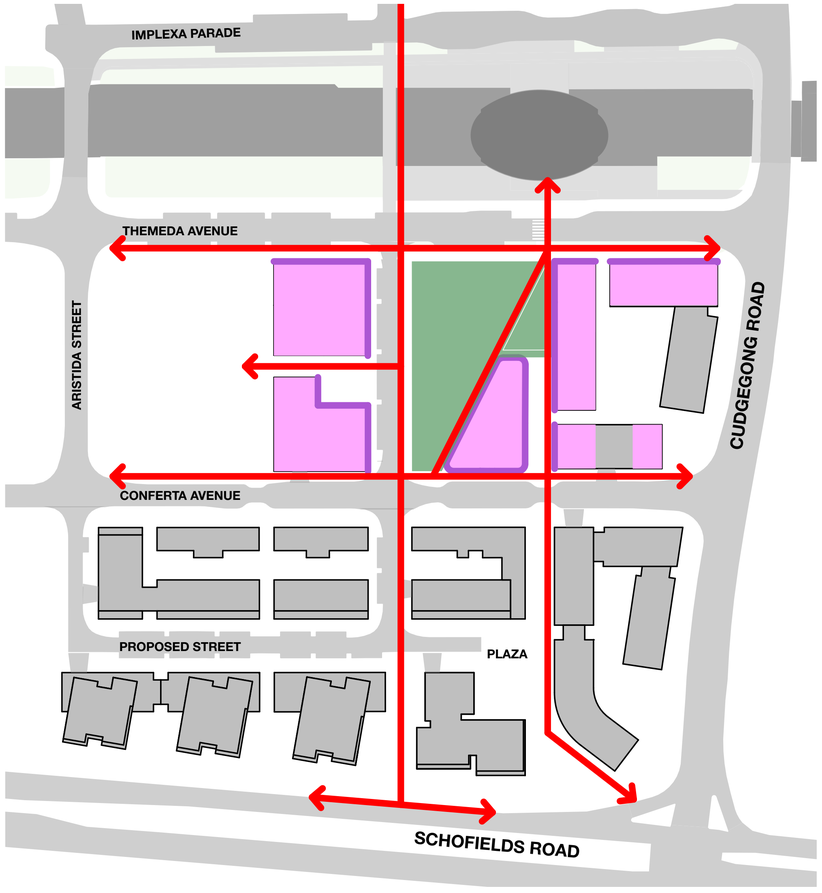
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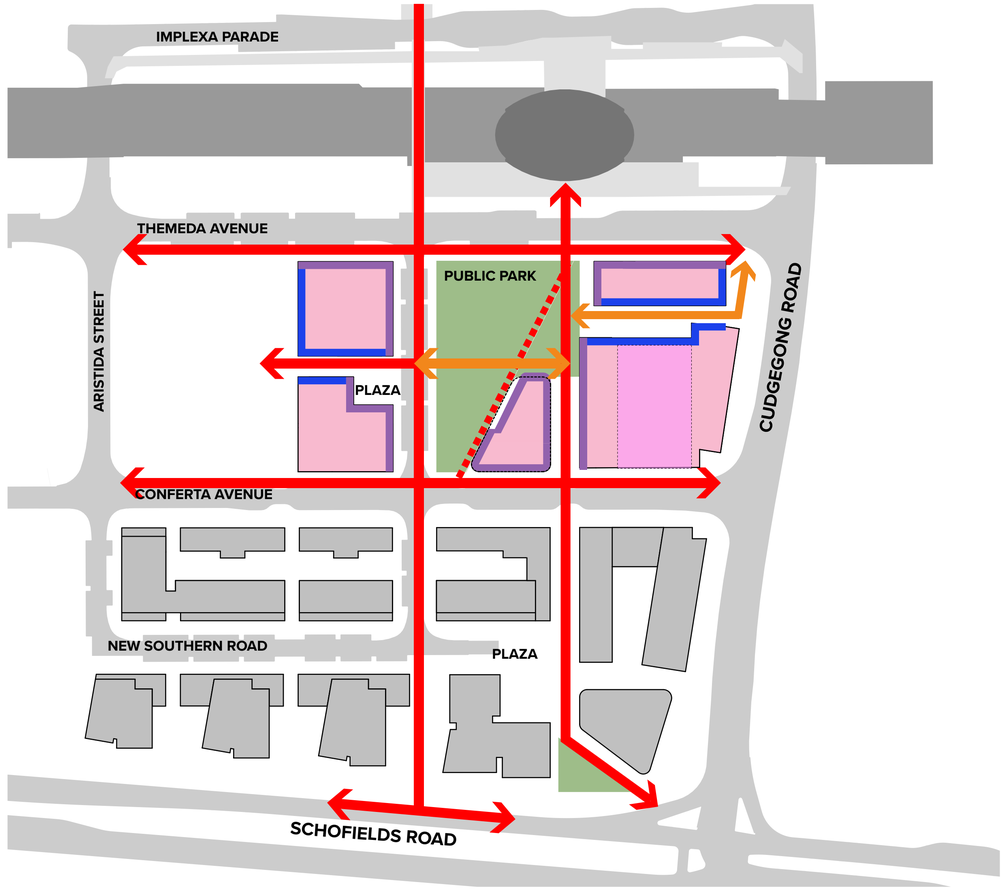
ACTIVE EDGES

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- A range of retail, commercial, entertainment, recreation and community uses are encouraged to serve the needs of the wider community and promote an active and vibrant Local Centre.
- Active uses and facilities are co-located as much as possible to maximise activation.
- Concentrate non-residential programs in the buildings adjacent to the public park and Metro station to create an active and vibrant town centre within close proximity to rapid public transport.
- Locate these programs on the ground and first floors to focus activity on the streets and public spaces and to create a buffer to the residential apartments above.
- Ground floors on active frontages should demonstrate fine grained and intensive retail and commercial uses with no blank walls, numerous entrances to different shops, cafes, restaurants, offices, and display a variety of shops and uses. Loggias and awnings should be provided to the base of buildings to promote and accommodate mixed-use activity to these urban edges.
- These active uses should functionally and visually integrate internal spaces (i.e. the interior of shops and other businesses) and the public domain (i.e. streets, laneways and parks). This also means that frontages should display a high level of transparency.

IMPROVEMENTS

✓ The range of retail uses has been increased to create a more vibrant and activated Town Centre.

✓ A food market has been incorporated on Site 1B along with a retail courtyard and through site link to Cudgegong Road.

✓ An Events/Retail space has been introduced to the object building within the park to serve both residents and visitors.

✓ Active edges have been increased by 150m, creating a more permeable and activated ground plane

LEGEND

- Primary movement paths as noted in design guide lines
- Additional primary movement paths
- Active edges as noted in design guidelines
- Additional active edges (+150m / +35%)

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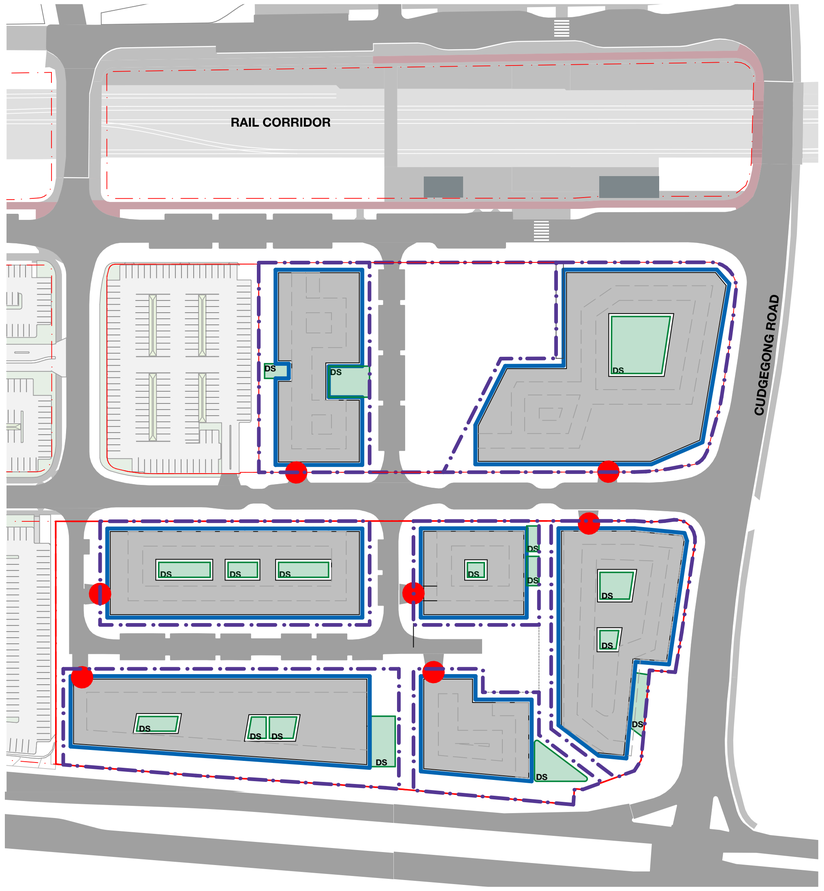
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BASEMENT PARKING AND DEEP SOIL PLANTING

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Basements must be designed to accommodate Deep Soil Zones within each development. These zones are to be located to maximise landscape amenity to the residents of the development and to form part of an integrated landscape network across the development.
- These deep soil zones should be consolidated, grouped, or co-located to create larger zones of planting within or across sites with increased opportunities for screening, shading, habitat and variation in species.

IMPROVEMENTS

- ✓ Basements have been designed to accommodate deep soil zones
- ✓ Basements have been redesigned to rationalise and separate vehicular and servicing entries based on technical feedback
- ✓ Green buffers to Cudgegong and Schofields Roads have been consolidated and enlarged to improve residential and pedestrian amenity

LEGEND

- Basement Extent
- Deep soil within courtyards
- Residential Entry
- Service Entry
- Service Location

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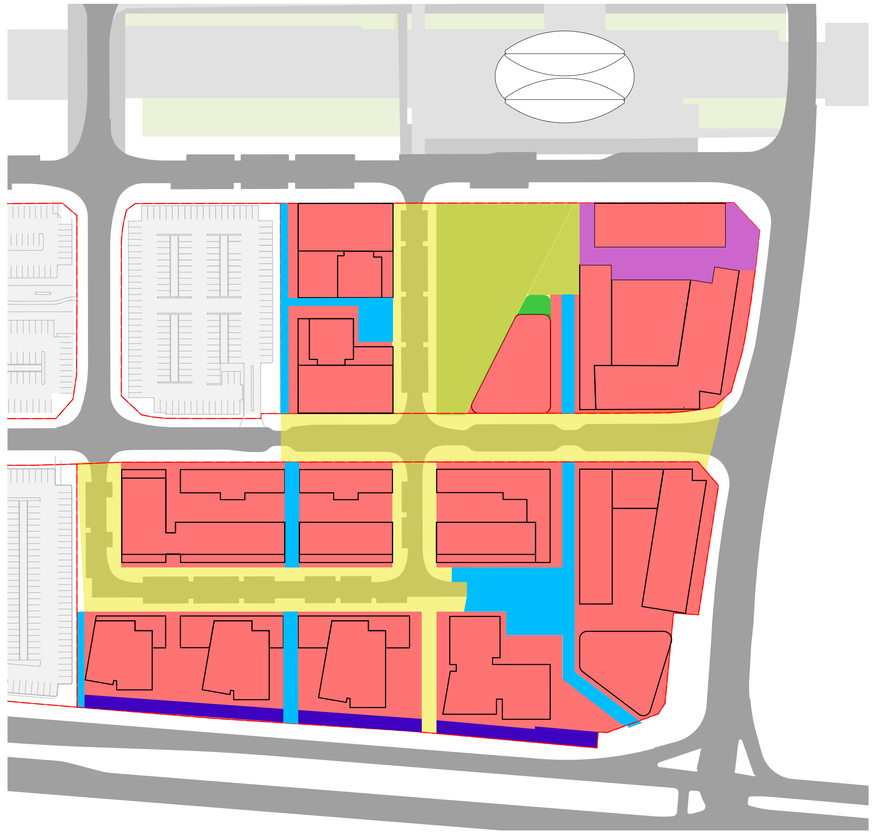
PUBLICLY ACCESSIBLE OPEN SPACE

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Establish a clear ownership structure that creates a well defined, legible and permeable urban structure and preserves the public domain.

IMPROVEMENTS

✓ The clear ownership structure has been maintained and extended in the proposed scheme

LEGEND

- Public
- Private with public easement
- Private with drainage easement
- Private
- Publicly accessible open space

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

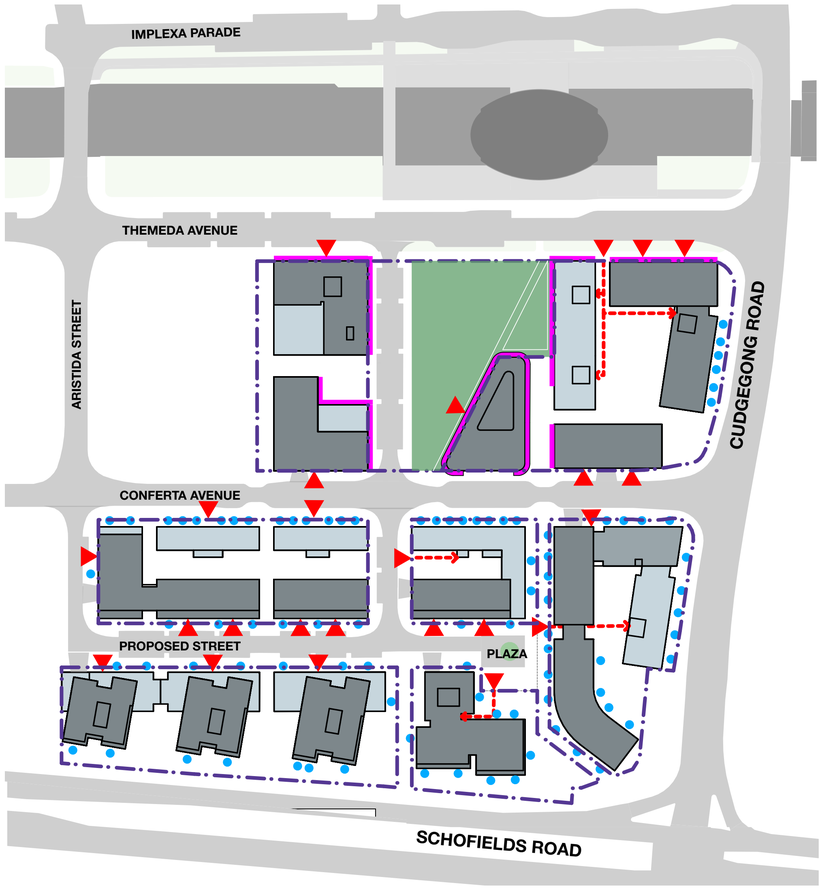
Project No: 18025 Scale: 1:0.25, 1:0.40, 1:0.42, 1:0.84 @ A1 Rev. G Issue _ 22/11/19

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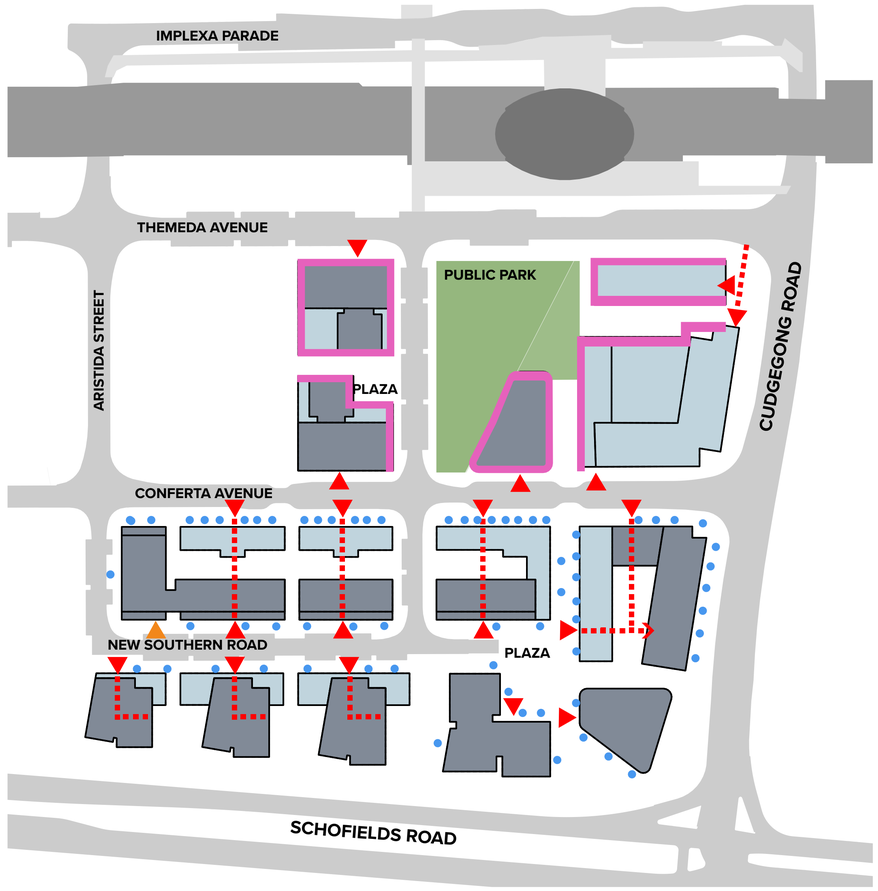
RESIDENTIAL ENTRIES AND GROUND FLOOR ACTIVATION

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Provide each building with a street address and a clear and legible entrance location.
- Lobbies should be located to provide safe and secure access for residents and visitors and be monitored by the passive surveillance of residents and neighbours.
- Ground floor terraces and maisonettes with private gardens and direct street access should be located within each development where possible to promote interaction with and passive surveillance of the adjacent streets, open spaces and pedestrian links.
- Succession and repetition of private doors and access increases residential activation and interest. This helps passive surveillance of street, laneways and public spaces while safeguarding a level of privacy and intimacy for the ground floor levels of the terrace/maisonette type apartments.

IMPROVEMENTS

✓ The objectives of the concept design have been maintained and developed for the preferred scheme

✓ Each building has a clear and legible street address

✓ Ground floor residences are planned with discreet street address where feasible

LEGEND

- Residential Lobby Entrance
- New Residential Lobby Entrance
- Individual Ground Floor residential entry
- Active street frontage: Retail/Commercial Uses

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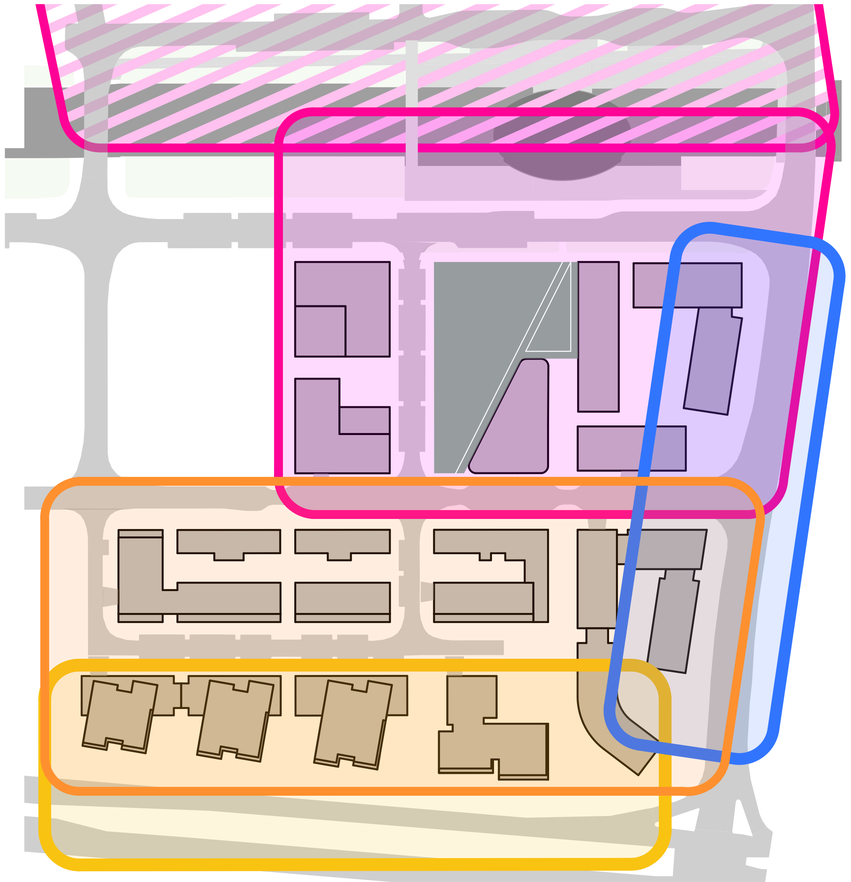
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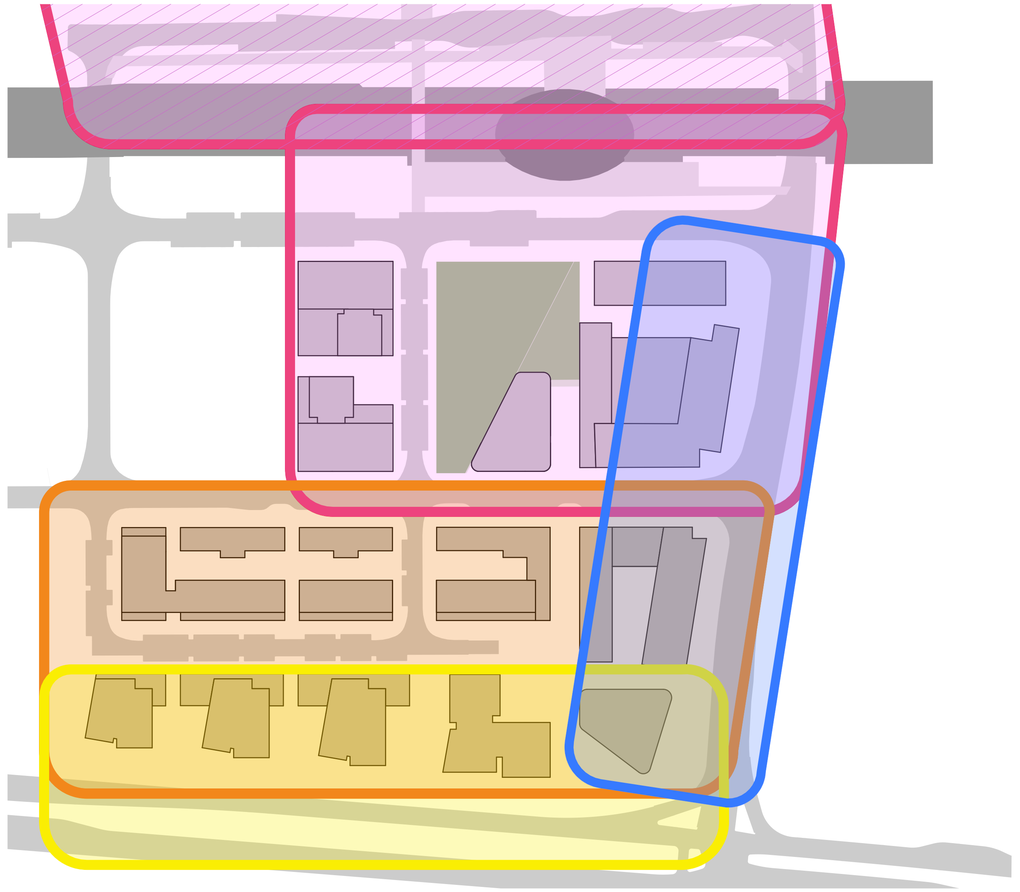
URBAN CHARACTERS

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

Identify and establish diverse urban characters across the site including an activated town centre, local residential community and urban edge conditions with Schofields and Cudgegong Road.

IMPROVEMENTS

✓ The range of diverse urban characters across the site have been maintained and will be developed through design development

LEGEND

- Town Centre
- Local Residential Community
- Urban edge condition along Cudgegong Road
- Urban edge condition along Schofields Road

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A MIX OF TYPOLOGIES

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Provide a range of housing typologies including two-storey terraces, maisonettes and apartments of a range of sizes to accommodate and foster a diverse community of residents.
- Maisonettes and terraces are to be provided with private gardens with direct street access to create ownership, passive surveillance and a range of garden styles to the streets and through-site links.
- Provide a wide range of block and building sizes to support and encourage a mix of accommodation models.
- Provide a range of housing models that support flexibility and adaptability as the needs of users change and the character of the neighbourhood evolves.
- Distribute housing types across the site to create diversity across the development and to encourage interaction between different demographic groups.

IMPROVEMENTS

✓ The mix of block sizes, building types and housing typologies has been maintained and improved

✓ Typologies utilised within the approved concept scheme have been reconfigured to refine sites 1A and 2C to improve solar access, urban scale and pedestrian amenity

✓ The object building placed adjacent to the park has been repeated to the south to anchor the pedestrian boulevard and form a gateway to the Town Centre

LEGEND

- Apartments
- Commercial, retail, workplace
- 4 storey bar building
- Object buildings
- 3 storey engaged street edge
- Terrace typology

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VARIATION IN HEIGHT, BULK AND SCALE

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Provide a range of building heights from 2 to 8 storeys to avoid uniformity, create a variety of urban scales across the development and to accommodate a range of housing typologies. Create a more varied and interesting skyline for the development when it is viewed from surrounding areas.
- Encourage a range of architectural solutions and building designs to create a diverse and interesting neighbourhood with careful consideration of massing, materials, fenestration and building scale.
- Position lower buildings to create an appropriate scale and character to streets and pedestrian links and to allow solar access to taller buildings within blocks.
- Locate taller buildings to take advantage of the amenity of the public park, views to the adjacent creek corridor and to increase density and activity in the town centre sites located closer to the Metro station.
- Configure the massing of buildings to the edges of the development (particularly the south and east) to avoid the perception of the development as a wall or closed enclave.

IMPROVEMENTS

✓ The variation in height, bulk and scale found within the concept scheme has been maintained

✓ Building forms have been refined to improve amenity and performance for both the public domain and residences

✓ On Site 2C, the footprints and heights of buildings have been reconfigured to reduce the wall effect to Cudgegong Road, provide a view corridor from the plaza, and to provide a lower scale building to the pedestrian boulevard

LEGEND

- 8 storeys
- 7 storeys
- 4 storeys
- 3 storeys
- 1-2 storeys

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URBAN LEGIBILITY AND STREET DEFINITION

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Create a legible urban structure by designing buildings that define the public domain including streets, through-site links, open spaces and parks.
- Buildings should be built to the edge of blocks or setbacks and planned to address and engage with the public domain through the careful design of lobbies, balconies, windows and gardens.
- Site and plan buildings to be outward looking to engage with their urban environment. Buildings should be planned to facilitate the passive surveillance of streets, pedestrian links and open spaces to create a safe and secure urban environment.

IMPROVEMENTS

✓ The legible urban structure of the concept scheme has been maintained and improved

✓ The object building within the park has been reduced in length to align with the buildings and public spaces on Site 1A and increase open space within the park

✓ The buildings at the corner of Cudgegong Road and Conferta Avenue in Site 1B have been reconfigured to define the corner and create a gateway to the residential precinct

LEGEND

- Built form
- Block footprint
- Built form gateway to precinct

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BUILDING SETBACKS

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Provide a range of building setbacks in response to context, typology and amenity.
- Buildings on sites adjacent to the public park and metro station where commercial and retail programs are located at lower levels require no setback to focus pedestrian activation to the street and create an energetic mixed-use town centre environment
- Setbacks are to be increased on sites not adjacent to the Metro station or the public park where residential accommodation is located on the ground floor.
- Buildings in these locations are to be setback 2 to 3 metres from the street to accommodate for terrace housing and maisonettes with private gardens accessed directly off the street and through-site links.

IMPROVEMENTS

✓ The setbacks nominated in the concept scheme are maintained and increased where possible

LEGEND

- 0m setback
- 2m setback
- >3m setback
- Building setback to upper levels

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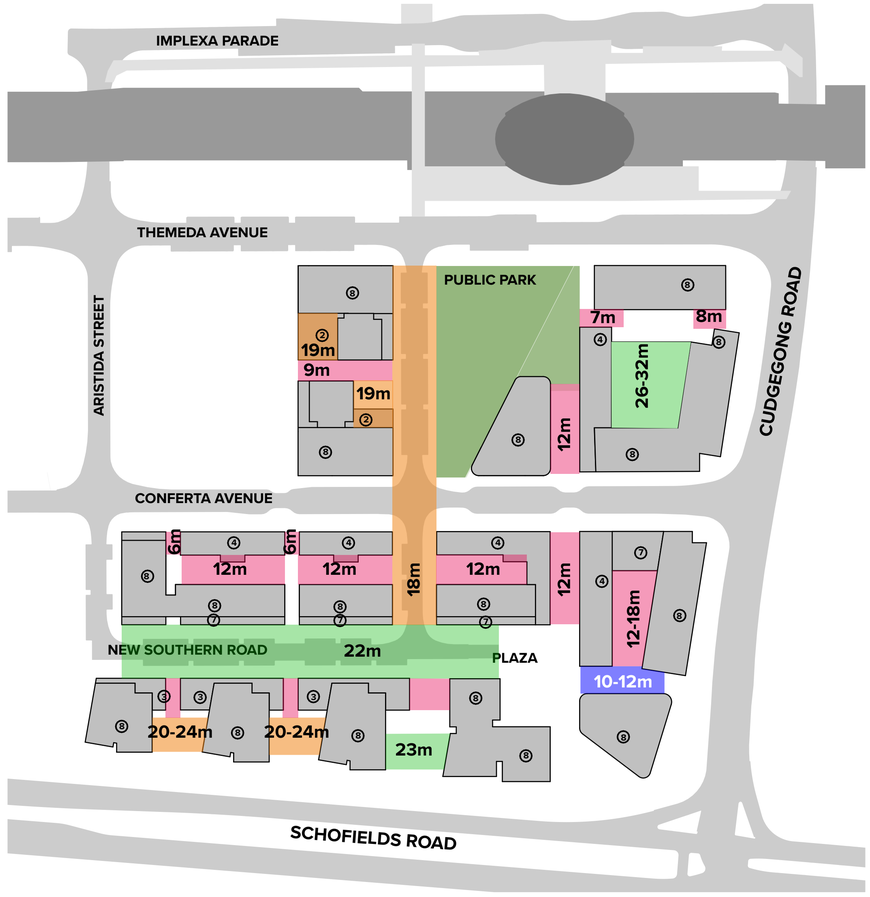
BUILDING SEPARATION

ALIGNMENT WITH DESIGN GUIDELINES

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Provide building separations that comply or are greater than described in the ADG. Refer to Urban Design Report for clarification.
- Create separation between buildings that allows for appropriate levels of sun access, natural cross ventilation, acoustic and visual privacy to both the residents of the buildings and users of the public domain.
- Provide a range of building separations that create a series of streets, through-site links and open spaces with differing widths, scales and characters to create urban diversity.

IMPROVEMENTS

✓ Building separation nominated in the concept scheme has generally been maintained or increased. Where sites and buildings have been reconfigured, the intent of the separation has driven the outcome

LEGEND

- 6-17m building separation
- 18-21m building separation
- >22m building separation

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6. NEXT STEPS

DRP#2 20.02.2020

DESIGN DEVELOPMENT

PUBLIC DOMAIN

BUILDING TYPOLOGIES

APARTMENT LAYOUTS

STREET INTERFACE

BUILDING CHARACTER



DEICORP

Tallawong Station
Precinct South

Technical Design Review
Meeting No 2

10th February 2020

INDEX

- INTRODUCTION
- SUBDIVISION & STRATUM
- AUTHORITIES
- SEARS APPLICATION
- AFFORDABLE HOUSING
- SUSTAINABILITY ACTIONS
- ACTIVATION / PLACE MAKING
- EXTERNAL CONNECTIONS
- RETAIL STRATEGY & PEDESTRIAN MOVEMENT
- INTERNAL CONNECTIONS
- LANDSCAPING & OPEN SPACE
- PUBLIC DOMAIN INTERFACE
- ROADS
- SERVICING
- BUILDING HEIGHTS
- OBJECT BUILDINGS
- DIVERSITY in ARCHITECTURE & RANGE of DWELLING TYPES
- PROGRAM



INTRODUCTION

- **FOUAD DEIRI – MANAGING DIRECTOR DEICORP**
- **GREG COLBRAN – DEVELOPMENT & PLANNING EXECUTIVE**

General Points of Discussion



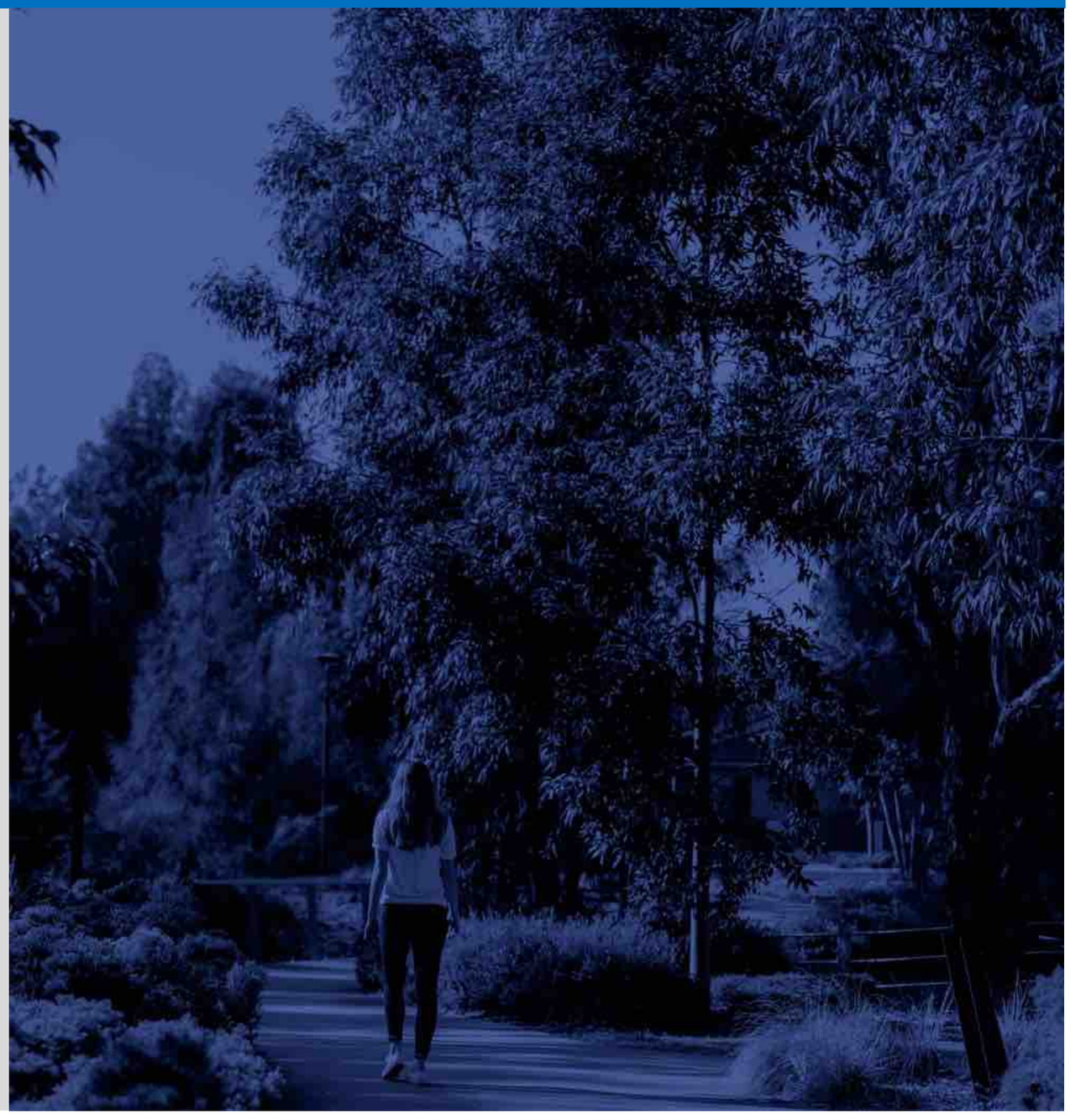
INTRODUCTION

DEICORP

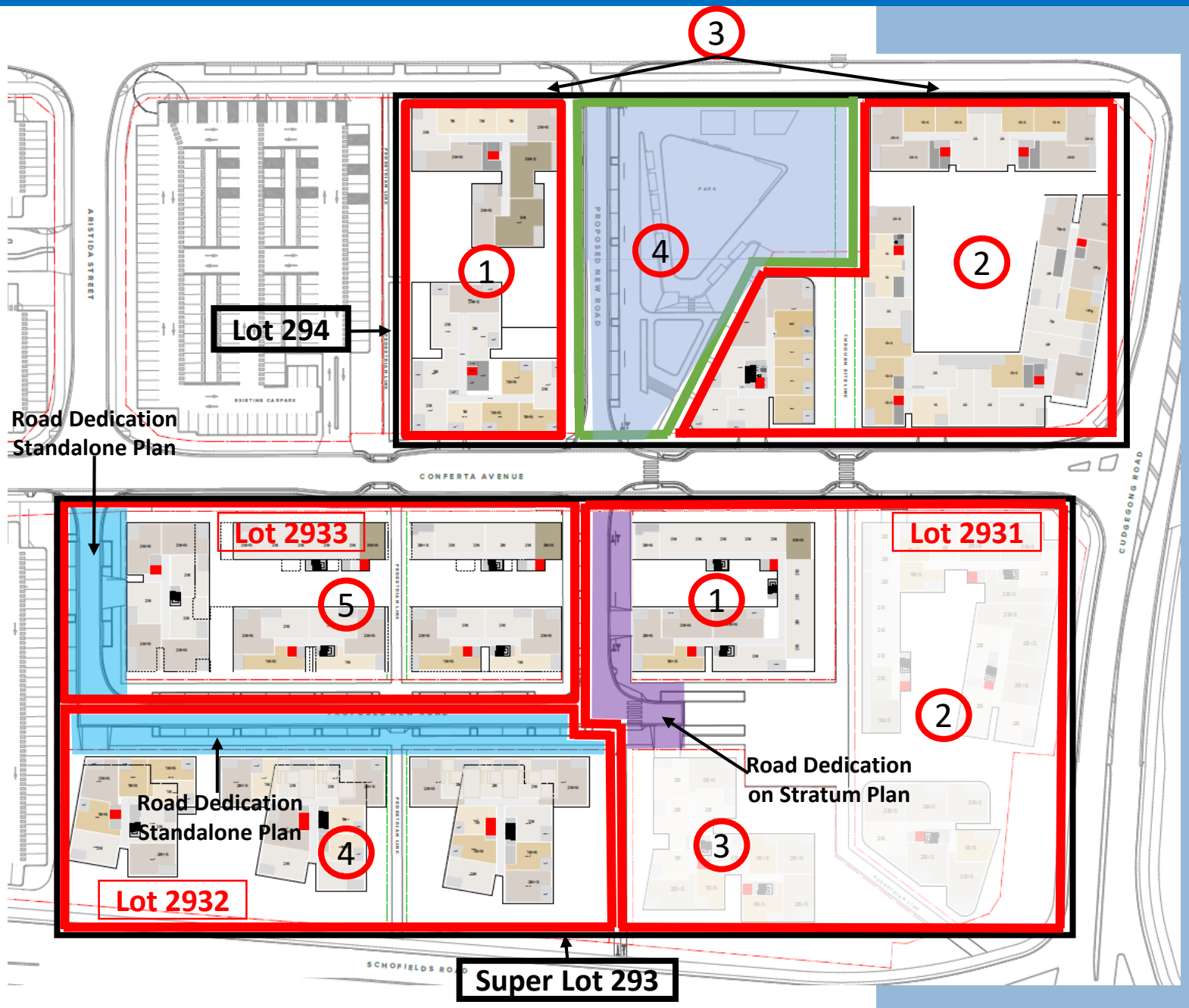
➢ **GREG COLBRAN – DEVELOPMENT & PLANNING EXECUTIVE**

01 Construction

- Staging
- Subdivision & Stratum



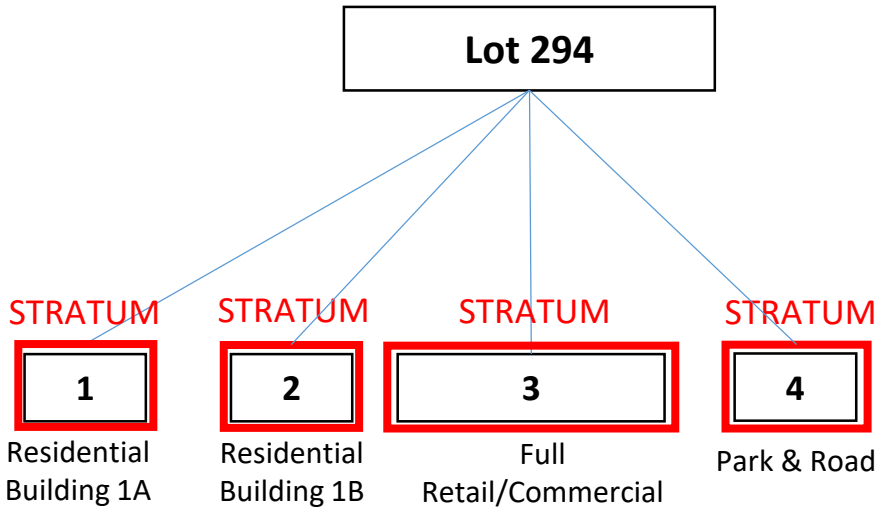
SUBDIVISION & STRATUM

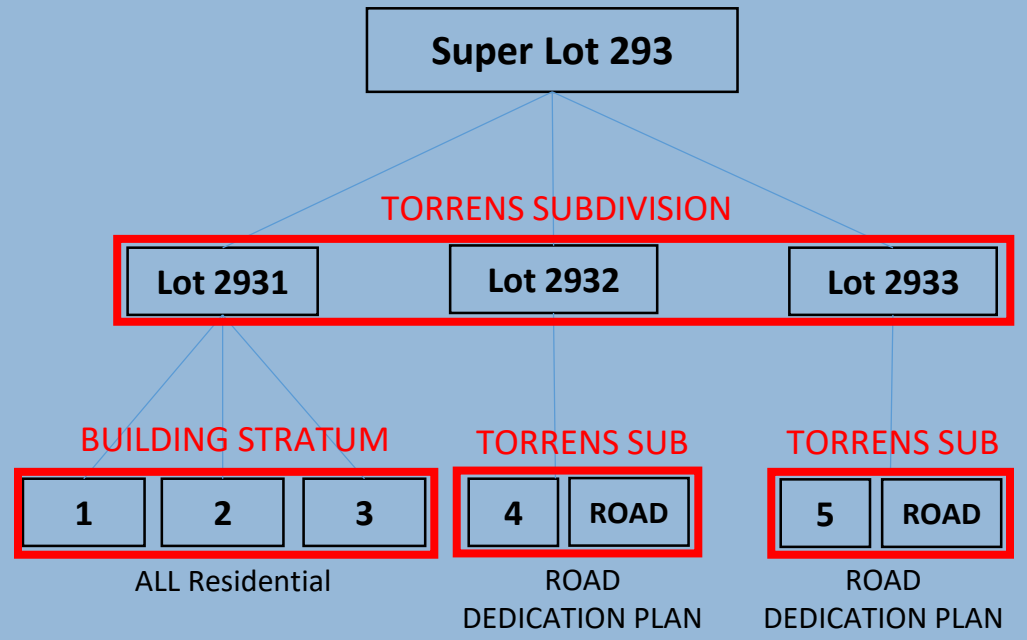


Lot 294		
Stratum		Yield
1	Residential Building 1A	108 Lots
2	Residential Building 1B	222 Lots
3	Full Retail/Commercial	
4	Park & Road	
	Sub-total	330 Units

Super Lot 293		
Torrens Subdivision	Building Stratum	Yield
Lot 2931	1	65 Units
	2	171 Units
	3	84 Units
Lot 2932	4	171 Units
Lot 2933	5	162 Units
	Sub-total	653 Units

SUBDIVISION & STRATUM





AUTHORITIES

02 Authorities

- Blacktown Council
  - Friday 31st January: Public Park, Landscaping, General Architecture, Built Form
    - ❖ Glenys James: Assistant General Manager, Director Design & Development
    - ❖ Judith Portelli: Manager Development Services
    - ❖ Matthew Sales: Senior Architect
    - ❖ Simon Harrison: Manager Open Space Maintenance
    - ❖ Rick Davis: Project Officer, Open Space Infrastructure
    - ❖ Doug Anthony: Open Space Supervisor
  - Friday 7th February: Civil Works, Road Design, OSD/WSD, Parking, Waste
    - ❖ Judith Portelli: Manager Development Services
    - ❖ Shakeeb Mushtaq: Development
    - ❖ Peta Golla: Senior Sustainable Officer
    - ❖ Sami Ahangari: Senior Planner
    - ❖ Glenys James: Assistant General Manager, Director Design & Development
    - ❖ Matthew Sales: Senior Architect
- Department Planning
  - Friday 17th January: Scope Meeting
    - ❖ Annie Leung
    - ❖ Paula Bizimis
- RMS
  - General Meeting
    - ❖ John Blow: Leasing Manager, Customer & Property Management
    - ❖ Marvin has introduced himself to John on the 4th of Feb, in relation to the lot 11 and drainage connection point
    - ❖ Greg followed an email on the 5th
- Sydney Metro
  - General Meeting
    - ❖ Peter Bourke: Senior Manager Corridor Protection
    - ❖ Greg forward an email to Peter Bourke on 31st of Jan to request a meeting
    - ❖ Marvin has followed up with phone call over the passed week



AUTHORITIES

- Endeavour Energy
  - Deicorp's Level 3 consultant has contacted Endeavour Energy and the "Application for Connection of Permanent Load including All Strata Developments" is ready to lodge; this form is to be used where connection of load or increase in load applications are required;
- Jemena
  - Deicorp's Hydraulic consultant is checking with Jemena to ensure the capacity is fit to service the project;
- Sydney Water
  - Sydney Water coordinator has checked with Sydney Water on the expected maximum and minimum pressures & flow available on Authority Mains (Drinking water and recycled water);

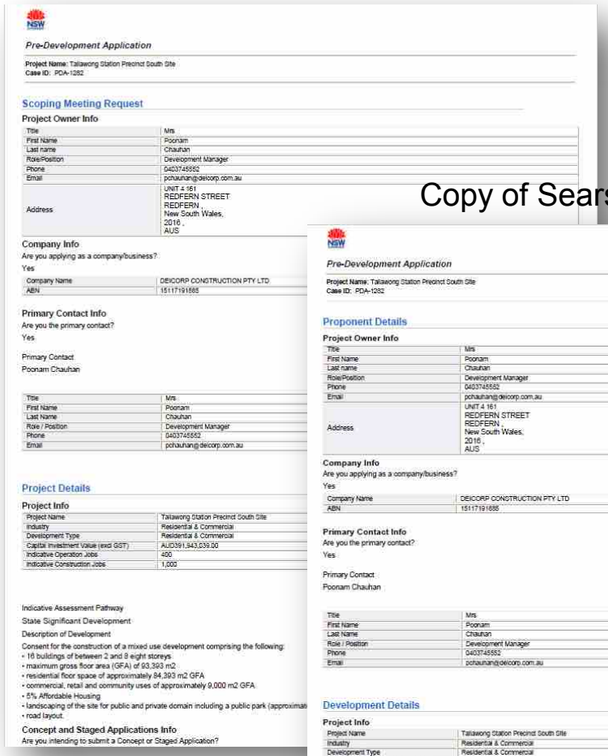


SEARS APPLICATION

AARON SUTHERLAND: SUTHERLAND & ASSOCIATES PLANNING

- 20th December 2019: Scope Meeting Request Application Lodged with Department of Planning
- 17th January 2020: Scope Meeting Held with Department of Planning
  - ❖ Annie Leung
  - ❖ Paula Bizimis
  - ❖ Greg Colbran
  - ❖ Aaron Sutherland
- 17th January 2020: Sears Application Lodged with Department of Planning

Copy of lodgment scope meeting request



Pre-Development Application

Project Name: Tallawong Station Precinct South Site
Case ID: PDA-1282

Scoping Meeting Request

Project Owner Info

Title	Mrs
First Name	Poonam
Last name	Chauhan
Role/Position	Development Manager
Phone	0403745552
Email	pchauhan@deicorp.com.au
Address	UNIT 4 161 REDFERN STREET REDFERN , New South Wales, 2016 , AUS

Company Info

Are you applying as a company/business?

Yes

Company Name	DEICORP CONSTRUCTION PTY LTD
ABN	15117191685

Primary Contact Info

Are you the primary contact?

Yes

Primary Contact

Poonam Chauhan

Title	Mrs
First Name	Poonam
Last Name	Chauhan
Role / Position	Development Manager
Phone	0403745552
Email	pchauhan@deicorp.com.au

Project Details

Project Info

Project Name	Tallawong Station Precinct South Site
Industry	Residential & Commercial
Development Type	Residential & Commercial
Capital Investment Value (excl GST)	AUD391,943,039.00
Indicative Operation Jobs	400
Indicative Construction Jobs	1,000

Indicative Assessment Pathway

State Significant Development

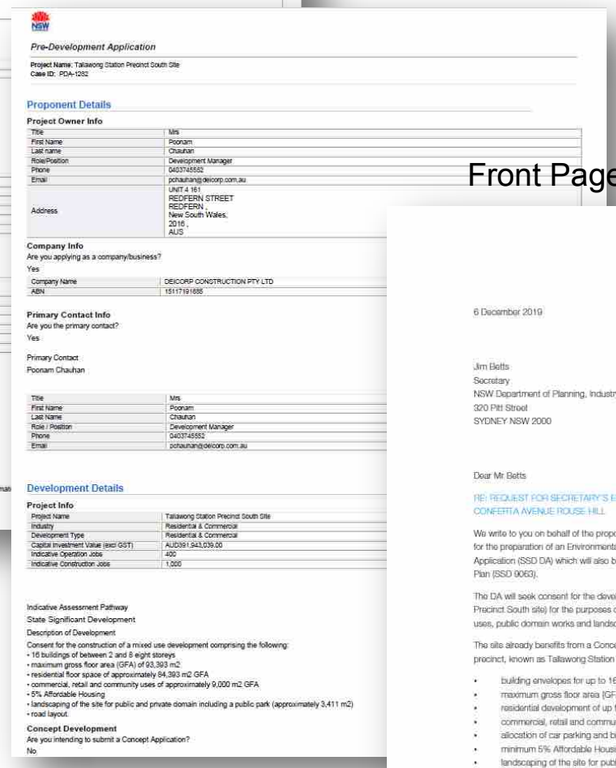
Description of Development

Consent for the construction of a mixed use development comprising the following:
• 16 buildings of between 2 and 8 eight storeys
• maximum gross floor area (GFA) of 93,393 m2
• residential floor space of approximately 84,393 m2 GFA
• commercial, retail and community uses of approximately 9,000 m2 GFA
• 5% Affordable Housing
• landscaping of the site for public and private domain including a public park (approximat
• road layout.

Concept and Staged Applications Info

Are you intending to submit a Concept or Staged Application?

Copy of Sears Lodgment



Pre-Development Application

Project Name: Tallawong Station Precinct South Site
Case ID: PDA-1282

Proponent Details

Project Owner Info

Title	Mrs
First Name	Poonam
Last name	Chauhan
Role/Position	Development Manager
Phone	0403745552
Email	pchauhan@deicorp.com.au
Address	UNIT 4 161 REDFERN STREET REDFERN , New South Wales, 2016 , AUS

Company Info

Are you applying as a company/business?

Yes

Company Name	DEICORP CONSTRUCTION PTY LTD
ABN	15117191685

Primary Contact Info

Are you the primary contact?

Yes

Primary Contact

Poonam Chauhan

Title	Mrs
First Name	Poonam
Last Name	Chauhan
Role / Position	Development Manager
Phone	0403745552
Email	pchauhan@deicorp.com.au

Development Details

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Indicative Assessment Pathway

State Significant Development

Description of Development

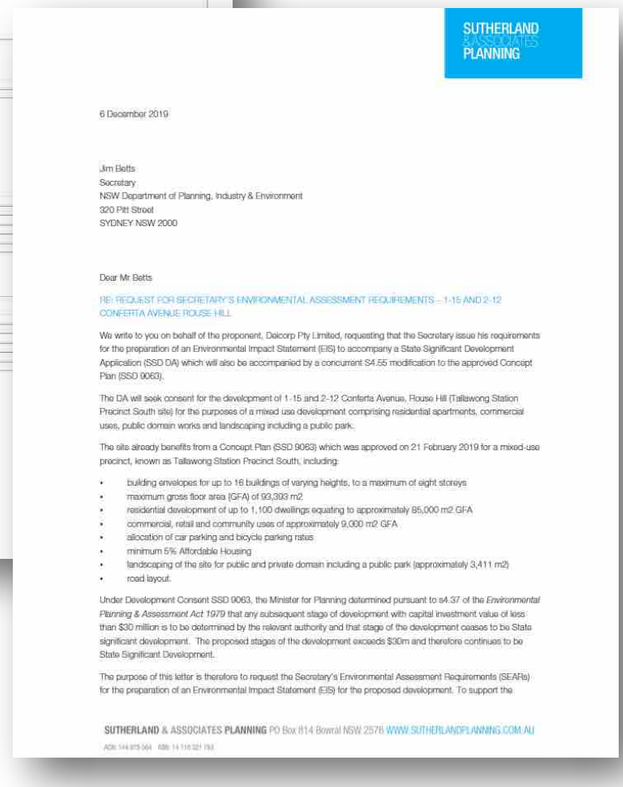
Consent for the construction of a mixed use development comprising the following:
• 16 buildings of between 2 and 8 eight storeys
• maximum gross floor area (GFA) of 93,393 m2
• residential floor space of approximately 84,393 m2 GFA
• commercial, retail and community uses of approximately 9,000 m2 GFA
• 5% Affordable Housing
• landscaping of the site for public and private domain including a public park (approximately 3,411 m2)
• road layout.

Concept Development

Are you intending to submit a Concept Application?

No

Front Page of Sears Application



SUTHERLAND & ASSOCIATES PLANNING

6 December 2019

Jim Betts
Secretary
NSW Department of Planning, Industry & Environment
320 Pitt Street
SYDNEY NSW 2000

Dear Mr Betts

RE: REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS – 1-15 AND 2-12 CONFETTA AVENUE ROUSE HILL

We write to you on behalf of the proponent, Deicorp Pty Limited, requesting that the Secretary issue his requirements for the preparation of an Environmental Impact Statement (EIS) to accompany a State Significant Development Application (SSD DA) which will also be accompanied by a concurrent S4.55 modification to the approved Concept Plan (SSD 9063).

The DA will seek consent for the development of 1-15 and 2-12 Confetta Avenue, Rouse Hill (Tallawong Station Precinct South site) for the purposes of a mixed use development comprising residential apartments, commercial uses, public domain works and landscaping including a public park.

The site already benefits from a Concept Plan (SSD 9063) which was approved on 21 February 2019 for a mixed-use precinct, known as Tallawong Station Precinct South, including:

- building envelopes for up to 16 buildings of varying heights, to a maximum of eight storeys
- maximum gross floor area (GFA) of 93,393 m2
- residential development of up to 1,100 dwellings equating to approximately 85,000 m2 GFA
- commercial, retail and community uses of approximately 9,000 m2 GFA
- allocation of car parking and bicycle parking rates
- minimum 5% Affordable Housing
- landscaping of the site for public and private domain including a public park (approximately 3,411 m2)
- road layout.

Under Development Consent SSD 9063, the Minister for Planning determined pursuant to s4.37 of the *Environmental Planning & Assessment Act 1979* that any subsequent stage of development with capital investment value of less than $30 million is to be determined by the relevant authority and that stage of the development ceases to be State significant development. The proposed stages of the development exceeds $30m and therefore continues to be State Significant Development.

The purpose of this letter is therefore to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) for the proposed development. To support the

SUTHERLAND & ASSOCIATES PLANNING PO Box 814 Bowral NSW 2576 WWW.SUTHERLANDPLANNING.COM.AU

ABN 144 875 564 ABN 14 118 321 793

AFFORDABLE HOUSING

Design Review Minutes Item #4 Affordable Housing

a) Strategy for provision and distribution of affordable housing to be provide

CHRIS DIB: BRIDGE HOUSING

INDICATIVE AFFORDABLE HOUSING ALLOCATION



Stage 1	
Unit Type	Unit No.
1 Bed	5
2 Bed	10
3 Bed	2
Total	17

Stage 2	
Unit Type	Unit No.
1 Bed	10
2 Bed	20
3 Bed	3
Total	33

AFFORDABLE HOUSING

- Bridge Housing have indicated their preference for Affordable Housing stock:

Unit Type	% Affordable Housing Units
1 Bed	30%
2 Bed	60%
3 Bed	10%
Total	100%

- Bridge Housing have undertaken a review of the current plans and provided input into the designs and layouts
- 100% of Affordable Housing dwellings to meet Silver Level Standard
- Overall summary of Affordable Housing dwellings shown below:

Unit Type	Total No. Units	Affordable Housing Units	% Total Units
1 Bed	246	15	6.1%
2 Bed	688	30	4.4%
3 Bed	49	5	10.2%
Total	**983**	**50**	**5.1%**

- On completion, the Affordable Housing dwellings are to be managed by HomeGround Real Estate

SUSTAINABILITY ACTIONS

Design Review Minutes - Sustainability actions:

a) Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the low-carbon precincts in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects;
b) Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency, especially in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects;
c) Protect existing and identify new locations for waste recycling and management;
d) Support innovative solutions to reduce the volume of waste and reduce waste transport requirements. Councils, other planning authorities and state agencies;
e) Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimize the use of water, reduce waste and optimize car parking provision where an increase in total floor area greater than 100,000 square meters is proposed in any contiguous area of 10 or more hectares;

ROGER SWINBOURNE: ARUP

Integrating Sustainability in the project:

- Inception meeting, follow-up meetings, workshops, discussions, briefing technical teams

Discussion topics :

- Deicorp gave contractual commitments within Schedule 7 “Sustainability”:
  First Part of Schedule 7 was condition A1 - Green Star Rating
  - ❖ This means Deicorp must achieve a minimum of 60 Green Star Community points throughout the design of this development;
  - ❖ Secondly that Deicorp will register with the GBCA for a 5 Star Green Star Communities rating, which will be done at same time of Project DA Application;
- In relation to 60 Green Star Points
  - ❖ Meeting the Schedule 7 requirements contributes action towards approximately 31 points;
  - ❖ Action towards the other points have been targeted and actioned in line with the Green Stars Community Rating Scorecard;

DEICORP CONTRACTUAL COMMITMENT

DEICORP

Returnable Schedule 7 – PART A: Environmental Management

Item	Objective	Contracted	Action Plan	Evidence Required
A1. Green Star Rating	Project will achieve a 5 Star Green Star Communities certified rating across the entire project site, using Green Star Communities v1.1	YES	To achieve 65 points from the Green Star Community, the application will be lodged at the same time as project DA and it expects to be approved in 4 months	Deicorp will register the project for Green Star Community accreditation
A2. Nabers	Project will achieve a 5 Star NABERS rating for Energy and Water in relation to each office, hotel or retail component of the project	YES	5 Star NABERS energy and water commitment agreement. More specifically, there is a commercial area in Building 1A1 which is over >1000m2. It can be assessed under NABERs office to meet commitments	Efficient Living will complete the NABERS report
A3. Basix	Project will achieve the following scores: • Basix Energy; - Detached & Semi: 60 - Low-rise: 55 - Mid-rise: 45 - High-rise: 40 • Basix Water; - All dwellings: 60	N/A	The project will comply with BASIX and this will be provided within the DA documentation.	Efficient Living will complete the BASIX report

Returnable Schedule 7 – PART B: Water

Item	Objective	Contracted	Action Plan	Evidence Required
B1. Water-sensitive Urban Design (WSUD)	Project will embed Water Sensitive Urban Design (WSUD) or other water sensitive strategies to reduce stormwater pollutant loads to minimize discharge from Project site of at least: • Gross pollutants by 90%; • total suspended soils by 85%; • total phosphorus by 65%; and • total nitrogen by 45%	YES	The current design will include Water Sensitive Urban Design elements to reduce stormwater pollutant loads to those identified in B1. This will be done through a number of treatments that are currently being coordinated with the project architects, items under consideration include: • Bio-swales; • Gross pollutant Traps & Jellyfish Filters; • Rainwater re-use for irrigation; • Rain Gardens	AECOM will complete the civil design, which includes civil engineering plans, calculations and MUSIC modelling to cover all the objectives
B2. Potable Water Reduction	Goal: Project will be water positive in operations; Objective: Project will be designed and delivered to achieve a minimum of 4 certified points in the Green Star Communities	N/A	Minimum compliance – BASIX report	Efficient Living will complete the BASIX report

DEICORP CONTRACTUAL COMMITMENT

Returnable Schedule 7 – PART C: Energy and Emissions				
Item	Objective	Contracted	Action Plan	Evidence Required
C1. Greenhouse Gas (GHG) Reduction	Goal: Project will be carbon neutral in operations; Objective: Project will be designed and delivered to achieve a minimum of 3 certified points in the Green Star Communities Greenhouse Gas Strategy	N/A	The project is looking at energy efficiency, BASIX targets and on site supply but is not contracted to deliver to this item.	NA – no commitment
C2. Onsite Energy Production	Project to include onsite renewable energy production systems capable of generating at least 5% of total predicted energy demand of project	YES	Meet the Green Star Credit requirements. Solar Panel will be designed to provide 5% energy offset for the project	It will be documented in JHA's final report
Returnable Schedule 7 – PART D: Climate and Resilience				
Item	Objective	Contracted	Action Plan	Evidence Required
D1. Adaptation and Community Resilience Plan	Project will prepare and implement an Adaptation and Community Resilience Plan in respect of the Development, based on the recommended actions from the Landcom Climate and Community Resilience, "Tallawong Precinct" Report provided for the Development.	YES	Deicorp to demonstrate that the outcomes from Landcom Climate and Community Resilience *"Tallawong Precinct Report"* have been incorporated into design and development	Turner's plans / specifications will show the requirement from Tallawong Precinct Report have been integrated into design
D2. Biodiversity Enhancement	Project will achieve full points certification in Green Star Communities "Ecological Value" credit	YES	Meet the Green Star Credit requirements (Credit 29) ***Discussion Pt.*** *Credit 29.2 has been highlighted as potentially difficult to achieve. Require input landscape architect, biodiversity consultant.*	Deicorp will complete the GS submission form and provide commitment that BMP in line with the GS compliance requirements is being developed for the site
D3. Urban Heat Island Reduction	Project will achieve full points certification in the Green Star Communities Heat Island Effect credit	YES	Meet the Green Star Credit requirements	Turf will complete the design, including plan demonstrating the percentage of area comprising building or landscaping elements which reduce impact of UHI

DEICORP CONTRACTUAL COMMITMENT

Returnable Schedule 7 – PART E: Water and Materials				
Item	Objective	Contracted	Action Plan	Evidence Required
E1. Waste Diversion	Goal: Project to achieve zero waste in operations Objective: Project will divert ≥95% of construction waste from landfill (excluding contamination or hazardous materials which are to be processed safety).	YES	***Discussion Pt.*** *Zero waste in operations is extremely difficult to achieve (Clarify if this just the goal or what needs to be achieved)* Documents that outline how this will be achieved and a signed commitment	Barker Ryan Stewart will complete the Construction Waste Management Plan
E2. Sustainable Timber	Project will source 100% (by cost) of timber for construction in Project as Forest Stewardship Council Certified or agreed equivalent	YES	***Discussion Pt.*** *100% is not a practical goal and there will be considerable complications in meeting this requirement. Suggest change to >95%* Documents that outline how this will be achieved and a signed commitment	Deicorp will distribute a plan to all the relevant consultants and subcontractors to demonstrate the objective requirement

Returnable Schedule 7 – PART F: Healthy, Equity and Inclusion				
Item	Objective	Contracted	Action Plan	Evidence Required
F1. Walkability	Project will achieve full points certification in the Green Star Communities "Walkable Access to Amenities" credit	YES	Meet the Green Star Credit requirements (Credit 13)	Deicorp will complete the GS submission template, while Turner will address the objective requirement in the architectural plan and design statement
F2. Affordable Housing	Project to incorporate a minimum of 5% Affordable Housing based on the total residential yield as at completion of the Project. Affordable Housing is to be managed by a registered Community Housing Provider acceptable to Landcom for a period of ≥10 years and in accordance with Landcom's Housing Affordability & Diversity Policy	YES	• Signed agreement / documents that a minimum of 5% of residential dwellings will be affordable housing and managed by Bridge Housing • Meet the Green Star Credit requirements for (Credit 17.1)	Deicorp will provide a contract between Bridge Housing and Deicorp

DEICORP CONTRACTUAL COMMITMENT

Returnable Schedule 7 – PART F: Healthy, Equity and Inclusion

Item	Objective	Contracted	Action Plan	Evidence Required
F3. LHA Compliant Dwellings	Project to achieve "Silver" (or better) certification from Livable Housing Australia in respect of not less than 20% of the residential dwellings within the Project as at "Design" and "As-Built" stages of the Project	YES	• Show compliance with the "Silver" certification core design elements to not less than 20% of the residential dwellings • Meet the Green Star Credit requirements for	Turner will provide plans and design statement showing the target of 20% LHA to be achieved
F4. Arts, Culture and Local Heritage	Project will achieve full points certification in the Green Star Communities "Culture, Heritage and Identity" credit	YES	• Meet the Green Star Credit requirements	Deicorp will complete the GS submission form
F5. Community Integration	Project to foster the integration of existing community networks and shared community facilities, in order to build upon there and to enhance the benefit to residents and workers on completion of the Project	YES	• Meet the Green Star Credit requirements • Signed agreement that all credits will be achieved	Deicorp will complete the GS submission form
F6. Supply Chain School	Project will ensure that the supply chain does not engage in modern slavery practices and will commit to membership to the Sustainability Supply Chain School, and to continued engagement and training for staff	YES	• Documents showing internal supply chain school enrolment / course completion • Supply chain school requirement set out in tender requirements	Deicorp will include the objective requirement in the contract to ensure that the supply chain does not engage in modern slavery practices

Returnable Schedule 7 – PART G: Innovation

Item	Objective	Contracted	Action Plan	Evidence Required
G1. EV Charge Stations	Project to include shared Electric Vehicle (EV) charging points or fast-charge stations on the basis that the total number of EV charging points or fast-charging stations to be ≥10% of the total number of parking spaces provided in the Project	YES	• Design documents clearly showing the number and location of EV charging points • Signed agreement that this will be achieved	Turner will provide car park layouts and design statement to show 10% of EV charging points have been achieved
G2. Digital Infrastructure	Project will achieve certification for full points in the Green Star Communities "Digital Infrastructure" credit	N/A	This is not a contractual obligation however current plans are being considered to enable.	NA – no commitment
G3. Training & Employment	Project to engage and foster education, learning or employment outcomes, based on identified needs of the local and regional community	YES	• Meet the Green Star Credit requirements • Signed agreement that these requirements will be met	Deicorp will complete the GS submission form

Summary: Action towards Schedule 7 can potentially contribute approximately 31 points to the Green Star Communities rating

GREEN STAR COMMUNITY SCORECARD

Credits	Credit Category	Criteria	Preliminary Points targeted
1 - 8	Governance	Green Star Accredited Professional Design Review Engagement Adaptation and Resilience Corporate Responsibility Sustainability Awareness Community Participation and Governance Environment Management	23 (out of 28)
9-15	Liveability	Healthy and Active Living Community Development Sustainable Buildings Culture, Heritage and Identity Walkable Access to Amenities Access to Fresh Food Safe Places	20 (out of 22)
16-23	Economic Prosperity	Community Investment Affordability Employment and Economic Resilience Education and Skills Development Return on Investment Incentive Programs Digital Infrastructure Peak Electricity Demand Reduction	14 (out of 21)
24-32	Environment	Integrated Water Cycle Greenhouse Gas Strategy Materials Sustainable Transport and Movement Sustainable Sites Ecological Value Waste Management Heat Island Effect Light Pollution	17 (out of 26)
			74 (prelim score)

Summary: 1. Green Star Communities Scorecard

ACTIVATION / PLACE MAKING

Design Review Minutes Item #12 Place making / Central District Plan (Livability and Sustainability)

a) It is acknowledged that the SSDA did not consider many of the actions in the Central District Plan;

b) It would be useful if place making objectives are more specific and related to site, proposal and policy objectives. Reference could be made to the Central District Plan and in particular the actions set out in the livability and sustainability sections as identified below;

c) While it is acknowledged that there is no requirement for the proposal to refer to, or give effect to these actions at this stage of the process. It would be highly beneficial if they did, and may help further refine the design objectives, principles and stimulate innovation in subsequent stages.

ROB FUROLO: DEICORP

JASON GOGGI: TURNER STUDIO

Discussion topics :

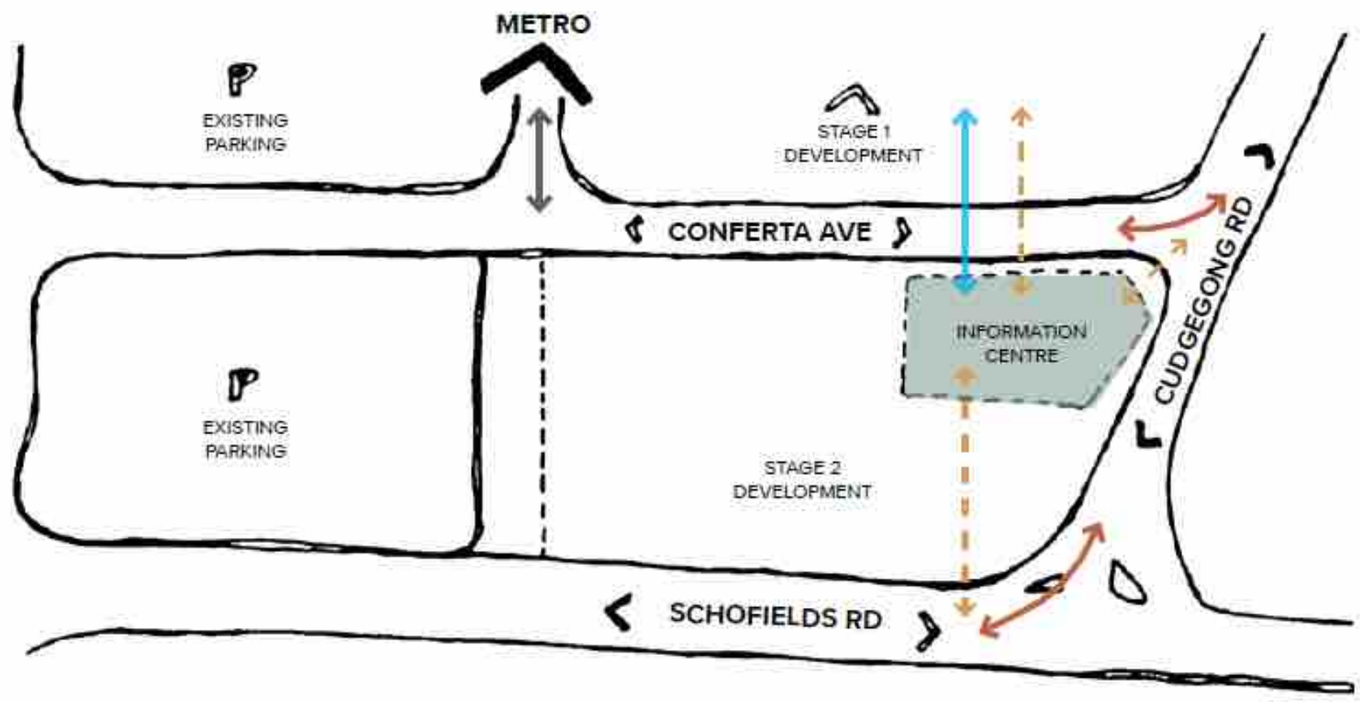
This part of the presentation is broken into two parts:

1. Community Engagement
2. Place making (Livability & Sustainability) to be presented by Turner Studio

PART 1 – COMMUNITY ENGAGEMENT CENTRE

1 SITE LOCATION & LINKS

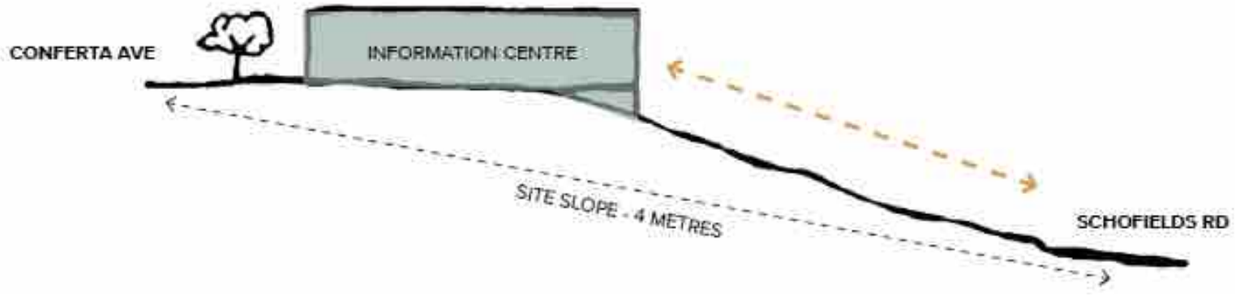
KEY SITE LINKS



LEGEND

- KEY SITE LINES
- KEY PEDESTRIAN LINKS
- KEY VEHICULAR LINKS
- INFORMATION CENTRE

KEY SITE LINES

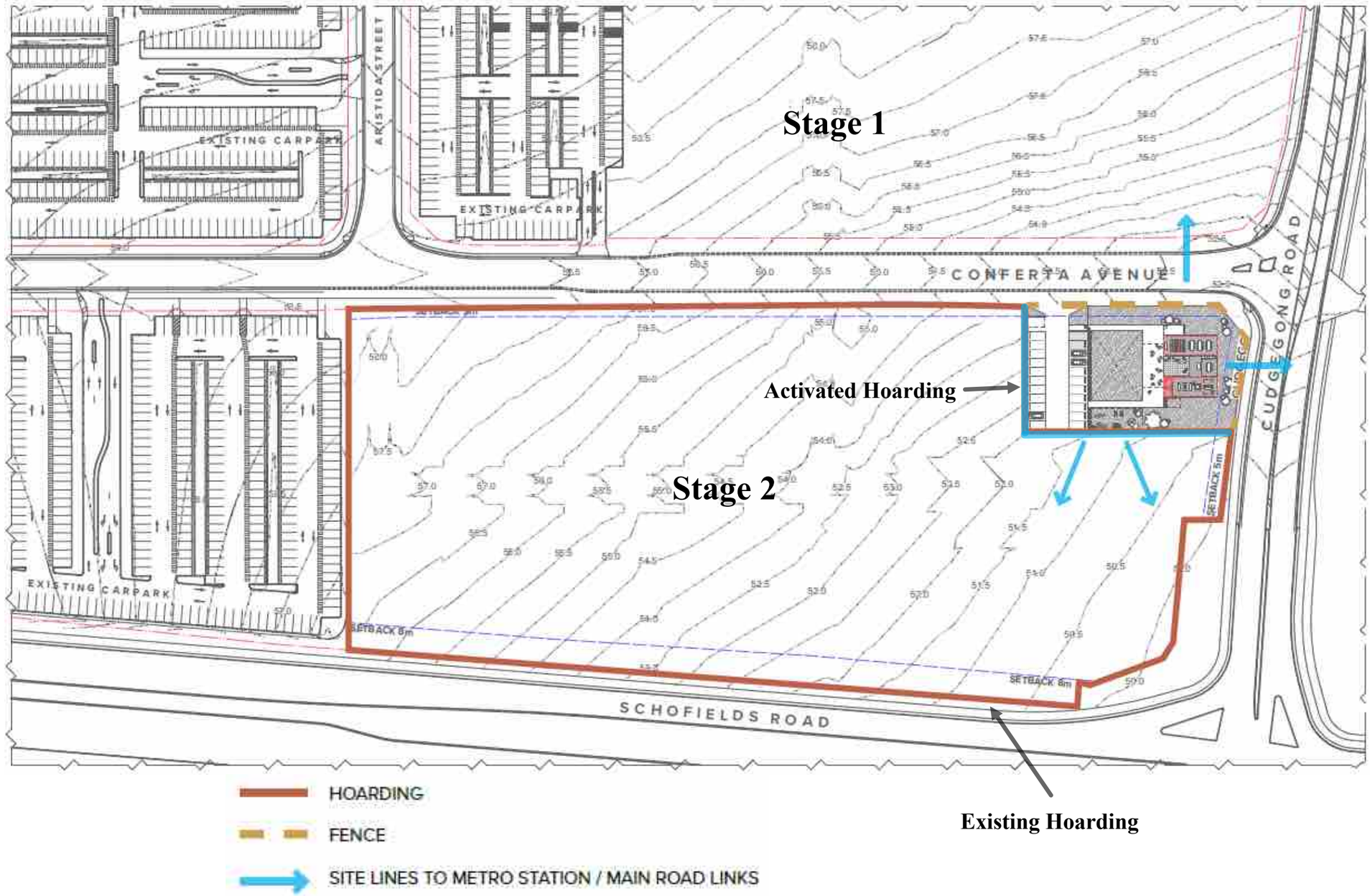


- Information centre to be located on the highest site level.
- Retain key site lines between Schofields Road and Conferta Avenue.
- Information centre will be visible to passing motorists and pedestrian traffic.

PART 1 – COMMUNITY ENGAGEMENT CENTRE

DEICORP

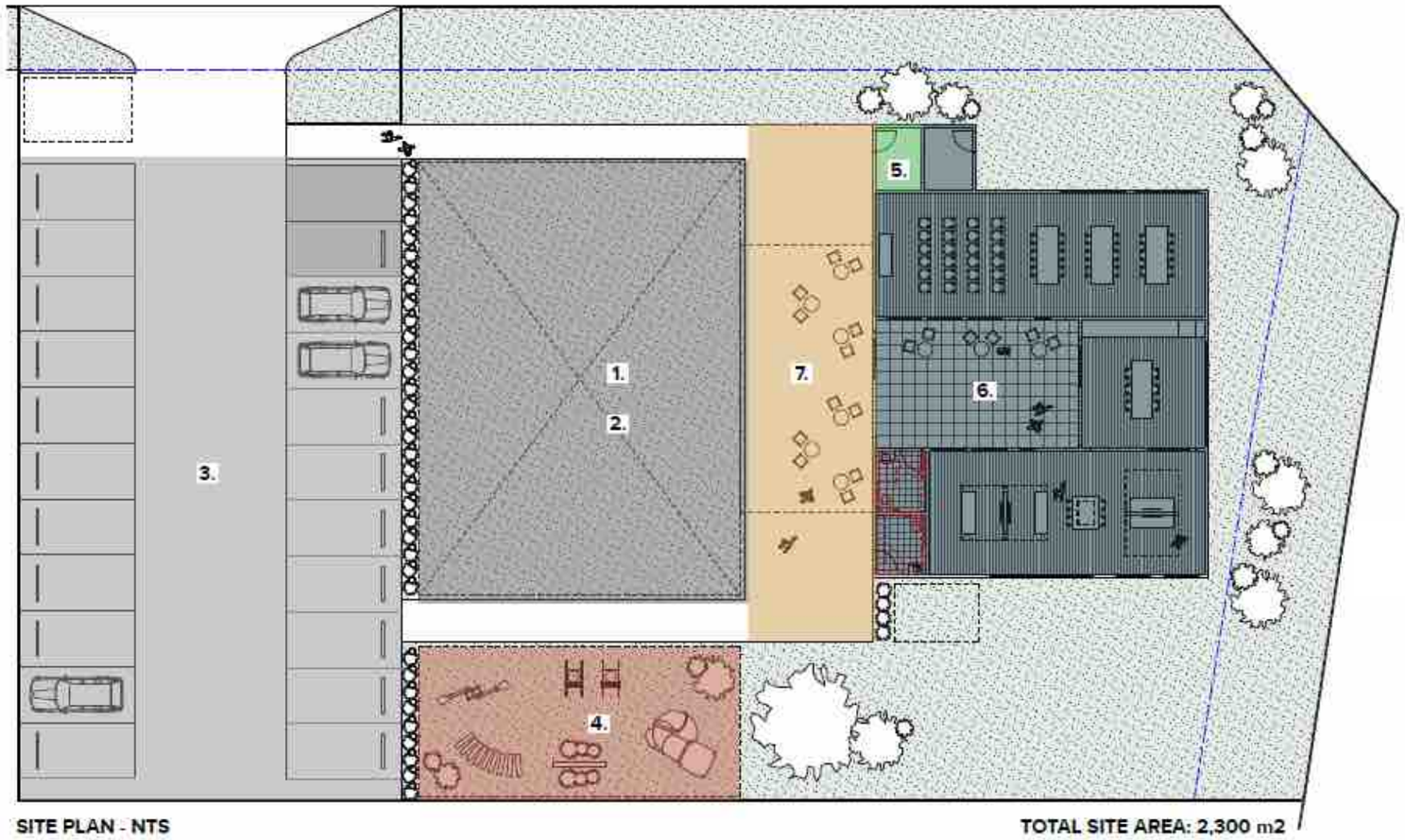
2 SITE PLAN



PART 1 – COMMUNITY ENGAGEMENT CENTRE

DEICORP

3 SITE PLAN - ZONES



LEGEND - KEY ZONES

1./2. OUTDOOR COVERED AREA - 300M2

3. DUAL CARPARK / EVENT SPACE - 22 SPACES

4. CHILDREN'S PLAY AREA - 100M2

5. RETAIL - 6M2

6. COMMUNITY ENGAGEMENT CENTRE - 300M2

7. BREAKOUT SPACE - 145M2

SITE PLAN - NTS

TOTAL SITE AREA: 2,300 m2

REFERENCE IMAGES



1. Outdoor covered area



2. Outdoor activity / event spaces



3. Dual carpark / pop-up event spaces



4. Integrated children's play area to landscaping



5. Retail offer



6. Community centre

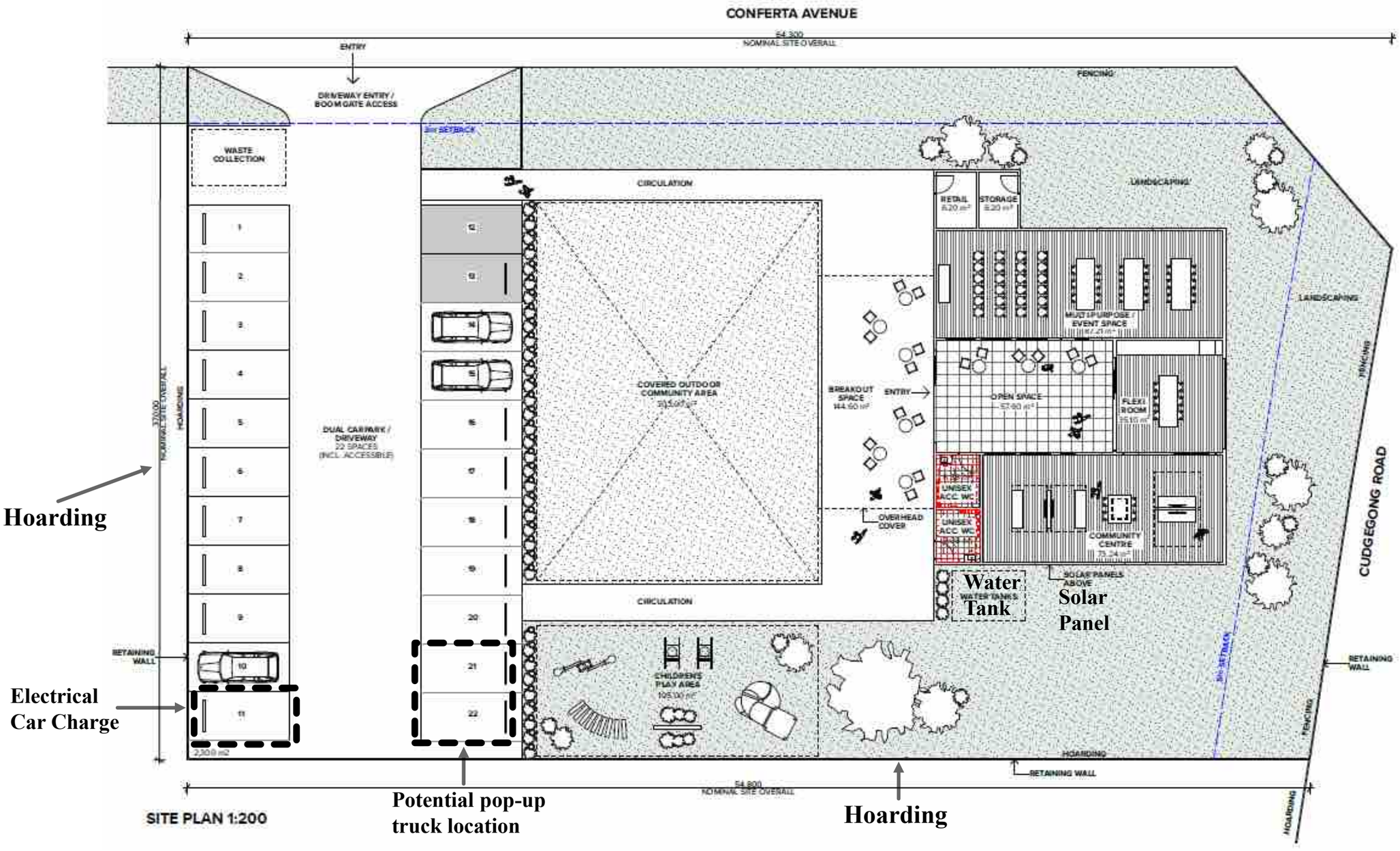


7. Breakout Space

PART 1 – COMMUNITY ENGAGEMENT CENTRE

DEICORP

4 SITE PLAN - DETAILS



LIVEABILITY

PLACEMAKING

The public domain and retail strategy is anchored around the central park and Metro plaza, with ***active edges engaging the key pedestrian movement corridors***.

The precinct employs a ***pedestrian-priority approach*** to the planning and design of the public domain and new roads.

The design responds to the climatic conditions through the use of ***tree canopies and awnings for shading***, the introduction of water for coolth and appropriate planting selections and detailing.

The precinct builds upon the ***diversity in scale and grain present within the building typologies*** and extends this through the public domain and street interface.

Each road or movement corridor is designed as a response to it's location and interface, with ***local roads and neighbourhood streets activated with dwelling entries and courtyards, public seating and planted areas.***

Also Refer to Public Domain + Retail



Placemaking. Central District Plan
Liveability

1. Using a place-based and collaborative approach throughout planning, design,
development and management deliver great places by:
a. prioritising a people-friendly public realm and open spaces as a central organising
design principle
b. recognising and balancing the dual function of streets as places for people
and movement
c. providing fine grain urban form, diverse land use mix, high amenity and walkability,
in and within a 10-minute walk of centres
d. integrating social infrastructure to support social connections and provide a
community hub
e. recognising and celebrating the character of the place and its people

2. Identify, conserve and enhance environmental heritage by:
a. engaging with the community early in the planning process to understand
heritage values and how they contribute to the significance of the place
b. applying adaptive re-use and interpreting heritage to foster distinctive
local places
c. managing and monitoring the cumulative impact of development on the heritage
values and character of places.

3. Use place-based planning to support the role of centres as a focus for connected
neighbourhoods.

4. In Collaboration Areas, Planned Precincts and planning for centres:
a. investigate opportunities for precinct based provision of adaptable car parking
and infrastructure in lieu of private provision of car parking
b. ensure parking availability takes into account the level of access by
public transport
c. consider the capacity for places to change and evolve, and accommodate
diverse activities over time
d. incorporate facilities to encourage the use of car sharing, electric and hybrid
vehicles including changing stations.

5. Use flexible and innovative approaches to revitalise high streets in decline.

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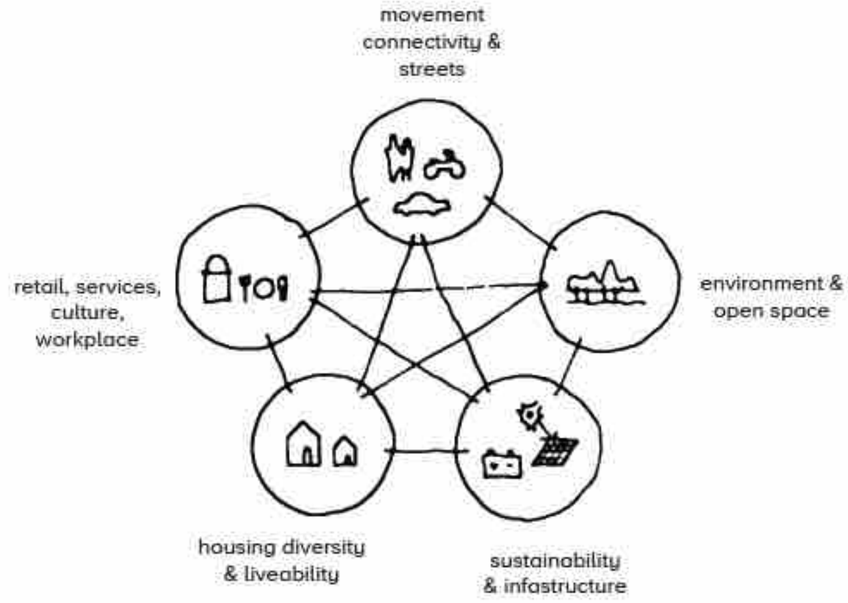
SITE & PLACEMAKING

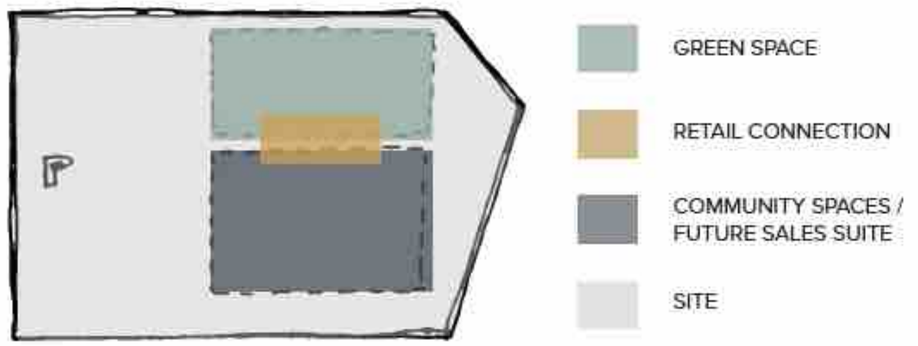
WHAT IS PLACEMAKING?

- Placemaking is a multi-faceted approach to the planning, design and management of public spaces.
- Placemaking capitalises on a local community's assets. inspiration and potential.
- Intent on promoting the community's health, happiness and well-being.

PLACEMAKING IN TALLAWONG:

- Retail Connection
- Green Spaces
- Community Spaces





Rev. A_DRP2
Project No. 18095 Scale: 1:0.43 @ A1 Issue _ 7/2/20

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PART 2 – PLACE MAKING

DEICORP

PLACEMAKING IN TALLAWONG









GREEN SPACES

- exercise groups / community classes
- outdoor / sporting activites & groups
- market / pop-up spaces
- event spaces

COMMUNITY INFORMATION

- indigenous information / community groups
- local area information
- future area / development /developer information
- what's on commuity calender

THE USER

- the community
- familes
- children
- sporting clubs
- current residents
- future residents

AMENITIES

- retail connection - pop-up kiosk
- outdoor covered event / community space
- children's play area
- green space
- information centre for community & area development
- indoor flexible / function area
- future display suite

Rev. A_DRP2
Project No. 18095 Scale: 1:0.43 @ A1 Issue _ 7/2/20

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EXTERNAL CONNECTIONS

Design Review Minutes Item #9 External Connections

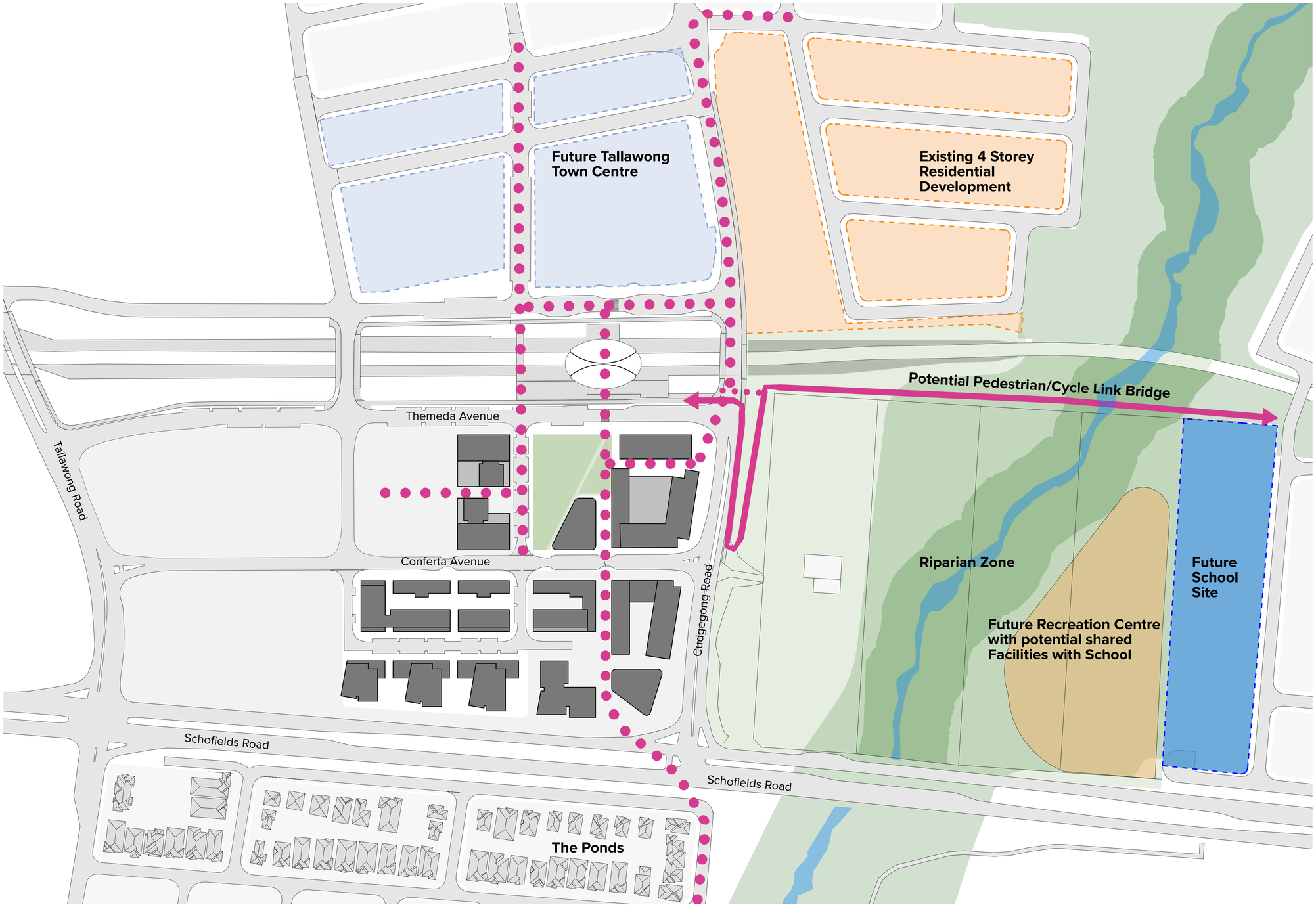
a) Acknowledged the connections beyond the site are not the responsibility of the proponent (Particularly to the east -school and open space corridor). Responsible authorities should be requested to provide guidance on future connections;

b) However this project must acknowledge the challenges, and make room for future improvements in the design, and connections to adjoining development/open space/schools would be highly desirable.

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EXTERNAL CONNECTIONS

EXTERNAL CONNECTIONS



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RETAIL STRATEGY & PEDESTRIAN MOVEMENT

Design Review Minutes Item #3 Retail strategy and pedestrian movement

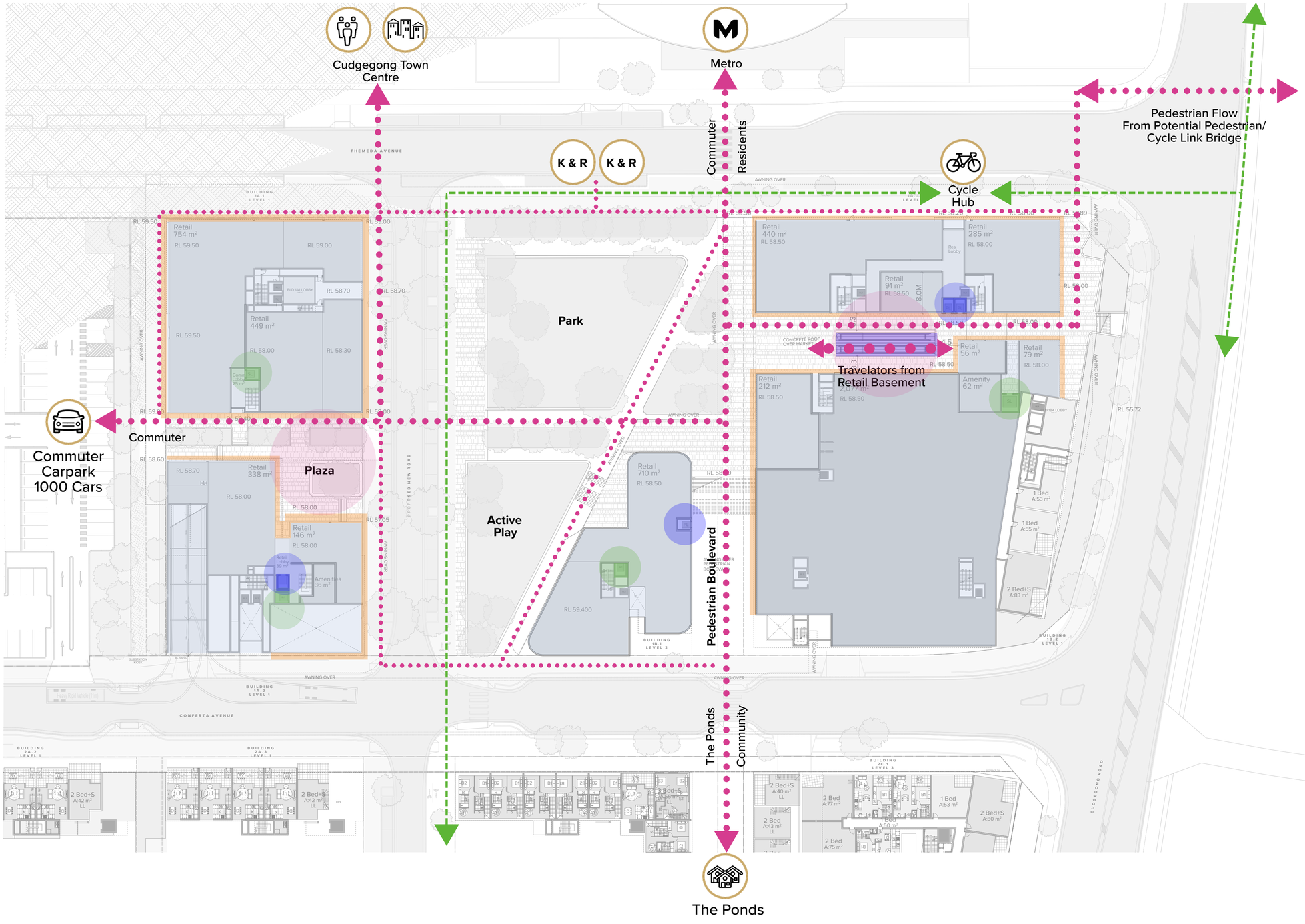
a) Further information required on evolution of the retail strategy, and how people move around that part of the site since it currently appears fragmented. Actual movement of customers should considered;

b) The retail core is based somewhat around an east west connection through the site – the connection from car parks to the west is understood, but the connection to the east across Cudgegong Road has less clarity – given that there no connections currently proposed beyond the site the riparian corridor and future school. Please provide further information on eastern connections.

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RETAIL PRIMARY PEDESTRIAN MOVEMENT

RETAIL STRATEGY & PEDESTRIAN MOVEMENT



LEGEND

- PRIMARY PEDESTRIAN MOVEMENT: RETAIL CUSTOMER
- CYCLE ROUTE
- RETAIL CUSTOMER VERTICAL CIRCULATION
- SERVICE AND STAFF VERTICAL CIRCULATION
- RETAIL ACTIVATION

INTERNAL CONNECTIONS

DEICORP

Design Review Minutes Item #8 Internal Connections

Movement through the site from north to south - from Metro to The Ponds, relies on a pedestrian boulevard and a cycle through route. These are important connections to transport, child care and sporting facilities that have the potential to reduce car trips and encourage active transport.
The proposal is consistent with the SSDA, however there is no commitment to a separated cycle way or clear pedestrian prioritisation on the secondary streets.

Pedestrians

a) Pedestrian movement has been addressed within the site, but there is no consideration thus far of the connection at, and across Schofields Road, which is a difficult road to cross. Please provide more information.
b) A full width raised crossing should be investigated at the road crossing over Themada to reinforce the pedestrian connection from the station through to the boulevard/park.
c) Provide further detailed resolution of the lift and stair along the main north-south connection through the site to ensure absolute clarity and priority for pedestrians accessing the lifts from the public domain.
d) The base scheme had alternate accessible ramps to the west of the 'marker' building, this should be retained as equitable access should not only be provided along the pedestrian boulevard, but also from the lower (active play) public park area/retail tenancy to the upper public park area.

Cycleway

a) Cycle ways have not been integrated into the street design. Further information on a continuous and separated cycleway to be provided in the next DRP meeting. Refer to page 54.

Shared Zone

a) The N-S street to the west of the park and linking Themeda and Conferta need further design refinement. Consideration should be given to making this a shared zone and restricting parking to the west side with the east side converted to a 2-way cycle path that continues uninterrupted to the 'new south road'.

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LANDSCAPE / OPEN SPACE

Design Review Minutes Item #11 Landscape / Open space

Would like to see more resolution and information on:

a) Water Sensitive Urban Design. Is a strip of rain gardens along a relatively steep grade the best approach?

b) Level changes in the public domain for play elements and to articulate spaces. This is to ensure that these elements remain simple, buildable, and without furtive space

c) Provision of deep soil through basements, and adequate soil at podium and roof levels - this is something that is often value managed out at construction stage. From the 'Basement parking and Deep Soil Planting' drawing it would appear that all setback areas are deep soil- this should be confirmed.

d) Landscape character of the different public spaces proposed. How do they respond to the overall strategy and hierarchy of open space? Are there different functions in different locations?

e) Proposed tree canopy coverage

f) Page 81: clarify publicly accessible open space

g) Page 82: clarify access to buildings in SE

h) Active play – this is currently tucked away – this could be a real activator- clarify whether another play space is proposed.

i) Tree planting within the carriageway. This is a departure from council standards. However as the precinct is aiming for excellence, the provision of passively irrigated trees and potentially treatment of water within the parking lane should be explored with Council.

j) Lawn areas within the public space has the potential to incorporate wicking bed/passive irrigation systems which will provide a superior quality green space and reduce ongoing maintenance costs, again, this can be explored with council.

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SITE MASTERPLAN



KEY LANDSCAPE SPACES



ACCESS & CONNECTIVITY



WSUD OPPORTUNITIES

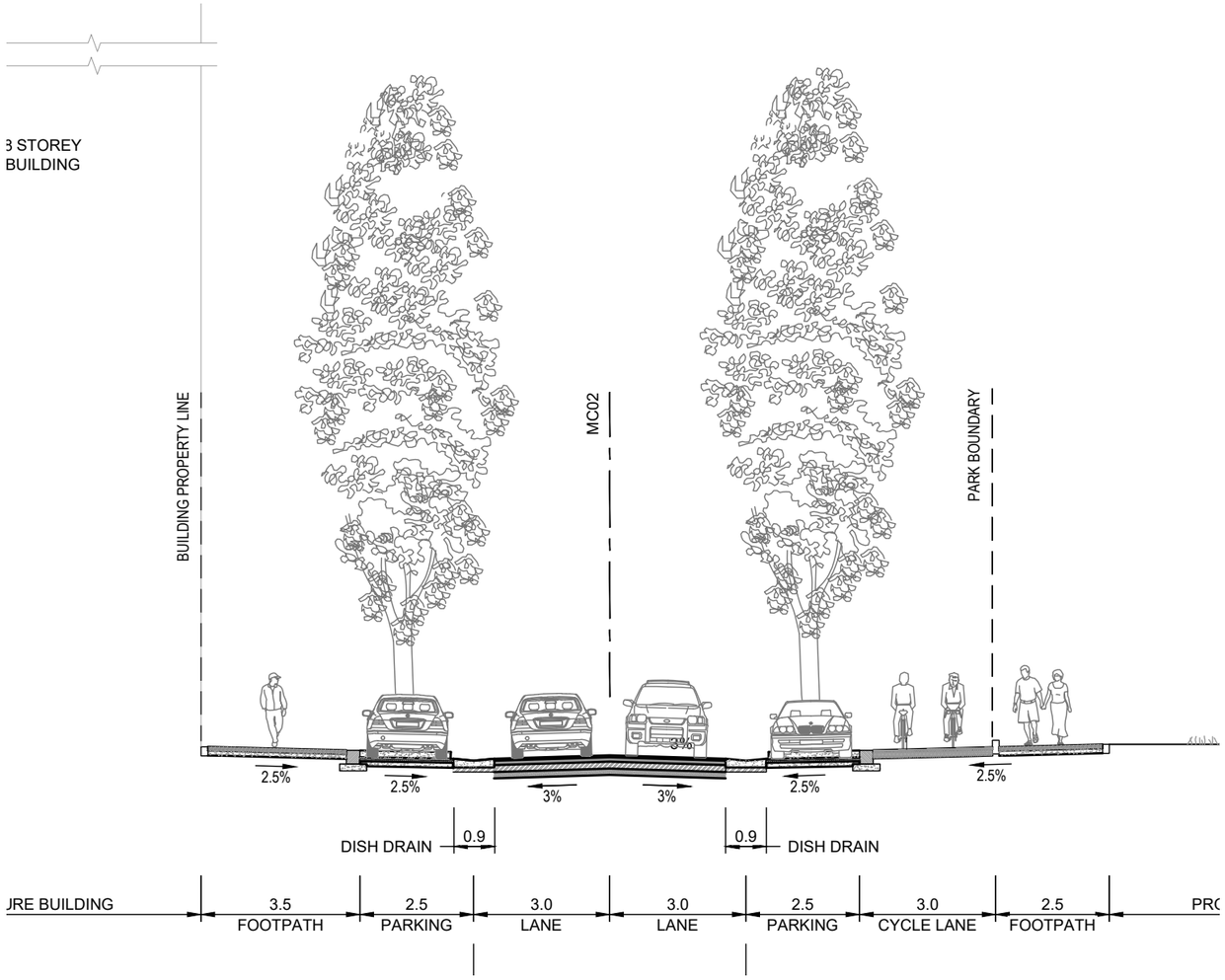


DEEP SOIL



SITE SECTIONS A





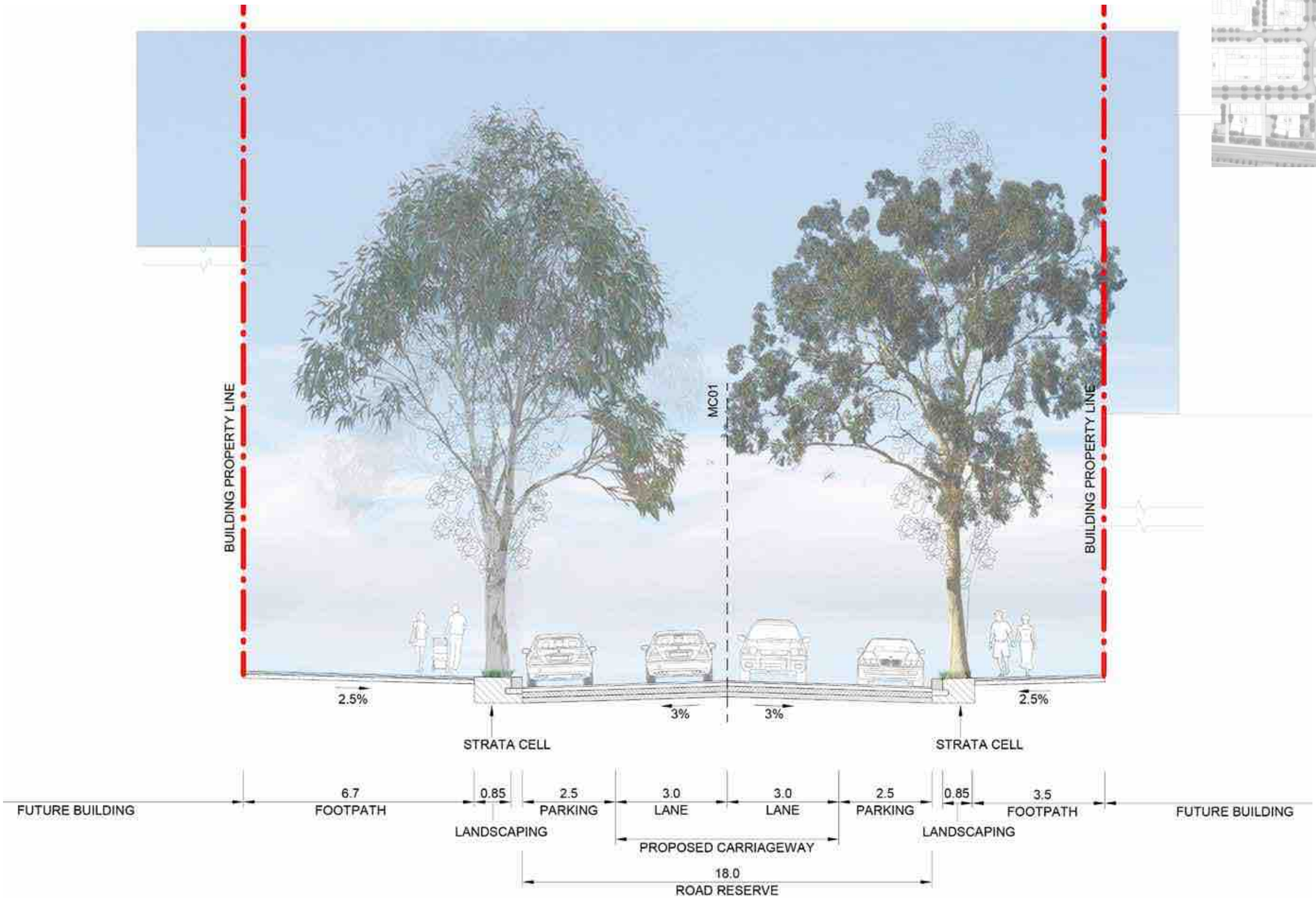
APPROVED MASTERPLAN SECTION



REVISED DESIGN SECTION

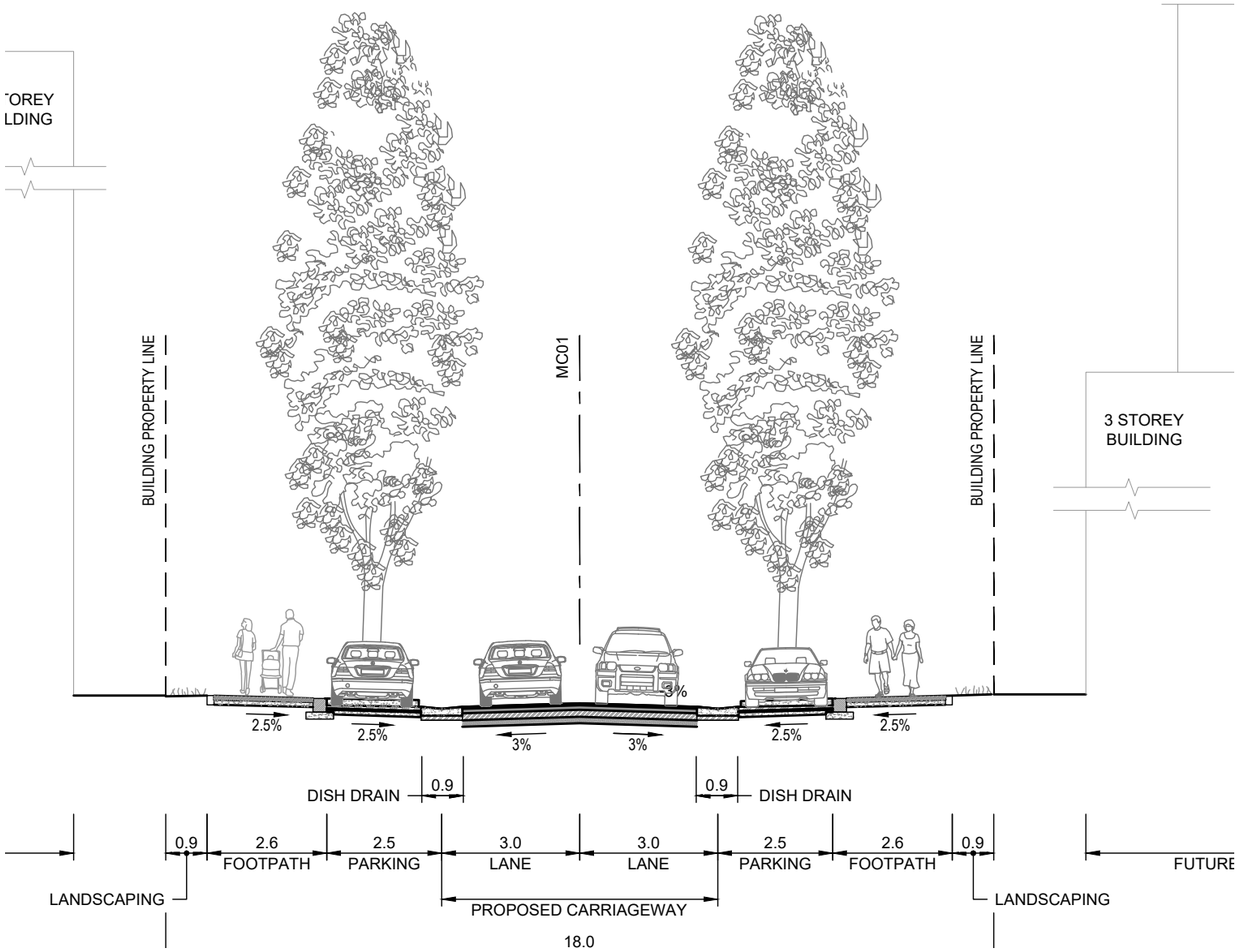
SITE SECTIONS B



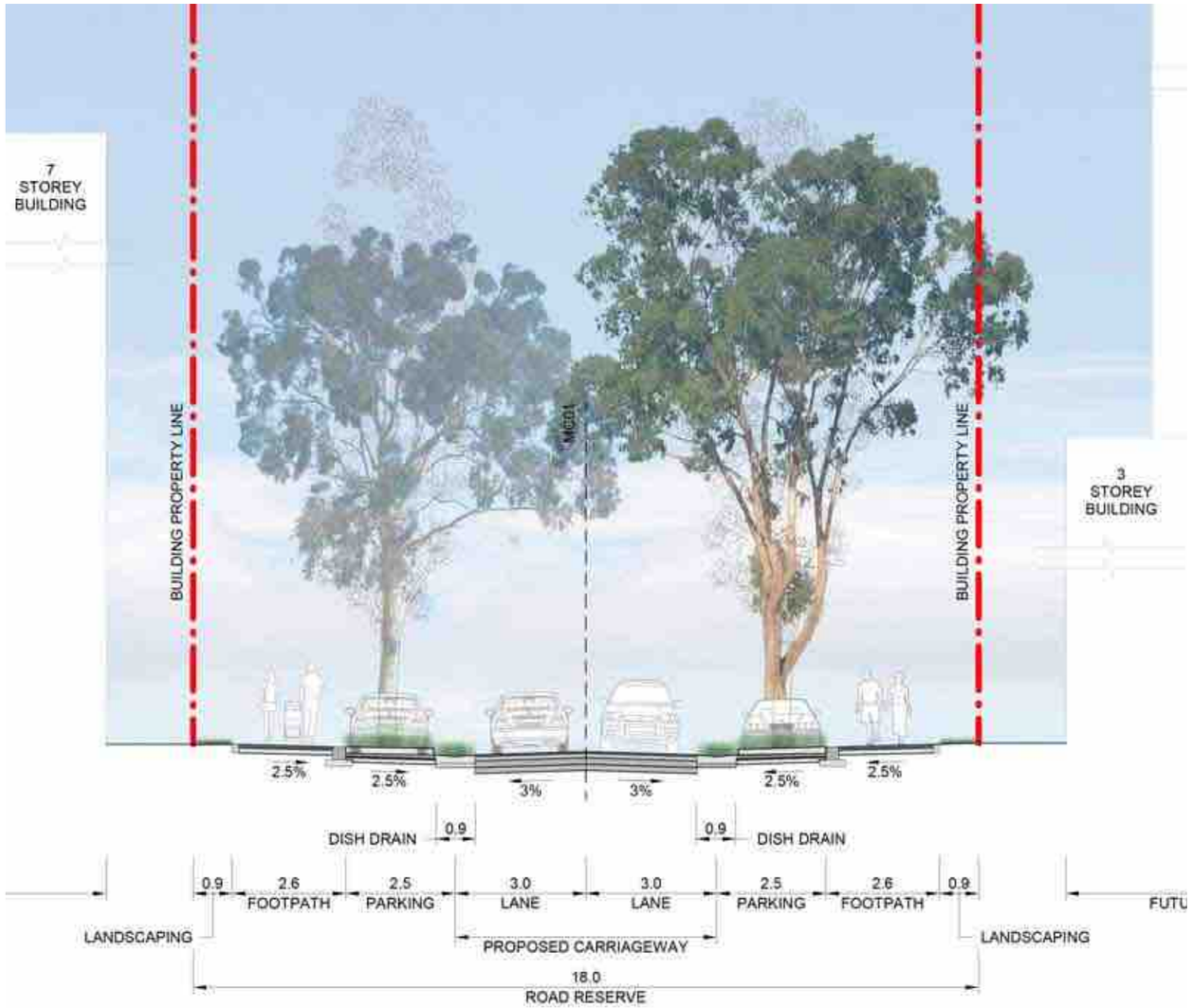


SITE SECTIONS C





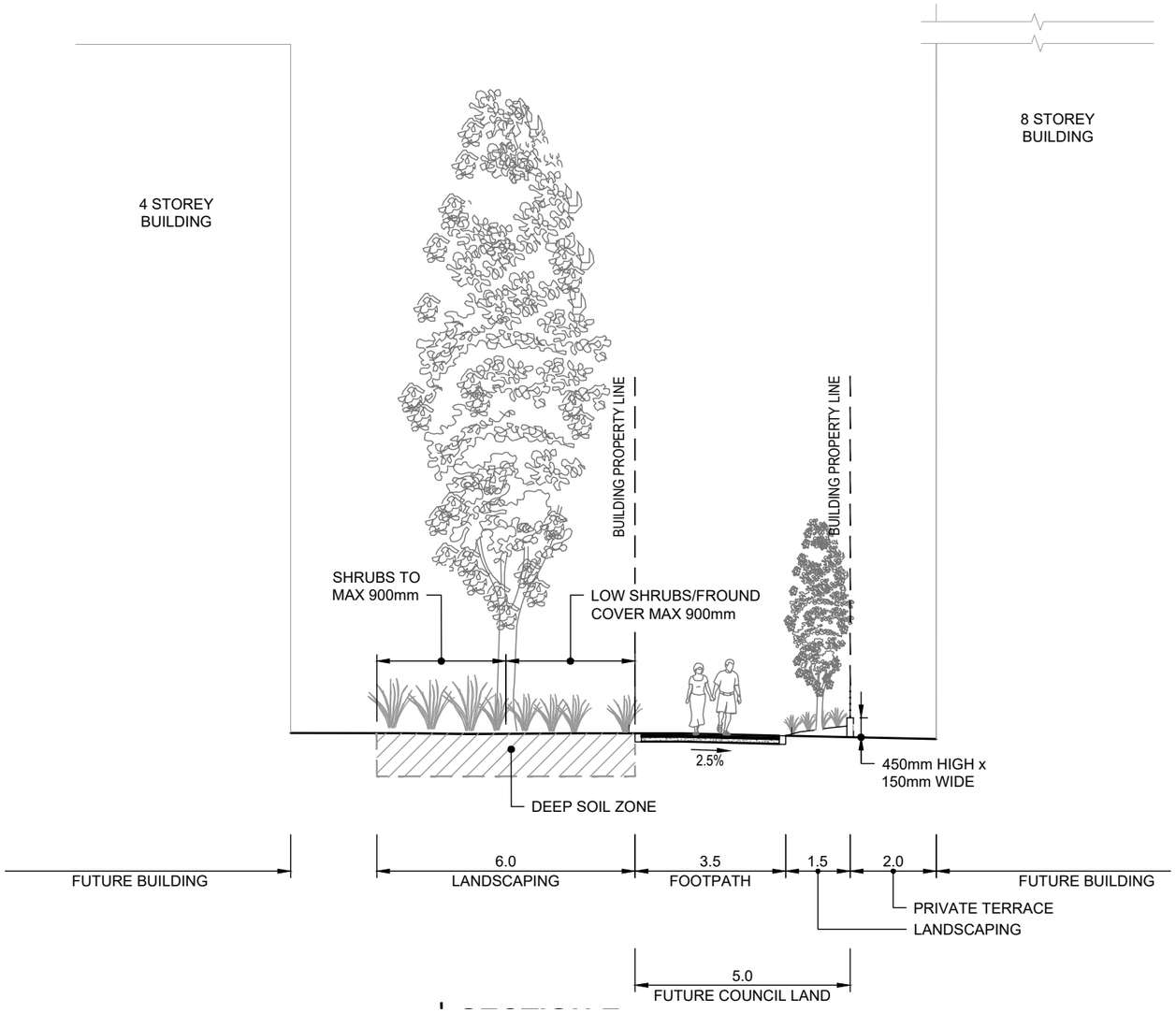
APPROVED MASTERPLAN SECTION



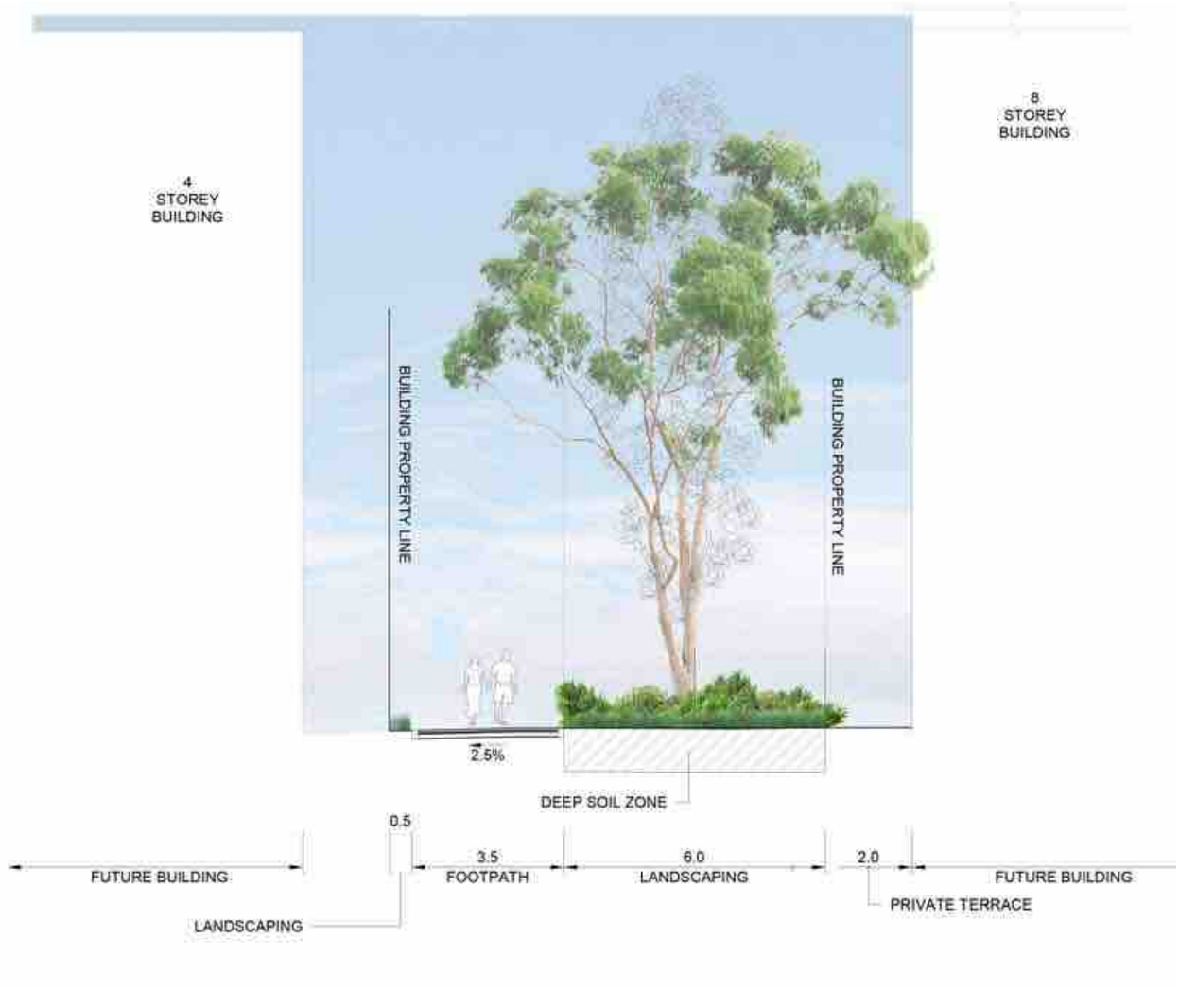
REVISED DESIGN SECTION

SITE SECTIONS D





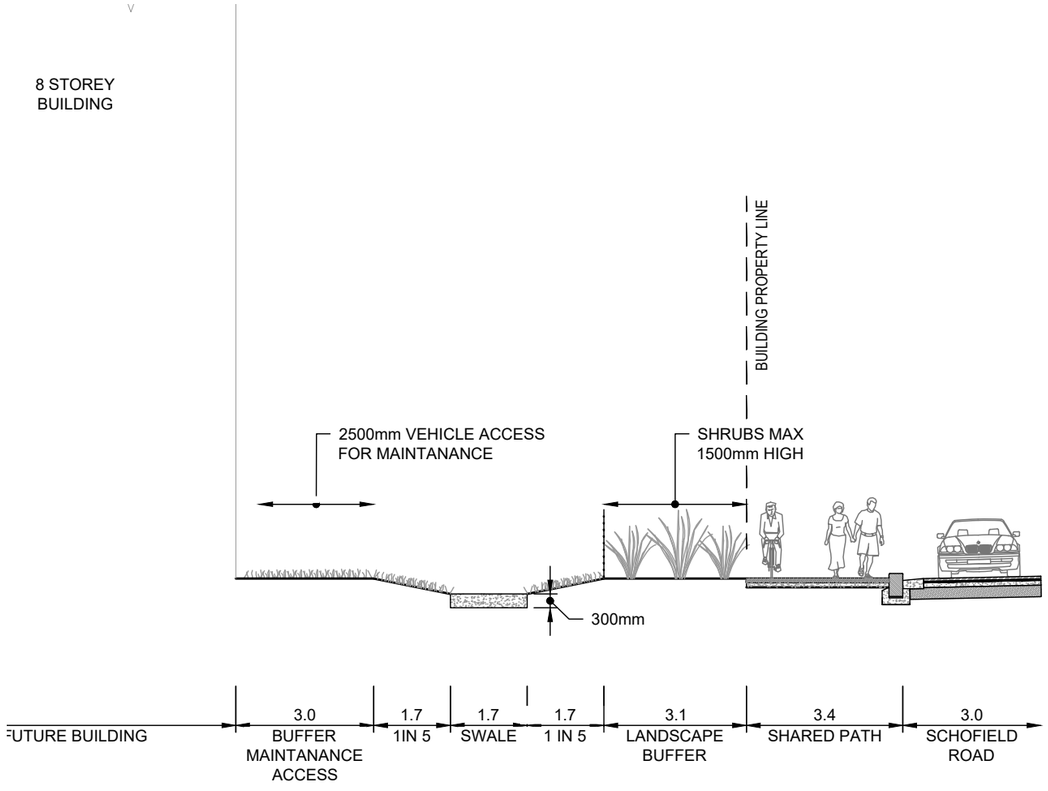
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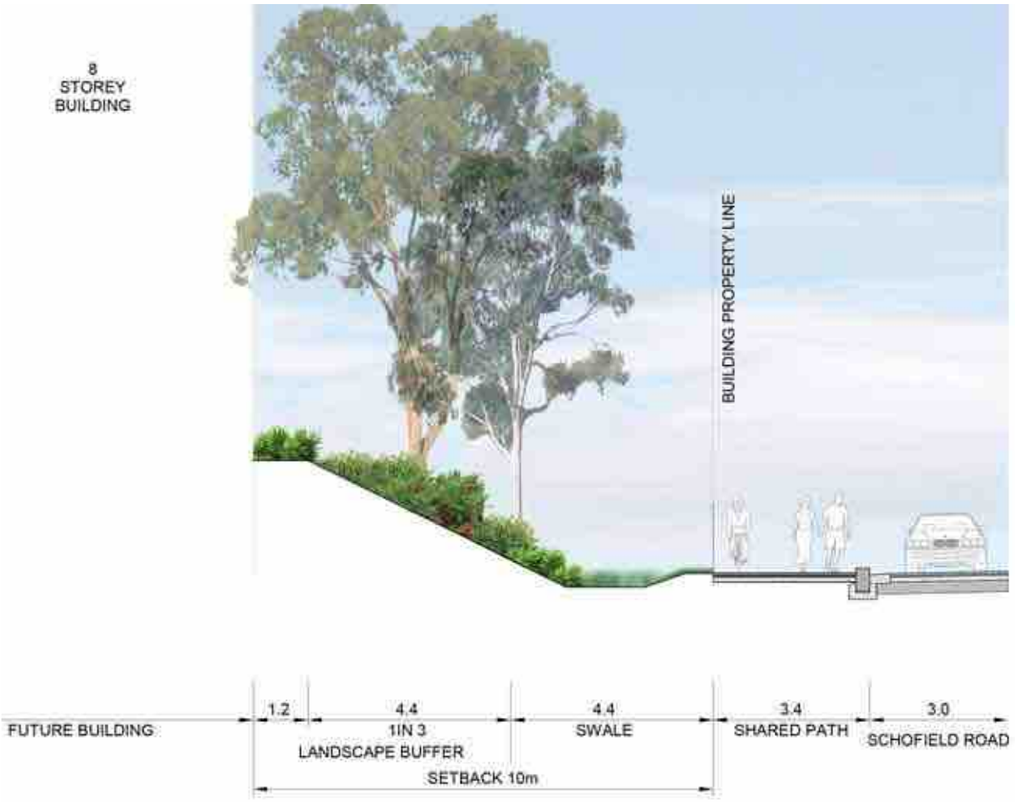
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SITE SECTIONS E





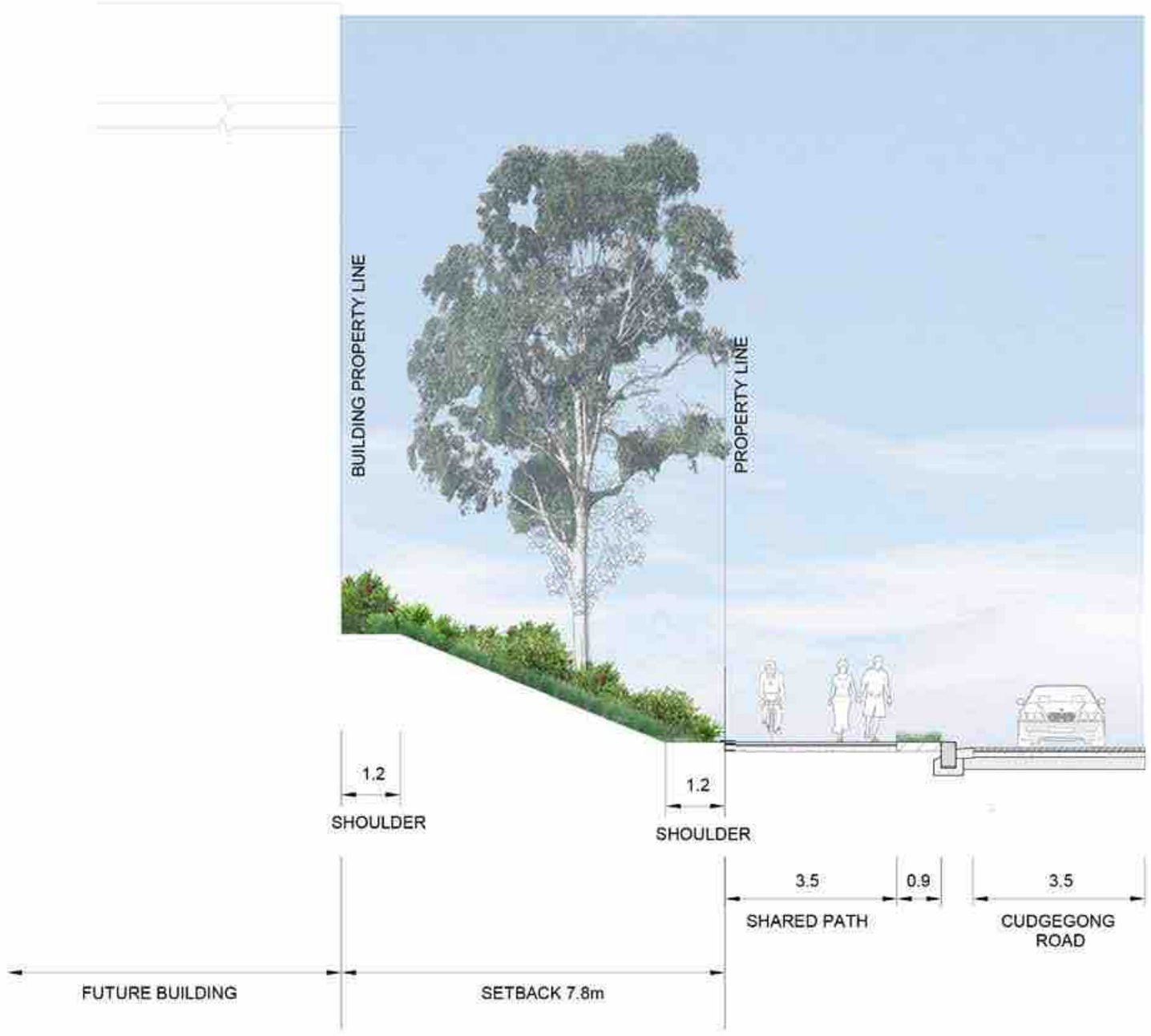
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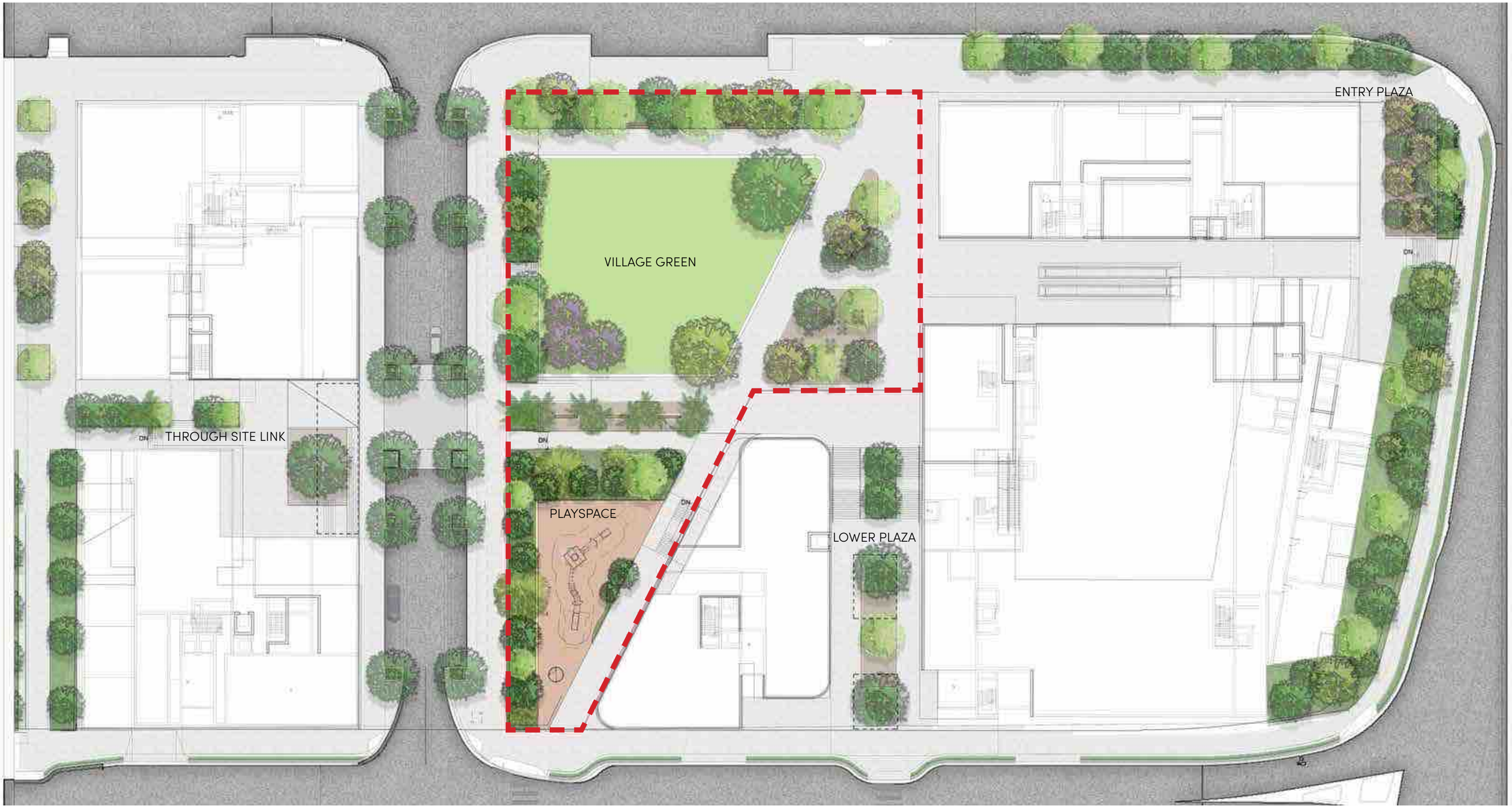
SITE SECTIONS F





REVISED DESIGN SECTION

STAGE 1 MASTERPLAN



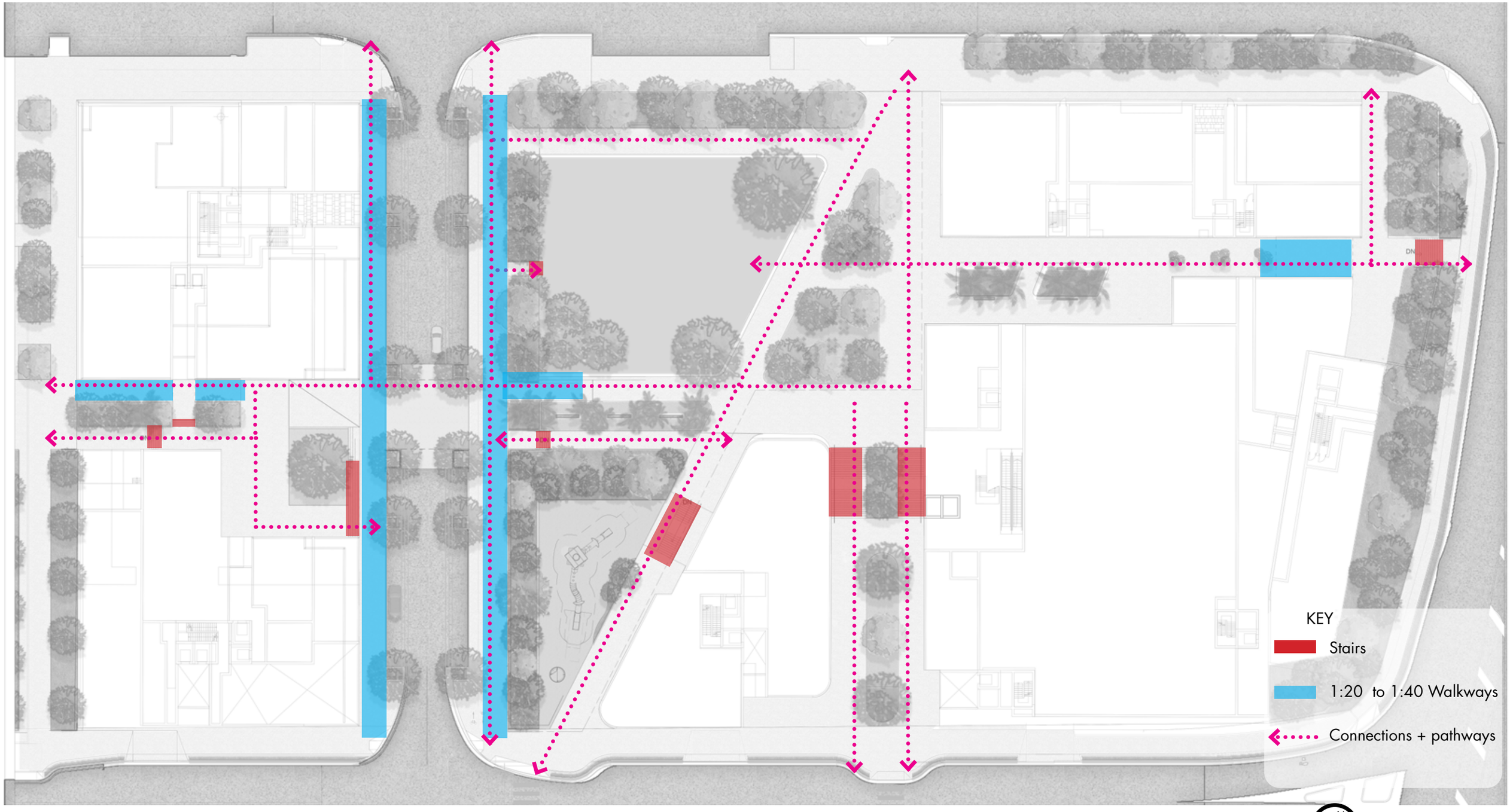
N

SCALE: 1:500

PREPARED BY TURF DESIGN STUDIO

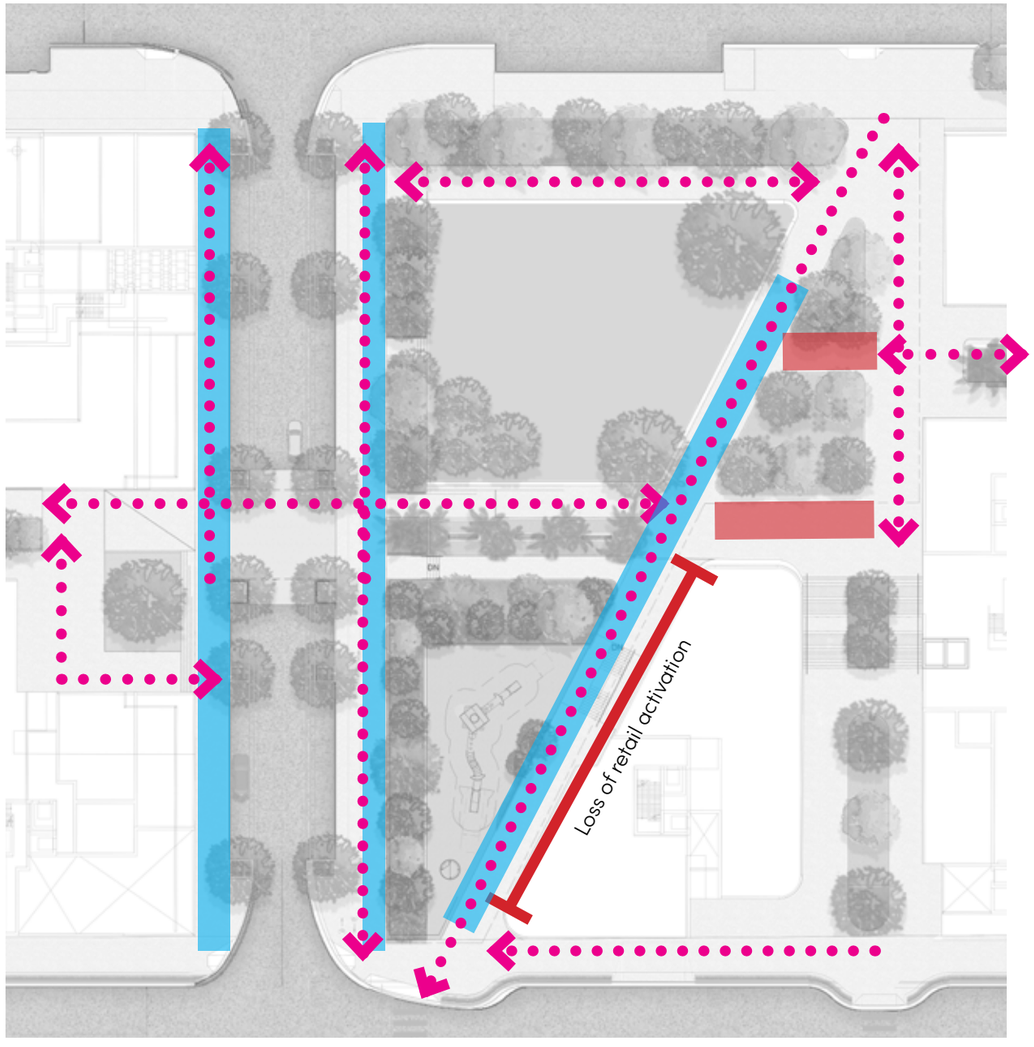
ISSUE A FEBRUARY 2020

STAGE 1 CONNECTIVITY

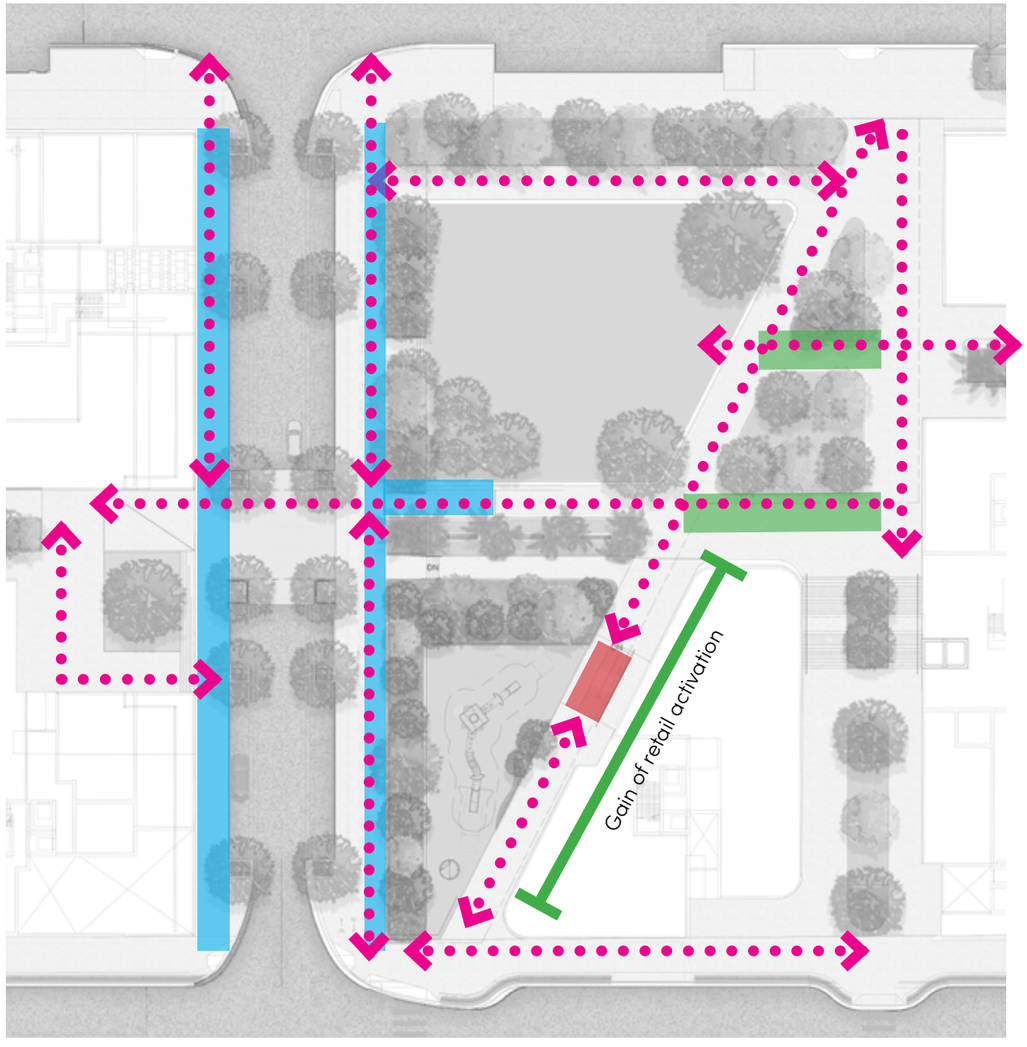


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STAGE 1 EQUAL ACCESS DIAGRAM



APPROVED MASTERPLAN SECTION



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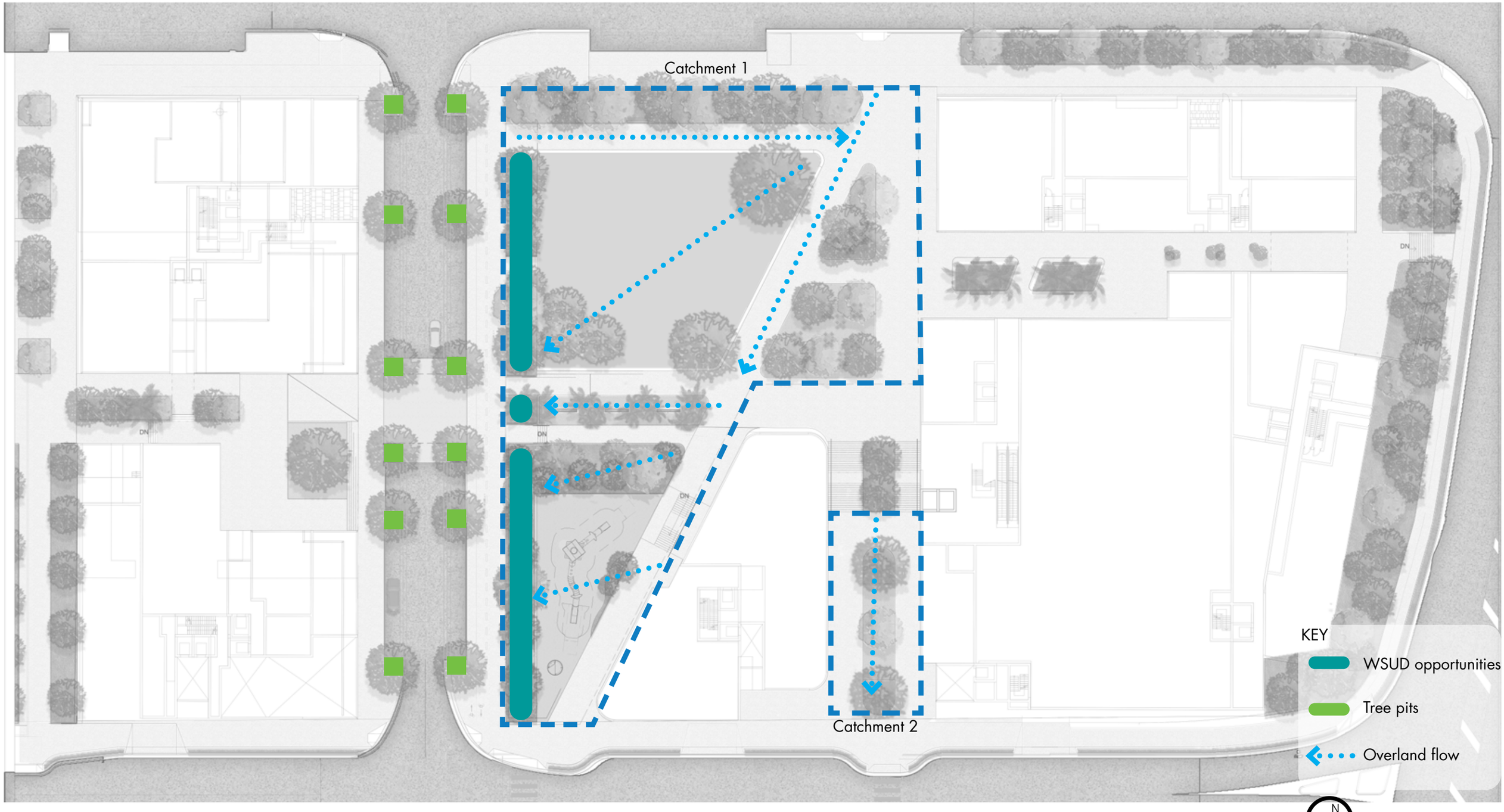
KEY

- Loss in equal access
- Gained equal access
- 1:20-1:40 walkways
- Accessable connetcions

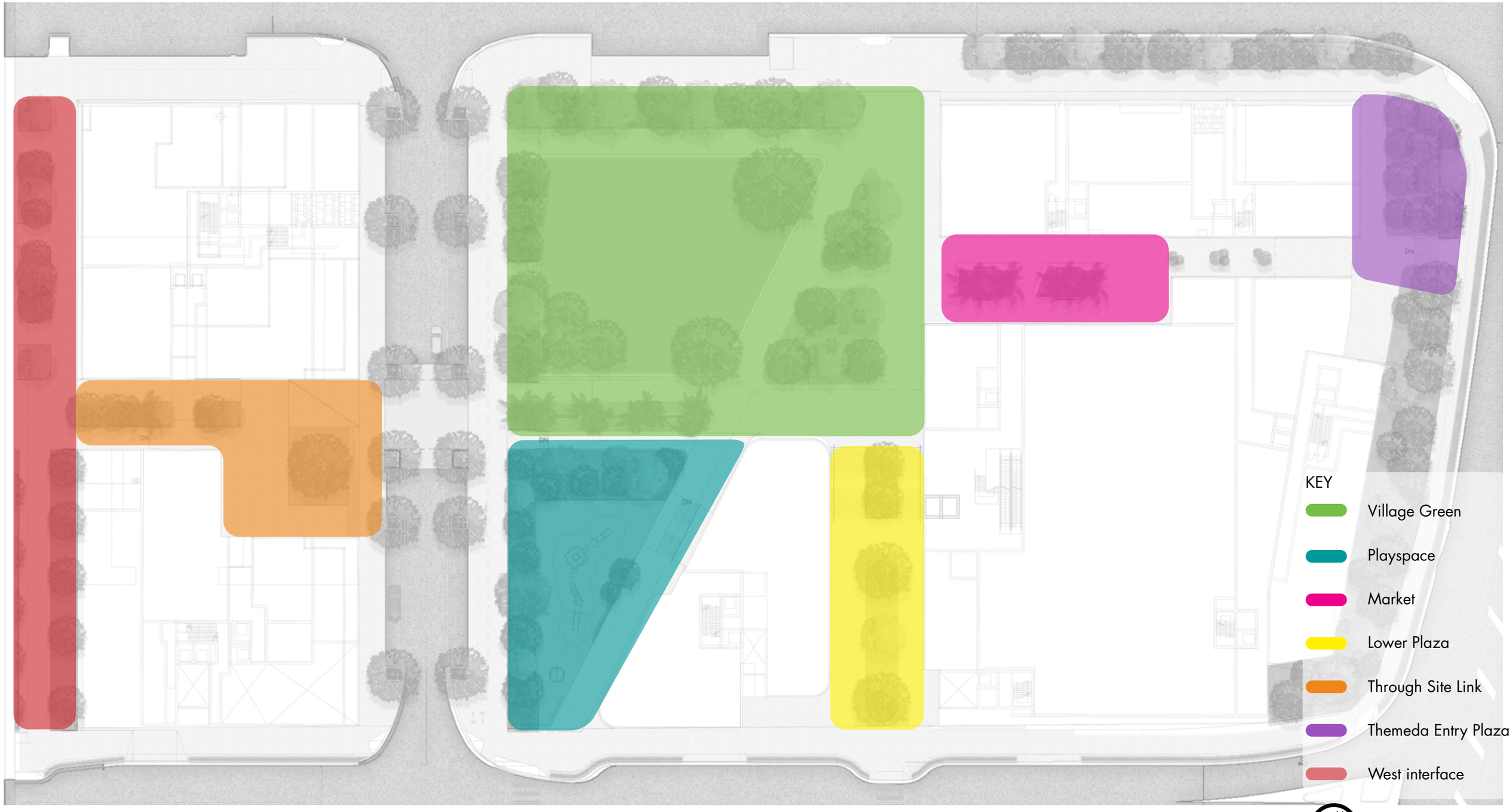
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STAGE 1 WSUD OPPORTUNITIES



STAGE 1 KEY SPACES



THE GREEN



KEY

1. Raised Lawn with vanishing step on the southern edge
2. Planted Bosque with flexible seating
3. WSUD
4. Park Seating
5. Seating grove
6. Feature tree planting

Primary connections from street

N

SCALE: 1:500











PLAY SPACE



KEY

1. Kompan Play Tower
2. Planted edge
3. Kompan Play inclusive spinner
4. Stairs

Childsafe fence

N

SCALE: 1:500







LOWER PLAZA



KEY

1. Retail breakout space
2. Stairway connection between Village Green and Lower Plaza
3. Planted buffer
4. Bosque with flexible seating and canopy coverage

N

SCALE: 1:500

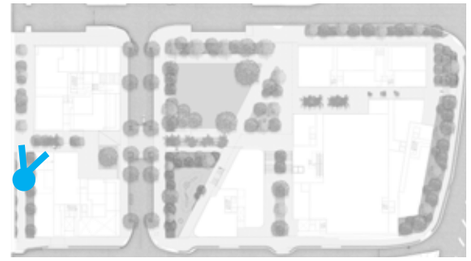
CAR PARK INTERFACE



KEY

1. Gravel Bosque with Eucalyptus Trees
2. Paving extended to back of car park kerb
3. Green wall
4. General Planting









THEMEDA AVENUE ENTRY PLAZA

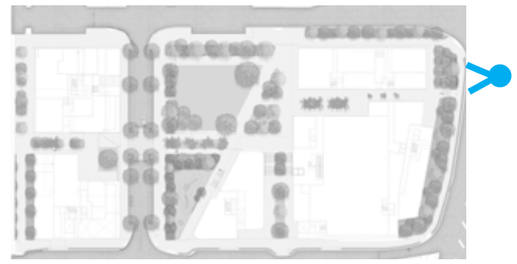


KEY

1. Planted bosque with flexible planting
2. Planted edge buffer to street
3. Stairway entry
4. Accessible Ramp to Market Square
5. Accessible entry from street

N

SCALE: 1:500





SOUTHERN PLAZA



KEY

1. Southern Plaza
2. Schofield road entry
3. Pocket Park
4. Doorstep Play
5. Buffer Planting
6. 2 way Cycleway
7. Pedestrian connections
8. Existing shared path

Existing signalized crossing

N

SCALE: 1:500

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ISSUE A FEBRUARY 2020









SOUTHERN PLAZA



KEY

1. Drop-off zone & Vehicle Turning bay
2. Darug cultural garden
3. Lobby entry
4. Stairs
5. North/South Connection

N

SCALE: 1:500





PUBLIC DOMAIN INTERFACE

Design Review Minutes Item #10 Public domain interface

Would like to see more resolution and information on:

a) Residential interface, to ensure that the conflict between privacy and surveillance is addressed - this is about street quality

b) Interface with Schofields Road - this is a busy and noisy street. Recommend investigation of a robust planted buffer that may reduce the impact of traffic pollution. It is acknowledged that Blacktown Council may have requirements for buildings to address the street - an urban edge condition - there may be a conflict between the two approaches - how will this be approached?

c) Interface with Cudgegong Road – how do the ground level uses address this street?

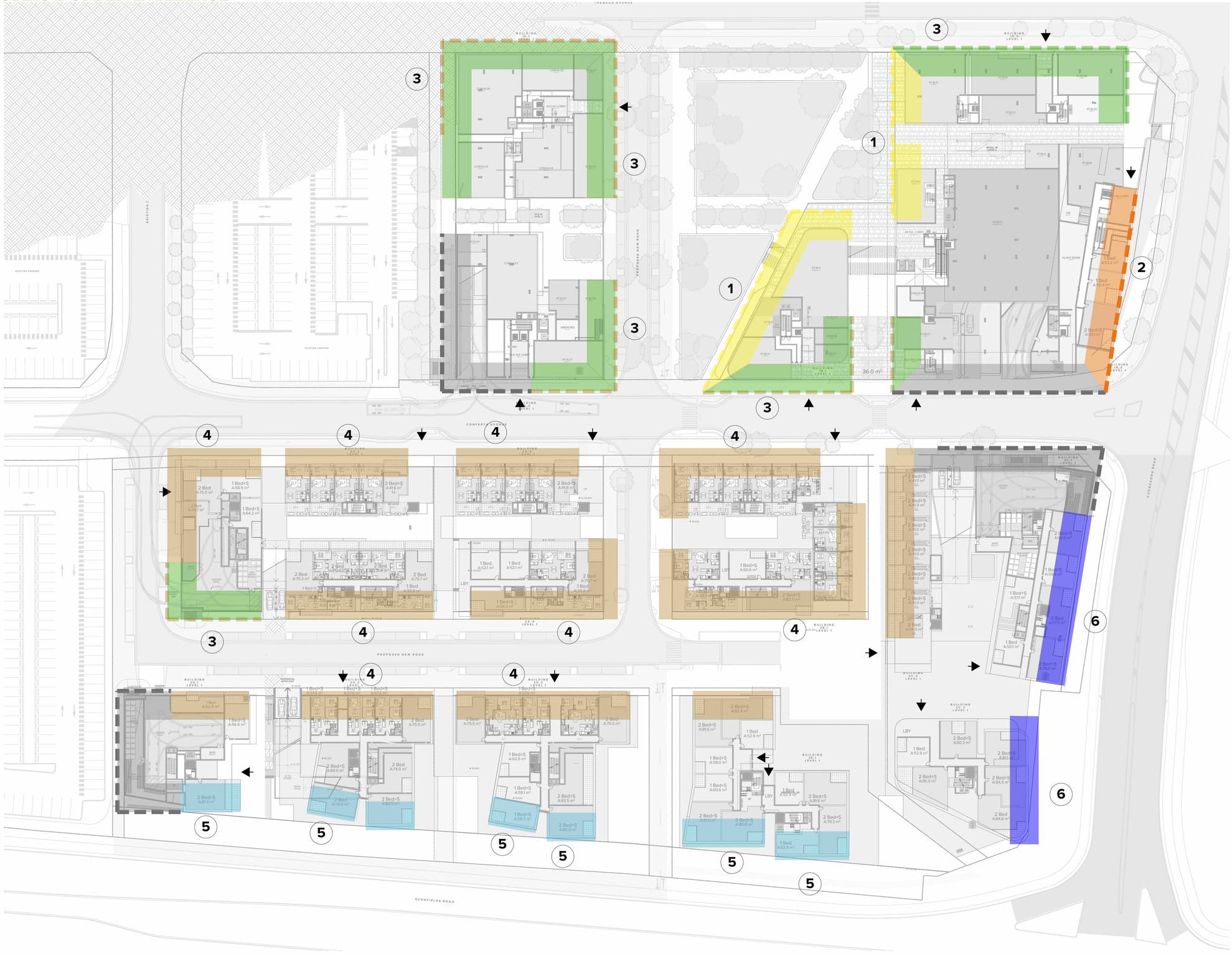
d) Indicative street interfaces shown both in plan and section would be highly desirable as it is not possible to comment on the relationship of the proposal to the public domain without them.

e) Sectional treatments may be schematic at this stage but it is important that these conditions are considered as early as possible, and design principles articulated to be carried through to design development.

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PUBLIC RESIDENTIAL INTERFACE

PUBLIC DOMAIN INTERFACE


TREMEDA AVENUE
ARISTIDA L
EXISTING CARPARK
EXISTING CARPARK
BUILDING ZX-1 LEVEL 1
CUDGEGONG ROAD
BUILDING ZX-2 LEVEL 1
BUILDING ZX-3 LEVEL 1
BUILDING ZX-4 LEVEL 1
CONFERTA AVENUE
PROPOSED NEW ROAD
SCHOFIELDS ROAD
36.0 m²
1 Bed A52.2 m²
1 Bed+S A58.9 m²
2 Bed A75.0 m²
1 Bed+S A64.2 m²
2 Bed A74.7 m²
2 Bed+S A81.6 m²
2 Bed A75.3 m²
1 Bed A52.1 m²
1 Bed+S A58.3 m²
2 Bed A75.7 m²
1 Bed+S A56.8 m²
1 Bed+S A60.6 m²
2 Bed+S A82.5 m²
2 Bed+S A81.0 m²
1 Bed+S A57.1 m²
2 Bed A77.5 m²
1 Bed A50.1 m²
2 Bed+S A79.0 m²
1 Bed A52.0 m²
1 Bed+S A56.6 m²
2 Bed+S A81.4 m²
1 Bed+S A57.6 m²
2 Bed+S A89.0 m²
2 Bed A74.6 m²
2 Bed A75.5 m²
2 Bed A74.0 m²
2 Bed+S A80.0 m²
1 Bed+S A60.9 m²
1 Bed+S A58.1 m²
2 Bed+S A83.5 m²
2 Bed+S A82.4 m²
2 Bed+S A81.6 m²
1 Bed+S A58.0 m²
1 Bed+S A60.6 m²
2 Bed+S A81.9 m²
2 Bed+S A80.8 m²
1 Bed A52.9 m²
2 Bed+S A79.3 m²
2 Bed+S A80.3 m²
2 Bed+S A85.5 m²
2 Bed+S A84.5 m²
2 Bed A84.8 m²
1 Bed A52.9

Design Review Minutes Item #6 Roads

a) Contact should be made with the Planning Partnership Office (PPO) to discuss and align street design with the principles and guidelines that are being developed for the Western Parkland City;

b) Refer to Page 78 street network - Define local primary and local secondary road types. What are the precise sections and layouts of these streets? Road Design needs to be considered in more detail;

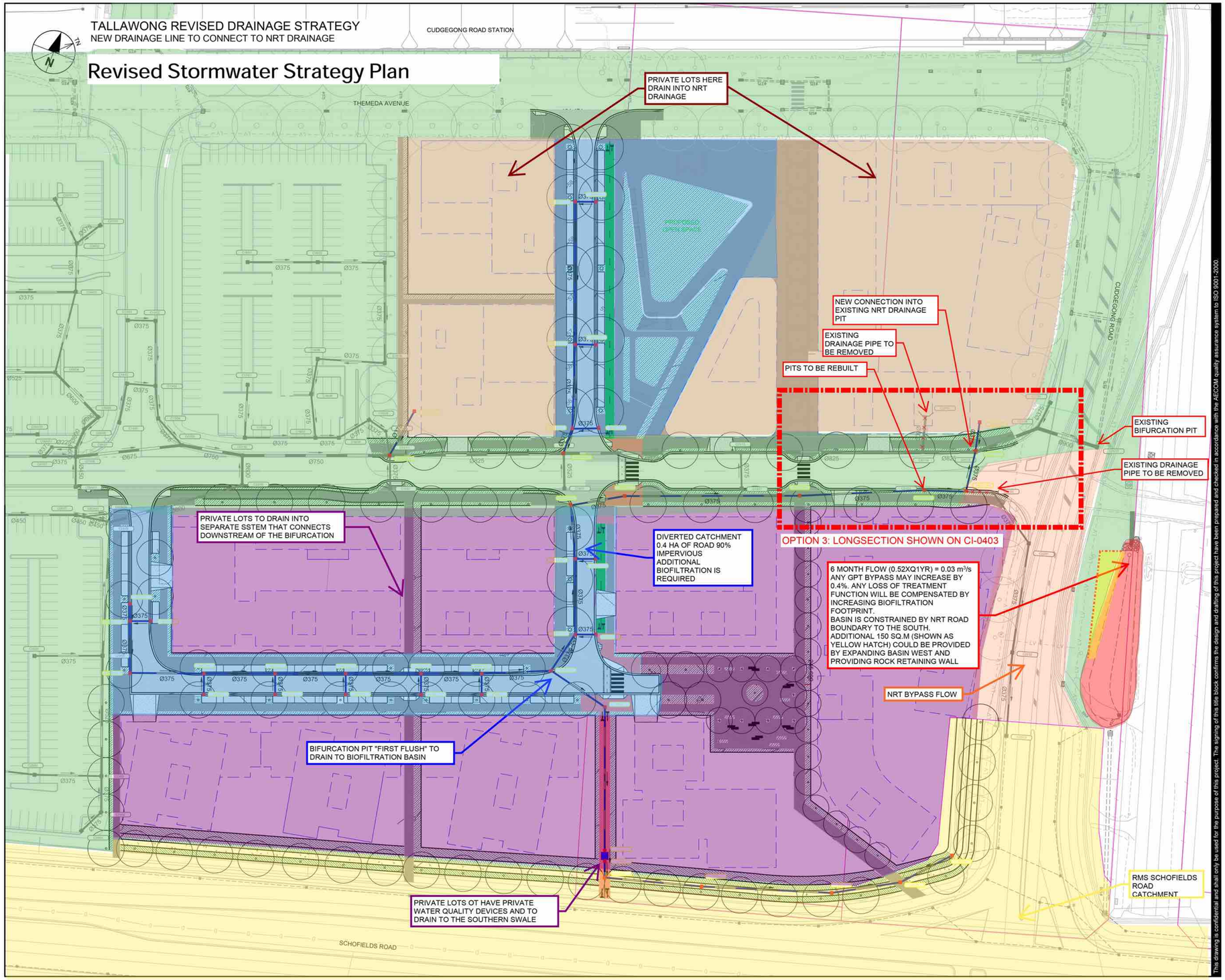
c) Post construction modification to existing roads should be considered eg traffic calming devices, continuous cycle crossing.

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ISO A1 594mm x 841mm

TALLAWONG REVISED DRAINAGE STRATEGY
NEW DRAINAGE LINE TO CONNECT TO NRT DRAINAGE

Revised Stormwater Strategy Plan



Last saved by: CHANJH(2018-10-03) Last Plotted: 2018-10-18
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This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the AECOM quality assurance system to ISO 9001:2000

AECOM

PROJECT
CUDGEGONG ROAD STATION PRECINCT
TOWN CENTRE SOUTH
CIVIL PACKAGE

CLIENT
LANDCOM

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LEGEND

- PROPOSED BUILDING OUTLINE
- PRAM RAMP
- DRIVEWAY CROSSING
- FUTURE BUILDING STRUCTURE
- FOOTPATH PAVEMENT
- BIKE PATH
- COMBINED FOOT & BIKE PATH
- LANDSCAPING
- PARKING BAY
- FLEXIBLE ROAD PAVEMENT
- PROPOSED TREE
- DRAINAGE PITS (REFER DRAINAGE DRAWINGS FOR DETAILS)
- FUTURE PEDESTRIAN CROSSING

SCALE BAR
0 12.5 25 m
1:500

PRELIMINARY

PROJECT MANAGEMENT INITIALS

J. CHAN	D. FETTELL	D. FETTELL
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	18/05/2018	ISSUED FOR PRELIMINARY

KEY PLAN

PROJECT NUMBER
60558549

SHEET TITLE
GENERAL ARRANGEMENT

SHEET 01

SHEET NUMBER
60558549-SHT-00-0000-CI-0021

Rev. A_DRP2
Project No. 18095 Scale: @ A1 Issue _ 7/2/20

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ROAD WIDTH COMPARISON

ROADS & STREET NETWORK

Road Width Comparison Table

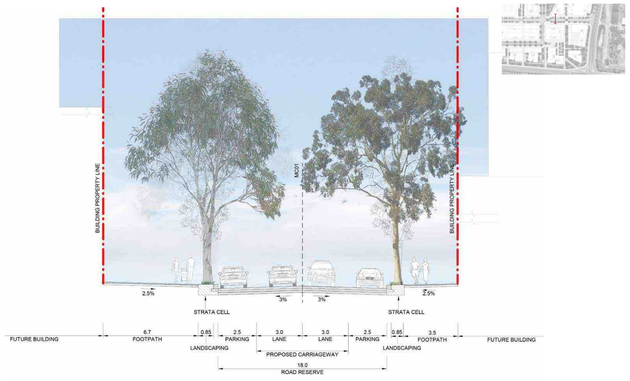
Source	Carriageway Width	Footpath Width[3] (1.5-3.5m)	Shared Path Width	Comments
Typical Road Cross Section (Sections A,B,C,D)				
Adopted Dimension	11.0m[1]	3.5m	n/a	Carriageway comprises 2x3.0m travel lanes and 2.5m parking lanes
BCC Growth Centre Precincts DCP	11.0m	1.5m	2.5m	Based on Typical Medium-high density local road Section as shown in **Figure 3-14** of DCP
BCC Engineering Guide for Development 2005	11.0m	3.5m	n/a	Based on information provided in **Table 3.1: Road Hierarchy and Widths.** Road classified as a "residential collector road"
Typical Shared Path (Sections F,G,H)				
Adopted Dimension	n/a	n/a	6.5m for section F 6.0m for sections G and 5.0m for section H	Overall width includes 3.5m paved width for section G and H and 3.4m for section F
BCC Growth Centre Precincts DCP	n/a	n/a	2.5m	Based on Typical Medium-high density local road section as shown in **Figure 3-14.**
BCC Engineering Guide for Development 2005	n/a	n/a	4-10m	Standard provides overall width only. Provided in **Table 3.1: Road and Hierarchy and Widths.** Classified as "Pathways"
Typical Foot Path (Sections E,I,J)				
Adopted Dimension	n/a	5.0m for section E 3.0 for section I and J[2] 3m for Section H as requested by Council and agreed at meeting 30/8/18	n/a	For Section E overall width includes 3.5m paved footpath. For Section I and J overall width includes 1.8m paved footpath width.
BCC Growth Centre Precincts DCP	n/a	3.5m	n/a	Based on Typical Medium-high density local road section as shown in **Figure 3-14.**
BCC Engineering Guide for Development 2005	n/a	4-10m	n/a	Standard provides overall width only. Provided in **Table 3.1: Road and Hierarchy and Widths** classified as "Pathways"

Note:

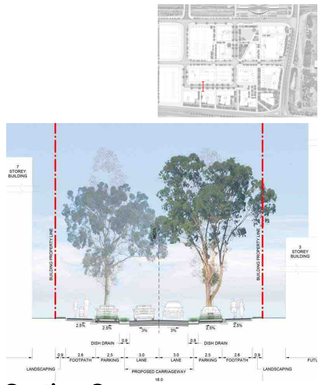
1. For Section B carriageway width is reduced to 8.5m as comprises only of a single parking lane.
2. For Section I and J footpath width is reduced to 3.0m.
3. The footpath verge is 3.5m



Section A



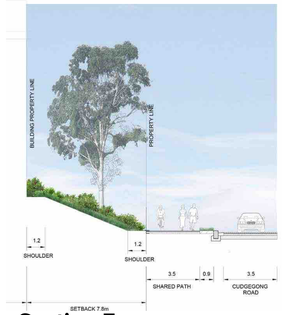
Section B



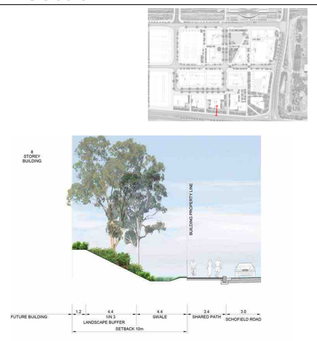
Section C



Section D



Section F



Section E

a. As shown in the Road Width Comparison Table, currently all road widths and layouts comply with either the Area 20 Blacktown City Council Growth Centre Precincts DCP or the Blacktown City Council Engineering Guide's for Development however key changes were made to include features such as indented parking as way to achieve the following:

- Allow for trees with larger canopy structures to help mitigate the urban heat island effect;
- Improve Water Sensitive Urban Design through the use of Biofiltration Street Trees; and
- Improve the public domain in the area.

This directly aligns with the Western Parkland City Sustainability aims, in particular:

- Priority W12 – Protecting and improving the health and enjoyment of the districts waterways by ensuring enhanced water quality
- Priority W15 – Increasing urban tree canopy
- Priority W18 – Delivering high quality open space by providing green corridors and allowing for a consistently wider footpath with greater overall canopy coverage.

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Design Review Minutes Item #13 Servicing

a) The concept of reducing the number of loading zones and vehicular entries is supported, however there are significant operational efficiencies that will need to be overcome. Council would expect waste collection for sites of this size to be positioned wholly within the basement. There are a number of reasons for this including managing acoustics, improved streetscape presentation (when designed well) and efficient operation/collection. Further information to be provided.

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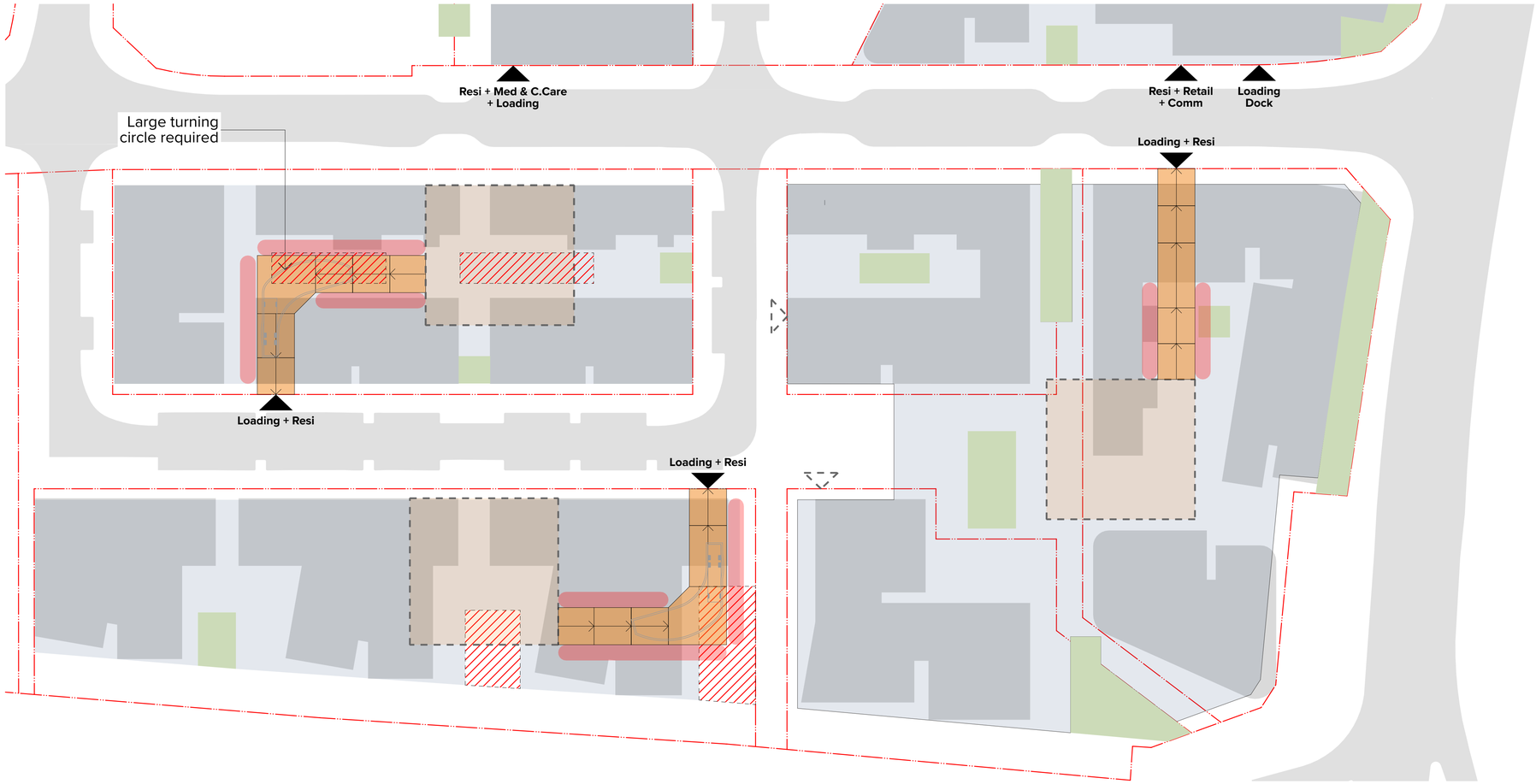
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BASEMENT ENTRIES - OPTION 1 - LOADING IN BASEMENT

SERVICING

- Total number of loading zones and vehicular entries reduced from Concept DA
- Communal open space & deep soil compromised by long, deep ramps
- Communal open space & deep soil compromised by loading docks
- Inactive facades created by long, deep ramps
- Space-consuming 4.5m high loading docks



LEGEND

- Building Footprints
- Basement Extents
- Consolidated Basement (3 to 1)
- Basement Entry Ramps
- Proposed Deep Soil
- Compromised Deep Soil
- Inactive facade / amenity impact to dwellings
- Basement Entries
- Concept DA entries removed
- Loading Dock - In basement, 4.5m Clear Height
- 11m HRV turning path

Servicing - DRP1 Item 13

a) The concept of reducing the number of loading zones and vehicular entries is supported, however there are significant operational efficiencies that will need to be overcome. Council would expect waste collection for sites of this size to be positioned wholly within the basement. There are a number of reasons for this including managing acoustics, improved streetscape presentation (when designed well) and efficient operation/collection. Further information to be provided.

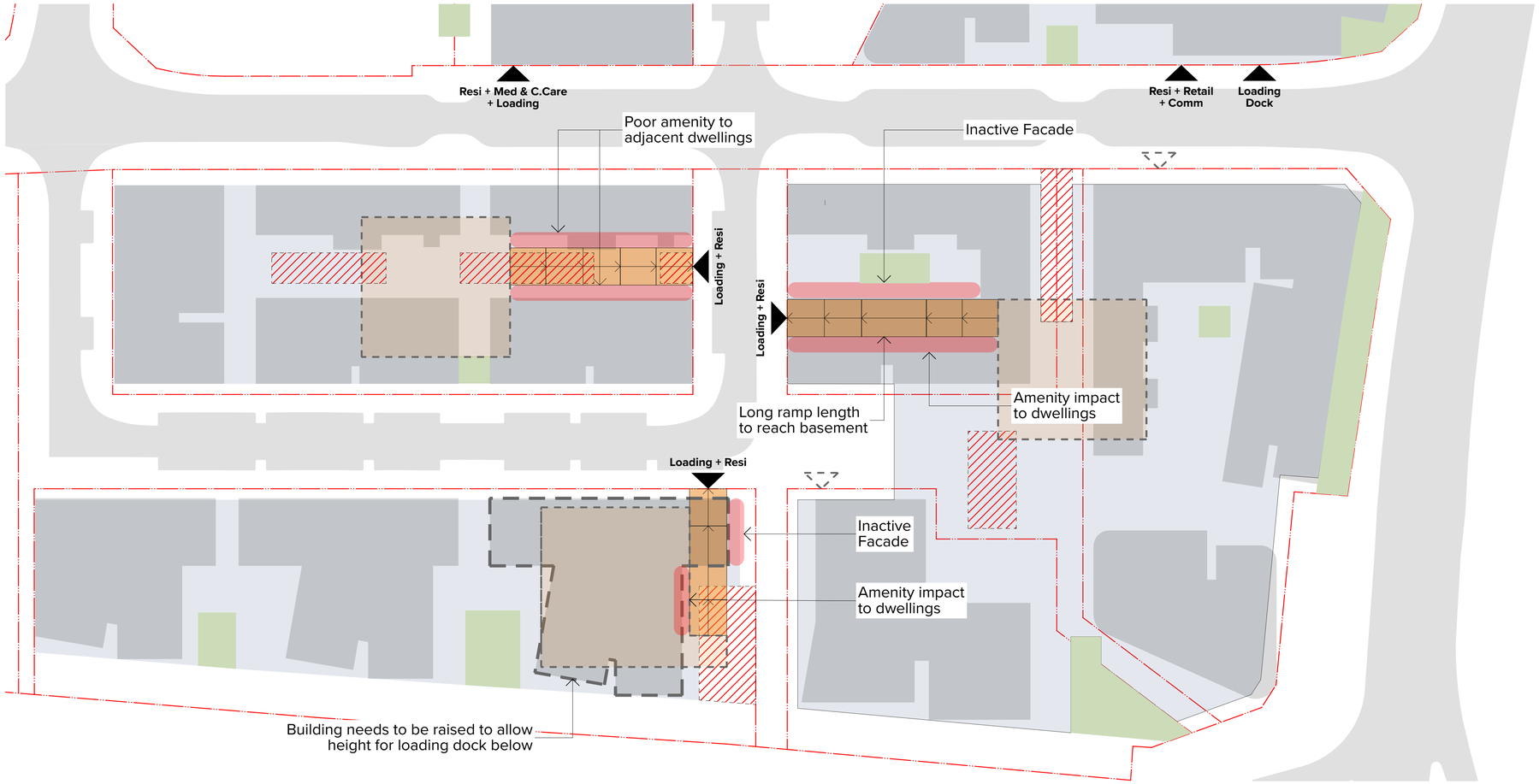
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BASEMENT ENTRIES - OPTION 2 - LOADING IN BASEMENT

SERVICING

- Total number of loading zones and vehicular entries reduced from Concept DA
- Communal open space & deep soil compromised by long, deep ramps
- Communal open space & deep soil compromised by loading docks
- Large openings above ramps create poor amenity for adjacent dwellings



LEGEND

- Building Footprints
- Basement Extents
- Consolidated Basement (3 to 1)
- Basement Entry Ramps
- Proposed Deep Soil
- Compromised Deep Soil
- Inactive facade / amenity impact to dwellings
- Basement Entries
- Concept DA entries removed
- Loading Dock - In basement, 4.5m Clear Height

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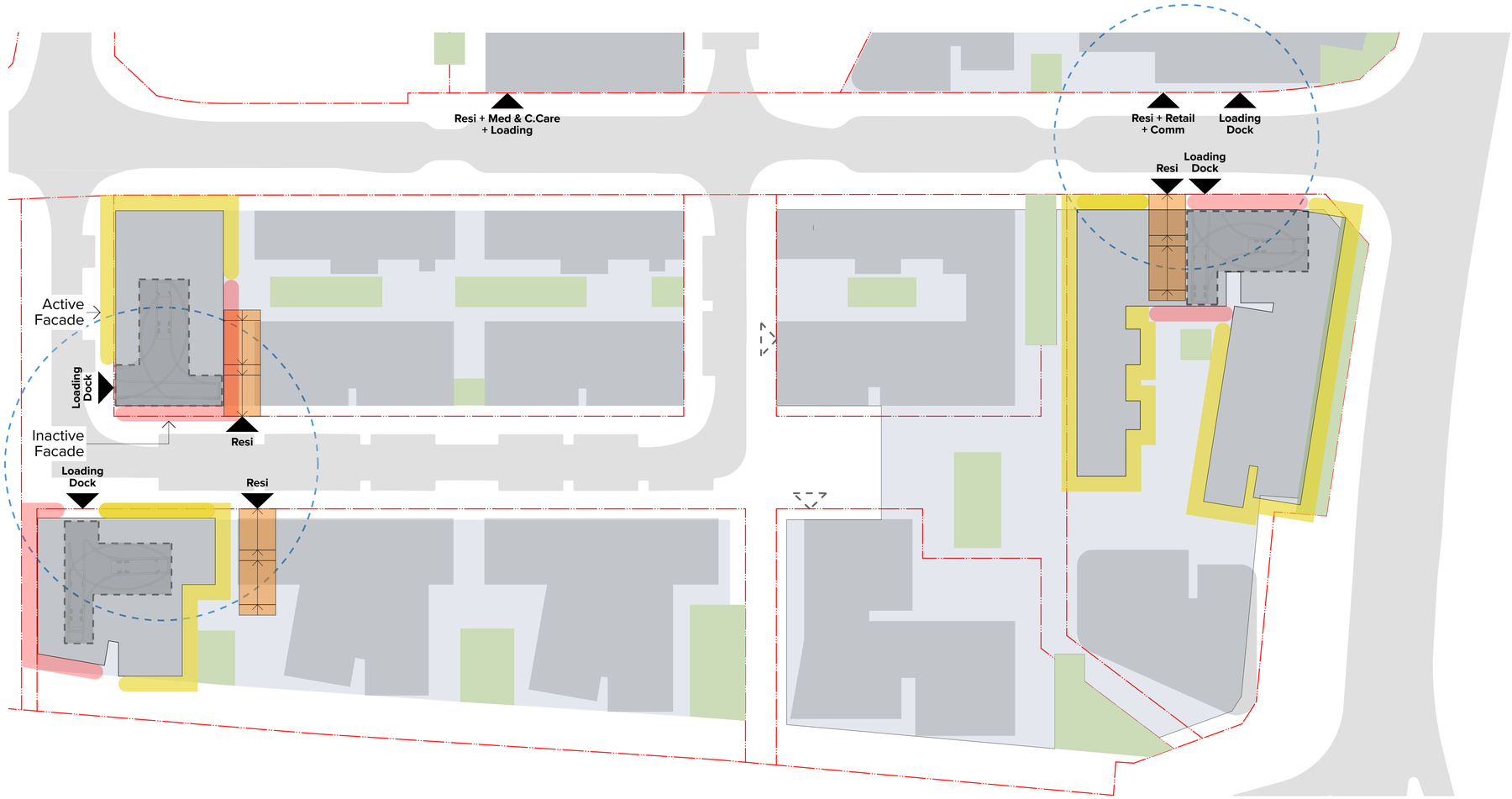
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BASEMENT ENTRIES - OPTION 3 - LOADING AT GROUND

SERVICING

- Total number of loading zones and vehicular entries reduced from Concept DA
- Communal open space & deep soil maximised by short ramps
- Consolidated loading and basement entry areas
- Streetscape presentation improved by sleeving apartments
- Inactive facades located to minimise visual impact



LEGEND

- Building Footprints
- Basement Extents
- Consolidated Basement (3 to 1)
- Basement Entry Ramps
- Proposed Deep Soil
- Compromised Deep Soil
- Inactive facade
- Active facade
- Basement Entries
- Concept DA entries removed
- Ground Level Loading Dock 4.5m clear height
- Consolidated loading and basement entry areas

DEICORP

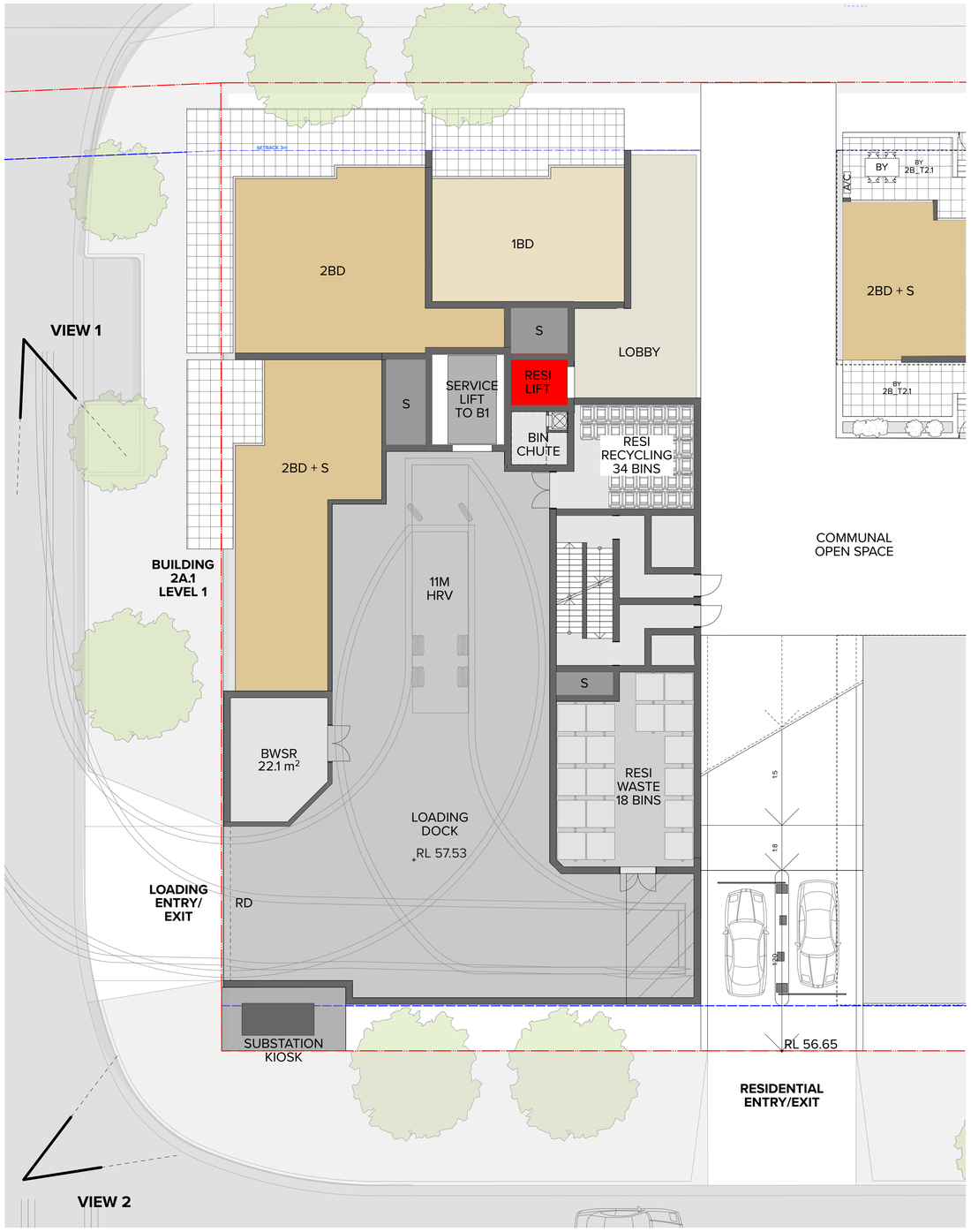
TALLAWONG STATION - PRECINCT SOUTH

Rev. A_DRP2
Project No. 18095 Scale: 1:500 @ A1 Issue _ 7/2/20

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LOADING DOCK - SITE 2A

SERVICING



LEVEL 1 PLAN

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LOADING DOCK - SITE 2B,2C & 2E

SERVICING



LEVEL 1 PLAN

DEICORP

TALLAWONG STATION - PRECINCT SOUTH

Project No. 18095 Scale: 1:500, 1:120 @ A1

Rev. A_DRP2
Issue _ 7/2/20

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LOADING DOCK - SITE 2D

SERVICING



LEVEL 1 PLAN

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BUILDING HEIGHTS

Design Review Minutes Item #5 Building heights

a) Further information should be provided on building height increases in 1A and 1B to accommodate retail, which may result in encroachments into the height plan.

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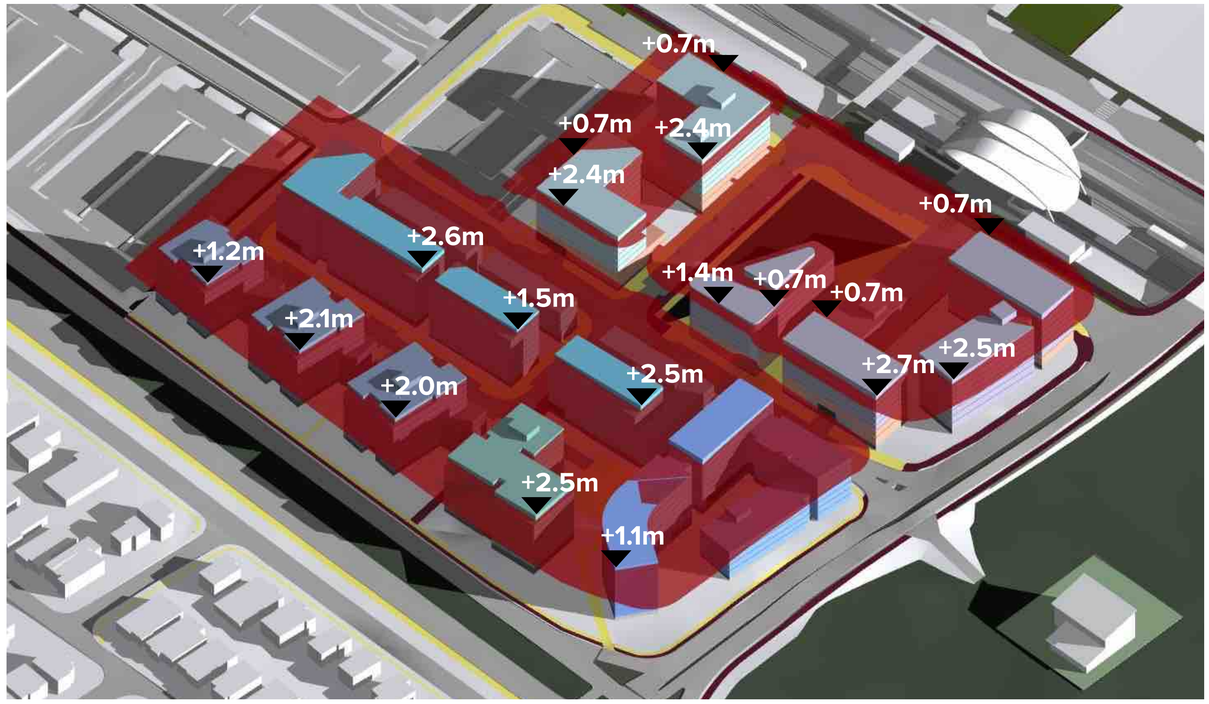
HEIGHT PLANE

BUILDING HEIGHTS

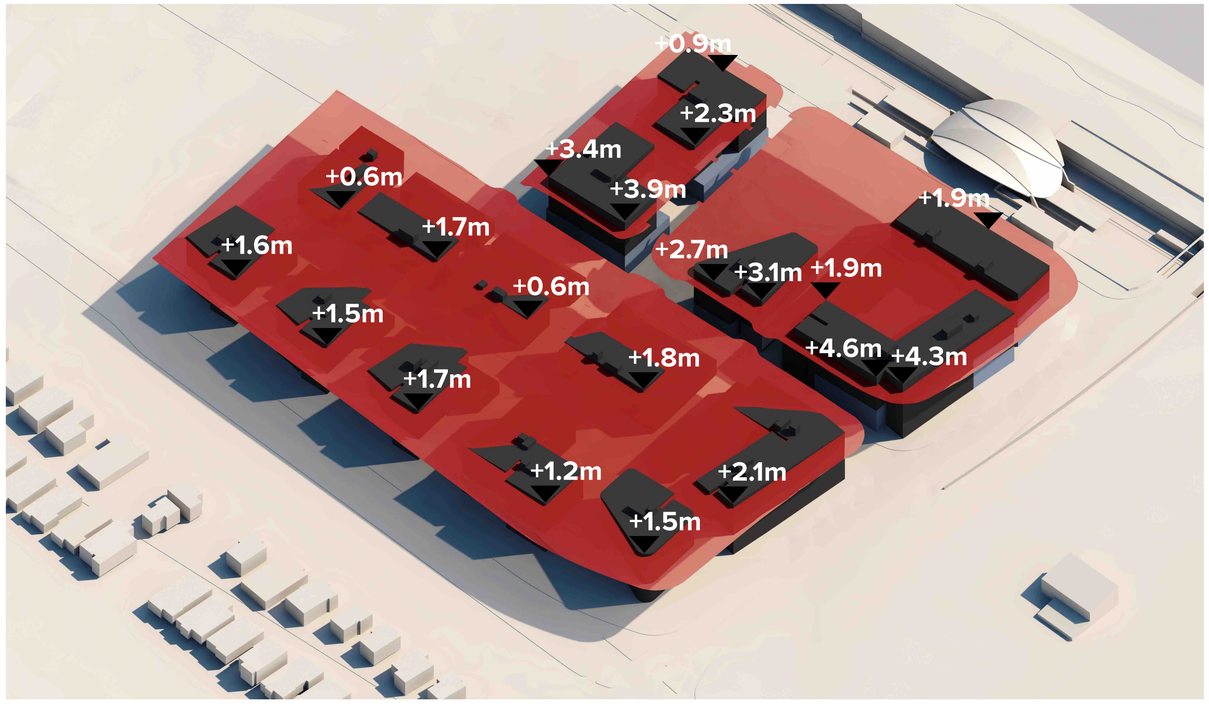
LEGEND

26m LEP HEIGHT PLANE

APPROVED SCHEME



PROPOSED SCHEME



Building Heights - DRP1 Item 5

a) Further information should be provided on building height increases in 1A and 1B to accommodate retail, which may result in encroachments into the height plan.

Rev. A_DRP2

Project No. 18095 Scale: 1:0.49, 1:0.55 @ A1 Issue _ 7/2/20

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THEMEDA AVENUE
CONFERTA AVENUE
NEW SOUTHERN ROAD
SCHOFIELDS ROAD
CUDGEGONG ROAD
PEDESTRIAN LINK 1
PEDESTRIAN LINK 2
PEDESTRIAN LINK 3
PEDESTRIAN LINK 4
RESIDENTIAL 2E
BASEMENT 4
RESIDENTIAL 2D
BASEMENT 5
LIFT CORE
LIFT CORE
LIFT CORE


THEMEDA AVENUE
ANDOVER AVENUE
CAMS CREEK
CONFOSTA AVENUE
NEW SOUTHERN ROAD
SCHOFIELDS ROAD
Cudgegong Road
RESIDENTIAL 1B
RESIDENTIAL 2A
RESIDENTIAL 2B
RESIDENTIAL 2C
RESIDENTIAL 2D
COMMERCIAL 1B
BASEMENT 3
BASEMENT 2
BASEMENT 1
LOWER GROUND
GROUND
UP TO 6C
DOWN TO 6C
BICYCLE STORAGE
AT LEVEL 1 ABOVE
AT LEVEL 2 ABOVE
AT LEVEL 3 ABOVE
AT LEVEL 4 ABOVE
AT LEVEL 5 ABOVE
AT LEVEL 6 ABOVE
AT LEVEL 7 ABOVE
AT LEVEL 8 ABOVE
AT LEVEL 9 ABOVE
AT LEVEL 10 ABOVE
AT LEVEL



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DLCS Quality Endorsed Company: ISO 9001:2015, Registration Number 20476
Nominated Architect: Nicholas Turner 6695, ABN 86 064 094 911

KEY PLAN

LEGEND

Rev	Date	Approved by	Change ID	Change Note

CLIENT
Deicorp
Level 4, 161 Redfern Street Redfern NSW 2016 Australia
Client Phone
Client Email

Project Title
Tallawong Station Precinct South
Cudgegong Road The Ponds NSW 2769 Australia

Drawing Title
FLOOR PLANS
Basement 02

Scale	Project No.	Drawn by	North
1:500 @A1, 50%@A3	18095	TURNER	
Status	Dwg No.	Rev	
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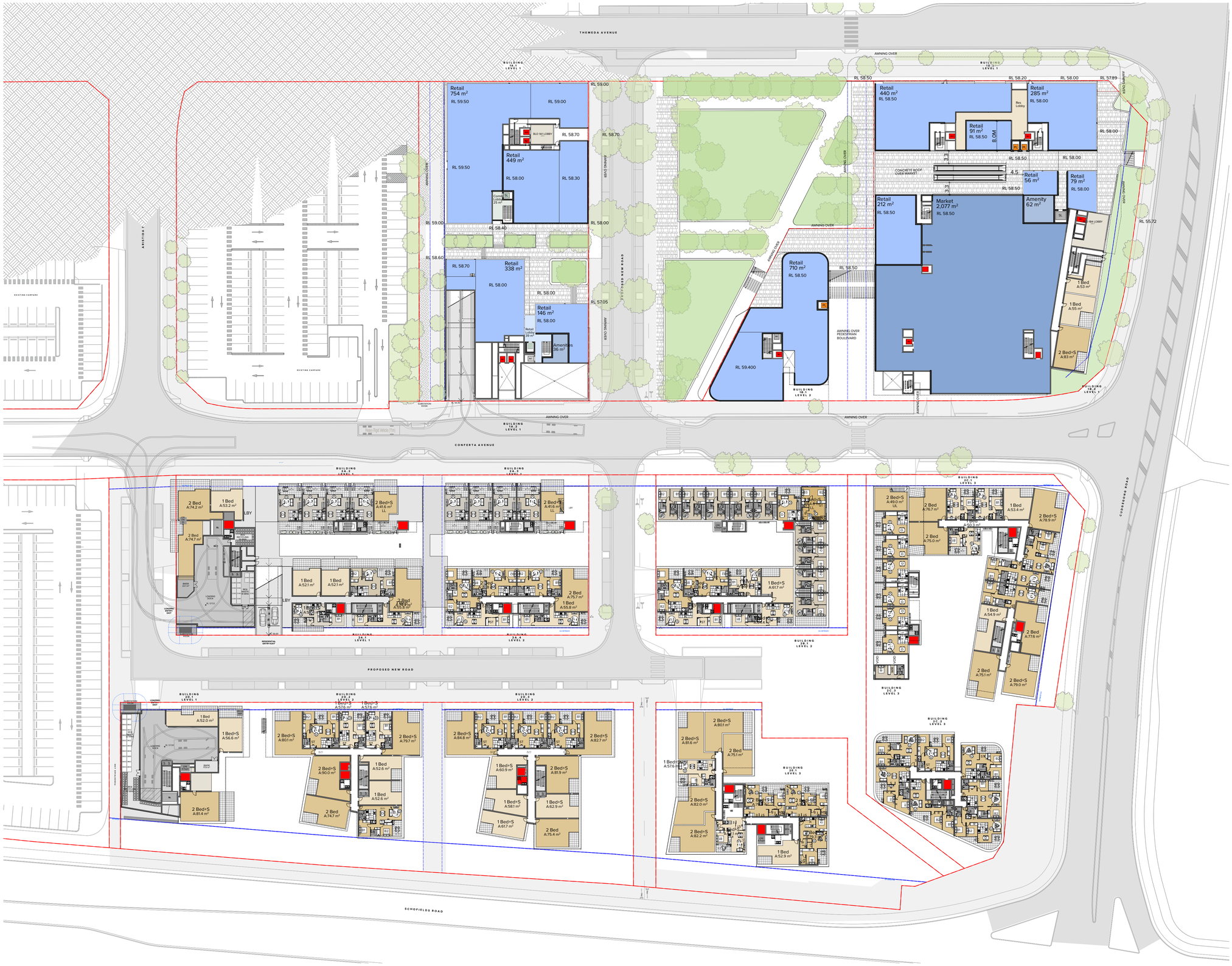
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Drawing Title
FLOOR PLANS
Basement 01

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BUILDING 1A,1 BASEMENT 1
VOID TO LOADING BELOW
RETAIL 1A LEVEL 1
RETAIL 1B LEVEL 1
AMENITIES
Amenity 129 m²
RETAIL LOBBY
RTA.01
RTB.01
RTB.02
RTB.03
RTB.04
RTB.05
RTB.06
RTB.07
RTB.08
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Drawing Title
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Retail

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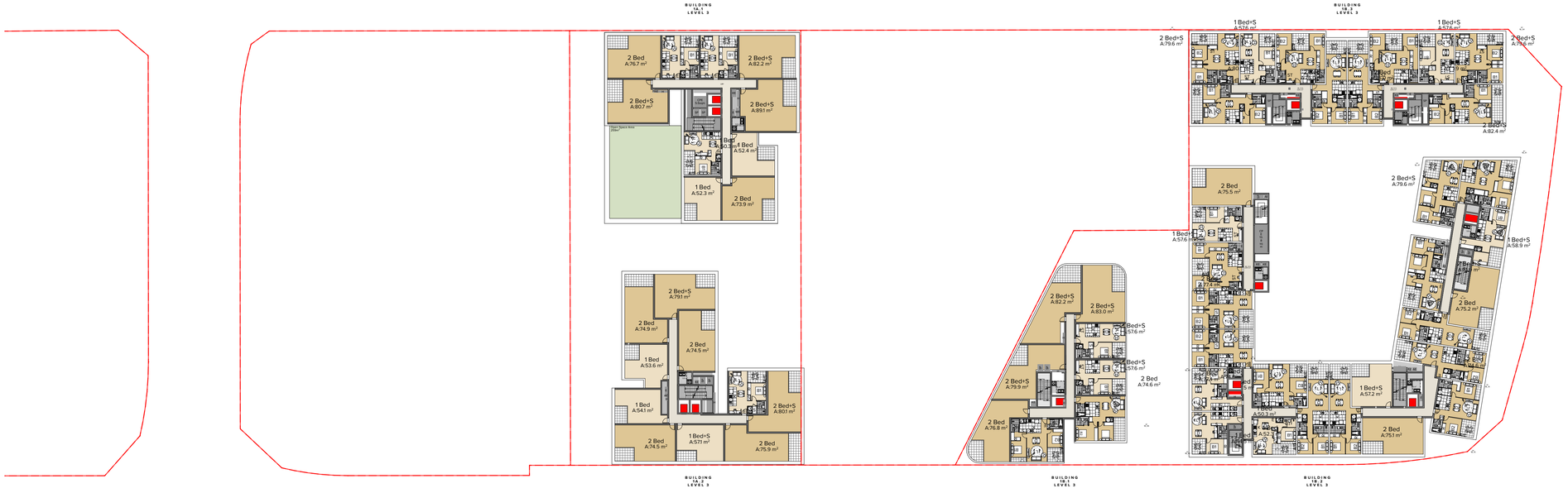
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Client Phone
Client Email

Project Title
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Cudgegong Road The Ponds NSW 2769 Australia

Drawing Title
FLOOR PLANS
Level 02

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Nominated Architect: Nicholas Turner: 6695, ABN 86 064 094 911

KEY PLAN

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Drawing Title
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Level 03

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DLCS Quality Endorsed Company: ISO 9001:2015, Registration Number 20476
Nominated Architect: Nicholas Turner: 6695, ABN 86 064 084 911

KEY PLAN

LEGEND

Rev	Date	Approved by	Change ID	Change Note

CLIENT

Deicorp
Level 4, 161 Redfern Street Redfern NSW 2016 Australia
Client Phone
Client Email

Project Title

Tallawong Station Precinct South
Cudgegong Road The Ponds NSW 2769 Australia

Drawing Title

FLOOR PLANS
Level 04

Scale	Project No.	Drawn by	North
1:500 @A1, 50%@A3	18095	TURNER	
Status	Dwg No.	Rev	
For Information	DA-110-060		

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DLCS Quality Endorsed Company: ISO 9001:2015, Registration Number 20476
Nominated Architect: Nicholas Turner: 6695, ABN 86 064 094 911

KEY PLAN

LEGEND

Rev	Date	Approved by	Change ID	Change Note

CLIENT
Delcorp
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Client Phone
Client Email

Project Title
Tallawong Station Precinct South
Cudgegong Road The Ponds NSW 2769 Australia

Drawing Title
FLOOR PLANS
Level 05

Scale	Project No.	Drawn by	North
1:500 @A1, 50%@A3	18095	TURNER	
Status	Dwg No.	Rev	
For Information	DA-110-070		

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Nominated Architect: Nicholas Turner 6695, ABN 86 064 094 911

KEY PLAN

LEGEND

Rev	Date	Approved by	Change ID	Change Note

CLIENT
Deicorp
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Client Phone
Client Email

Project Title
Tallawong Station Precinct South
Cudgegong Road The Ponds NSW 2769 Australia

Drawing Title
FLOOR PLANS
Level 06

Scale	Project No.	Drawn by	North
1:500 @A1, 50%@A3	18095	TURNER	
Status	Dwg No.	Rev	
For Information	DA-110-080		

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Nominated Architect: Nicholas Turner 6695, ABN 86 064 094 911

KEY PLAN

LEGEND

Rev	Date	Approved by	Change ID	Change Note

CLIENT
Delcorp
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Client Phone
Client Email

Project Title
Tallawong Station Precinct South
Cudgegong Road The Ponds NSW 2769 Australia

Drawing Title
FLOOR PLANS
Level 07

Scale	Project No.	Drawn by	North
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Status	Dwg No.	Rev	
For Information	DA-110-090		

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Nominated Architect: Nicholas Turner 6695, ABN 86 064 094 911

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Client Phone
Client Email

Project Title
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Drawing Title
FLOOR PLANS
Level 08

Scale	Project No.	Drawn by	North
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Status	Dwg No.	Rev	
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OBJECT BUILDINGS

Design Review Minutes Item #2 Object Buildings

a) Further information to be provided on the depth of the object buildings and how these will meet relevant ADG standards and guidelines for cross ventilation etc;

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MEETING ADG OBJECTIVES

OBJECT BUILDINGS



LEGEND

SOLAR	70.3% - COMPLIANT
NO DIRECT SUNLIGHT (NDS)	14.8% - COMPLIANT
CROSS VENTILATION	70.3% - COMPLIANT

OPEN PLAN HABITABLE ROOM DEPTH FROM A WINDOW

ADG REQUIRES MIN. 70% OF APARTMENTS RECEIVE AT LEAST 2 HOURS OF DIRECT SUNLIGHT BETWEEN 9AM & 3PM ON 21st JUNE.

ADG REQUIRES MAX. 15% OF APARTMENTS RECEIVE NO DIRECT SUNLIGHT BETWEEN 9AM & 3PM ON 21st JUNE.

ADG REQUIRES MIN. 60% OF APARTMENTS RECEIVE NATURAL CROSS-VENTILATION.

ADG REQUIRES THAT FOR OPEN PLAN LAYOUTS, THE HABITABLE ROOM DEPTH IS MAX. 8m FROM A WINDOW.

Object Buildings - DRP1 Item 2

a) Further information to be provided on the depth of the object buildings and how these will meet relevant ADG standards and guidelines for cross ventilation etc

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DIVERSITY IN ARCHITECTURE AND RANGE OF DWELLING TYPES

Design Review Minutes Item #7 Diversity in architecture and range of dwelling types

a) The panel noted the design team response to the Design Quality Guidelines that Bennett and Trimble produced as part of the Concept SSDA;

b) It is acknowledged that there are two architectural groups working on the development of the proposal, and that this in itself may result in some diversity of architectural language;

c) The DRP are keen to see more detail around building character, form, and a strategy for achieving architectural diversity, for the next DRP meeting;

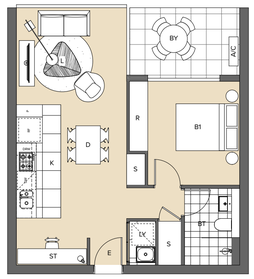
d) The DRP would like to see a clear strategy as to how the object buildings will be approached in terms of architectural language, etc.

The DRP would like to see the different building typologies and dwelling type diversity more clearly articulated to show the range of product type eg terrace, townhouse, apartment.

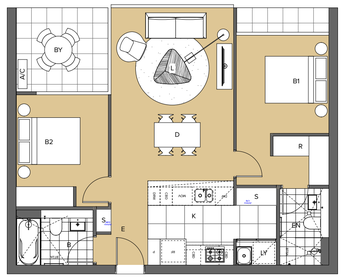
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DWELLING MIX

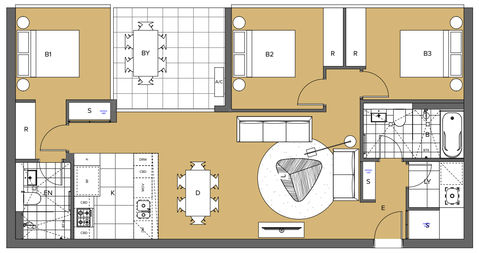
ARCHITECTURAL DIVERSITY



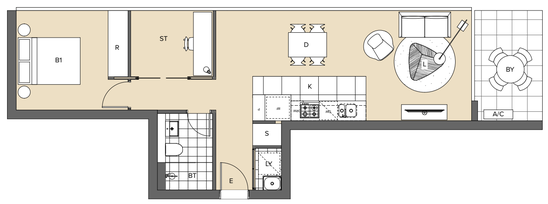
1 Bed



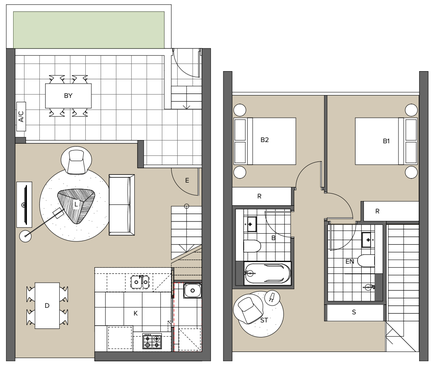
2 Bed



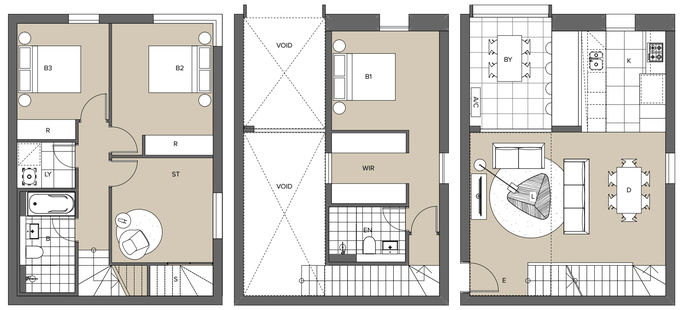
3 Bed



1 Bed Plus



2 Bed Townhouse



3 Bed Townhouse

LEGEND

	Type	Area	Total
	1 Bed	52m²	**127**
	1 Bed Plus Study	58m²	**126**
	2 Bed	75m²	**333**
	2 Bed Plus Study	80m²	**300**
	3 Bed	95m²	**29**
	3 Bed Plus Study	120m²	**20**
	2 Bed Townhouse	80m²	**45**
	3 Bed Townhouse	120m²	**4**

Affordable	5%	49
N.D.I.S.	5%	49
Townhouses	5%	49
Adaptable Housing	10%	98
Liveable Housing	10%	98
Market Housing	65%	640

Range of dwelling types - DRP1 Item 7

d) The DRP would like to see the different building typologies and dwelling type diversity more clearly articulated to show the range of product type eg terrace, townhouse, apartment.

Rev. A_DRP2

Project No. 18095 Scale: 1:100 @ A1 Issue _ 7/2/20

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BUILDING CHARACTER PRINCIPLES

ARCHITECTURAL DIVERSITY

PLACE: A ***contextual*** response

COMPOSITION: A ***collection*** of buildings

DIVERSITY: A ***variation*** in typologies

IDENTITY: A ***familiar*** language

MATERIALITY: A ***unified*** palette

DEICORP

Project No. 18095 Scale: @ A1 Rev. A_DRP2 Issue _ 7/2/20

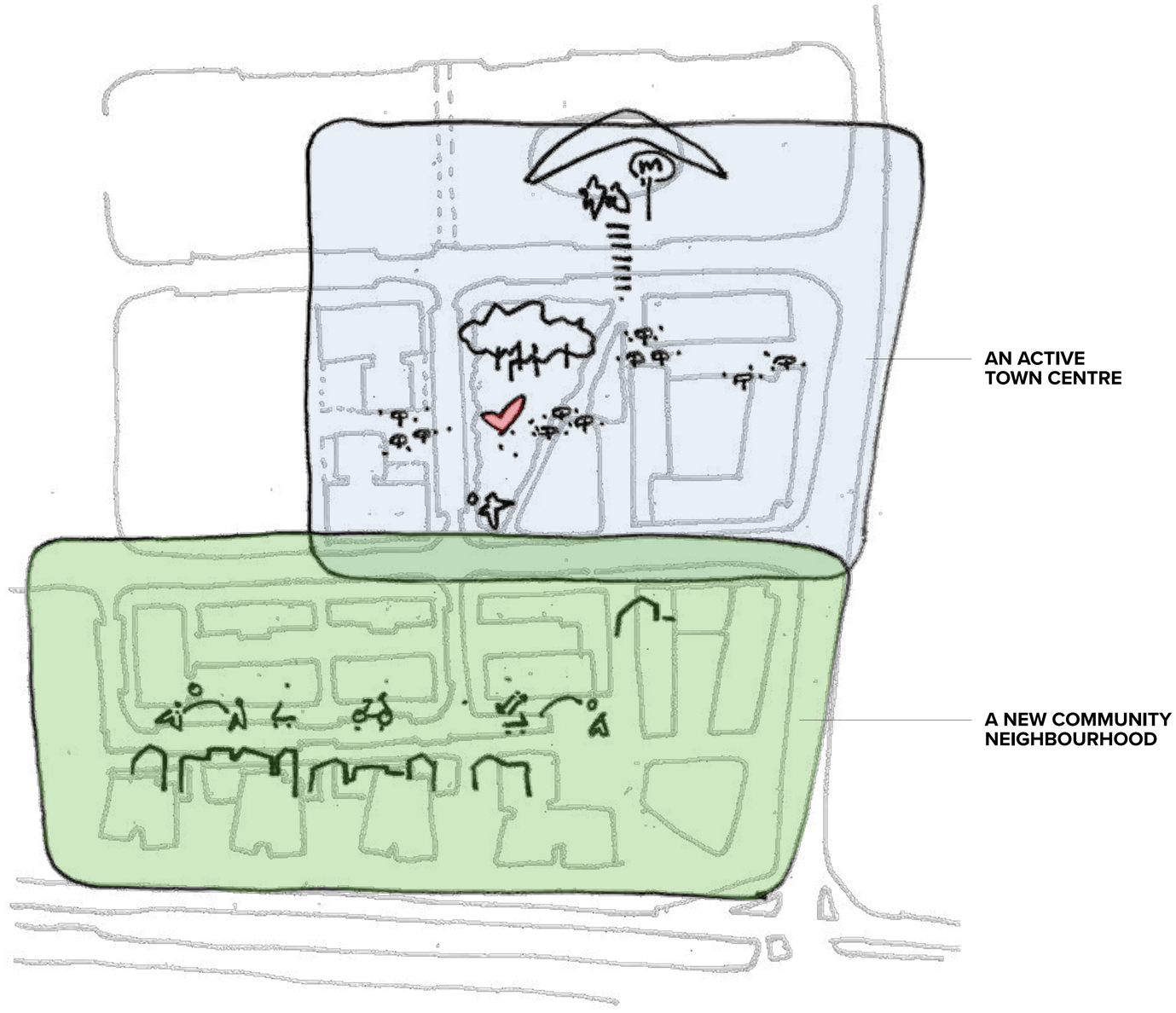
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TWO COMPLEMENTARY PRECINCTS

ARCHITECTURAL DIVERSITY

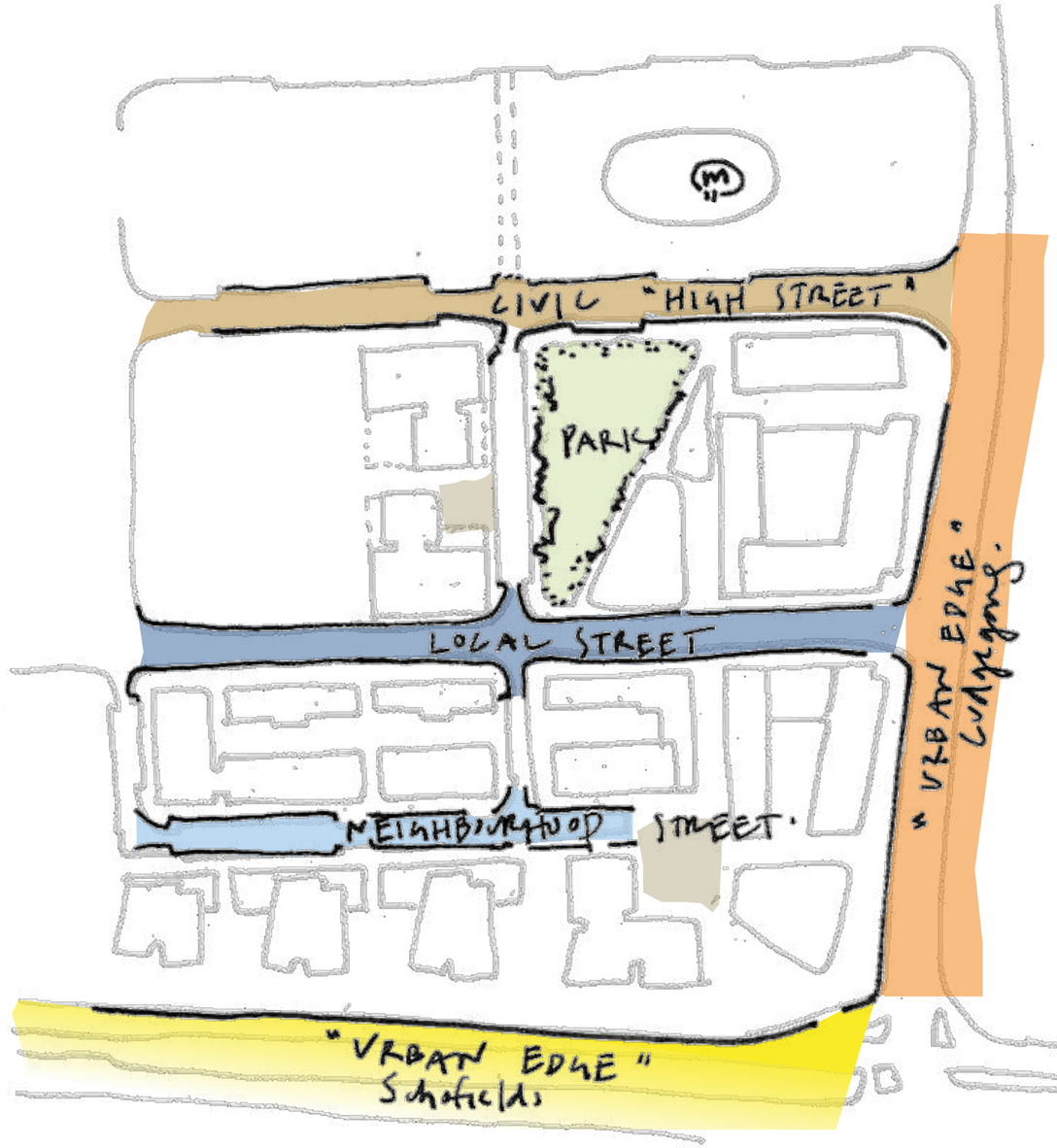


Rev. A_DRP2
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DIVERSITY IN URBAN CHARACTER

ARCHITECTURAL DIVERSITY



- CIVIC "HIGH STREET" - THEMEDA AVENUE
- LOCAL STREET - CONFERTA AVENUE
- NEIGHBOURHOOD STREET
- URBAN EDGE - SCHOFIELDS ROAD
- URBAN EDGE - CUDGEGONG ROAD
- PARK - GREEN HEART
- PLAZAS

Rev. A_DRP2
Project No. 18095 Scale: 1:0.73 @ A1 Issue _ 7/2/20

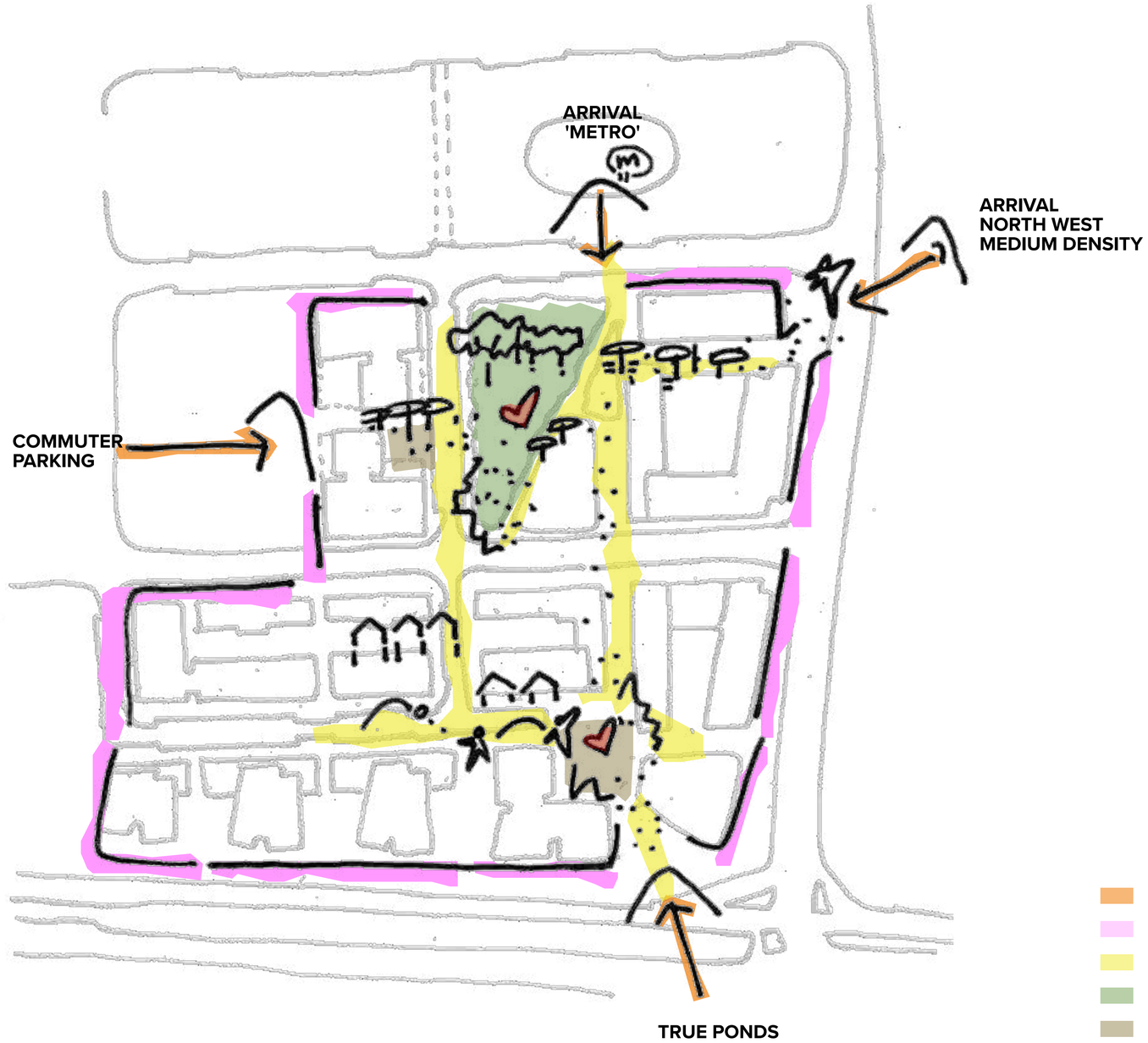
DEICORP

TALLAWONG STATION - PRECINCT SOUTH

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BUILDINGS PROTECTING GREEN HEART

ARCHITECTURAL DIVERSITY



GATEWAYS

EDGE BUILDINGS

MAIN MOVEMENT FLOWS

PARK - GREEN HEART

PLAZAS

Rev. A_DRP2

Project No. 18095 Scale: 1:0.73 @ A1 Issue _ 7/2/20

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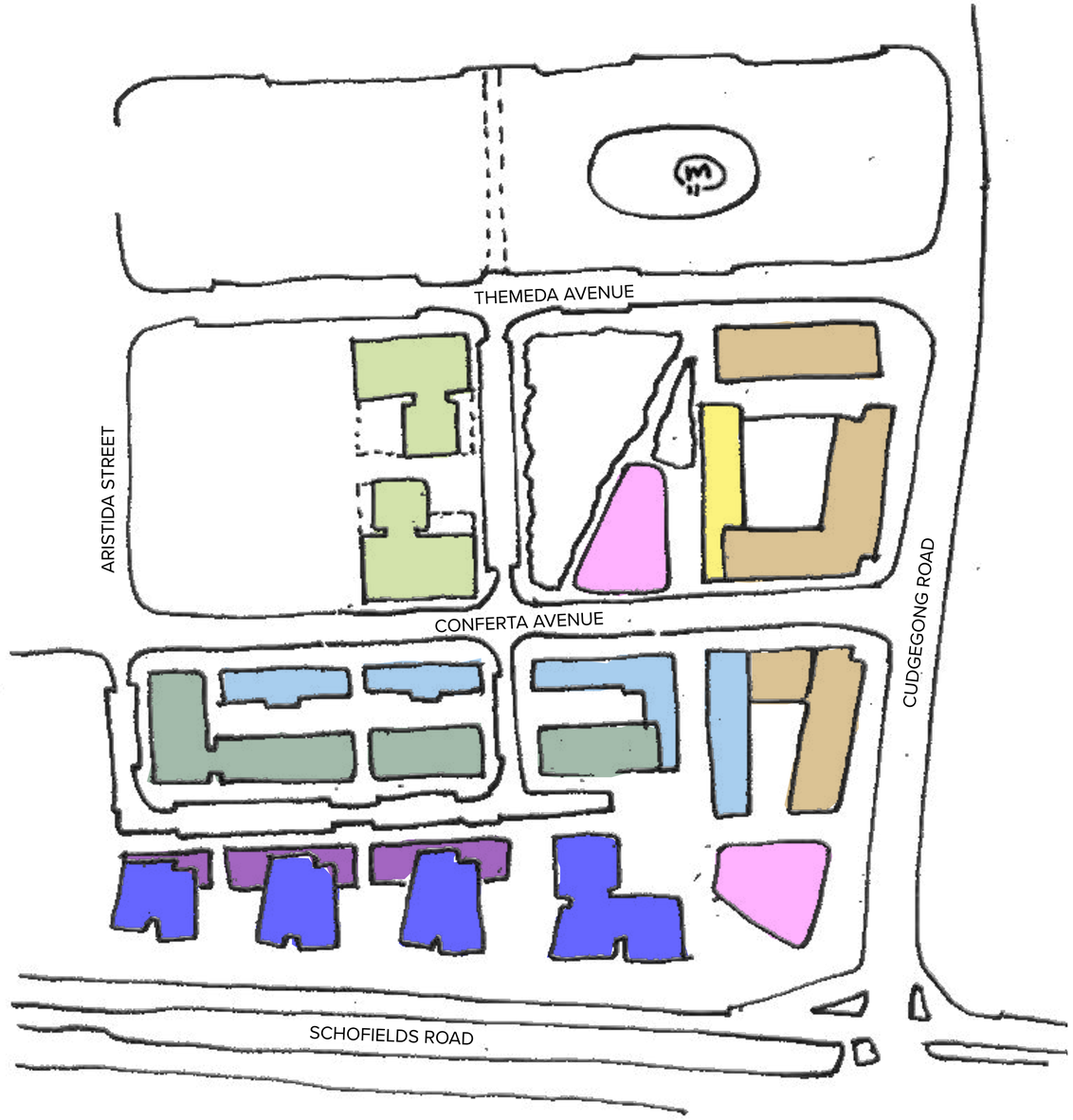
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A COLLECTION OF BUILDINGS

ARCHITECTURAL DIVERSITY



- STREET EDGE ALONG CUDGEGONG RD
- STREET EDGE ALONG SCHOFIELDS RD
- INTERNAL STREET EDGE
- PODIUM BUILDING
- TERRACES
- 3 STOREY STREET EDGE
- RESIDENTIAL ABOVE RETAIL COMPONENT
- OBJECT BUILDINGS

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DIVERSITY IN URBAN CHARACTER

ARCHITECTURAL DIVERSITY



- CLOSED / URBAN EDGE
- GREEN / CIVIC
- NEIGHBOURHOOD
- PLAYFUL FOLLY
- PARK - GREEN HEART
- PLAZAS

Project No. 18035 Scale: 1:0.73, 1:1.22, 1:2.03 @ A1

Rev. A_DRP2
Issue _ 7/2/20

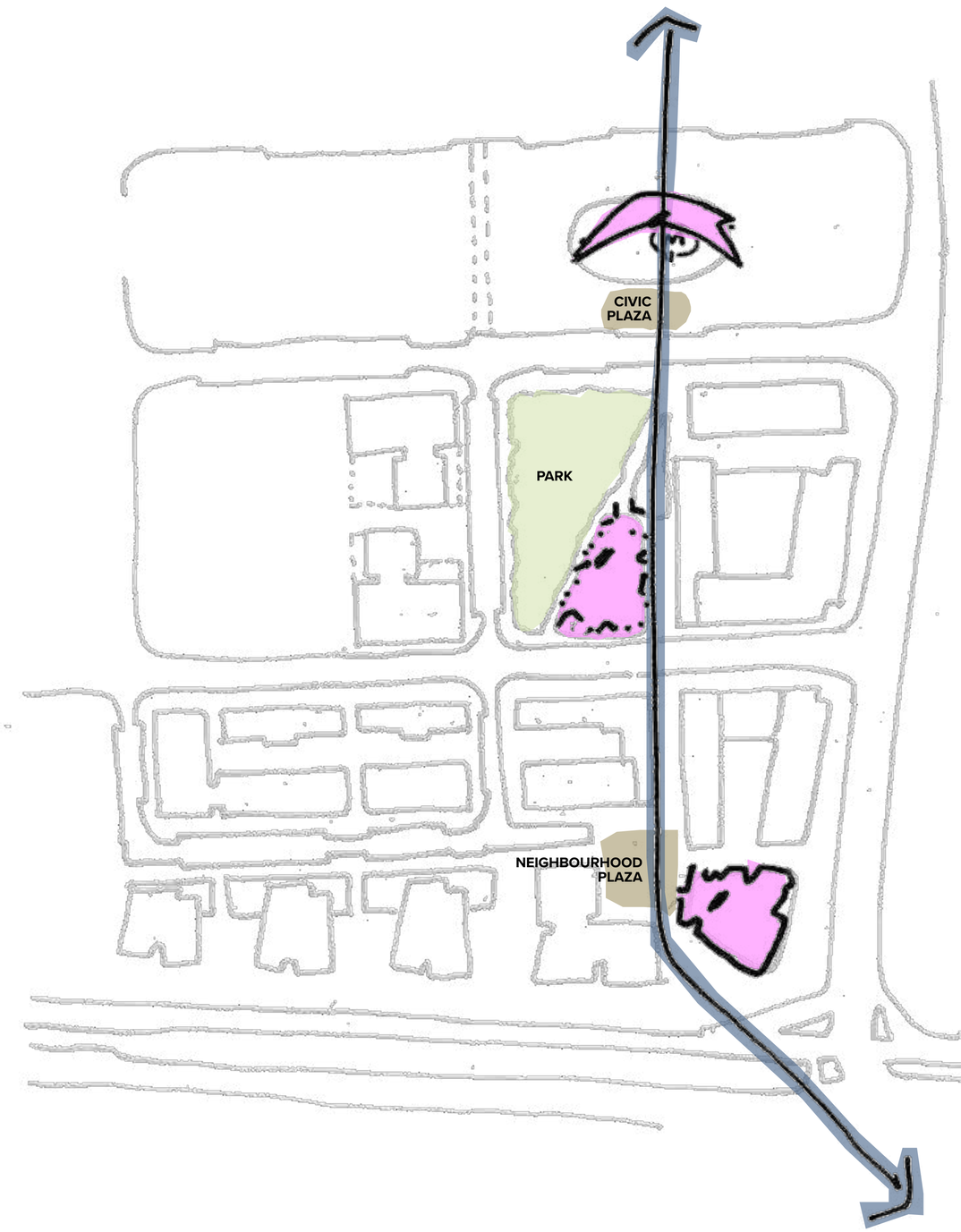
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OBJECT BUILDINGS AS LANDMARKS

ARCHITECTURAL DIVERSITY



three object builders

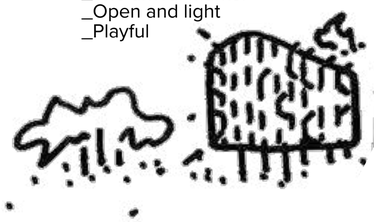
Metro as catalyst

_The connector



Defining place character

_The arrival marker
_Open and light
_Playful



Anchoring the corner

_Arrival and identity
_Closed form
_Movement



OBJECT BUILDINGS

MAIN PEDESTRIAN MOVEMENT

PARK - GREEN HEART

PLAZAS

Rev. A_DRP2

Project No. 18095 Scale: 1:0.73 @ A1 Issue _ 7/2/20

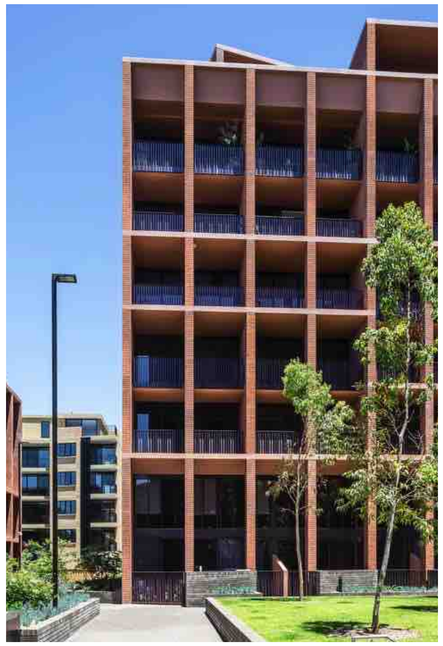
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A COLLECTION OF BUILDINGS

ARCHITECTURAL DIVERSITY



CIVIC

The public address

_Threshold to the town centre

_Retail and public domain interface

_Scale and legibility



AMENITY + SHADE

Transition to exterior

_Visual connectivity

_Outdoor living

_Framing the view



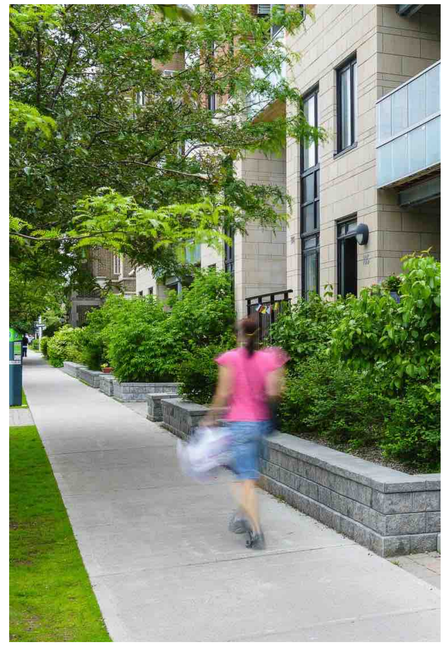
LOCAL

Identity and individuality

_Modulated

_Fine grain and textured

_Balanced



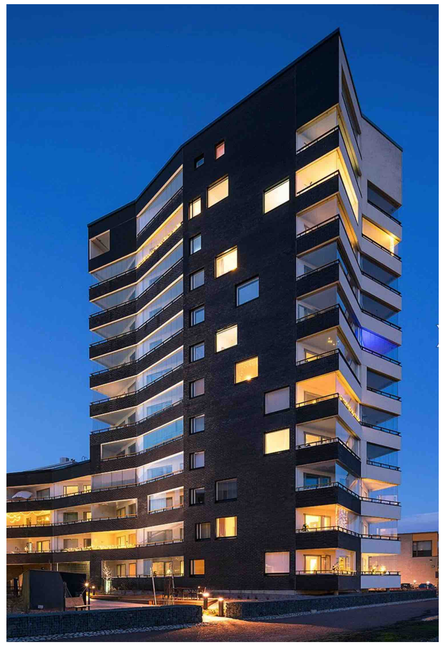
NEIGHBOURHOOD

Where people come together

_Engaging the threshold

_A shared domain

_Approachable and tactile



URBAN EDGE

Protective pillars

_Mediator and buffer

_Closed

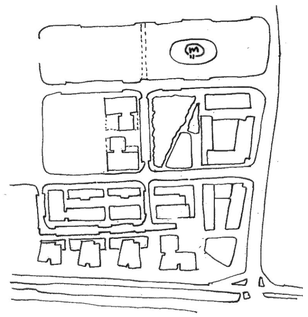
_Scale and rhythm

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CIVIC + GREEN HEART

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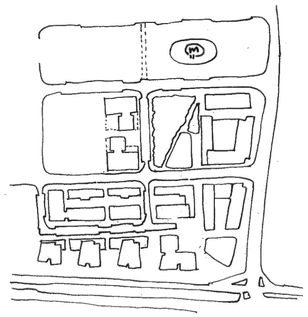
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GREEN EDGE

ARCHITECTURAL DIVERSITY





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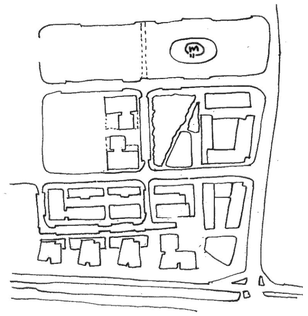
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PARK - GREEN HEART

ARCHITECTURAL DIVERSITY





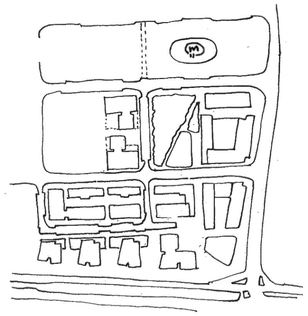
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PARK - GREEN HEART

ARCHITECTURAL DIVERSITY





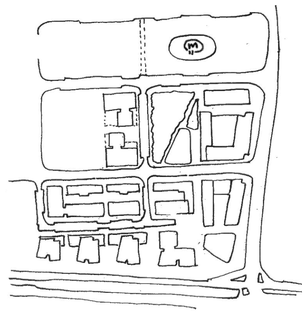
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LOCAL STREET

ARCHITECTURAL DIVERSITY





DEICORP

TALLAWONG STATION - PRECINCT SOUTH

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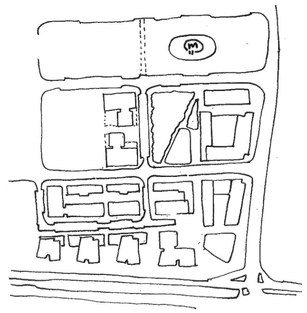
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LOCAL STREET

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TALLAWONG STATION - PRECINCT SOUTH

Rev. A_DRP2

Project No. 18095 Scale: 1:2.04 @ A1 Issue _ 7/2/20

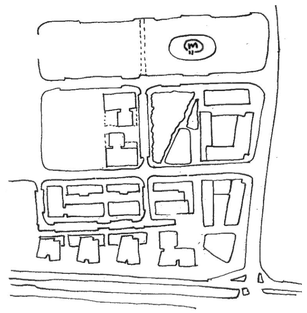
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Project No. 18095 Scale: 1:2.04 @ A1 Issue _ 7/2/20

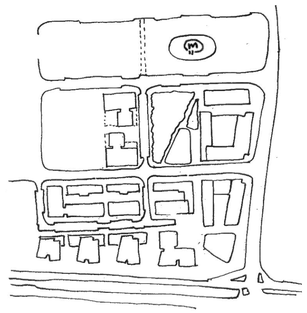
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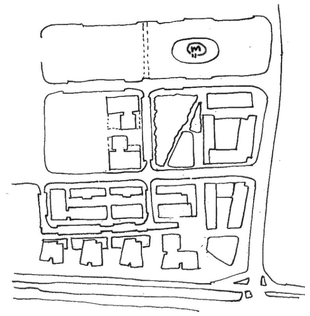
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NEIGHBOURHOOD STREET

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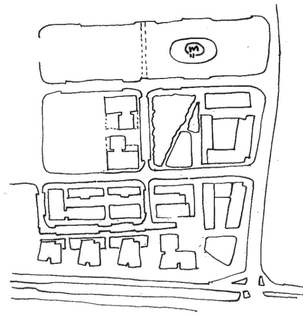
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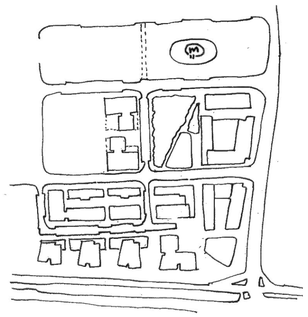
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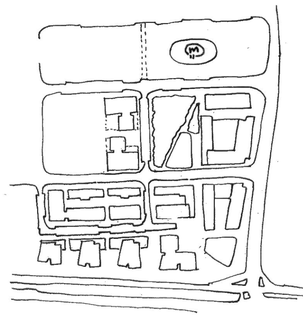
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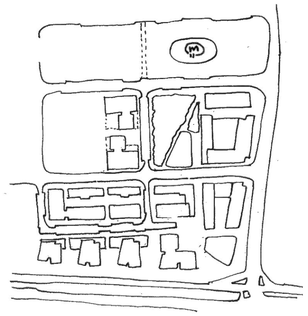
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TALLAWONG STATION - PRECINCT SOUTH

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PROGRAM

Design Review Minutes Item #14 Program

a) The turnaround time to address comments from the proposed May DRP meeting is very tight. Suggest moving the meeting to an earlier date in April.

➢ Attached program actually indicates that final DA application documents will be forwarded to TDR and DRP on the 20th April 2020 with final feedback to Deicorp requested by 4th May 2020.

➢ Deicorp and the design team are comfortable with the timeframe and delivery of the documents as indicated in this program.

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PROGRAM

DEICORP

Sydney Metro/Landcom Technical Review Group	TSS Design Review Panel (DRP)
Monday 13th February 2020	**Thursday 20th February 2020**
Town Planning Site Access Marketing • Strategic Residential Marketing Analysis • Display buildings • Sales Concept Plan • DRP presentation • Modifications Construction • Staging • Commencement • Substantial Commencement Stakeholder relationships update • BCC • DPIE Specialist areas – update on how achieving the targets • Affordable Housing • Liveable Housing • Sustainability • Activation	Design development at 50% • Hierarchy and Characters • Urban Connectivity • Urban Scale, Legibility and ownership • Integrated Landscape network • Public Park/landscape plans • Fine Grain Open Spaces • Communal open space/landscape plans • Building heights, separation, setbacks • Activity and diversity • Environmental considerations • ESD Principles • Building design and articulation • Material Selection and detailing • Landscape Design • Program/Phasing • Building facades details • ADG compliance • Car parking layout • Draft Civil plans • Workable Basement plans • Retail /Commercial as follows • General floor plans /area schedule • Definition on what is commercial /retail

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PROGRAM

DEICORP

Sydney Metro/Landcom Technical Review Group	TSS Design Review Panel (DRP)
Monday 10th March 2020	**Thursday 19th March 2020**
Town Planning Site Access Marketing • Strategic Residential Marketing Analysis • Display buildings • Sales Concept Plan • DRP presentation • Modifications • Consultant reports Construction • Staging • Commencement • Substantial Commencement Stakeholder relationships update • BCC • DPIE Specialist areas – update on how achieving the targets • Affordable Housing • Liveable Housing • Sustainability • Activation	90% of all consultants designs completed Detailed Design Plans • Hierarchy and Characters • Urban Connectivity • Urban Scale, Legibility and ownership • Integrated Landscape network • Public Park • Fine Grain Open Spaces • Communal open space • Building heights, separation, setbacks • Activity and diversity • Environmental considerations • ESD Principles • Building design and articulation • Material Selection and detailing • Landscape Design • Program/Phasing Design consultant reports • In particular the Design Report outlining comments by stakeholders and response to how this has been addressed

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PROGRAM

DEICORP

Sydney Metro/Landcom Technical Review Group	TSS Design Review Panel (DRP)
20th April – 4th May 2020	**20th April – 4th May 2020**
Full set of all DA documents presented to Landcom for final review and last comments. Documents returned to Deicorp by 4th May for any final adjustments. • Sydney Metro/Landcom Internal approval • Sydney Metro landowners consent application form - for DA **Landcom/Sydney Metro to confirm internal sign off timeframes	Full set of all DA documents presented to Landcom for final review and last comments. Documents returned to Deicorp by 4th May for any final adjustments.
20th May 2020	**20th May 2020**
DA submission	DA submission

Rev. A_DRP2
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DEICORP

Tallawong Station Precinct South

Design Review Panel
Meeting #3 Part A

19th March 2020

BASEMENT CAR PARKING

Design Review Minutes Item #2 Basement Car Parking

- The DRP acknowledged the work undertaken to rationalise the car park entries, loading areas, waste collection etc and to align these elements with a retail strategy. These are positive improvements for the streetscape. It is to be noted that when the proposal is sent to council for review, basement collection will be pressed as there are more issues at play in regards to waste than just streetscape.
- The DRP raised concerns about the amount of car parking given the proximity to the Metro station and changing behaviours and attitudes towards car ownership. The DRP does not support an increase in the number of car spaces. The intent is for Transit Oriented Development to maximise public transport patronage and encourage walking and cycling. Car parking should be limited to the minimum acceptable – limiting parking numbers should be pursued with Blacktown Council

BASEMENT CAR PARKING

- Consider how the basement car parking could be adapted for other uses should the demand for private car ownership change. Allow for a flexibility of behaviour and variety of uses in the future. Other measures to explore could include:
    i. Look for opportunities for light wells into the basement car parking or future uses e.g. Lane Cove (car parking) and Green square (library)
    ii. Look for opportunities for adaptability into the basement car parking – over time could it be converted to something else eg self storage, workspaces
    iii. Retain the car parking under the park in a single title.
    iv. Decouple car parking spaces from units – which improves affordability of the units and increases flexibility to adapt car parking spaces for other purposes in the future.
    v. Potential for Deicorp to keep the ownership of the car parking and offer long term lease of carparks to unit owners.
    vi. Consider long term lease for car share schemes
    vii. Explore connection from underground carpark to the public domain to enhance activation of public spaces

ROBERT DAY: BARKER RYAN STEWART – TRAFFIC CONSULTANT

PETER MOKAS: SHIPROCK ADVISORY – RETAIL/COMMERCIAL CONSULTANT

JOHN VAMVAKARIS: DEICORP – CHIEF OPERATION OFFICER

Discussion topics :

This part of the presentation is broken into three parts:

1. Traffic Assessment
2. Retail & Commercial Assessment
3. Buyers Concern

BASEMENT CAR PARKING

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CAR PARKING RATES

	Concept Proposed	Deicorp
Residential car parking rates (RMS Guidelines for sub-regional centres/ADG)	0.6 space per 1 bed 0.9 space per 2 bed 1.4 space per 3 bed	1 space per 1 bed 1 space per 2 bed 2 space per 3 bed
Residential visitor car parking rates (RMS Guidelines for sub-regional centres/ADG)	1:10 Units	1:5 Units
Residential sub total	936	1,131
Retail car parking rates (Precinct DCP)	1 space/60m2 GLFA	1 space/25m2
Commercial car parking rates (Precinct DCP)	1 space/70m2 GFA	1 space/25m2
Retail and commercial sub total	157	346
Total	1,093	1,477

CAR PARKING ASSESSMENT

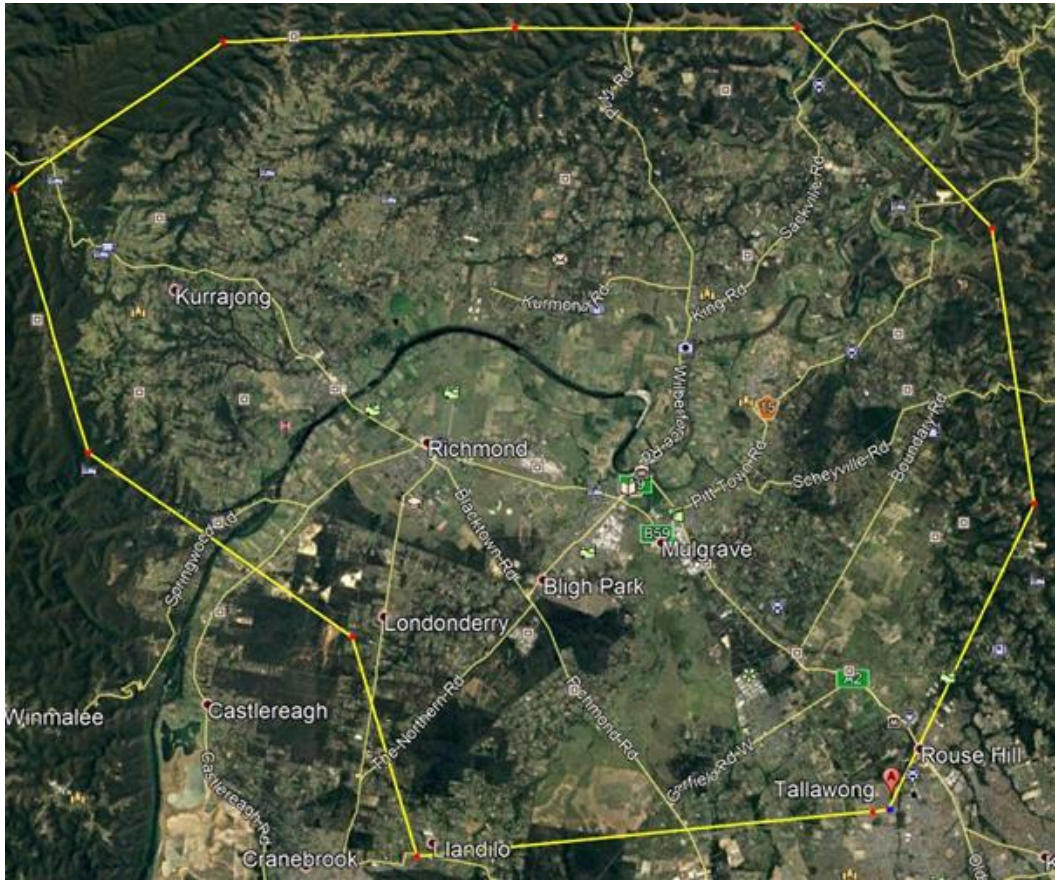
- It is acknowledged that planning for new developments in this area needs to consider the principles of transit-oriented development and the implementation of targeted travel demand management measures and initiatives to reduce the need and reliance on private vehicle travel.
- However, the guiding principles do not take into consideration the unique location of Tallawong Precinct South being located at the end of the Sydney Metro Norwest line and the extensive catchment area it serves.
- The North West Growth sector has only been partially developed. The catchment area beyond the North West Growth centre is predominantly rural in nature with poor or no public transport options available to the residents.

CAR PARKING ASSESSMENT

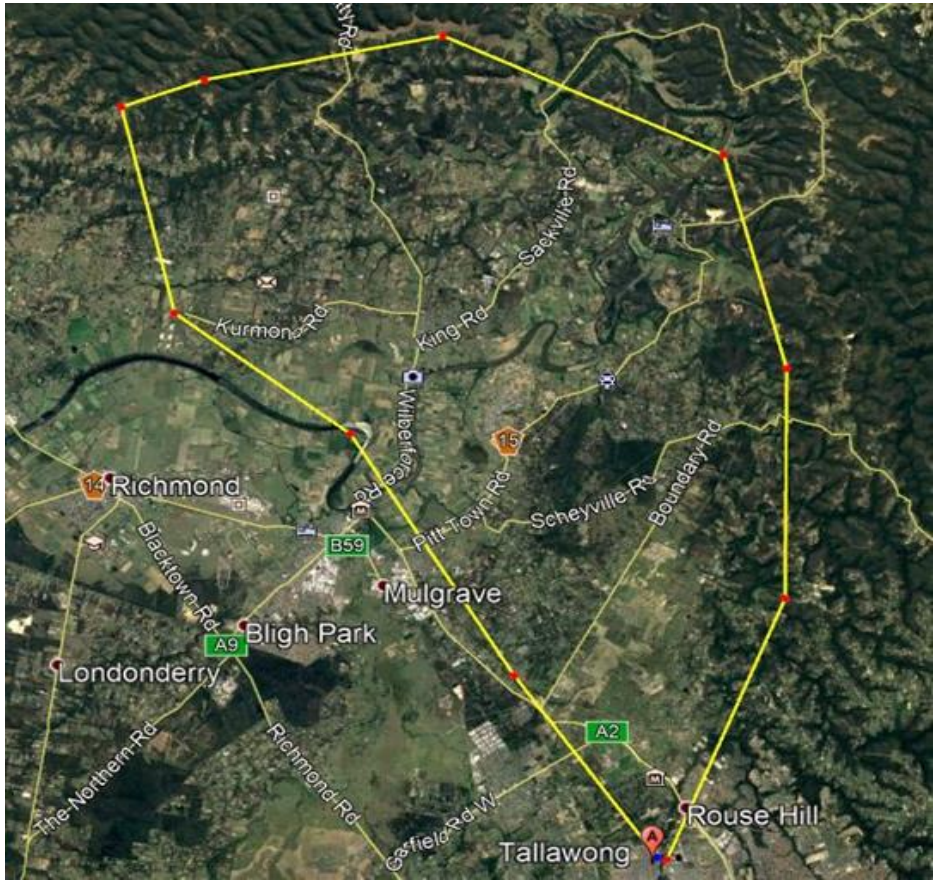
- Strictly complying with the car parking rates outlined in the current concept approval would result in a development that would have insufficient car parking to cater for residential component of the development and would put pressure on the at-capacity Sydney Metro car park and on-street parking in the surrounding road network.
- The proposed parking rates are considered better able to meet the travel demands associated with the characteristics of the Tallawong area; are consistent with the parking provision of other approved developments in the vicinity of the Tallawong station and will prevent a detrimental impact on the already at-capacity Tallawong Station public car parking areas and the surrounding road network.

CAR PARKING ASSESSMENT

Estimated catchment area of car users that currently use the end of line Tallawong Station car park



Estimated catchment area of car users once Sydney Metro Norwest connects with Schofields Station



CAR PARKING ASSESSMENT - RESIDENTIAL

- The reality in the developing area around Tallawong Station is that there will also be a high demand for a range of local trips by residents on week days such as school / childcare centre pick up and drop off and on weekends for accessing family sporting activities, shopping and visiting family and friends at destinations that are not readily served by public transport. Consequently, there will continue to be a high demand for parking spaces associated with new developments in this area.
- Evidence of this high demand for parking can be seen in a review of six residential developments recently approved by Blacktown City Council in the vicinity of Tallawong Station. This review has revealed that, in almost all cases, the parking rates adopted were 1 space per 1 and 2-bedroom units and 2 spaces per 3 bedroom units, with visitor parking at a rate of 1 space per 5 units. The parking rates proposed for the residential component of this development are consistent with the rates that have been adopted in these recently approved developments.

CAR PARKING ASSESSMENT – NON- RESIDENTIAL

- The non-residential parking rates adopted for the concept approval were adopted from the Parramatta DCP for Epping Town Centre.

  However, the travel demand, socio-economic and environmental characteristics of Tallawong and surrounding areas are vastly different to those at Epping being a well-established location close to employment and educational facilities with highly-developed road and public transport networks. The non-residential parking rates for the Epping Town Centre are therefore not considered to be appropriate for use at Tallawong.

TALLAWONG STATION – EXISTING PUBLIC CAR PARKS

The 1,000 existing car parking spaces located at the Tallawong Station are already at capacity with a substantial overflow of all-day parking currently occurring onto the surrounding street network and adjoining properties during the working week.

We undertook a car park survey on Thursday 12 March 2020 with the following results:

- P1 (147 spaces) – Full by 6:15am
- P2 (454 spaces) – Full by 7:45am
- P3 (397 spaces) – Full by 8:30am
- Informal car parking on opposite side of Cudgegong Road to the development site – 108 vehicles parked at 4:15pm
- On street parking in Cudgegong Road stretching from Sydney Metro west to Rouse Road (400m) – 64 cars parked at 4:15pm.
- On Street parking in Grassland Court – 58 cars parked at 4:15pm.

TALLAWONG STATION – EXISTING PUBLIC CAR PARKS

Nearmap satellite images showing consecutive monthly dates that the car park was full:

- Tuesday 29th Oct 2019
- Thursday 12th of Sep 2019
- Friday 16th Aug 2019
- Friday 19th of July 2019



BASEMENT CAR PARKING

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RETAIL/COMMERCIAL ASSESSMENT

Shiprock Advisory commenced a retail/commercial marketing campaign in November 2019 to seek interest to lease out the retail and commercial for Tallawong Project.

This has involved presentations and meetings with Coles, Woolworths and other supermarket operators and associated support specialty shops.

After the detailed assessment, it shows inadequate parking space will severely impact on being able to secure the appropriate retailers for the site and be able to have a viable business for the community.

Letter From Retail/Commercial Consultant



SHIPROCK ADVISORY

PO Box 1020 Caringbah NSW 1495 · Phone: 0439 646 168
Email: peter@shirprockadvisory.com.au

17 March 2020

Greg Colbran
Development and Planning Executive
Deicorp
Level 3,
161 Redfern Street
Redfern NSW 2016

Dear Greg

Proposed Mixed Use Development incorporating Retail and Commercial
Tallawong Station Precinct South- Parking allocation for Retail/Commercial

We refer to the proposed mixed-use site at the above location.

We commenced a retail/commercial marketing campaign in November 2019 to seek interest to lease out the retail and commercial at the above site.

This has involved presentations and meetings with Coles, Woolworths and other Supermarket operators and associated support specialty shops such as; Fresh Food, Food and Beverage, Restaurants, Services, Gym, Child Care, medical, pharmacy and office tenants.

As these conversations commenced last year, we have found some major concerns being raised from our prospective tenants that the proposed parking allocation of 147 retail/commercial car spaces is inadequate to meet the customer needs which will impact the viability of the retail/commercial.

In my experience and if we are unable to achieve adequate parking this will impact on being able to secure the appropriate retailers for the site and be able to have a viable business in this location.

Tallawong is an emerging greenfield location which will be a densely populated location in the future however in the meantime the community currently drives to all the retail centers within the catchment.

Whilst I note we have an adjoining commuter car park for the metro station which has been found to be at capacity by 6am in the morning.

RETAIL/COMMERCIAL ASSESSMENT

Letter From Woolworths

From: James Colling
Sent: Wednesday, 18 March 2020 3:59 PM
To: Peter Mokas
Subject: Fwd: Proposed Metro Tallawong Station- Woolworths

Hi Peter,

Initial comments:

- tough to have the escalators face out into the retail there as opposed to coming out to the side facing the carpark
- we would want to look at engaging the corner that is currently shown as 212m2 and have a tenancy with visual aspect there or closer to the corner
- parking for a tenancy like this we would push for 150 spaces within the supermarket building and a further 150 spaces within the remaining buildings to cover off all other uses ie child care, gym, medical, commercial and services.

Let me know how you go with your space planning and we can go from there to hopefully achieve the right outcome

James

James Colling
Property Manager - NSW/ACT
Metro

1 Woolworths Way, Bella Vista NSW 2153

BASEMENT CAR PARKING

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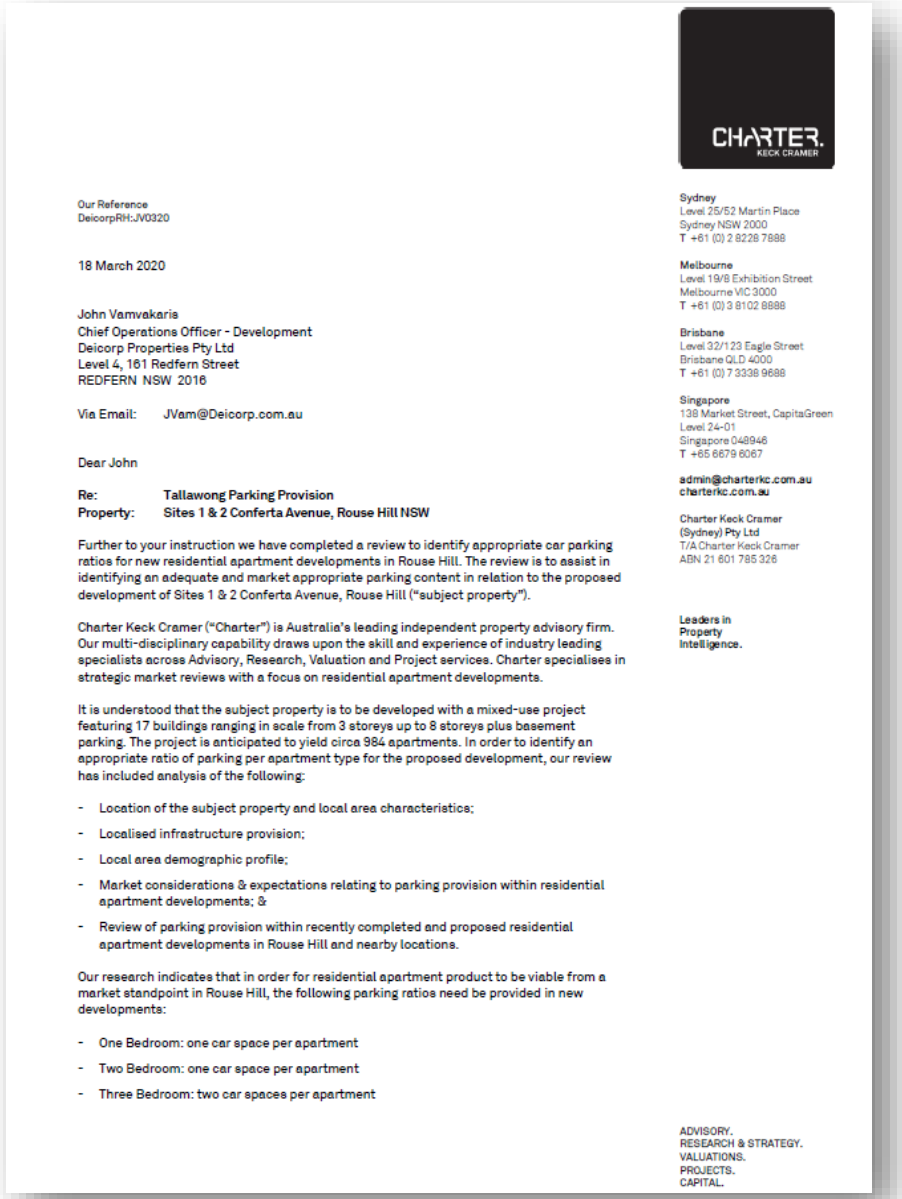
BUYER's CONCERN

Charter Keck Cramer (Charter) has completed a review to identify appropriate car parking ratios for Tallawong project. The review is to assist in identifying an adequate and market appropriate parking content.

The research indicates that in order for residential apartment product to be viable from a market standpoint in Rouse Hill, the following parking ratios need be provided in new developments:

- One Bedroom: 1 car space / unit;
- Two Bedroom: 1 car space / unit;
- Three Bedroom: 2 car space / unit;

Advice Letter From Charter



CHARTER. KECK CRAMER

Our Reference
DeicorpRH:JV0320

18 March 2020

John Vamvakaris
Chief Operations Officer - Development
Deicorp Properties Pty Ltd
Level 4, 161 Redfern Street
REDFERN NSW 2016

Via Email: JVam@Deicorp.com.au

Dear John

Re: **Tallawong Parking Provision**
Property: **Sites 1 & 2 Conferta Avenue, Rouse Hill NSW**

Further to your instruction we have completed a review to identify appropriate car parking ratios for new residential apartment developments in Rouse Hill. The review is to assist in identifying an adequate and market appropriate parking content in relation to the proposed development of Sites 1 & 2 Conferta Avenue, Rouse Hill ("subject property").

Charter Keck Cramer ("Charter") is Australia's leading independent property advisory firm. Our multi-disciplinary capability draws upon the skill and experience of industry leading specialists across Advisory, Research, Valuation and Project services. Charter specialises in strategic market reviews with a focus on residential apartment developments.

It is understood that the subject property is to be developed with a mixed-use project featuring 17 buildings ranging in scale from 3 storeys up to 8 storeys plus basement parking. The project is anticipated to yield circa 984 apartments. In order to identify an appropriate ratio of parking per apartment type for the proposed development, our review has included analysis of the following:

- Location of the subject property and local area characteristics;
- Localised infrastructure provision;
- Local area demographic profile;
- Market considerations & expectations relating to parking provision within residential apartment developments; &
- Review of parking provision within recently completed and proposed residential apartment developments in Rouse Hill and nearby locations.

Our research indicates that in order for residential apartment product to be viable from a market standpoint in Rouse Hill, the following parking ratios need be provided in new developments:

- One Bedroom: one car space per apartment
- Two Bedroom: one car space per apartment
- Three Bedroom: two car spaces per apartment

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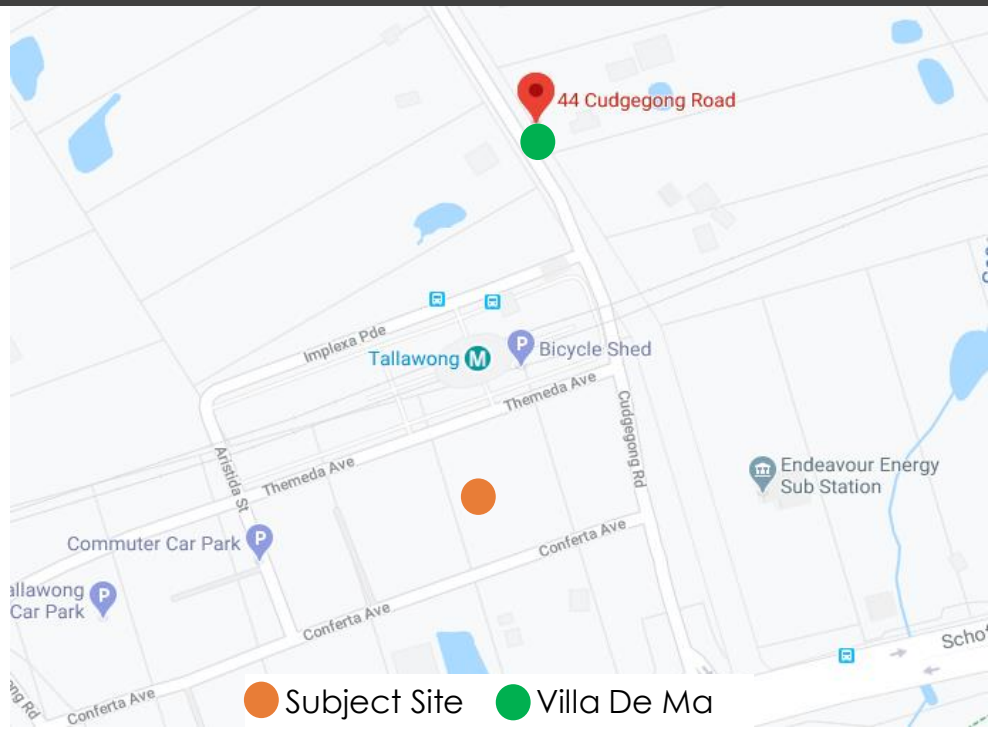
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SURROUNDING DEVELOPMENT

Villa De M.A, 44-56 Cudgegong Road, Rouse Hill





Developer	CDMA & Metro Award Group
Architect	WMK Architecture
DA	SPP17-00010
Construction Completion	Construction is due for completion circa May 2021
Buyer profile	60% of purchasers are owner-occupiers including downsizers.

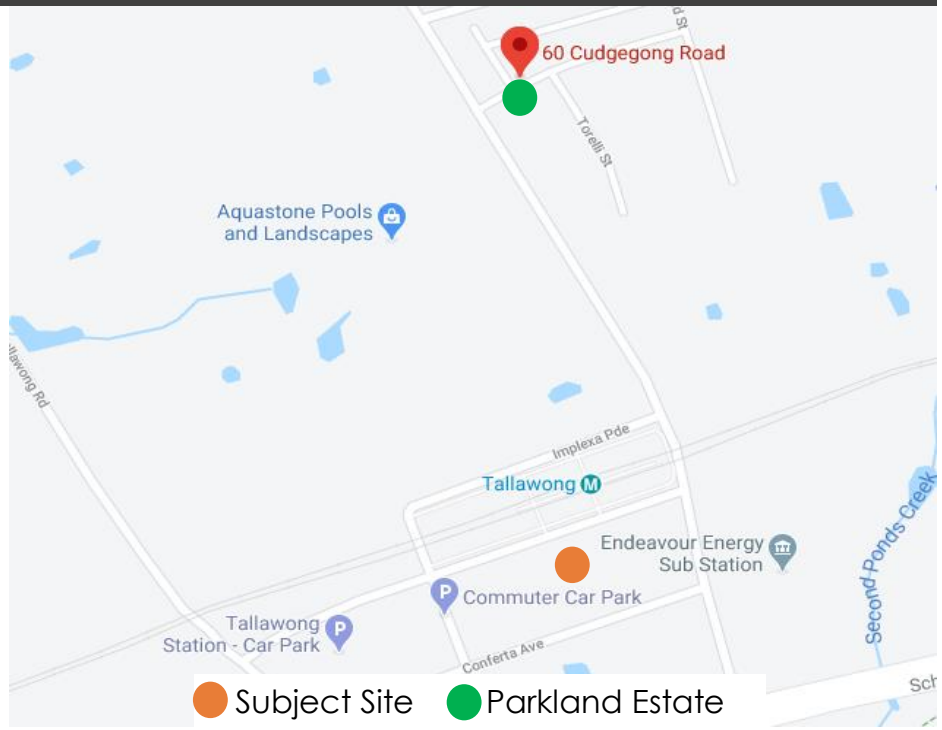
Apartment Type	No. Apartments	Car Parking Rates	Parking Space
1 Bedroom	131	1	131
2 Bedroom	536	1-2	697
3 Bedroom	44	2	88
Visitors		5	143
Total	711		1059

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SURROUNDING DEVELOPMENT

Parkland Estate, Lotus (Stage 3), 60 Cudgegong Road, Rouse Hill





Developer	Capital Corporation
Architect	Turner
DA	SPP17-00008
Construction Completion	Construction is due for completion circa early 2021
Buyer profile	70% of purchasers are owner-occupiers

Apartment Type	No. Apartments	Car Parking Rates	Parking Space
1 Bedroom	75	1	75
2 Bedroom	100	1-2	100
3 Bedroom	39	2	78
Visitors		5	43
Total	215		296

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SURROUNDING DEVELOPMENT

Moda the Hills, 100 Fairway Drive, Kellyville





Developer	Arden Property Group
Architect	Scott Carver
Marketing Commence	PIA commenced marketing on 30th June 2019
Construction Completion	Construction is due for completion June 2020
Buyer profile	Majority of purchasers are owner-occupiers

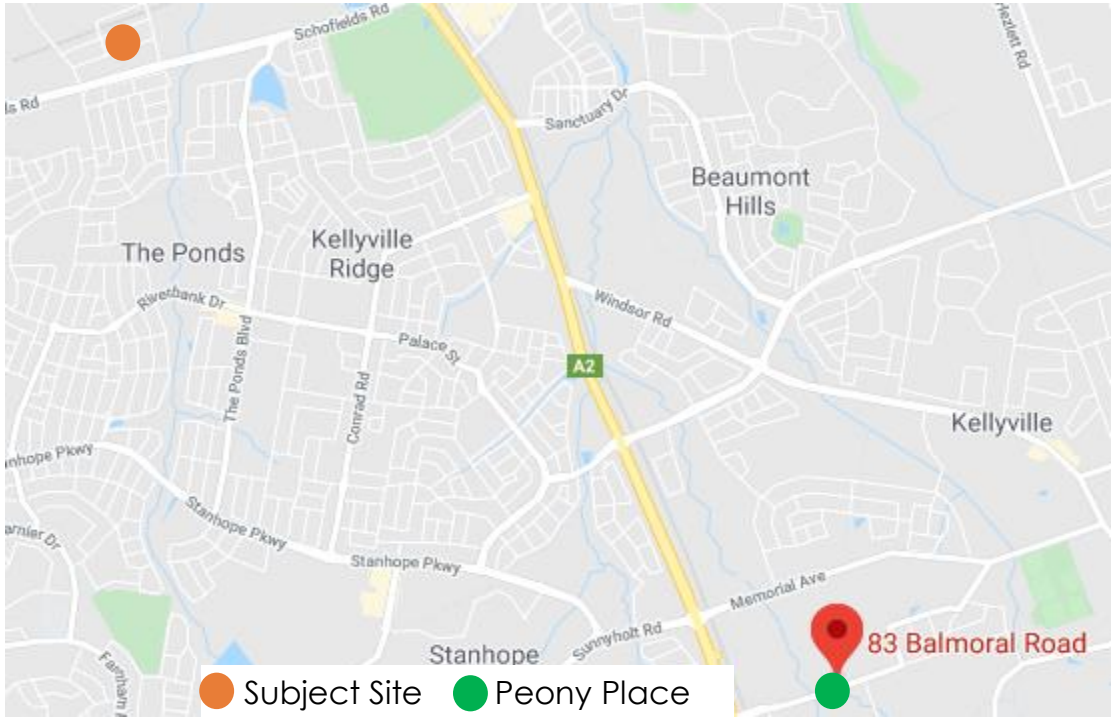
Apartment Type	No. Apartments	Car Parking Rates	Parking Space
1 Bedroom	48	1	48
2 Bedroom	73	2	146
3 Bedroom	26	2	52
Visitors		5	30
Total	147		276

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SURROUNDING DEVELOPMENT

Peony Place, 83 Balmoral Road, Kellyville





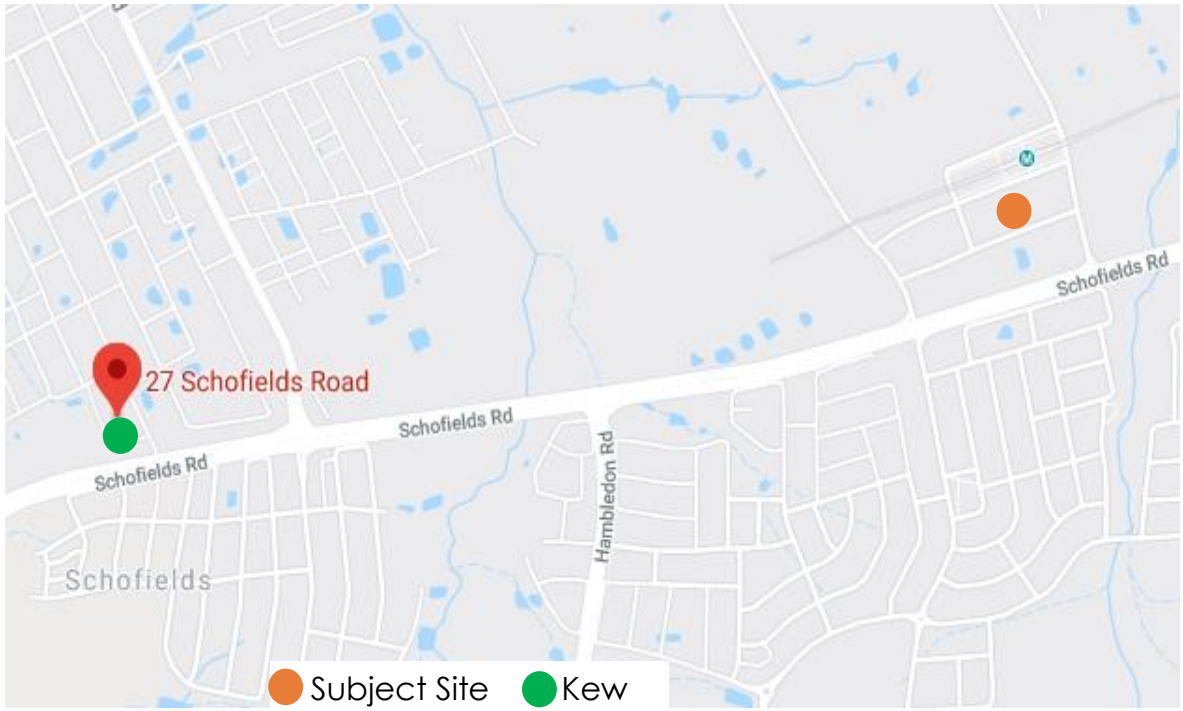
Developer	BOILL
Architect	Zhinar Architects
Marketing Commence	Launch in late 2019
Construction Completion	Construction is due for completion February 2020
Buyer profile	Majority of purchasers are younger couples and singles

Apartment Type	No. Apartments	Car Parking Rates
1 Bedroom	Not Advised	1
2 Bedroom		2
3 Bedroom		2
Total	297	

SURROUNDING DEVELOPMENT

Kew, 27 Schofield Road, Schofields





Developer	Positive Enterprises
Architect	PDB Architects
Marketing Commence	Launch in June 2018
Construction Completion	Construction is due for completion second quarter of 2020
Buyer profile	Majority of purchasers are owner occupiers

Apartment Type	No. Apartments	Car Parking Rates
1 Bedroom	Not Advised	1
2 Bedroom		1
3 Bedroom		2
Total	651	

TALLAWONG STATION PRECINCT SOUTH

DRP#3_OPEN SPACE AND BUILDING CHARACTER

26.03.2020

DEICORP

Project No. 18095 Scale: 1:0.99 @ A1 Rev. B_DRP3.B
Issue _ 25/3/20
Page 0.1

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CONTENTS

1. TALLAWONG GREEN

2. ROADS

3. OPEN SPACE AND PUBLIC REALM

4. BUILDING CHARACTER

TALLAWONG GREEN

DRP2

1. Open Space
Village Green

Careful investigation is required to understand the impact of a possible basement under the park and what constraints it may place on the design in terms of tree size, function, future uses etc. Careful consideration must be given to all design factors to ensure that this change has no negative impact on the construction and use of the public domain as intended in the original concept SSDA, or the long term health of the natural systems – soil, water movement, air quality and etc.

(a) The amenity and landscape quality of the park should be given highest priority. If basement car parking is to be considered underneath the Village Green, the proposal will need to demonstrate that landscaping and tree planting can be achieved above structure.

I. Technical details are requested for the next DRP meeting including: Depth of and soil volume - to ensure large trees can survive

II. Water moisture for trees

III. Ventilation of basement car parking and any air vents/grills for intake and exhaust (which may create noise, expel pollution. Minimise the impacts of these elements on the public realm and park.

IV. Opportunities for light wells into the basement car parking

V. How WSUD provisions work – connection of these systems to deep soil

VI. Ground water impact and impact on the wider water system

VII. Considerations should be given to Underground rainwater storage

b) Park design and maintenance is not to be compromised. There is to be no loss of quality or amenity with basement parking underneath the park

c) The park should be publicly accessible, even if it is privately owned and maintained. Same rights as public space are to be provided – assembly of people etc Please refer to Rouse Hill as an example

d) Ensure that the design, quality and amenity of the park is not compromised by “value engineering” during the construction phase.

e) It was noted to move the tree in Site Section B an extra metre.

2. Basement car parking
Car parking

c) Consider how the basement car parking could be adapted for other uses should the demand for private car ownership change. Allow for a flexibility of behaviour and variety of uses in the future. Other measures to explore could include:

i. Look for opportunities for light wells into the basement carparking or future uses eg Lane Cove (carparking) and Green square (library)

ii. Look for opportunities for adaptability into the basement carparking – over time could it be converted to something else eg self storage, workspaces

iii. Retain the car parking under the park in a single title.

iv. Decouple carparking spaces from units – which improves affordability of the units and increases flexibility to adapt car parking spaces for other purposes in the future.

v. Potential for Deicorp to keep the ownership of the carparking and offer long term lease of carparks to unit owners.

vi. Consider long term lease for car share schemes

vii. Explore connection from underground carpark to the public domain to enhance activation of public spaces

DRP asked that Deicorp clearly articulate all the advantages and disadvantages of the basement parking under the park.

TALLAWONG GREEN *continued*

DRP3

1. Car parking

a) The Panel is primarily concerned with the quality of the public spaces that will be affected by the basement car parking, in particular the treatment of the central park, the resolution of the landscaping and private street and ensuring that the proposal doesn't impact on the quality of the landscaping and open space envisaged originally in the Concept DA. This should be addressed in the next DRP meeting.

b) The Panel noted that the amount of car parking being proposed by Deicorp was significantly higher than the car parking rates in the Concept DA. As previously noted by the DRP the intent is for Transit Oriented Development to maximise public transport patronage and encourage walking and cycling.

c) The Panel declined to comment on the specific numbers but would like to see Deicorp minimise the amount of car parking being provided and to investigate ways that car parking can be either adapted or reversed over time.

d) There are a number of objectives set out in the SSDA, EIS and previous documents.

e) Alternative car parking arrangements for adaptable parking, decoupling car parking spaces from units, retaining car parking in single title, and long term car shares as highlighted in DRP #2 minutes have not been investigated. This should be further explored.

f) It should be noted that that SEPP65 ADG (p70) Objective 3j-1 states: Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areasFor development in the following locations: 'on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less '

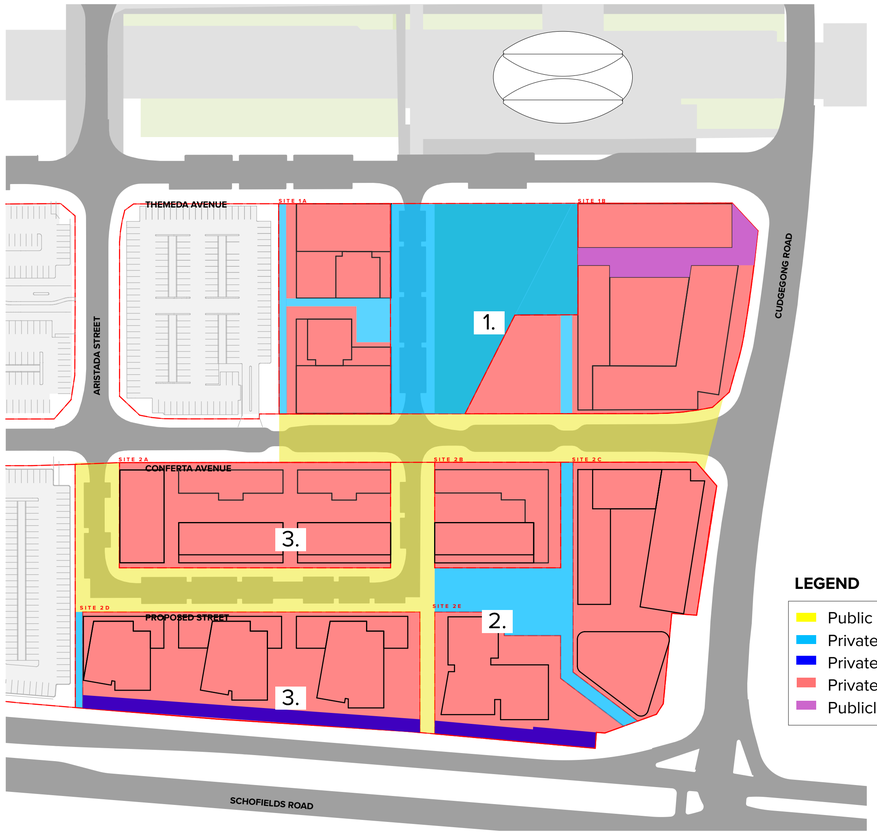
PROPOSED OWNERSHIP DIAGRAM

PUBLIC PARK STUDIES

8 Publicity accessible & open space

a) the Road & Park Stratum will have the following Easements attached
   1. Right of carriage way for a road
   2. Right of access for footpaths
   3. Park use
   With all easements benefiting the public in perpetuity, with Blacktown Council nominated as the Authority to release or vary any easements.

d) Refer to correspondence from Blacktown Council.



From: Glennys James <Glennys.James@blacktown.nsw.gov.au>
To: Greg Colbran <GColbran@deicorp.com.au>
Cc: Melissa Lindsay <Melissa.Lindsay@blacktown.nsw.gov.au>
Date: 24/03/2020 5:17 PM

Dear Greg

We are looking to reporting the issue, with a recommendation, to the Executive meeting on 24 March.

Can you touch base with me after that?

Thanks

Blacktown City Council

Glennys James
Director Planning & Development and Assistant CEO
9839 6201
0408 630 883
Glennys.James@blacktown.nsw.gov.au
PO Box 63 Blacktown NSW 2148
blacktown.nsw.gov.au

IMPROVEMENTS

✓ The clear ownership structure has been maintained and refined in the proposed scheme

1. The park will function as a public park, with inclusion within the retail stratum enabling the provision of ongoing high-quality maintenance, to ensure the long-term character, quality and amenity of this space

2. The public plaza adjoining sites 2B,C,E has been turned over to pedestrian priority, with no servicing or loading conducted within this space. This allows for a simplification of the proposed street at this corner, in turn providing a continuous shared path at raised level from Schofields through to Themeda Avenue

3. The north-south pedestrian link from Schofields to Conferta through sites 2A and 2D has been removed to consolidate the north-south pedestrian routes to the main boulevarde and the improved shared/ cycle path. This also allows the consolidation and increased functionality of the communal spaces to these sites

STRATEGIC

1. DEFINE PRINCIPLES

2. EXPLORE OPPORTUNITIES

3. EVALUATE POTENTIAL

TECHNICAL

4. PREFERRED PROPOSAL

5. TECHNICAL DEVELOPMENT

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TALLAWONG GREEN PRINCIPLES

PUBLIC PARK STUDIES

1 Tallawong Green must look, feel and invite like a ***public park***, with the potential for an ***improved quality*** and materiality facilitated by the private delivery and maintenance.

2 The ***quality***, ***amenity*** and ***functionality*** of the park is paramount and shall not be reduced with the introduction of any basement under.

3 The long term ***maintenance and sustainability*** of the park is to be tied to the retail stratum - recognising it's critical role as the principal open space within the precinct - to ensure ongoing quality and amenity over it's life.

4 All basement ***services, and egress*** are to be located outside of the public park.

5 The basement under the park shall be design to provide opportunities for ***future adaptive re-use***, including potential future connections within the public domain.

6 The new north-south road shall realise ***opportunities*** afforded by private ownership to ***better integrate*** with the public domain and pedestrian and cycle movement corridors.

TALLAWONG GREEN OPPORTUNITIES

PUBLIC PARK STUDIES

CIRCULATION

- Consolidated entry and exit points from basement, providing better ***legibility and way-finding*** across the town centre
- ***Improved connectivity*** between retail commercial/parking across Site 1

PARK

- Improved growing conditions for trees within a new ***soil structure***
- Integration of ***rainwater harvesting*** for irrigation

BASEMENT

- Designing for ***future adaptive re-use*** of the upper level basement below the park
- Opportunities for providing ***connections*** to the public domain
- Potential for natural daylighting through ***skylights and voids***

SHARED PATH

- Delineating as a ***pedestrian priority*** zone, with reduced speed limit, strengthening the east-west link across the site
- Improved materiality and detailing to better ***integrate*** with the public park and demarcate pedestrian priority
- Incorporating a pedestrian and cycle ***shared way*** to reflect the existing connecting pedestrian and cycle corridors

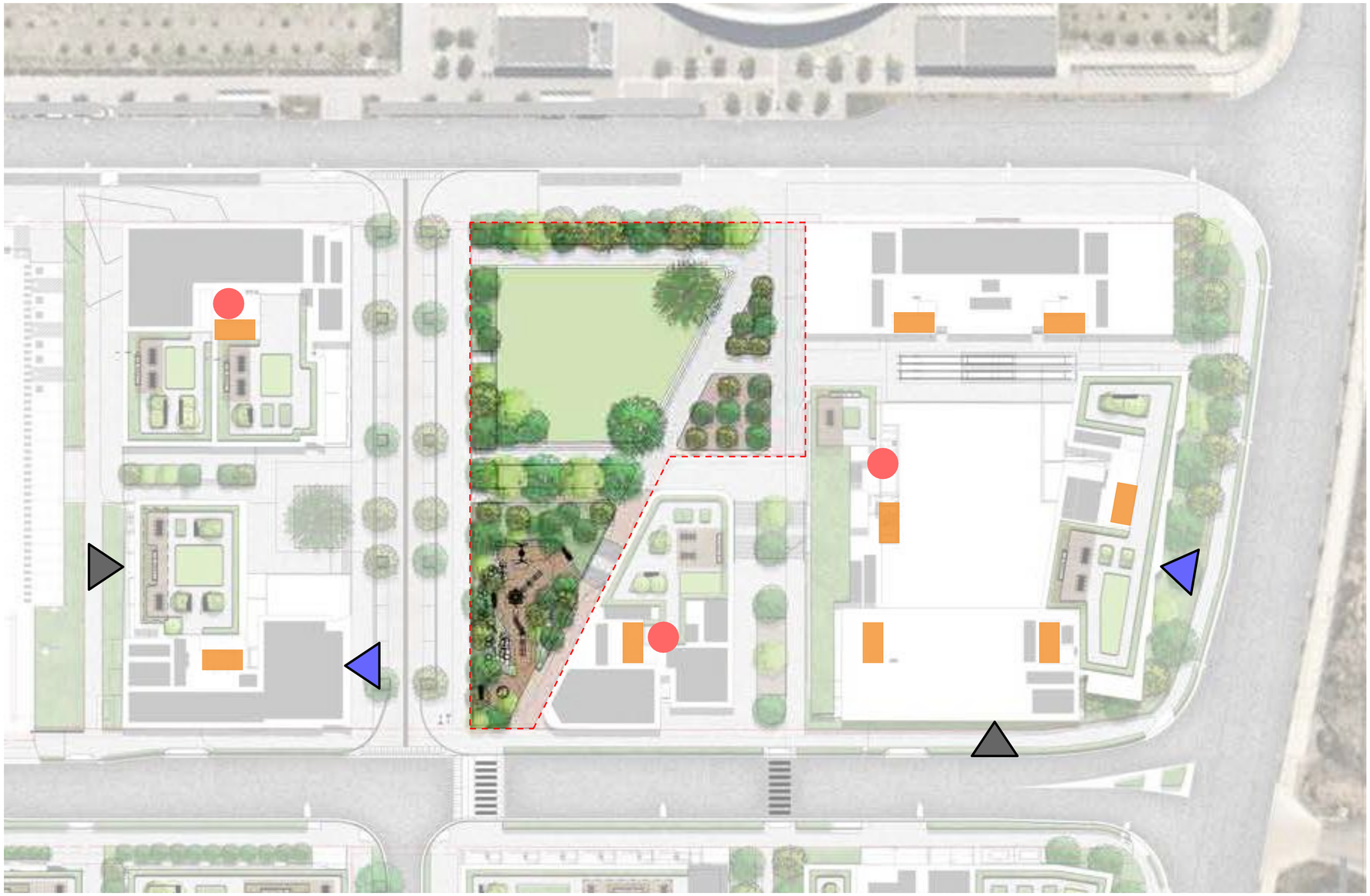
1. EXHAUST & EGRESS LOCATIONS

PUBLIC PARK STUDIES

The mechanical ventilation strategy to the basement utilises air ***intake*** grilles ***integrated above the retail awning***, transferred via a riser and plenum through the basement.

All basement ***exhaust*** is discharged at the ***roof level*** of the towers, with a ***shafts*** integrated ***within*** the ***buildings***.

There are ***no services*** or egress points located ***within the public domain***.



LEGEND

- BASEMENT EXHAUST RISER TO ROOFTOP
- BASEMENT SOURCE AIR INTAKE AT HIGH LEVEL ABOVE SHOPFRONT
- LOADING DOCK SOURCE AIR INTAKE AT GROUND
- EGRESS STAIR

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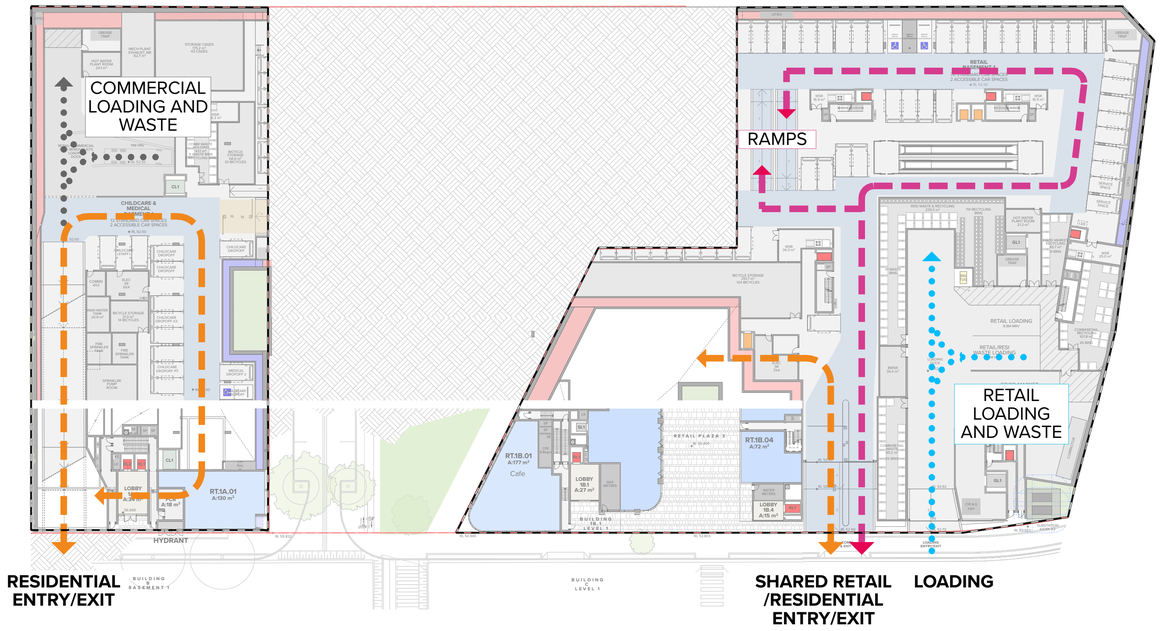
2. CONSOLIDATION OF MOVEMENT

PUBLIC PARK STUDIES

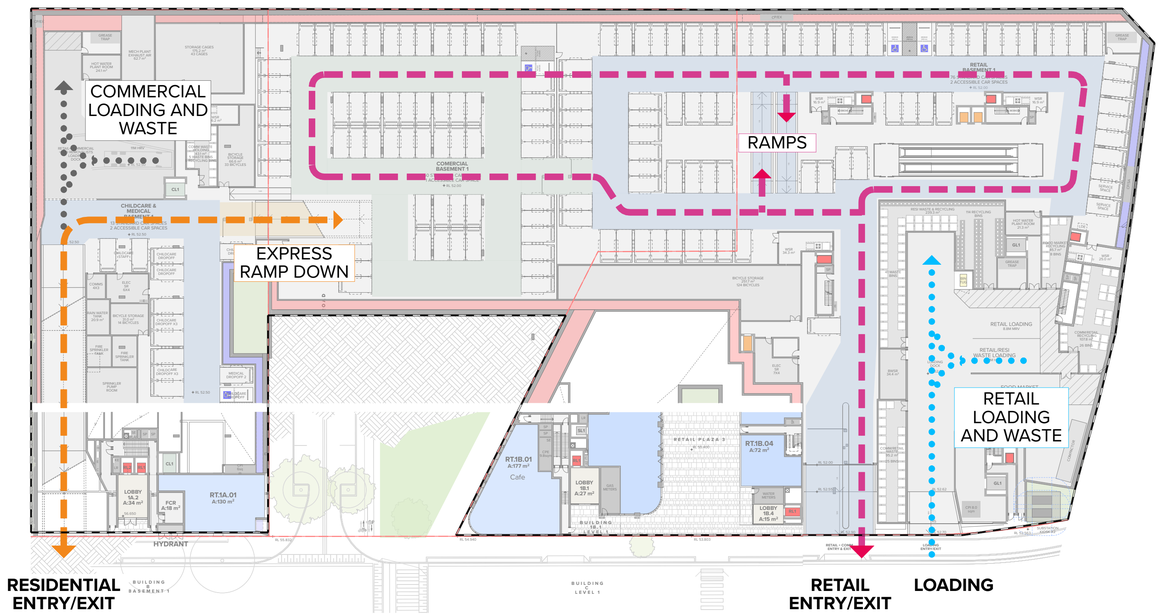
The consolidation of the basements across Sites 1A and 1B allows for:

- Consolidated entry and exit points to the basement, providing clearer ***legibility and way-finding*** across the town centre
- ***Improved connectivity*** between the parking and the retail and commercial tenancies across Site 1
- A ***less complicated retail*** visitor parking strategy, consolidated across bigger plates on fewer levels
- Clearer ***distinction/separation between*** the ***retail and residential*** vehicular movements and parking areas
- A ***reduction*** in the ***depth of excavation*** required across the site, reducing the affect on the existing

SPLIT BASEMENTS



CONSOLIDATED BASEMENT



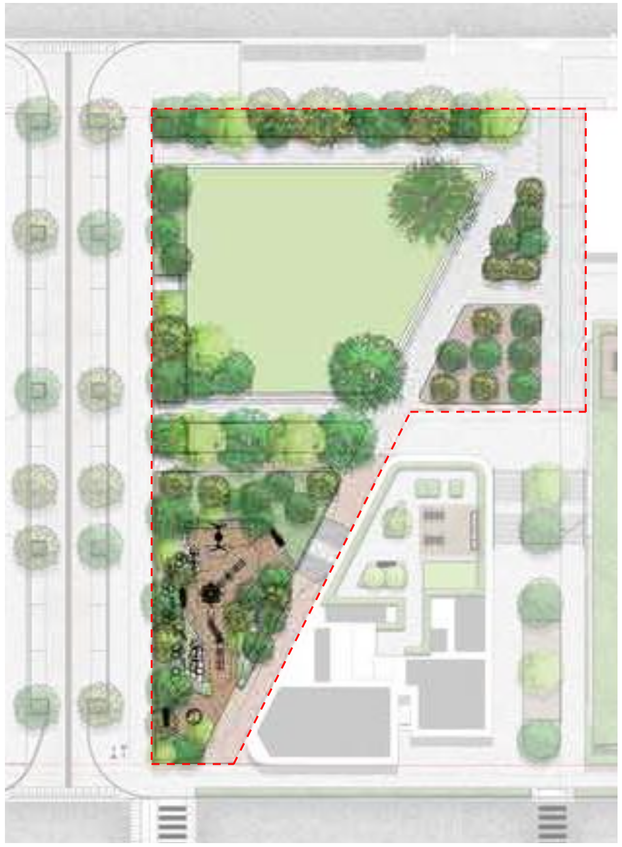
3. OWNERSHIP OF BASEMENT PARKING

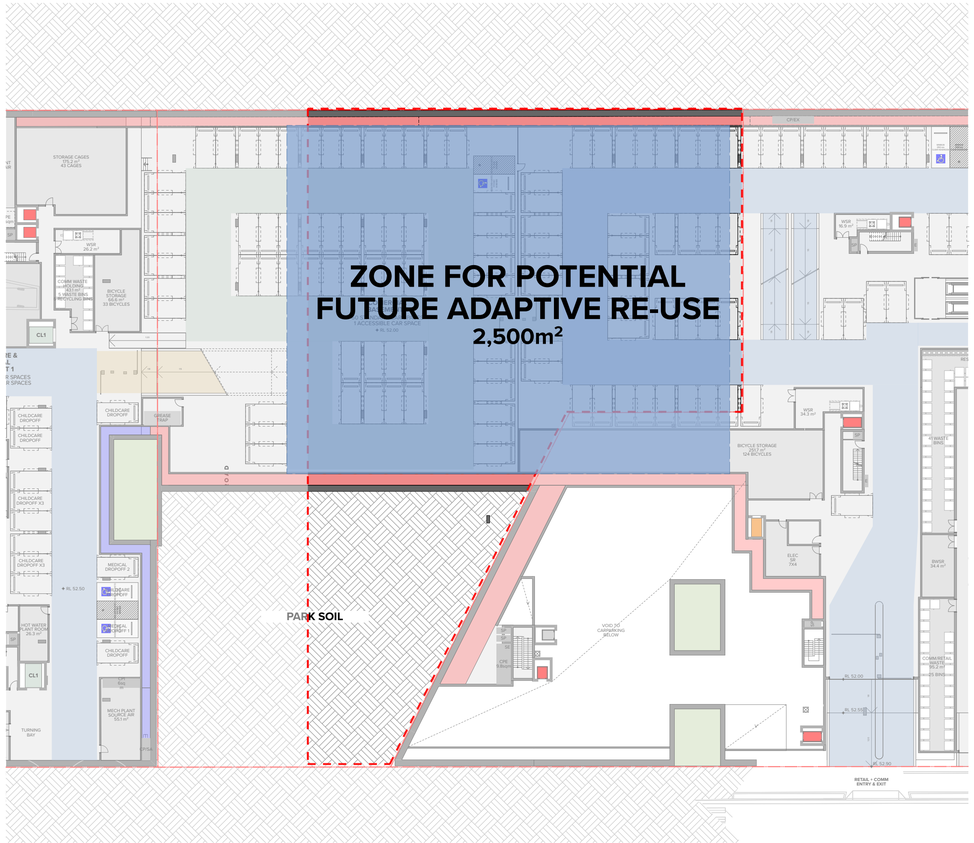
PUBLIC PARK STUDIES

The upper basement carparking area located below the park is ***dedicated to retail and commercial*** parking only.

This area will be ***retained on a single title*** aligned with the retail stratum.

This allows ***provision for adaptive re-use*** should car usage and ownership change in the future.





2. Basement Parking

b) As agreed car parking numbers do not relate to building design and will be discussed directly between Landcom /Sydney Metro & Deicorp.

c)i) Refer to design options as presented at today meeting, which provides possible future light well & access point from public park to Basement Level 01.

ii) Design noted above in c)I allows for future adaptability

iii) Parking directly under the park as indicated on Basement 01 Plan ,will be in the ownership of the Commercial/Retail incorporated in one stratum .

vii) As noted above in 2c)i.

iv) Decoupling of the units would create another layer of Strata Management adding unnecessary costs and long term costs to the project. This would not reduce the affordability of the unit, however it would substantially decrease the saleability of the units.

v) In addition to the above, purchasers would not accept this as a via alternative to purchasing a car park with their unit. They would see the ongoing cost as a major expense – eg like high rates, body corporate fees etc. This would also affect their resale value.

vi) In addition to the 2 points above, long term leases would not be accepted by the market. Purchasers this far out understanding purchasing not leasehold. If a Deicorp entity were to own the carpark, we would also be obligated to manage the car park, collect lease payments, chase defaulting tenant. The ongoing management would also be a cost impost.

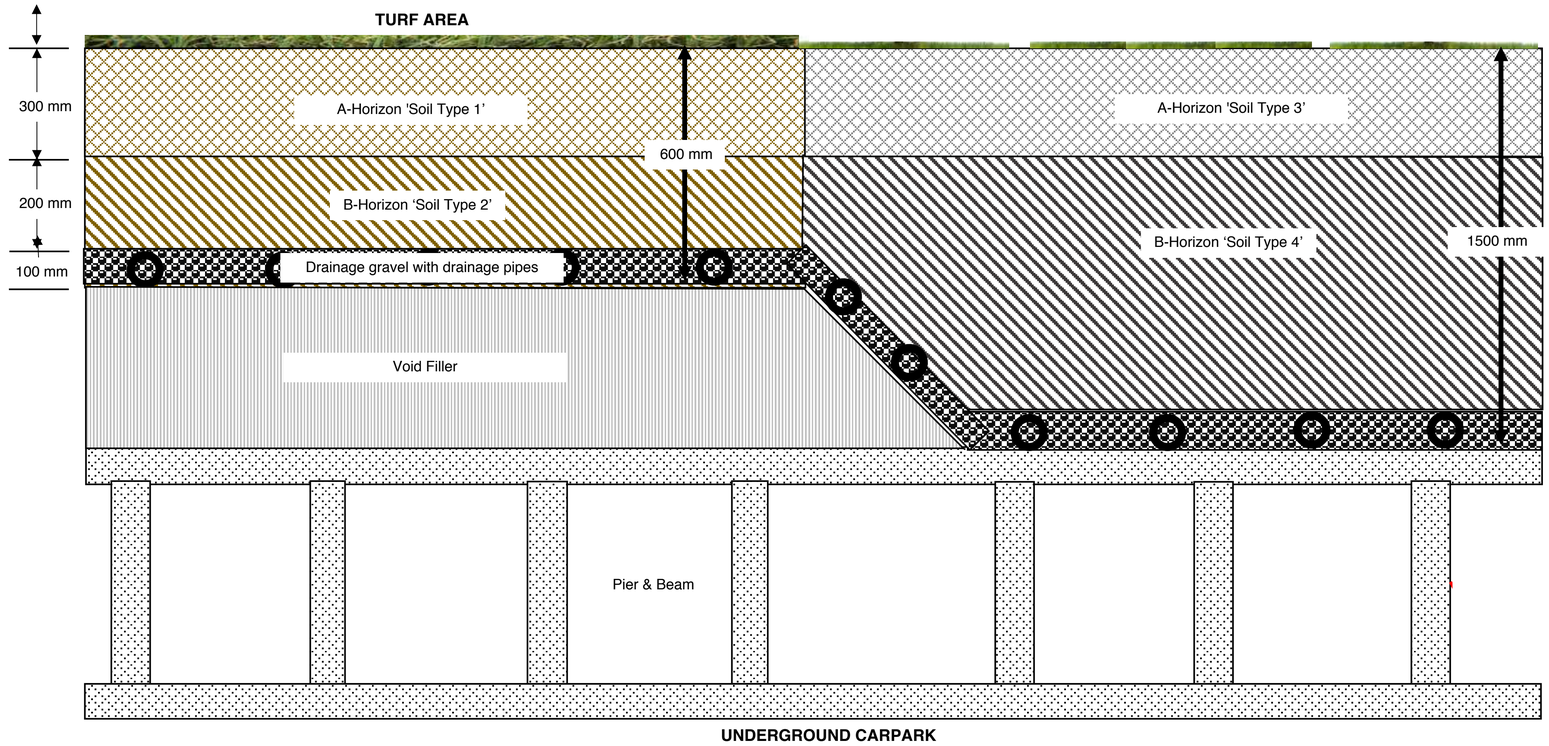
4. PROPOSED NEW SOIL STRUCTURE

PUBLIC PARK STUDIES

A soil structure analysis has been completed to determine the optimum soil depth.

The report concludes an ***optimum depth of 1.5m*** overall depth from the top of the structure to the finished ground level.

The report also proposed two options for the new soil structure, each ***utilising*** portions of the ***excavated material*** within the new structure.



VILLAGE GREEN - SOIL DEPTHS AND VOLUMES

(a) The amenity and landscape quality of the park should be given highest priority. If basement car parking is to be considered underneath the Village Green, the proposal will need to demonstrate that landscaping and tree planting can be achieved above structure.

I. Technical details are requested for the next DRP meeting including: Depth of and soil volume - to ensure large trees can survive

Refer to detail of soil design SESL for the project.

SESL AUSTRALIA
Environment & Soil Sciences

Tallawong Park

Soil Landscape Specifications

Prepared for:

Turf Design Studio

March 2020

(Ref: J002440 V0.1)

1 Introduction

SESL Australia (SESL) has been engaged by Turf Design Studio (the Client) to provide professional soil science landscape specifications, advice and assessment for the design and construction phase of the centrepiece Tallawong Park (the Project).

Tallawong Park will be constructed upon a 3m high underground carpark and will comprise of a turf grass area with large trees (i.e. Figs and Eucalyptus) planted along the perimeter. Play areas, footpaths and amenity areas will be also constructed on the park. The specifications in this report relate to green-scape areas only and do not relate to importation of select fill for engineering requirements. SESL understands that the park will also receive compaction from pedestrian traffic and occasional maintenance and emergency vehicles.



Figure 1. Tallawong Park schematic. (Source: Turf Design Studio. February 2020).

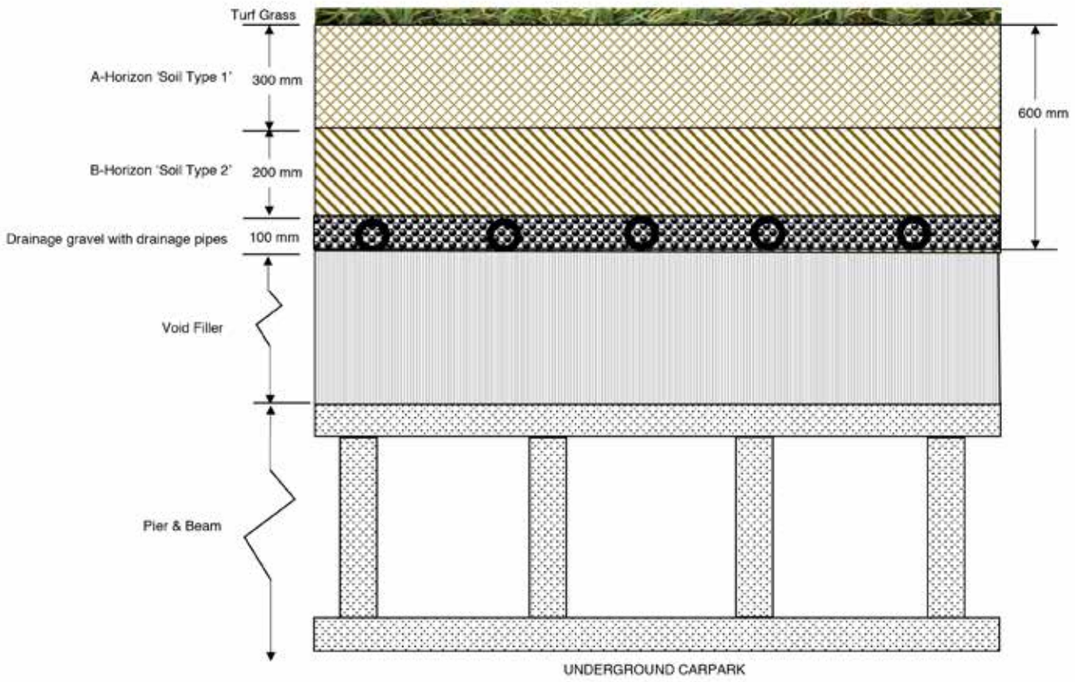
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SOIL SCIENCE - TURF AREA

ACTIVE TURF AREA

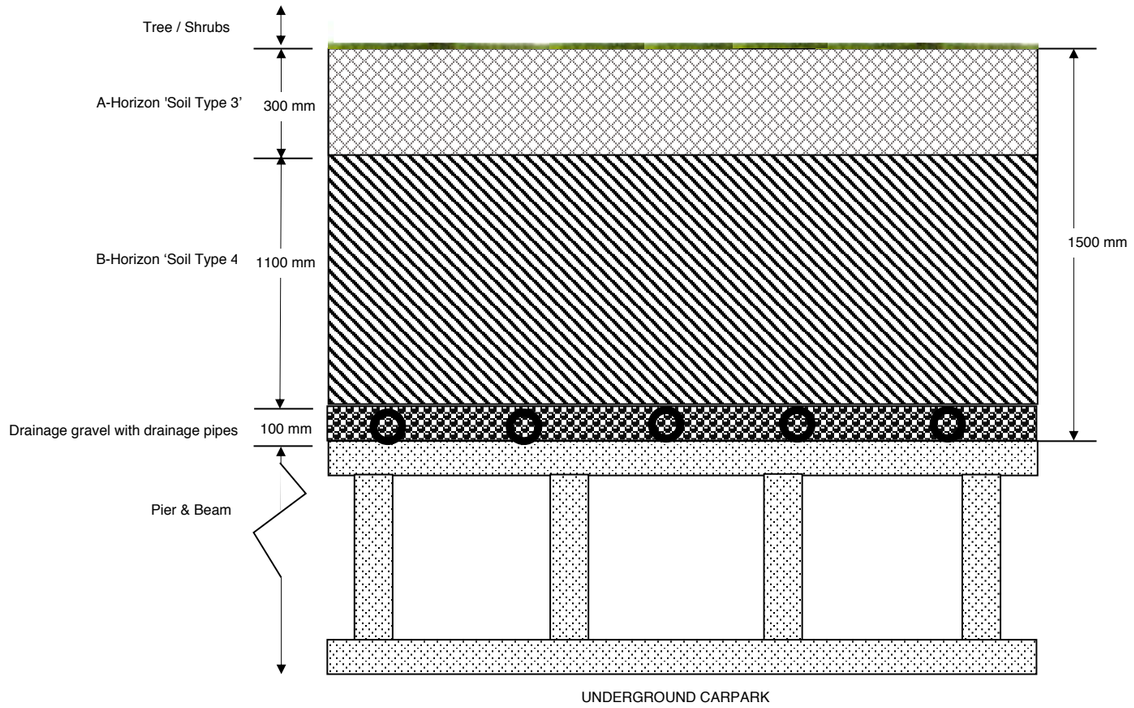


Soil 'Type 1' is for recreational use and is intended for moderate to high levels of use from pedestrian traffic and the occasional maintenance and emergency vehicles. This soil will also support building structures such as playgrounds and amenity buildings. This soil will be compacted to meet engineering requirements however will still need to sustain turf planting.

Soil 'Type 1', is a loamy sand to sandy loam (80/20 blend), well-drained 'turf underlay' topsoil mix designed to provide resistance to compaction, rapid drainage but with adequate water-holding capacity to sustain turf growth. The narrow fines specifications is considered important in meeting the shear strength target range without risking undue compaction, but precedence will be given to meeting the shear strength and permeability test Target ranges. The recommended depth of Soil 'Type 1' is 300mm.

Soil 'Type 1' A-Horizon should have a minimum of 300mm depth overlying a Soil 'Type 2' B-Horizon consisting of a 60/40 blend. In the instance of tree plantings within the turf area refer to 'Tree Plantings within Active Turf Area'.

TREE / SHRUB GARDEN PLANTING AREA



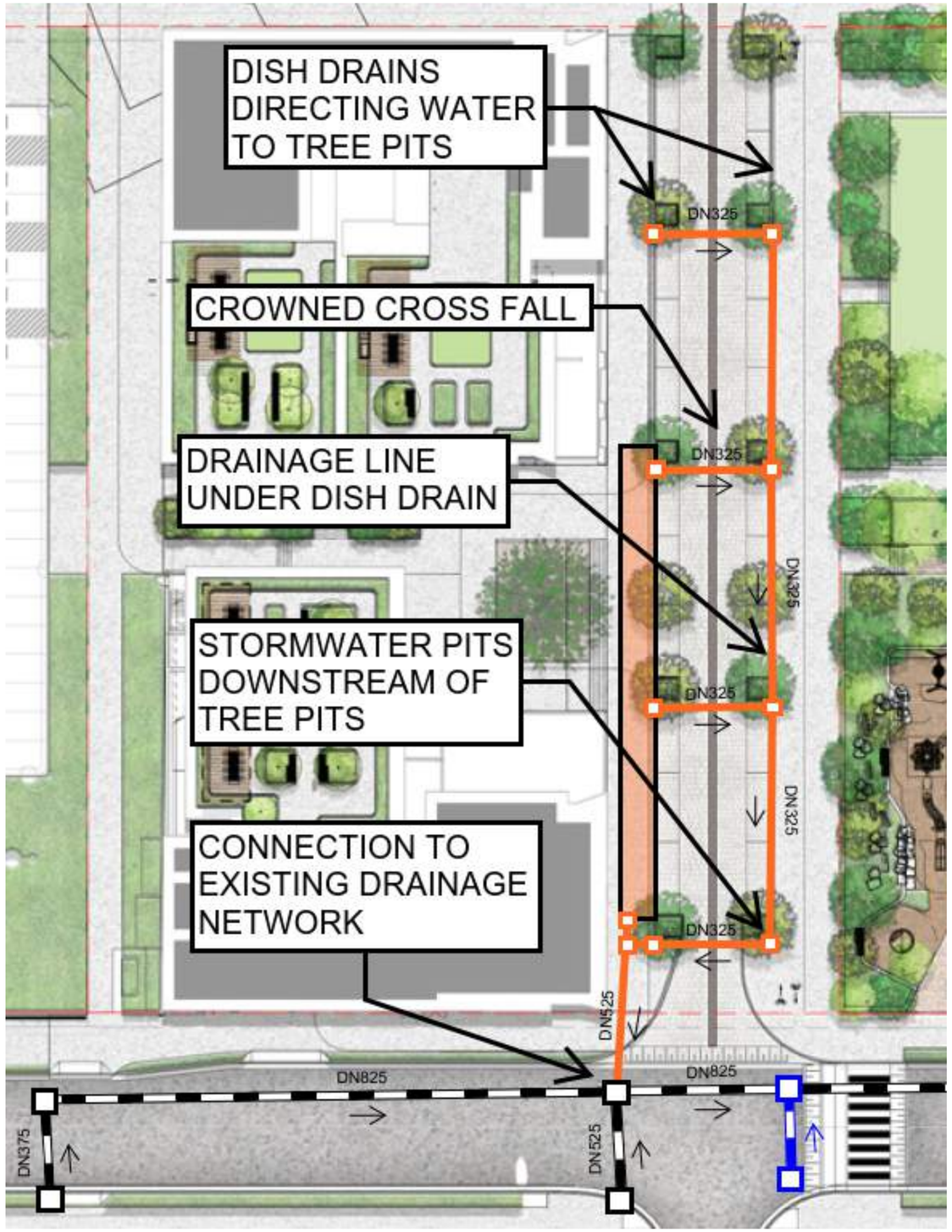
Type 3' topsoil is specified as a sandy loam to clay loam topsoil mix to be installed to a minimum depth of 300mm over the top of 'Soil Type 4' to ensure enough rooting volume for large trees such as Figs and Eucalyptus. Soil 'Type 3' and 'Type 4' are not to be compacted.

'Type 3' topsoil is designed for general purpose, landscape garden bed planting of grasses, woody and herbaceous annuals and perennials that have a high nutrient target range for sustained optimum growth and are not subject to compaction by pedestrian or other traffic.

The heavier textured soils in this specification may require the use of engineered solutions (drainage techniques) where excessive wetness is anticipated. Note that the Organic soil variant should not be chosen for low P plantings and should not be used below 300 mm. Planting methods may vary and include direct seeding, tube and potted specimens up to 45 L.

5a. WATER SENSITIVE URBAN DESIGN - PRIVATE ROAD

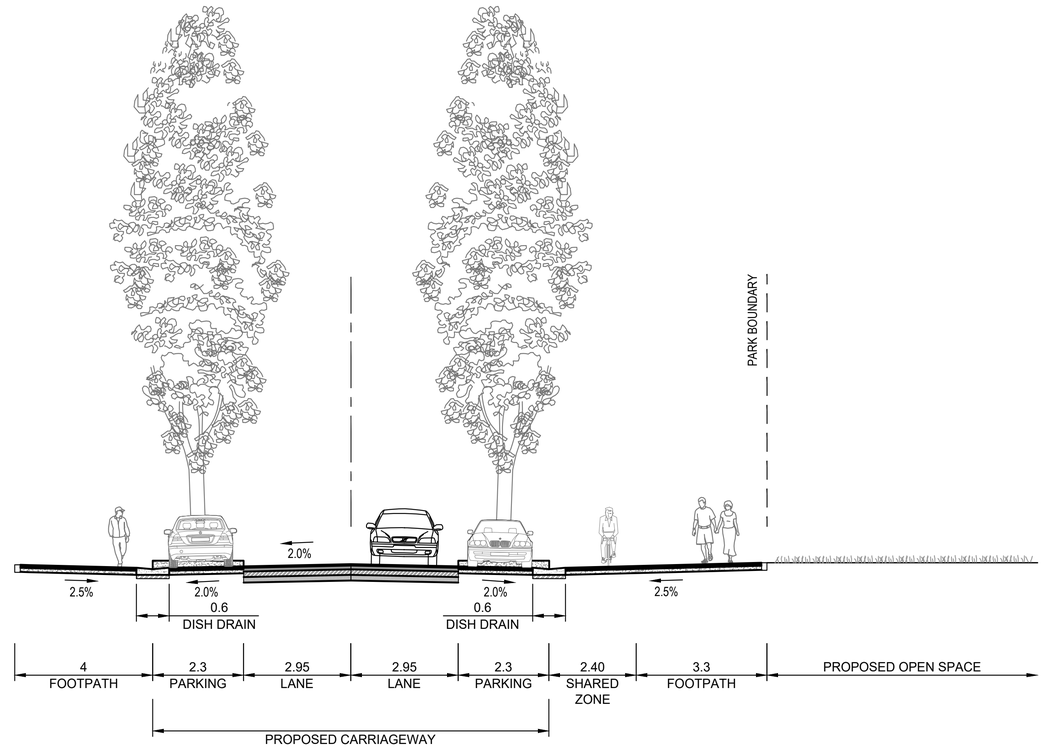
PUBLIC PARK STUDIES



The shared path has been revised to feature a 2% crown with stormwater being directed to two dish drains either side of the road.

These dish drains direct water into each street tree bio-retention with a pit downstream of each tree to capture bypass flows.

These stormwater lines then connect to the outlet of the proposed rainwater storage tank.



Project No. 18095

Rev. B_DRP3
Issue _ 25/3/20

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5b. WATER SENSITIVE URBAN DESIGN

PRECINCT WIDE

The current Water Sensitive Urban Design strategy is split between the private and public network.

- Public Roads and Footpaths drain to the regional bio-retention basin
- Private lots are treated on-lot through a combination of a large water tank and filtration devices

A summary of the current treatment proportions are contained below:

Treatment Node	Source Flows (ML/yr)
Rainwater Tanks	25
Street Trees	3
GPT (Humeguard)	23
Jellyfish (Humes)	26

It is noted that a number of the devices are linked so that some flows from the rainwater tank and street trees will also pass through the Gross Pollutant Trap (GPT) and Jellyfish filters which are located at the downstream portion of each site.

The rainwater tank has been sized to irrigate all the greenspace located within Site 1 however it will feature a potable water backup to account for any periods without rainfall. The estimated irrigation demand is summarised below:

- Volume 315 kL
- Daily Water Demand 132 kL/day
- Annual Water Demand 853 kL/day

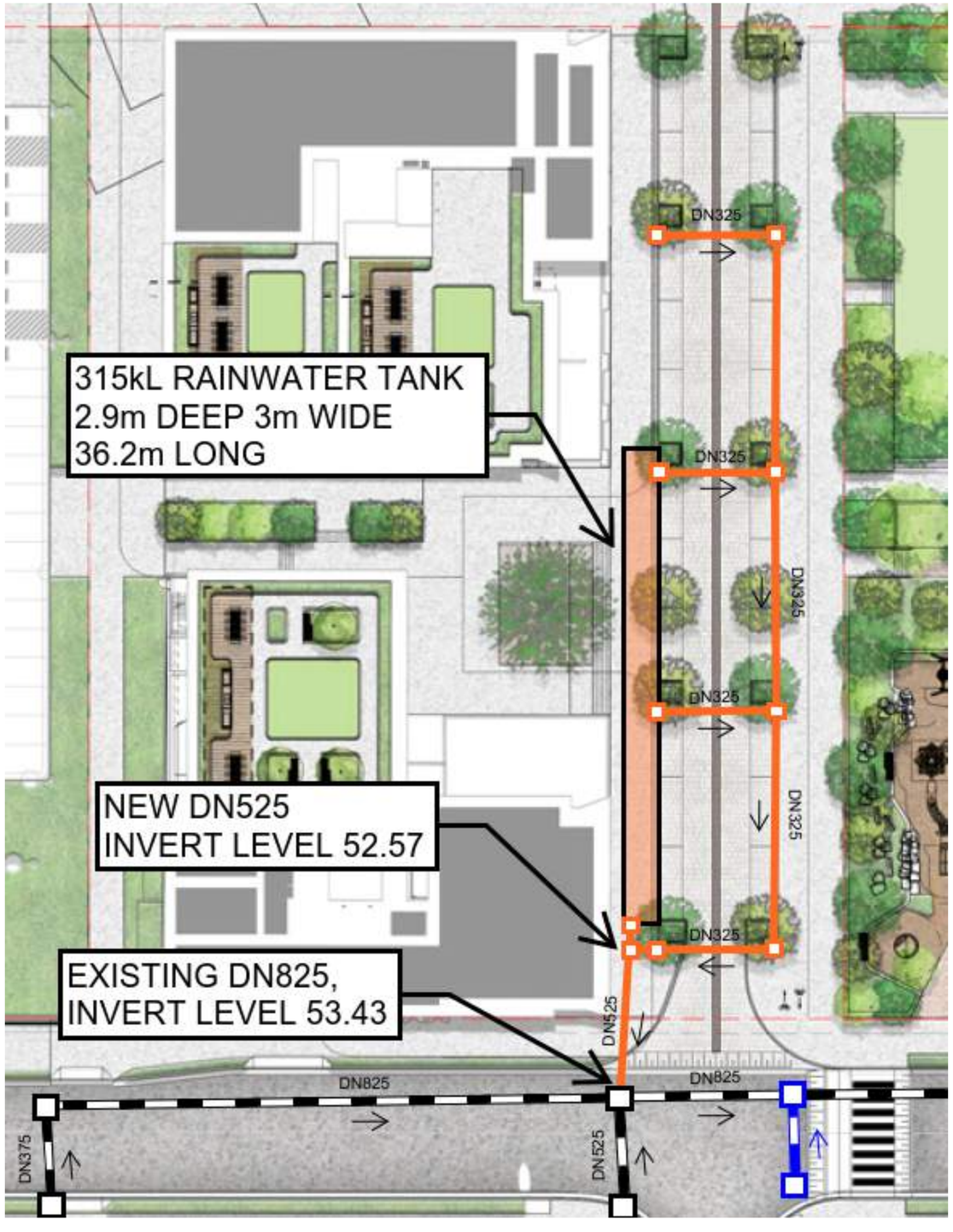
We have also explored areas for informal "soft system" areas which while not included within the Water Quality Treatment calculations provide areas for water to enter the soil, particularly on Site 2.



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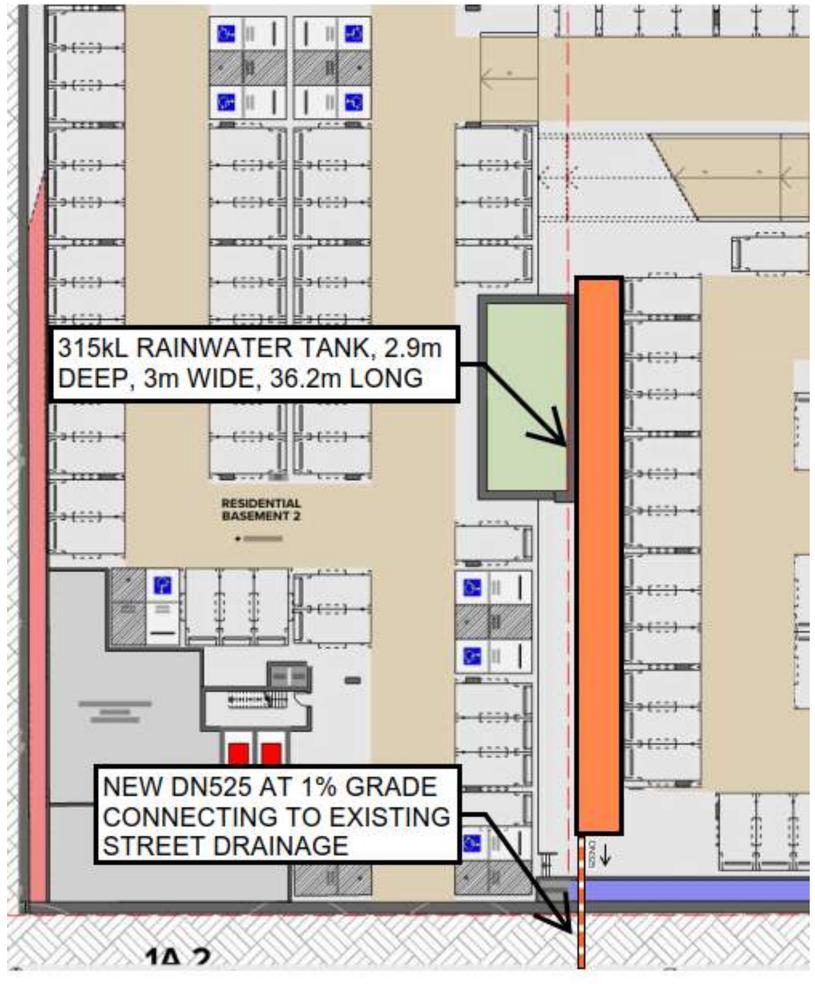
6. UNDERGROUND WATER STORAGE

PUBLIC PARK STUDIES



The rainwater tank has been coordinated with the second level basement and discharges into the existing street drainage network at a grade of 1%.

1.5m depth over the tank is maintained with a riser at the southern end to discharge the tank into the stormwater system.



RAINWATER TANK IN SECOND LEVEL BASEMENT

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7. GROUND WATER SYSTEM

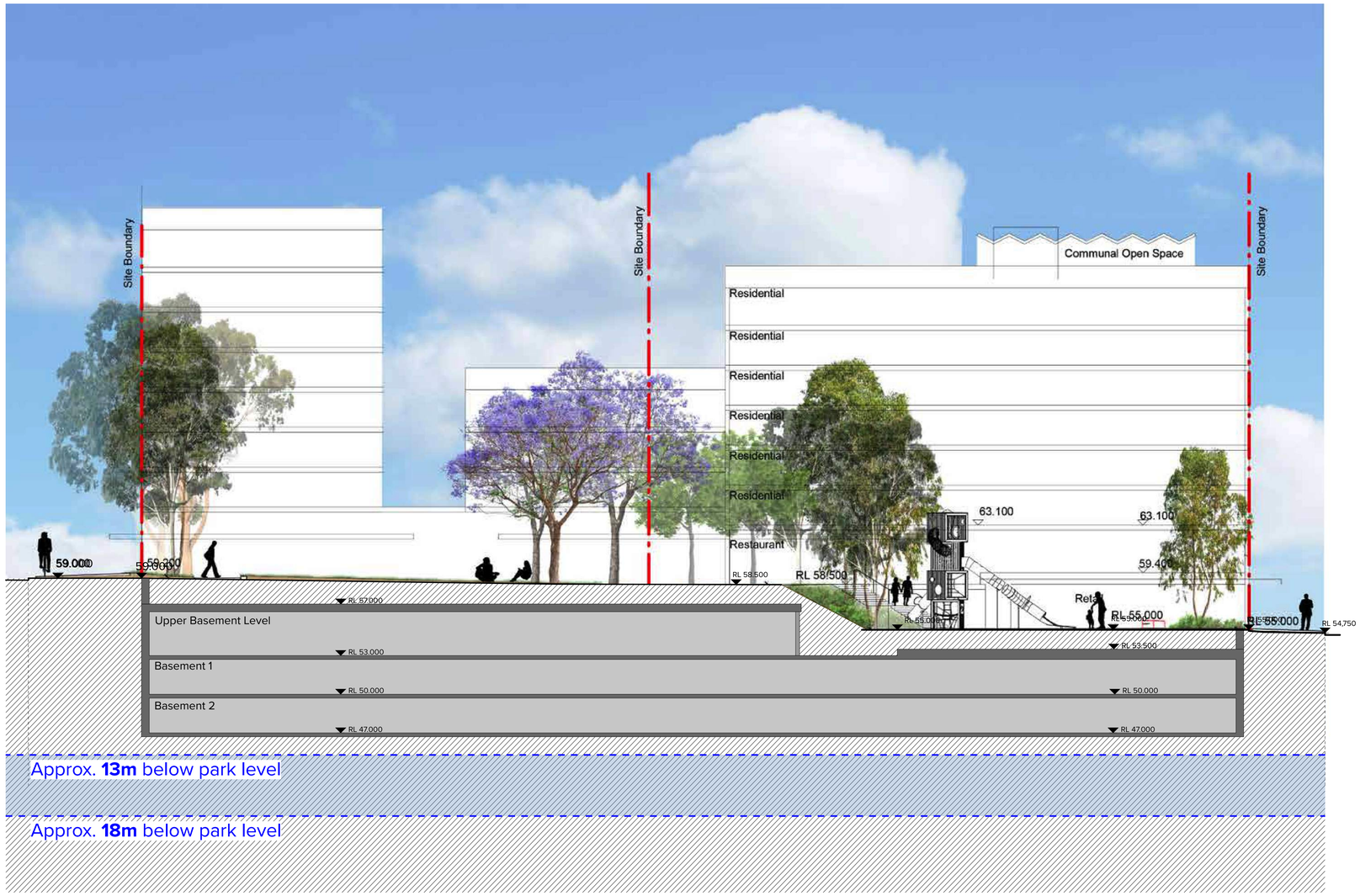
PUBLIC PARK STUDIES

The ***groundwater levels*** measured at the highest part of the site were measured (as part of the NRT investigations) to be between ***13m and 18m deep*** which is generally ***underneath the basement levels***.

Additionally ***groundwater flow*** is expected to be ***north westerly towards First Ponds Creek*** and Eastern Creek and the site itself sits outside of the Second Ponds and First Ponds Creek riparian corridors.

The Blacktown Development Control Plan finds that there are ***no known groundwater dependent ecosystems*** within the Blacktown LGA.

The proposal ***will not impact on downstream*** groundwater dependent ecosystems because stormwater will continue to ***recharge*** the regional groundwater system ***through local ephemeral waterways*** including Second Ponds Creek.



8. POTENTIAL NEW CONNECTIONS

PUBLIC PARK STUDIES

This section indicates the future potential if the need ever arose. Please note Deicorp will not be including this design in our DA package.

The upper basement carparking area is ***already well connected*** to both the retail and commercial precincts.

The greatest ***opportunities*** for further connections within the site are present along the southern edge, ***capitalising on the step*** in the terrain. At this point the lower plaza level is approximately 2m above the carpark level.

There are three key areas that could accommodate ***further connections*** within the public domain:

1. The Children's Play area
+ Good connection to child's play and lower shops
- Loss of natural confinement/security/shading of child's play area afforded by landscaped batter

2. Through the stairs at the Pedestrian Boulevard
+ Good connection to lower concourse
- Reduction in main boulevard circulation width

3. Internal (vertical) connection within the marker
+ No affect on public domain
- Dedication of key retail frontage

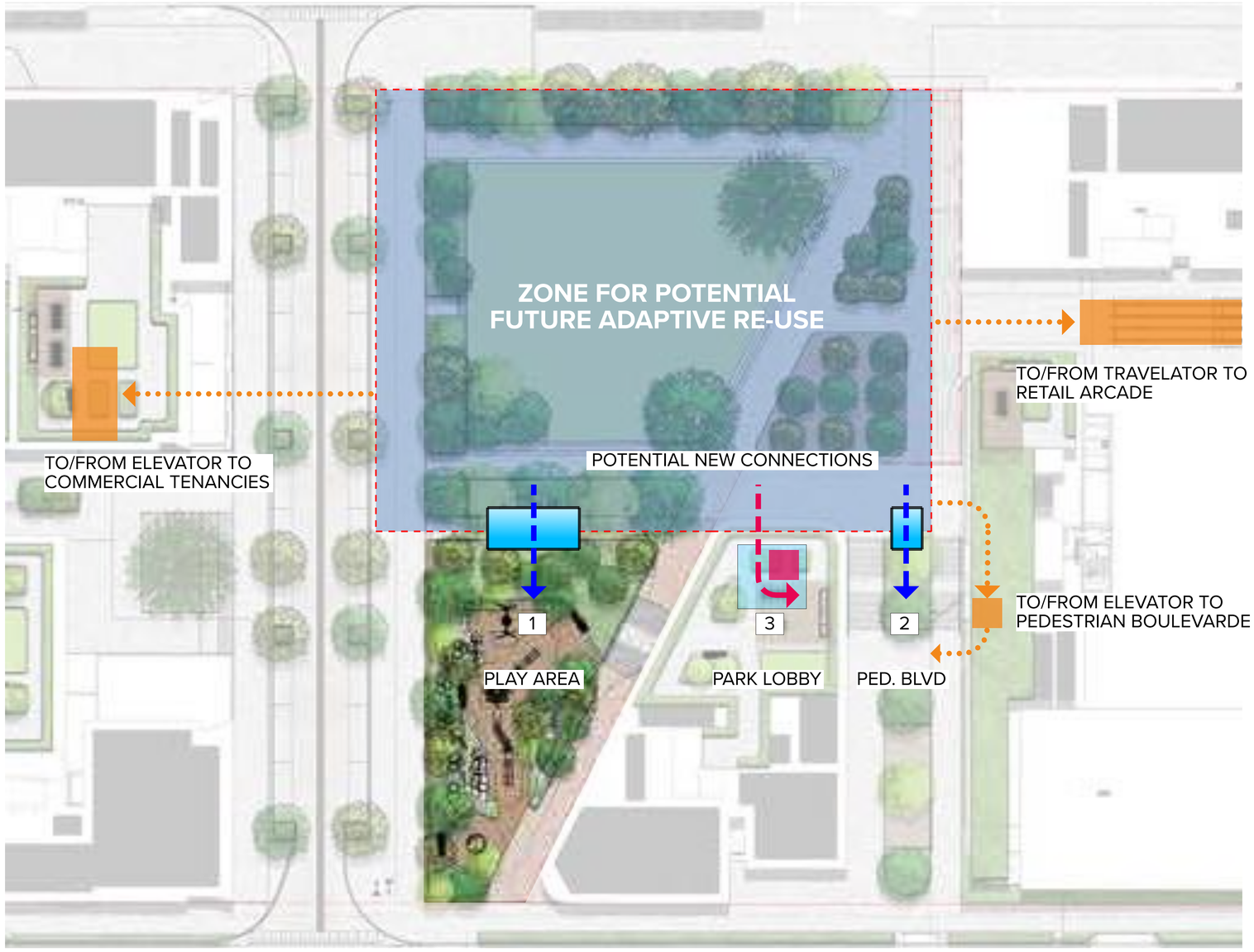
Key performance measures:

_ Ensuring ***no impact*** on the quality and amenity of the ***public park*** and public domain

_ The ***benefits*** in the ***current*** public domain and carpark usage ***vs potential*** future basement adaptation

The assessment of the above is that the existing connections adequately distribute visitors across the site in the immediate term, whilst preserving the key movement corridors.

Notwithstanding, there is nothing stopping these connections from being added in the future should the case present.



9. POTENTIAL SKYLIGHT LOCATIONS

PUBLIC PARK STUDIES

This section indicates the future potential if the need ever arose. Please note Deicorp will not be including this design in our DA package.

The potential for incorporating skylights and voids within the public domain to provide natural daylight and visual connectivity to the basement level below has been reviewed.

The performance measures selected for reviewing the suitability of the skylight integration include:

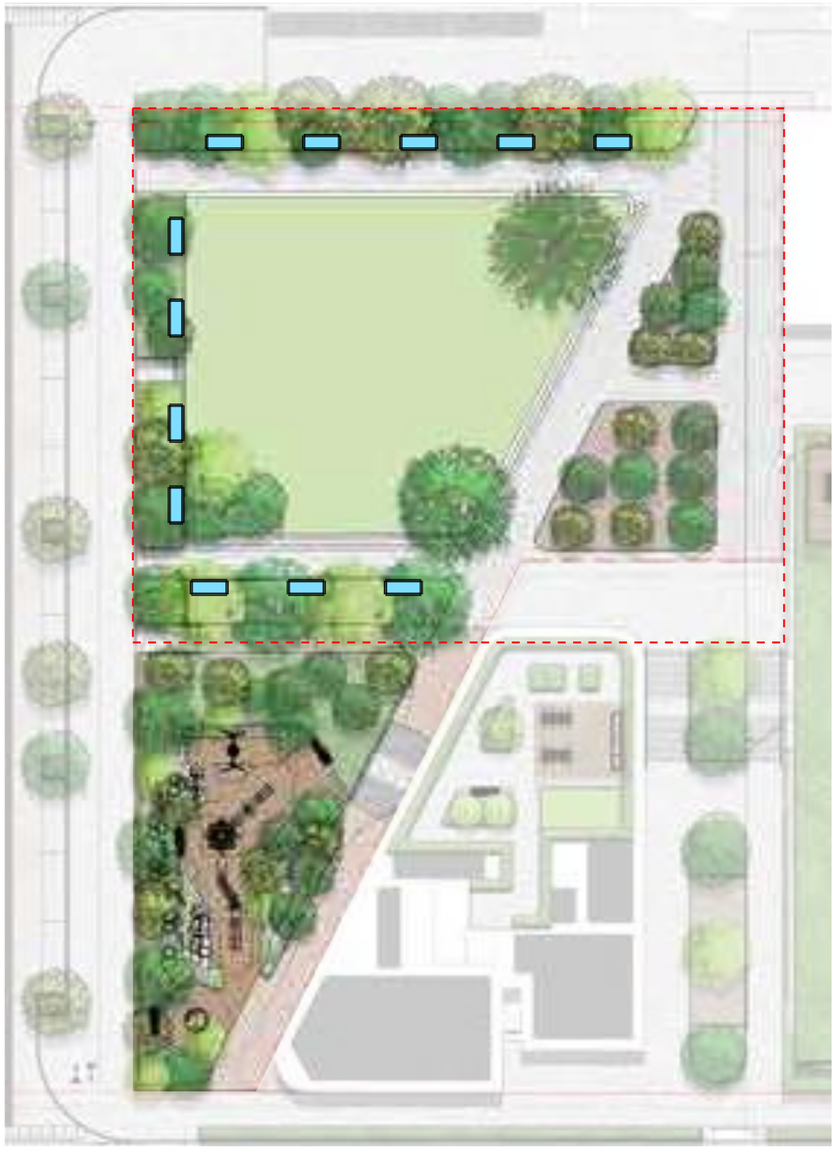
_ Ensuring ***no impact*** on the quality and amenity of the ***public park*** and public domain

_ The ***effectiveness*** of daylighting provision delivered by the skylight, to penetrate a min. 2.5m depth

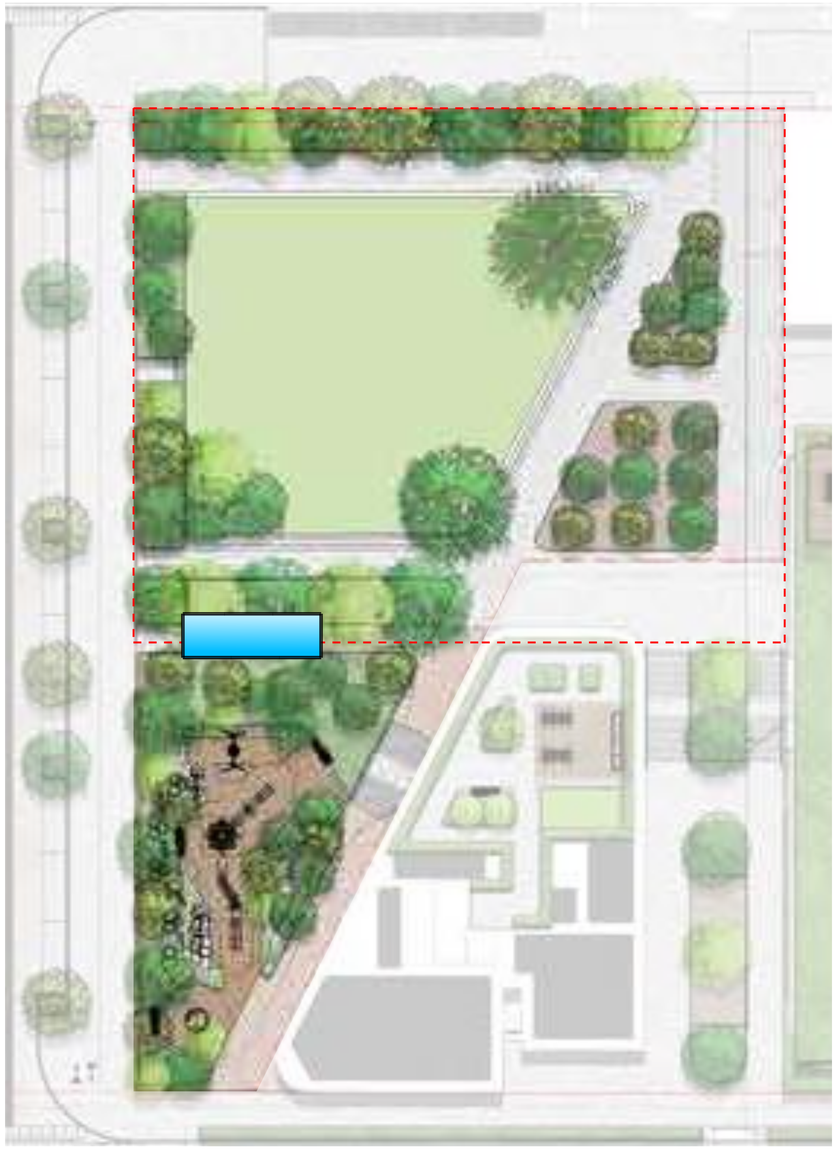
_ The ***benefits*** in the ***current*** public park and carpark usage ***vs potential*** future basement adaptation

The assessment of the above is that in the short term the ***amenity*** of the ***public park is favoured*** over the provision of daylighting to a carpark that may be adaptively re-used in the future.

Notwithstanding there is nothing stopping these insertions from being added in the future should the case present. This could however be as simple as the inclusion of a glazed "shopfront" at the future entry lobby.



STUDY OF POTENTIAL INTEGRATED SKYLIGHT LOCATIONS (1.2 x 3m)



STUDY OF POTENTIAL FUTURE VERTICAL GLAZING FOR INTEGRATED DELIVERY WITH ADAPTIVE RE-USE CONNECTION

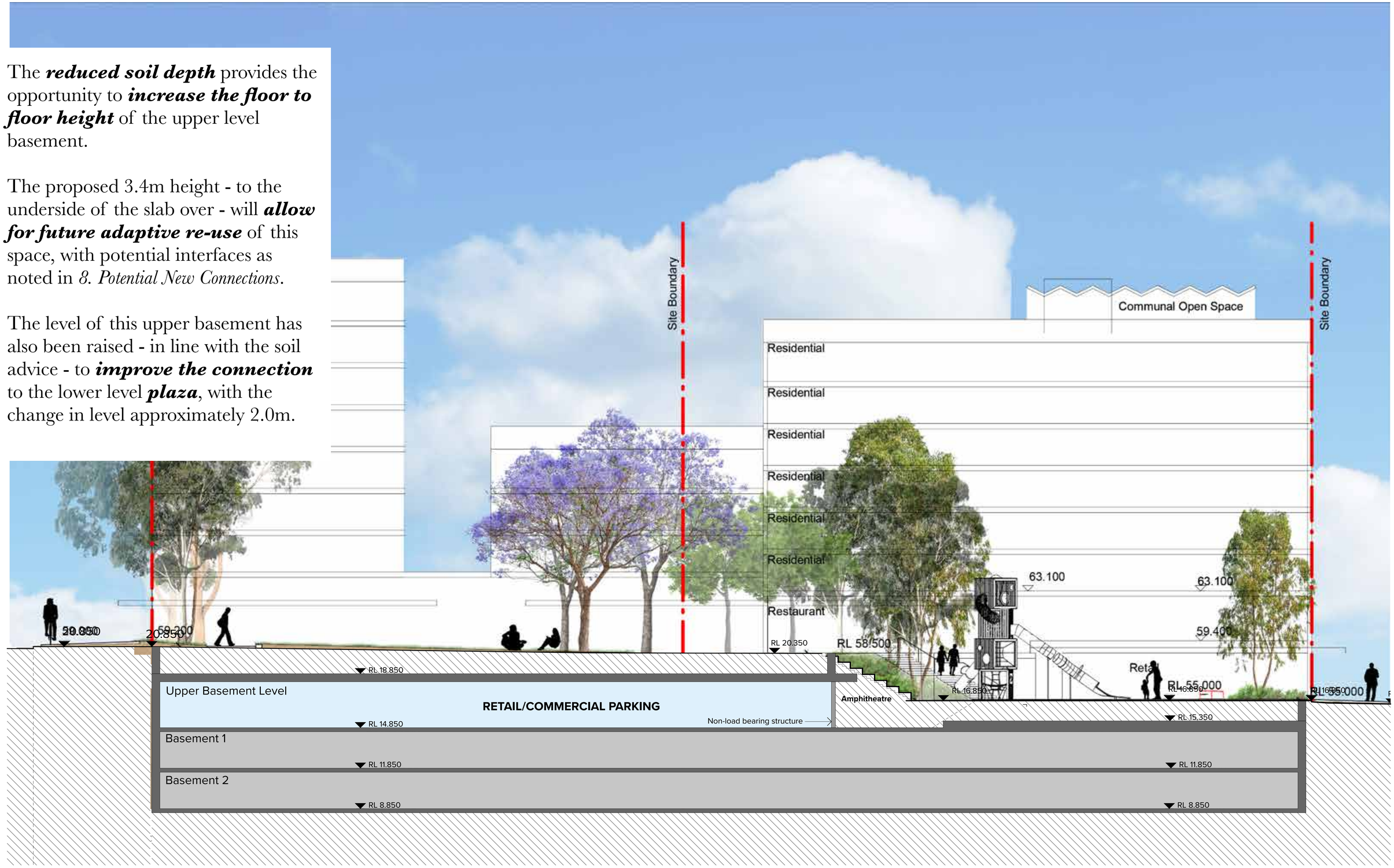
10. FLEXIBLE SPACE_BASEMENT HEIGHT AND LEVELS

PUBLIC PARK STUDIES

The ***reduced soil depth*** provides the opportunity to ***increase the floor to floor height*** of the upper level basement.

The proposed 3.4m height - to the underside of the slab over - will ***allow for future adaptive re-use*** of this space, with potential interfaces as noted in *8. Potential New Connections*.

The level of this upper basement has also been raised - in line with the soil advice - to ***improve the connection*** to the lower level ***plaza***, with the change in level approximately 2.0m.

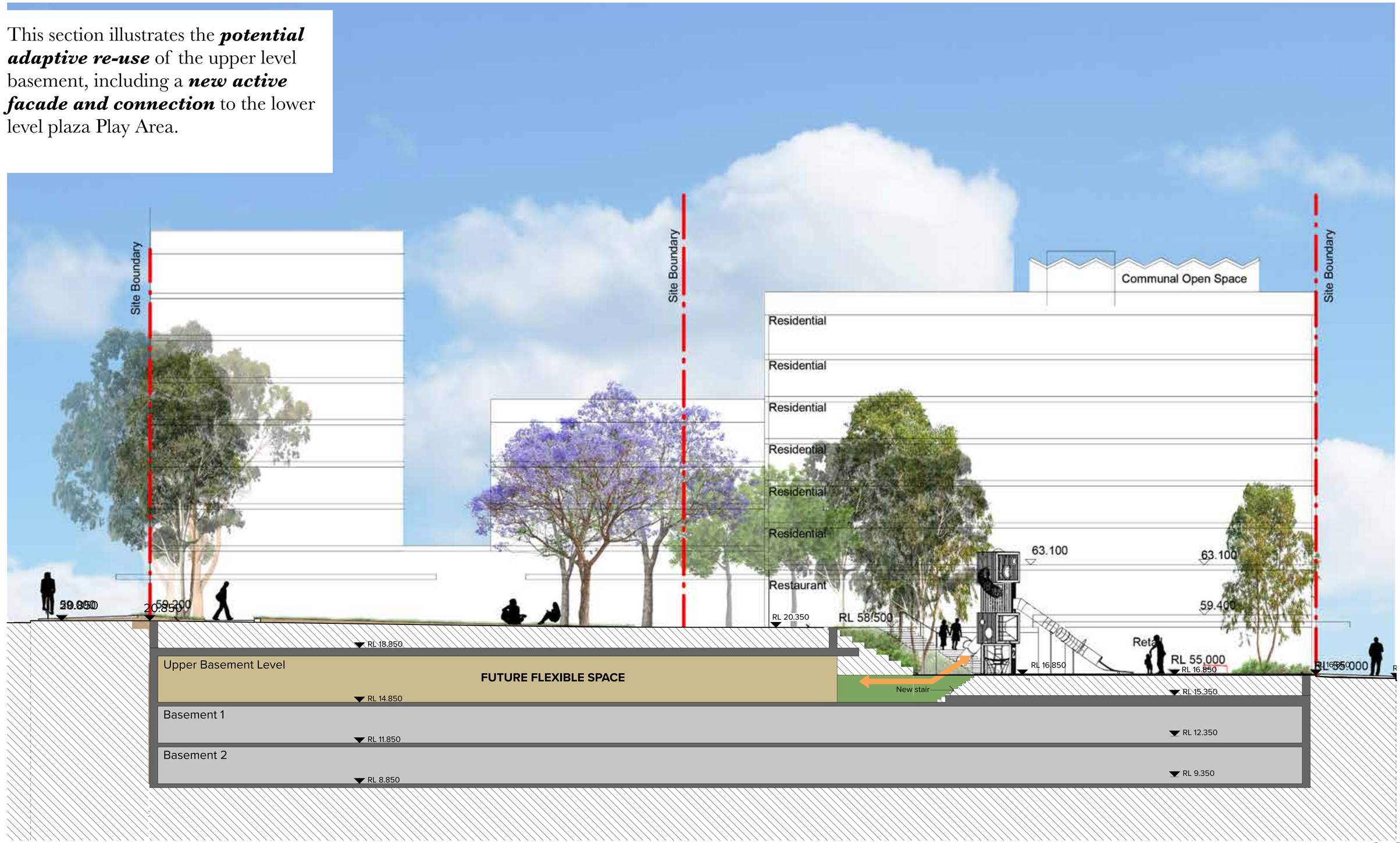


10B. POTENTIAL ADAPTIVE RE-USE OPPORTUNITY

PUBLIC PARK STUDIES

This section indicates the future potential if the need ever arose. Please note Deicorp will not be including this design in our DA package.

This section illustrates the ***potential adaptive re-use*** of the upper level basement, including a ***new active facade and connection*** to the lower level plaza Play Area.



PREFERRED PROPOSAL_SUMMARY

PUBLIC PARK STUDIES

CONSIDERATION	*AFFECT*			*NOTES*
	UNCHANGED	**IMPROVED IN PROPOSAL**	**POTENTIAL FOR FUTURE INTEGRATION**	
EXHAUST & EGRESS	✓			All services and egress are located outside of the public park
BASEMENT PARKING OWNERSHIP		✓		The upper basement level is dedicated to retail/commercial parking and will be held under one title
SOIL STRUCTURE		✓		A new soil structure has been proposed which will facilitate improved plant growth and water retention
WSUD	✓			The proposal does not impact the existing WSUD strategies
WATER STORAGE		✓		The proposal incorporates underground water storage under the private road adjoining the park
GROUND WATER		✓		The proposal reduces the overall depth of the basements - when compared to individual basements - allowing ground water flow through the site below the basement
CONNECTIONS			✓	There is potential for future connections from the flexible space at upper basement level to the public domain and pedestrian network
SKYLIGHTS			✓	There is potential to provide daylighting within the upper basement at a future stage, balanced against the amenity of the public park
FLEXIBLE SPACE		✓		The proposal has increased the floor to floor slab of the upper level basement to allow a 3.5m height to the underside of the slab over. The level of this upper basement has also been raised - in line with the soil advice - to improve the connection to the lower level plaza.

ROADS

DRP2

4. Shared Zone

a) If the North South road between Site 1 can become a private road it is suggested the following opportunities are investigated:

I. Shared Zone
II. 1 way (will need traffic assessment)
III. Threshold entry treatments to slow cars to 10km/h- ‘serious’ rumble strips/cobbles and narrowing turning in.
IV. Paved street with distinction of areas, transitions, urban conditions
V. Ensure E-W footpaths at either end are continuous and on the same level

5. Conferta Ave/Roads

g) Would like to see this speed zone lower than 50kph and the DRP will support design initiatives which encourage this. Note that the design intention in a highly pedestrianised should be 30km/hr. This is the world-wide default for local streets. Australia and NSW are anomalous.

h) Contact should be made with the Planning Partnership Office (PPO) to discuss and align street design with the principles and guidelines that are being developed for the Western Parkland City.

DRP3A

2. The shared zone

a) The Panel supports a 10km/h shared zone adjacent to the park. It is recommended that Deicorp continue to explore the two different ownership options in parallel, i.e. dedication of the street to Council versus retaining in private ownership.

b) The panel would support the 10km irrespective of the ownership

c) A fuller exploration of the shared zoned is still required in terms of how it functions with the surrounding road network (e.g. movement and circulation), opportunities for more landscaping and tree planting, further resolution of the drainage and rainwater tank design, and more detail on paving materials. The opportunity for a one way system could also be explored.

3. Conferta Avenue

a) The Panel strongly supports the additional raised pedestrian and cycle crossings and views this as an effective strategy to slow traffic down along this street. The design team noted that this is yet to be approved through the traffic committee.

b) The Panel notes that the verge width seems insufficient for street tree planting (which would be desirable) and further information should be presented on this at the next meeting.

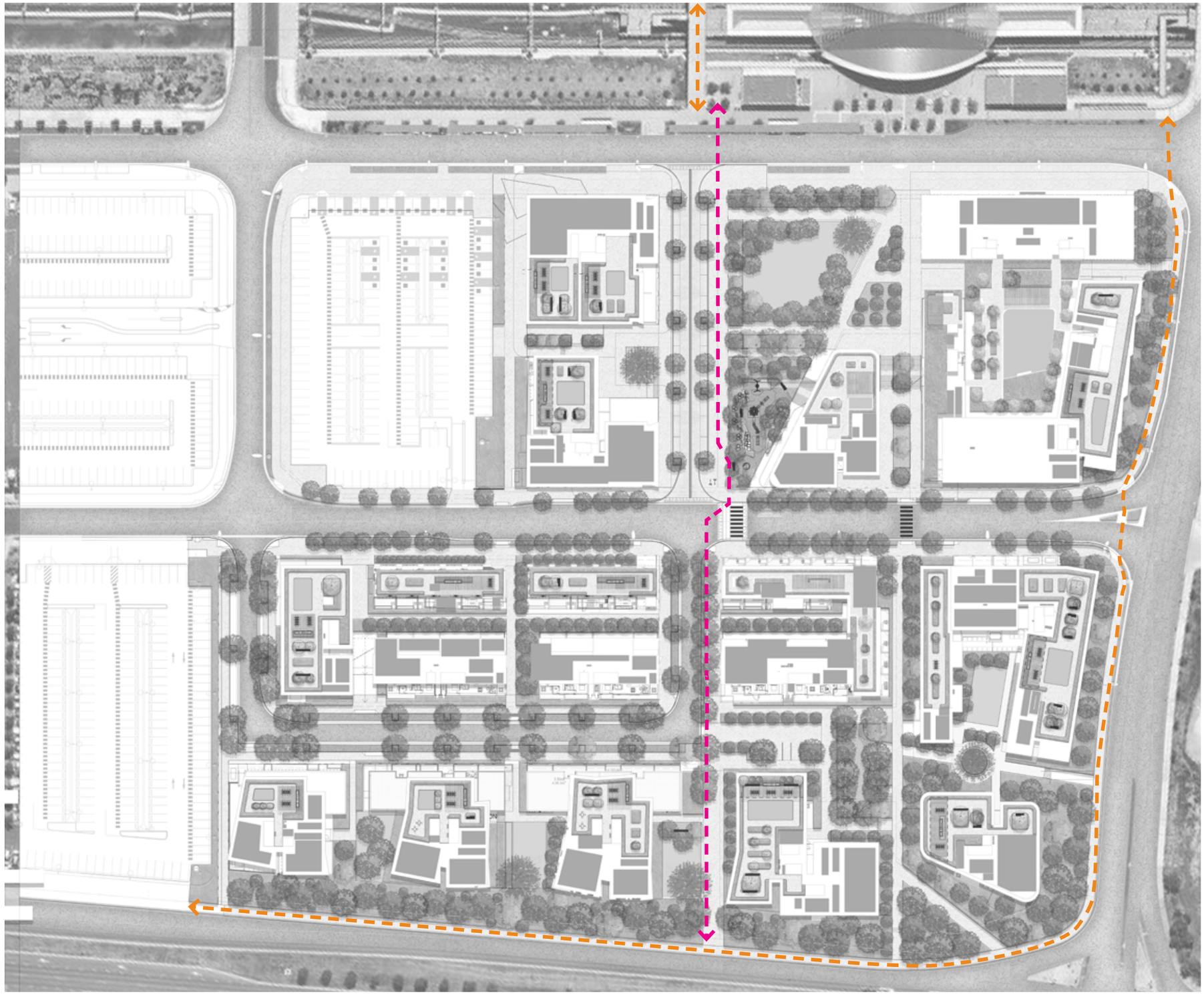
c) Further review of the proposal for Conferta (and as built) shows significant difference from the approved scheme – the section presented shows two travelling lanes with no parking, rather than the one lane each way and parking, with kerb extensions of the original. The DRP asked specifically for options to slow traffic along Conferta, and would not support changes that increase traffic movement.

d) The DRP would support a reduction in signed speed from 50km/hr to 40km/hr “high pedestrian activity” zone

4. New precinct street

a) The new precinct street is supported in principle by the Panel but requires further design resolution, in particular location of street trees and landscaping. There are instances where trees don’t line up with the pits on the drawings.

SHARED PATH



KEY

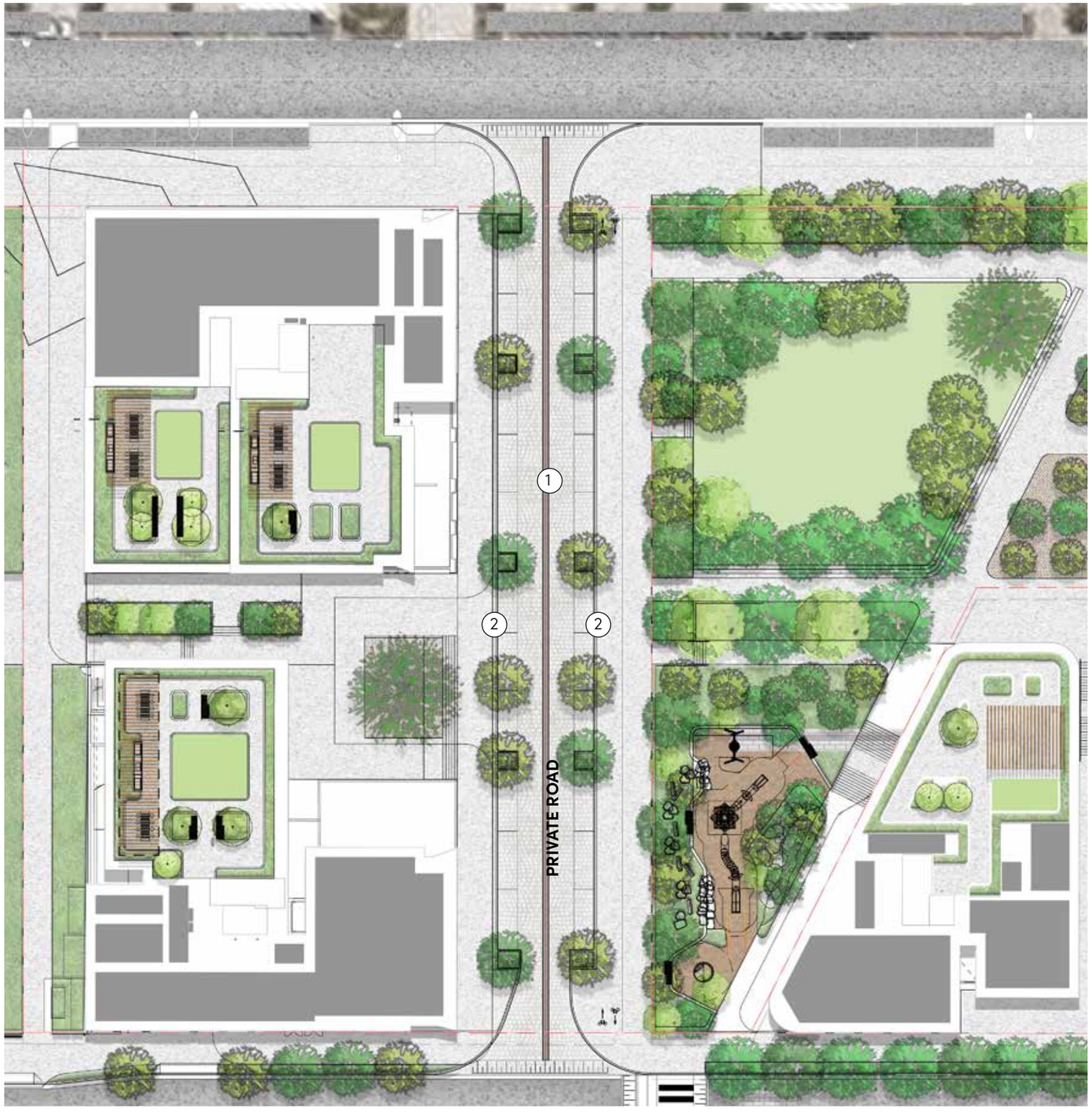
- Existing 3.5m Shared Path
- Proposed 3.5m Shared Path

N

SCALE: 1:1000

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SHARED ZONE DETAILS



A fuller exploration of the shared zoned is still required in terms of how it functions with the surrounding road network (e.g. movement and circulation), opportunities for more landscaping and tree planting, further resolution of the drainage and rainwater tank design, and more detail on paving materials. The opportunity for a one way system could also be explored.

a.A one-way system was explored but the design kept 2-way to allow for connections to Themeda Avenue and allowing for more parking and access to the public park. The private driveway entrance, selected material and parking on both sides all serve to lower overall traffic speeds and the signage will indicate the area as 10km/hr shared zone.

KEY

1. Concrete unit paving
2. Spoon Drain

MATERIALS



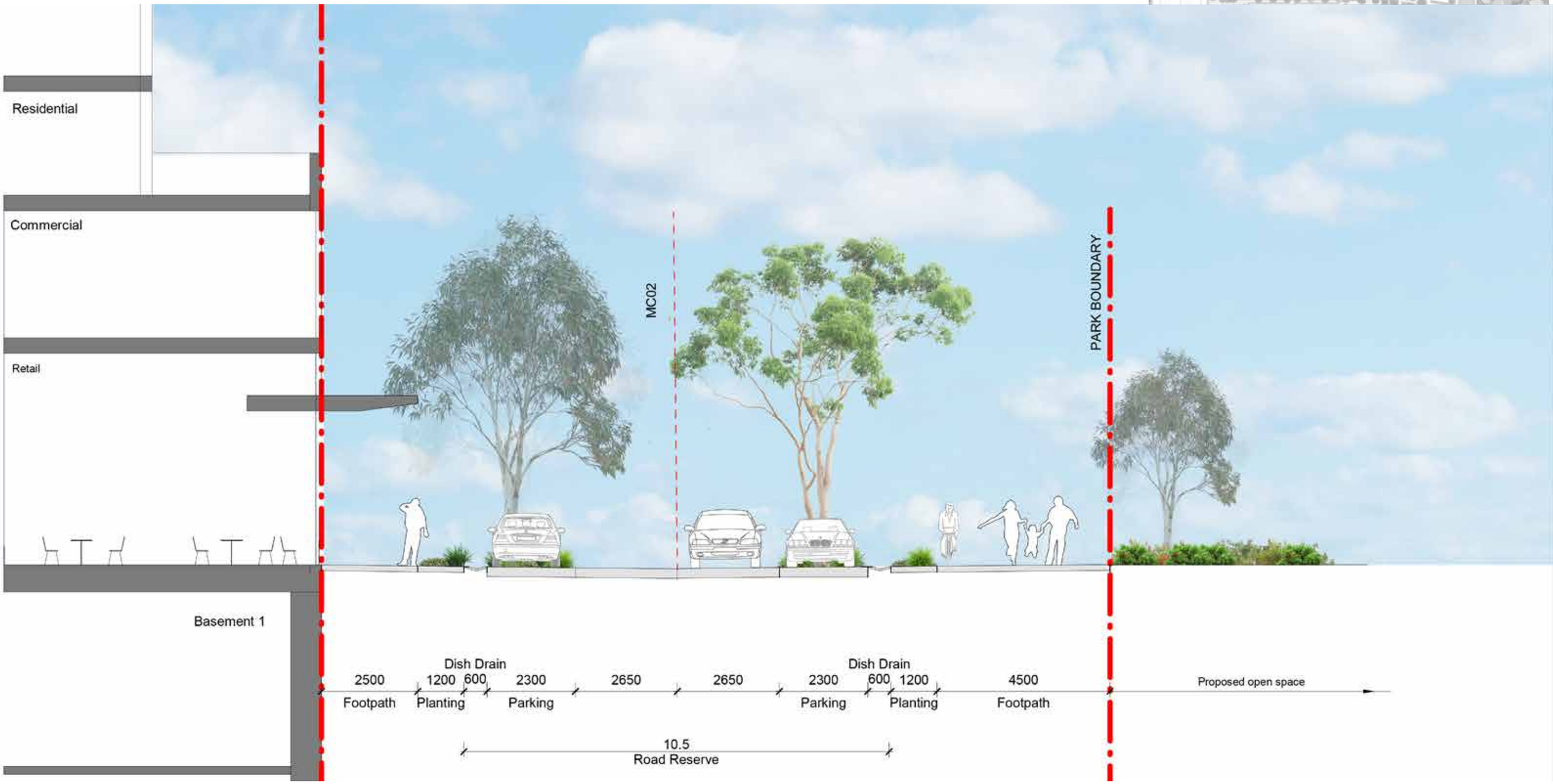
CONCRETE UNIT PAVER

SPEED LIMIT



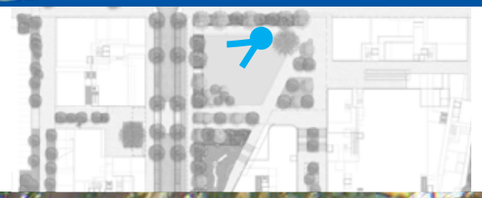
SHARED ZONE DETAILS





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SHARED ZONE DETAILS

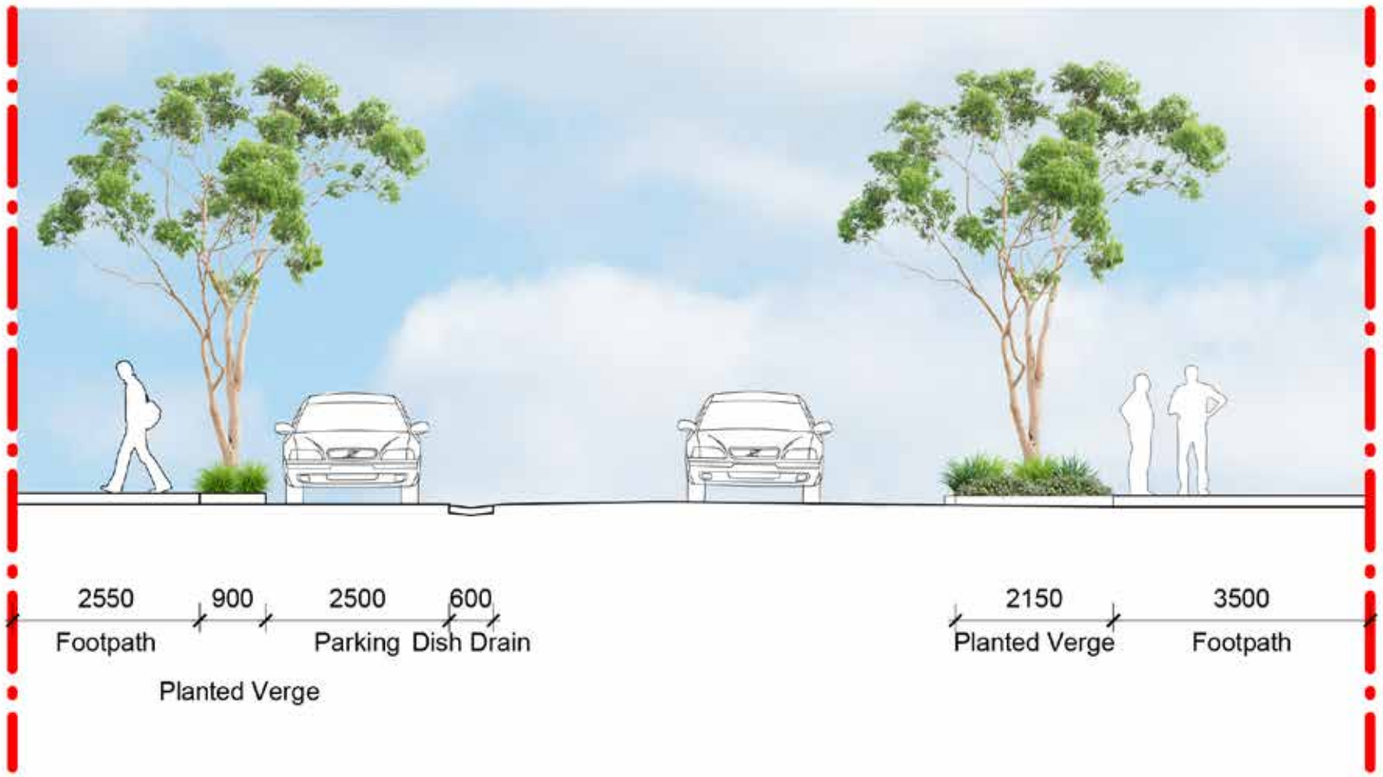


UPDATE

STAGE 2 SHARED PATH

LOCAL STREET/SHARED-WAY SECTION





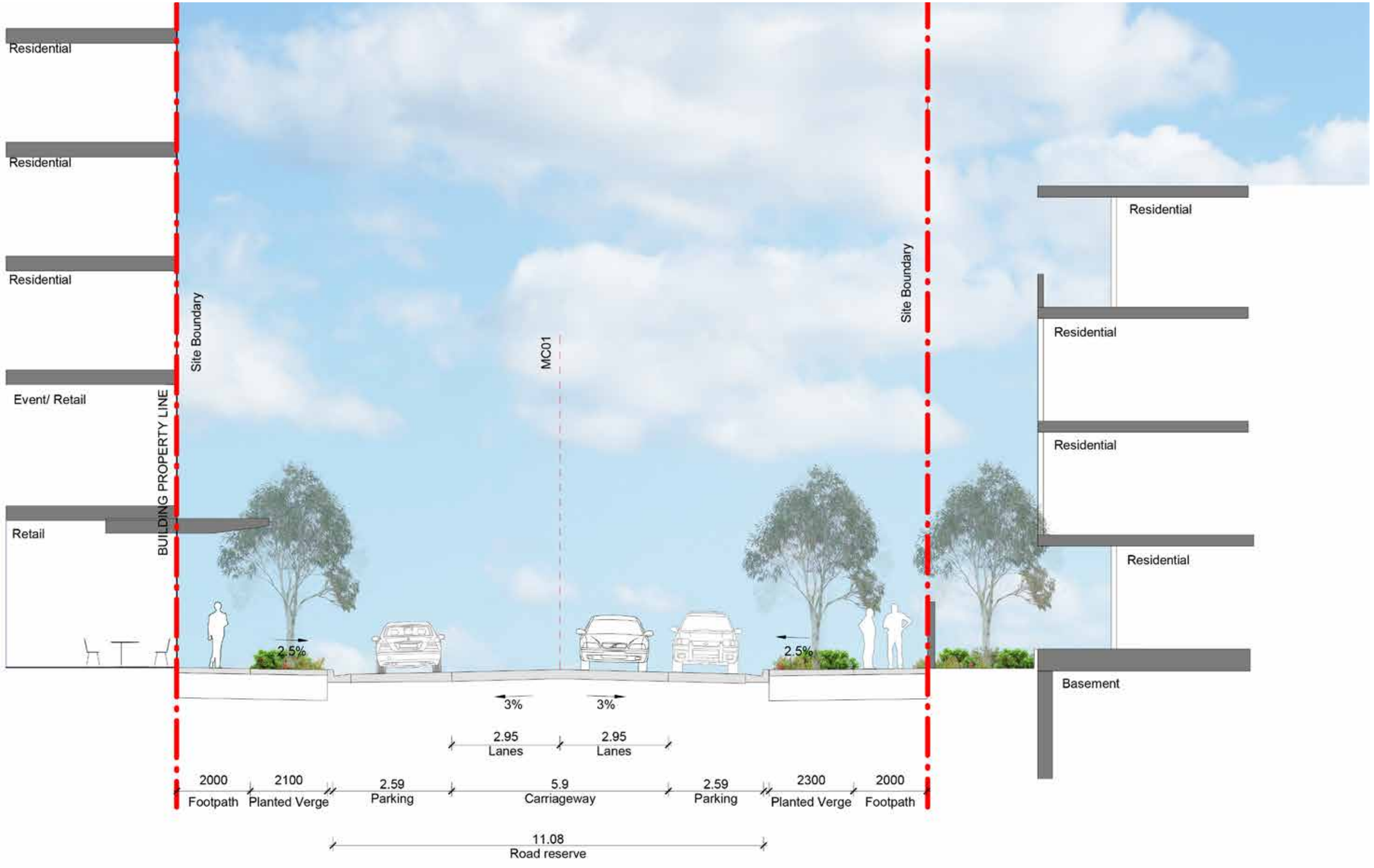
DEICORP

CONFERTA AVE

Further review of the proposal for Conferta (and as built) shows significant difference from the approved scheme – the section presented shows two travelling lanes with no parking, rather than the one lane each way and parking, with kerb extensions of the original. The DRP asked specifically for options to slow traffic along Conferta, and would not support changes that increase traffic movement.

a.Conferta Avenue was constructed by NRT and the approved scheme did not allow for parking in this area, the proposed raised pedestrian and cycle crossing will also have a greater effect in lowering overall traffic speeds than the previous kerb buildouts which were removed due to tracking issues at the intersections.




Residential
Residential
Residential
Event/ Retail
Retail
BUILDING PROPERTY LINE
Site Boundary
MC01
Site Boundary
Residential
Residential
Residential
Residential
Basement
2.5%
2.5%
3%
3%
2.95
Lanes
2.95
Lanes
2000
Footpath
2100
Planted Verge
2.59
Parking
5.9
Carriageway
2.59
Parking
2300
Planted Verge
2000
Footpath
11.08
Road reserve

CONFERTA AVE



PUBLIC DOMAIN & OPEN SPACE

DRP2

1. Open Space
Tree planting
(a) Climate and heat management important in western Sydney. Incorporate tree planting in the street profile design to provide shade, habitat etc. Demonstrate how the proposal will achieve the Greater Sydney Commission's tree canopy target of 40%.
(b) Recent work by the Western Sydney Planning Partnership and Macquarie University's "Which Plant Where?" (contact Leigh Staas leigh.staas@mq.edu.au) research project may assist with precedents.

Childs Play area
a) Would like to see potential for more activity in this space to have greater appeal to children.

Small Square (in the residential zone)
a) The DRP notes the changes to the design of this space, with reconfigured proposal for vehicular movements to avoid cars in this area, and reconfigured as a predominantly car-free garden space.

DRP3A

8. Publicly accessible streets and open space
a) The Panel requests further detail on how publicly accessible privately owned spaces will be managed to ensure there is unrestricted public access and all rights of assembly and other rights that apply to public roads and public open space (in contra distinction from Darling Harbour for example) in perpetuity, (e.g. Rouse Hill Town Centre.)
b) The Panel noted that the preferred scheme supported the idea of a share way which is private adjacent to the park, rather than an open public way between Schofields Rd and the station. The panel encourages consideration of future implications, i.e. public access, long term footpaths, rights of a public street, etc.
c) As noted in DRP meeting #2 the Panel suggest that both park and basement car parking design options (BCC ownership v Deicorp ownership) run until agreement with DRP and council is confirmed.
d) The panel requested an update on correspondence with Blacktown Council for the Open Space with an understanding that this correspondence is confidential. Landcom team to share.

5. Water sensitive urban design
a) The Panel requests further detail on the water sensitive urban design strategy, i.e. what proportion of stormwater is being collected by the rainwater tank, bioswales and in carriageway tree pits.
b) The Panel encourages Deicorp to consider using a "soft system" wherever possible, i.e. to keep as much water on site and in the soil, for soil health etc.
c) The Panel requests further detail and resolution on road profiles and drainage into street trees.

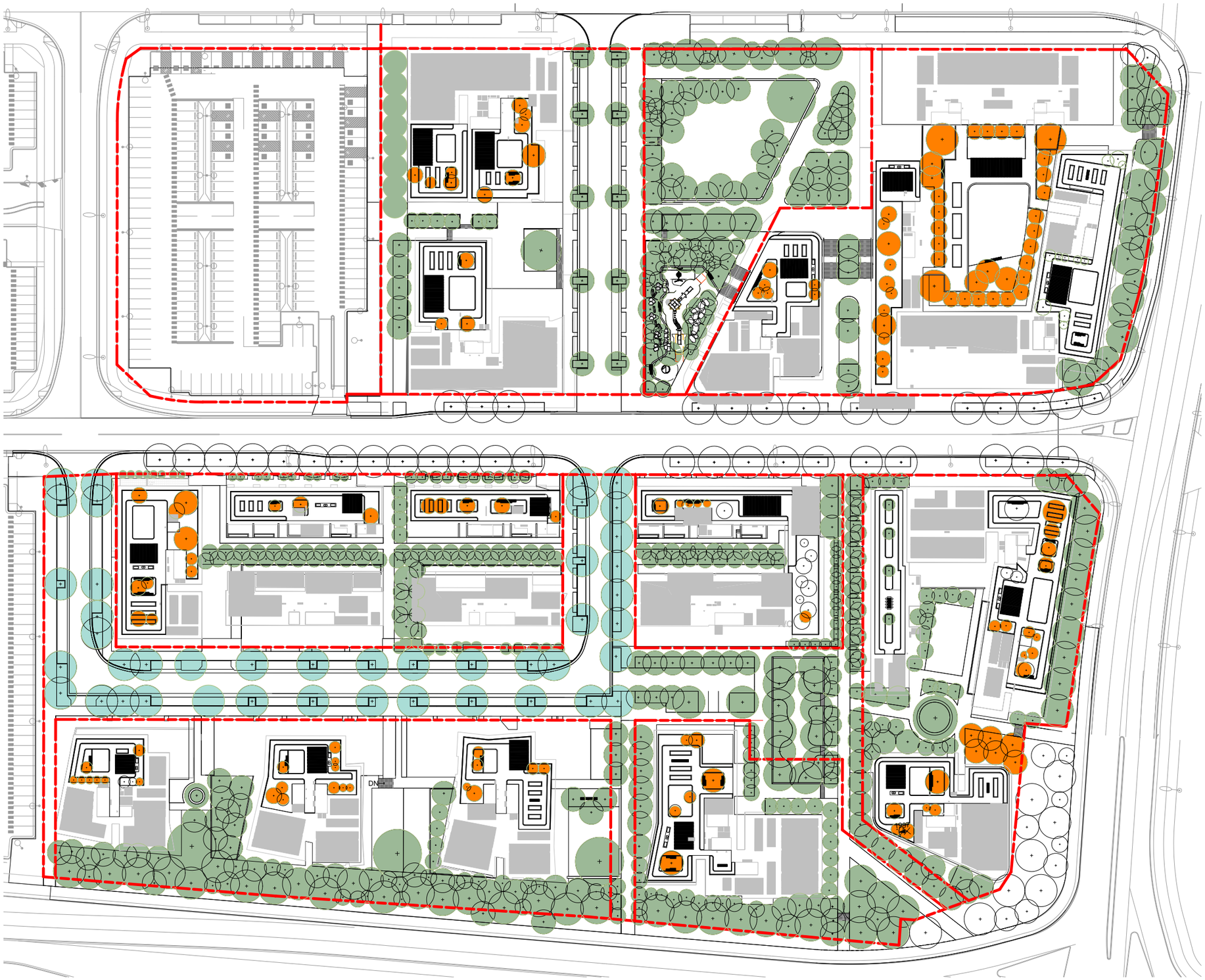
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LANDSCAPE MASTERPLAN



OPEN SPACE

CANOPY COVER



(a) Climate and heat management important in western Sydney. Incorporate tree planting in the street profile design to provide shade, habitat etc. Demonstrate how the proposal will achieve the Greater Sydney Commission's tree canopy target of 40%.

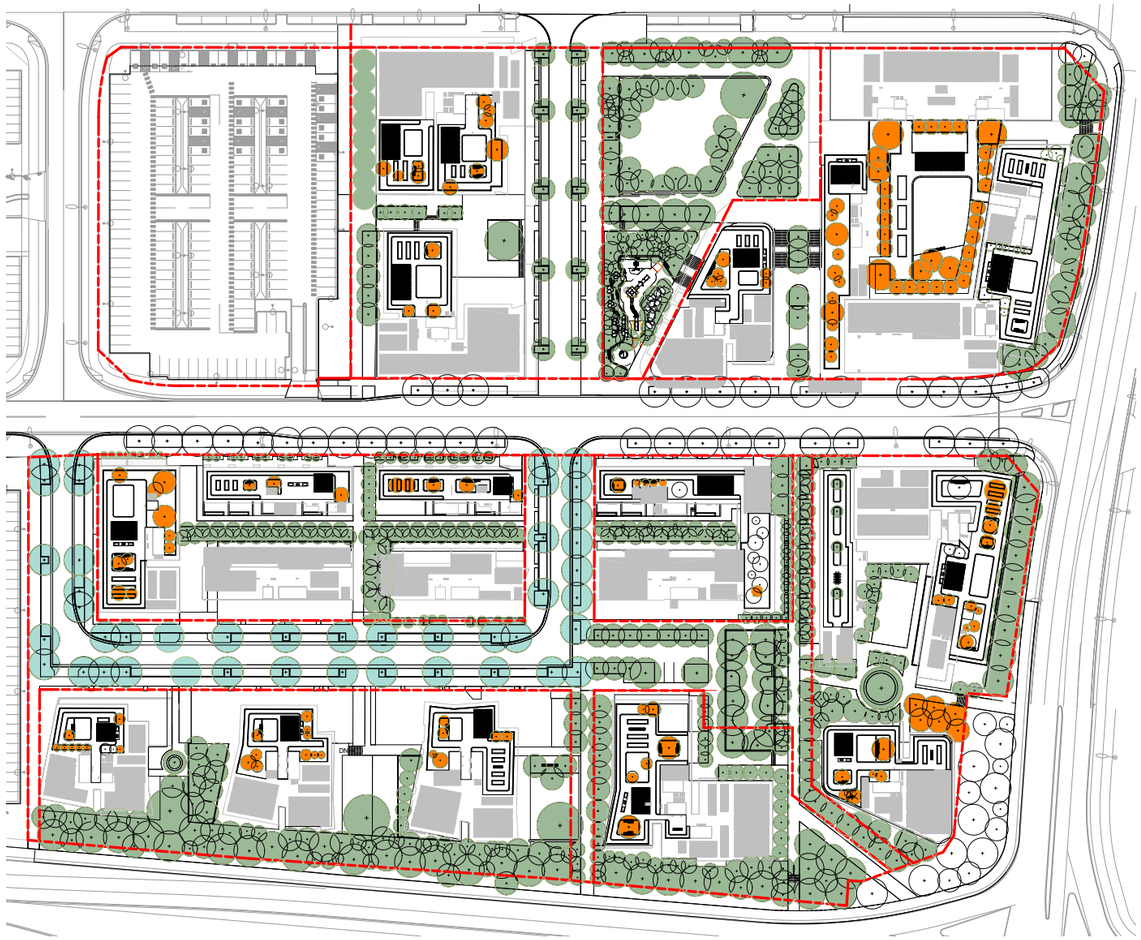
Design can only achieve 23% including trees planted on RMS Land.

TOTAL CANOPY COVER 33.5%

OPEN SPACE

CANOPY COVER ANALYSIS

CURRENT DESIGN



TOTAL CANOPY COVERAGE: 33.5%

- GROUND LEVEL: 25%
- STREETS 4.6%
- ROOFTOPS 3.9%

TREE SIZES USED

SMALL TREES: 3-4M SPREAD

MEDIUM TREES: 6-8M SPREED

LARGE TREES: 10M SPREED

MAXIMIZING TREE CANOPY OPTION



TOTAL CANOPY COVERAGE: 36.8

- GROUND LEVEL: 25%
- STREETS 4.6%
- ROOFTOPS 3.9%
- ADDITIONAL LANDSCAPE: 3.3%

NOTE: ALL ON STREET PARKING BAYS HAVE BEEN REMOVED FOR THE ADDITIONAL CANOPY COVERAGE

WHICH PLANT WHERE

(b) Recent work by the Western Sydney Planning Partnership and Macquarie University's "Which Plant Where?" (contact Leigh Staas leigh.staas@mq.edu.au) research project may assist with precedents.

Leigh Staas was consulted from 'Which Plant Where' however couldn't provide any further adives as they are mid research.



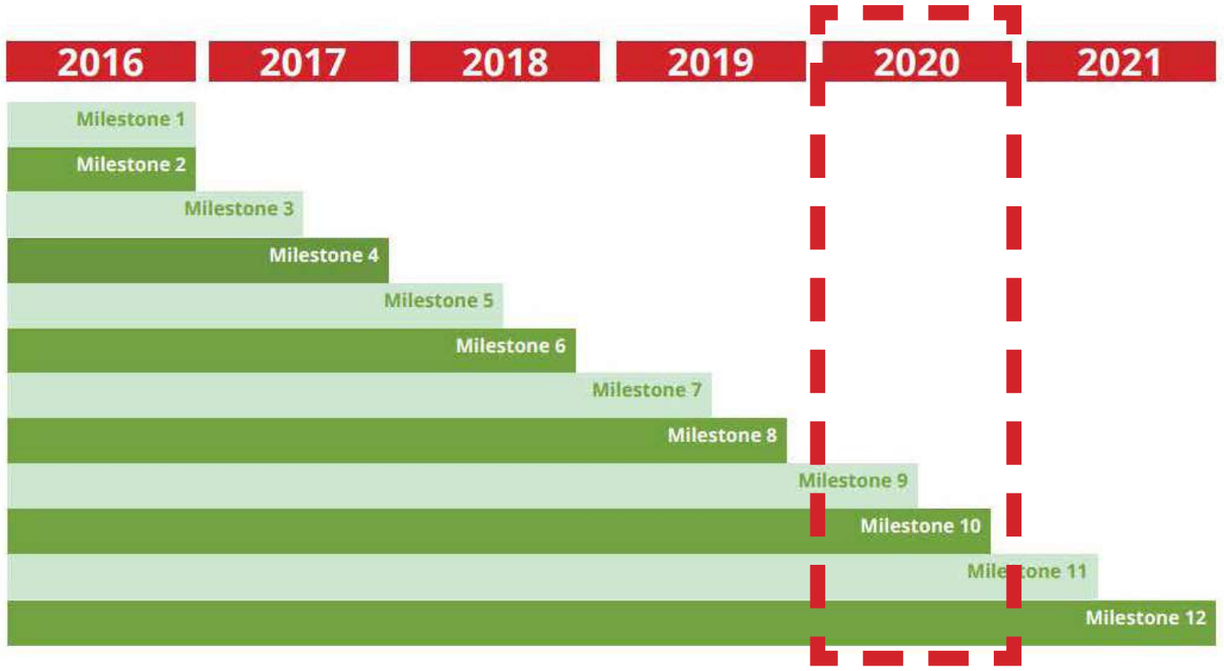
WHICH PLANT WHERE

WHICH PLANT WHERE?

MAJOR DELIVERABLES

MILESTONE	CRITERIA
Milestone 1 & 2	Stakeholder engagement, form advisory group, identify possible demonstration sites.
Milestone 3	Finalise species list, identify success/failure planting sites.
Milestone 4	Standardised screening protocol, establish growth trial sites.
Milestone 5	Finalise species trait database and bioclimatic tolerance data.
Milestone 6	Expand growth trials with nurseries.
Milestone 7	Finalise maps of species distributions. Develop co-benefit assessments at 5 sites.
Milestone 8	Develop factsheets of co-benefits of urban planting.
Milestone 9	Complete bio-monitoring site data collection. Finalise climate screening of 50 species, develop factsheets for 25 species.
Milestone 10	Module 2 Hold workshop on biomonitoring outcomes. Module 3 Conduct final stakeholder workshop on screening, finalisation of commercialisation plan. Module 4 Beta version of online tool.
Milestone 11	Module 2 Scientific Paper on success/failure of plantings. Module 4 Completion and launch of online tool, conduct final stakeholder workshop.
Milestone 12	Final reporting.

PROJECT TIMELINE



Commencing: **January 2017** Completion: **December 2021**

25%

Which Species Will Be Able to Cope With Climate Change, Where?

The first module will focus on fifty plant species identified in the project's Target Species List, and will develop maps that demonstrate each species' suitability to both current and future climates across Australia.

These maps will be used to demonstrate how well or poorly a particular species will be able to tolerate future conditions in urban centres across Australia as the climate changes, based on our current understanding of species' climatic requirements.

Our research might demonstrate, for example, that a particular species of tree is already at the very limit of its ability to cope with heat, and that the only suitable place to plant this species in the future will be in cool-climate or more temperate locations. This kind of information would be very useful to a council seeking to avoid investing in tree species for street planting that are unlikely to cope with higher temperatures.

We will also use information from national herbaria and other sources to quantify each species' climatic limits - the warmest, coldest, driest or wettest conditions they can cope with. This information will then be tested through the Planting Successes and Failures module of the research programme to ensure that the Interactive Plant Features Tool matches the right plant in the right region with an eye on the future.

We will also be working with growers, nurseries, landscape architects and many others to capture their recordings of major plant traits including:

- growth rate and form
- height
- canopy density
- ground cover
- longevity
- seasonality
- water quality
- allergenicity
- air and water quality influences and urban temperatures
- insect resistance
- ornamental and amenity features
- and biodiversity impacts.

Commencing: **June 2017** Completion: **June 2019**

25%

Connecting Successful Or Failed Plantings To Environment Information

There are many factors that contribute to the success or failure of urban plantings. These factors form the basis for the second module of the Which Plant Where research program:

- The conditions to which those species are exposed during their early establishment phase (such as soil quality, nutrient supply, watering, heat stress or other factors that might affect their early survival).
- Long-term climate factors such as urban heat effects, drought stress or insect or fungal damage, or subsequent groundworks that might damage plant roots.

By working with stakeholders across all links throughout the plant supply chain, we can obtain a wide range of data on the factors that make or break a successful urban planting. This way, we can learn from what has previously worked and avoid the factors that clearly contribute to reduced planting success, or even failure, in the urban context.

How Will We Achieve This?

By identifying partners, such as councils, that are willing to share data and results of historic plantings across a range of urban settings. This will help us to evaluate success rates in relation to environmental and species selection decisions.

By selecting a range of target locations where we can conduct much more detailed and longer-term monitoring of the sites, with consideration of climatic conditions, soil attributes, watering regime, fertiliser use and the presence of pathogens.

By establishing new test-planting sites where we plant a range of species and monitor their performance under contrasting climatic and soil attributes. Here, we are particularly interested in species that are only just coping with current temperatures and rainfall regimes to assess how they respond to more challenging climatic conditions.

We are also interested in the additional benefits that urban greening brings to our cities and towns, such as greater numbers of birds, insects and other wildlife, cleaner air and cooler temperatures at street level, and associated benefits to human health and well-being.

Commencing: **January 2018** Completion: **December 2019**

25%

How Much Heat Can Plants Really Tolerate?

Some plants can cope with adverse weather conditions better than others, and it is important to understand just how much heat and drought stress each of our target species could potentially tolerate.

Using both glasshouse and field trial sites, we will be subjecting our target species to some of the toughest conditions they are likely to face over the coming century, including:

- Lengthy or intense heatwaves, along with
- Extensive drought periods or periods of drought followed by intense rainfall
- High average temperatures at unusual times of the season

This regime will help us understand the abilities of different plants to cope when they are exposed to more than one climate stressor simultaneously. Watering is clearly a crucial element of a plant's success, and so we will test different watering regimes combined with different soil types and media to obtain information on a plant's water use efficiency and drought limits. In the real-world, plants can be affected by multiple factors at once so it is important for us to impose a combination of conditions that is 'realistic but tough' so that we can see how the plants really respond.

A Sound Research Process Is Critical

One of the most important factors in any research process is to ensure that our results are based on credible, trusted, best-practice research so that stakeholders can be confident that their decisions are based on the most up-to-date information available.

That's why all of our research has to adequately account for realistic climate change, carbon dioxide, heat and temperature, and drought predictions combined with feasible production and management processes for trees and other plants. We will achieve this by working with growers and our partners where possible, and applying the very best established methods of designing research for repeatability, credibility and accuracy.

Commencing: **June 2020** Completion: **June 2021**

5%

Australia's Most Informed Interactive Plant Features Tool

The interactive database will use the data collected in Modules 1, 2 and 3 to build a national tool that helps to select plants against a range of filters. Previously-developed tools provide a good number of options to select plants for purpose, colour, flowering, height or availability, but there are none that are backed by extensive testing of plants under current and future climatic conditions.

The Interactive Plant Features Tool aims to offer a large range of filters that include not just plant features but also factors such as safety, amenity value, location and co-benefits. This comprehensive tool will provide guidance and the understanding needed for successful urban plantings across Australia's urban environment now and into the future.

Major planned features of the Interactive Plant Features Tool

- Maps that show the changes in climate suitability for plants under predicted climate change scenarios
- Filters that reflect common urban planting needs, such as rooftops, verges, water-sensitive design, parks or urban forests.

Value-added characteristics may include heat mitigation, wildlife and biodiversity benefits, pollinator-friendliness or tolerance to urban constraints such as footpaths.

The expected release date of the Interactive Plant Features Tool is 2021.

Best-Practice Technical Design Guide

Supporting the Interactive Plant Features Tool will be a technical design guide that bases its recommendations for urban plantings on the best research and industry knowledge available.

DEICORP

SPECIES SELECTION

SELECTION CRITERIA

+ HARDY
+ LOW WATER USE
+ SPECIES DIVERITY IN URBAN TREE CANOPY
+ ASTHETICS

GENERAL PLANTING PALETTE


Eucalyptus tereticornis


Eucalyptus crebra


Eucalyptus cinerea


Corymbia maculata


Hymenosporum flavum


Acmena smithii


Melaleuca styphelioides


Callistemon salignus


Angophora floribunda


Acmena spp


Brachychiton populneus


callistemon viminalis


Callitris endlicheri


Goodenia ovata


Melaleuca decora


Leptospermum petersonii


Syncarpia glomulifera

C3 WEST PLANTING


Acmena smithii


Arthropodium milleflorum


Austromyrtus dulcis


Backhousia citriodora


Backhousia myrtifolia


Carpobrotus glaucescens


Dodonaea viscosa


Dichopogon fimbriatus


Eremophila debilis


Eustrephus latifolius


Ficus coronata


Hibiscus heterophyllus


Solanum aviculare


Banksia oblongifolia


Banksia spinulosa


Dianella revoluta


Lomandra longifolia

GREEN



KEY

1. Raised Lawn with vanishing step on the southern edge
2. Planted Bosque with flexible seating
3. WSUD
4. Park Seating
5. Seating grove
6. Feature tree planting

Primary connections from street

N

SCALE: 1:500

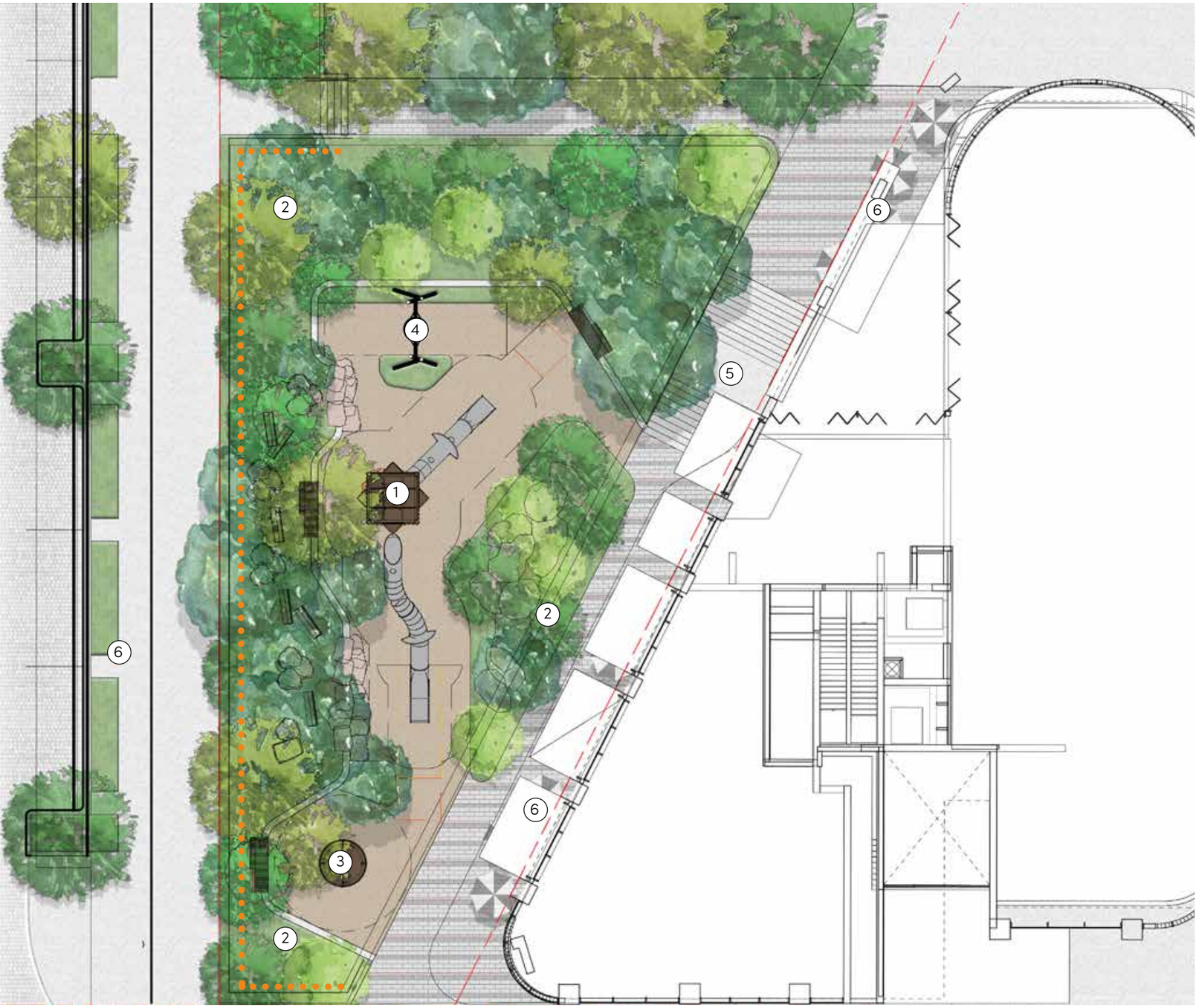
OPEN SPACE

DEICORP



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CHILDS PLAY AREA



a) Would like to see potential for more activity in this space to have greater appeal to children.

Design Updated Refer to plans and images

KEY

1. Kompan Play Tower
2. Planted edge
3. Kompan Play inclusive spinner
4. Basket Swing
5. Stairs
6. Cafe Breakout

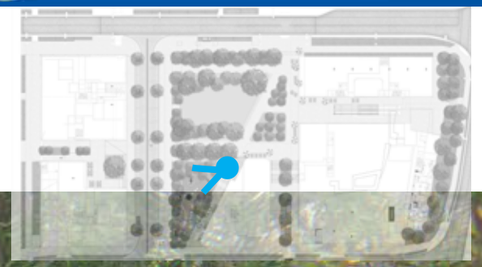
Childsafe fence

N

SCALE: 1:250

DEICORP

CHILDS PLAY AREA





CHILDS PLAY AREA

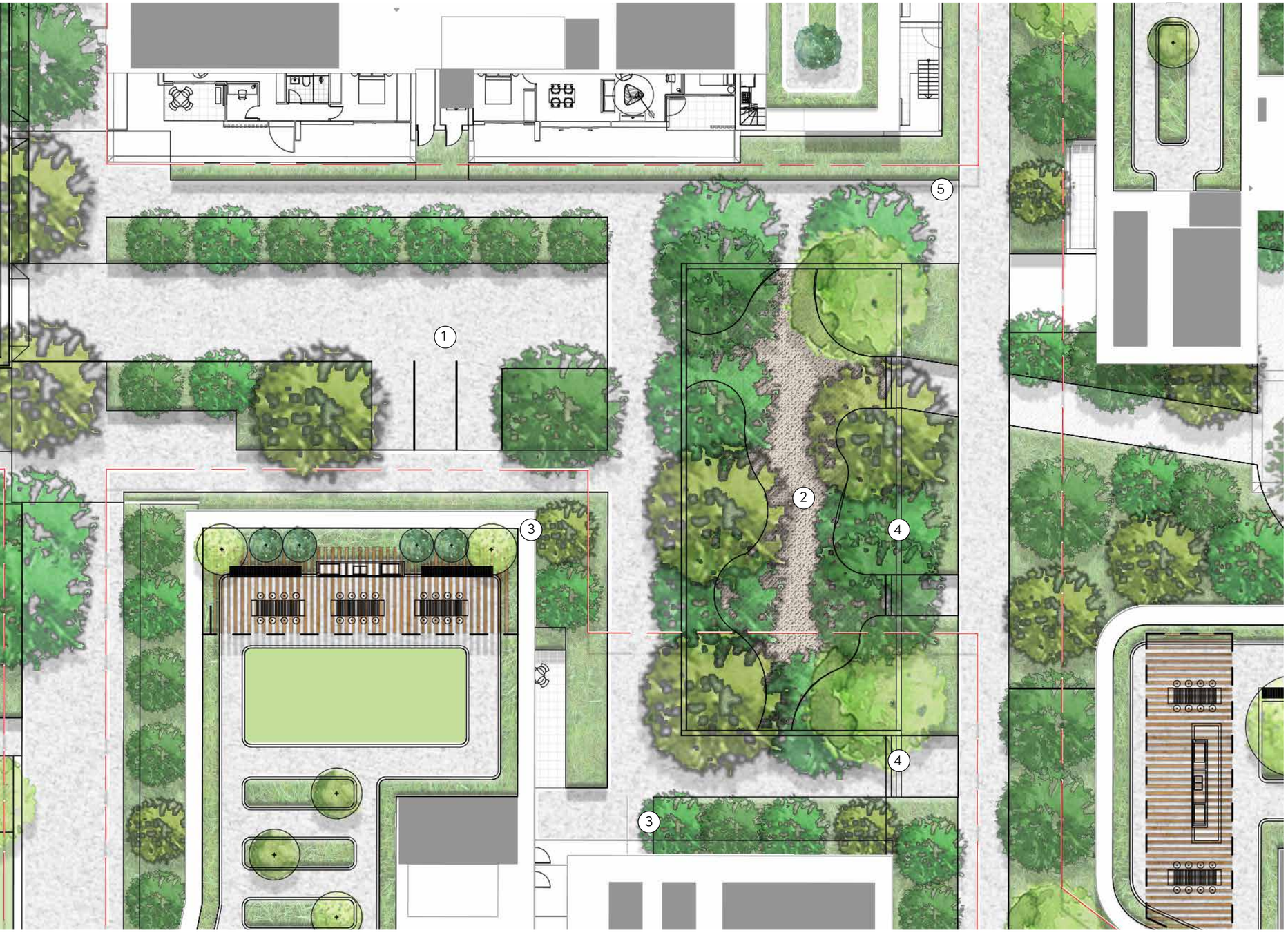


STAGE 2



DEICORP

SIX SEASONS GARDEN



a) The DRP notes the changes to the design of this space, with reconfigured proposal for vehicular movements to avoid cars in this area, and reconfigured as a predominantly car-free garden space.

Design has been further developed and species selected

KEY

1. Shared Zone Drop-off zone & Vehicle Turning bay
2. Darug cultural garden (Native plant species)
3. Lobby entry
4. Stairs
5. North/South Connection

NOTES

Southern plaza is publicly accessible open space

N

SCALE: 1:500

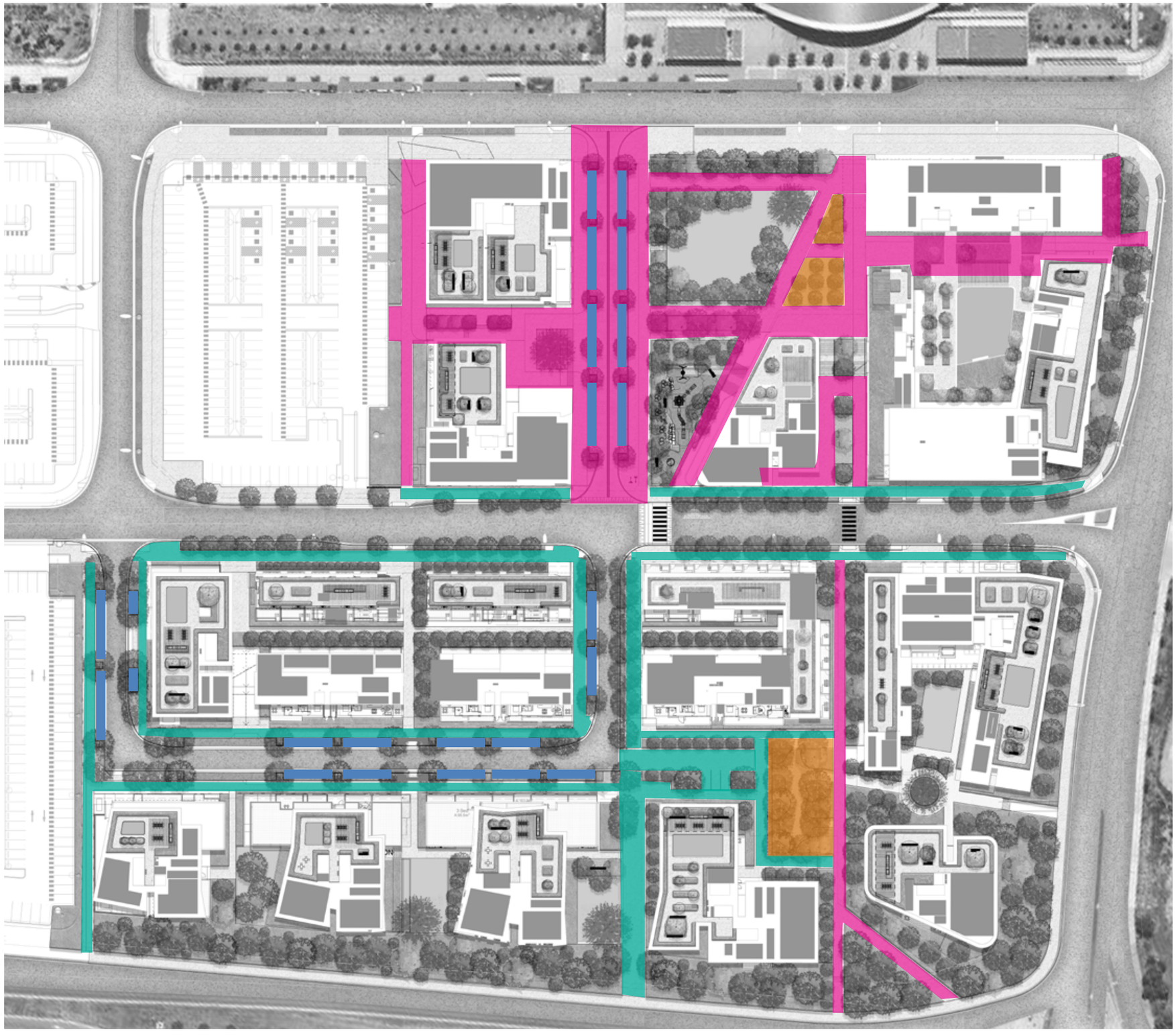
DEICORP





DEICORP

GROUND FLOOR MATERIALITY



MATERIALS



CONCRETE PAVING - COMBINATION OF INSITU WITH FEATURE UNIT PAVER BANDS



CONCRETE PAVING - COMBINATION OF INSITU WITH FEATURE UNIT PAVER BANDS

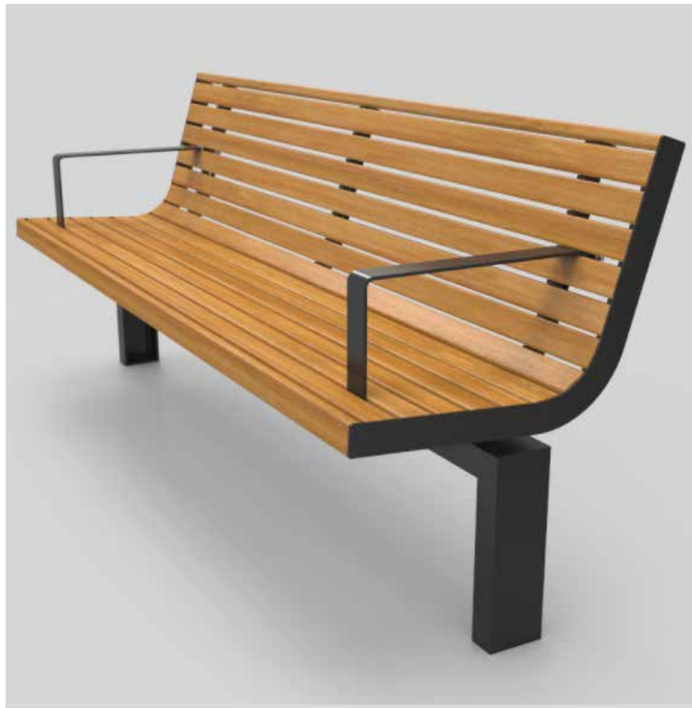


COBBLE SETTS



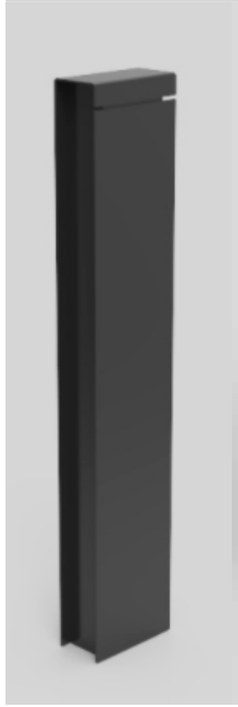
SOIL BOND GRAVEL

INDICATIVE URBAN ELEMENTS PALETTE















BUILDING CHARACTER

DRP2

7. Interfaces
Would like to see more resolution and information on:

a) Residential interface, to ensure that the conflict between privacy and surveillance is addressed - this is about street quality and private amenity – encourage resolution in the design of ground floor units using landscape and architecture to create a benchmark for the public domain interface and street privacy, e.g. Victoria Park.
b) Carefully consider the use of fencing and levels to demark what is private and what is not. Especially in townhouses and those with direct access to the street.
c) Want to encourage people to feel ownership of the publicly accessible areas
d) Main North South shared spine suggest more paved, with a careful distinction between private and public. Consider territories and transition spaces
e) Consider retention of higher floor to ceiling dimensions on the ground level units to compensate for the loss of light that may result from privacy screens and additional vegetation.

3. Object Buildings

a) The approach to the object building on the corner of Cudgegong Rd has not been fully resolved. More clarity and information on what the building is trying to achieve is required. The DRP would like to see the story of the object buildings strengthened as the design progresses.
b) There is a departure from the concept plan to create these object buildings, however the SSDA design intent should still be met.
c) Prepare “character vignettes” from the 3D model for the next DRP meeting on the building on corner of Schofields and Cudgegong Road
d) Object buildings are key markers for site entry
e) Look in more detail at architecture treatment, materiality. Suggested that a slice of typical conditions could be developed in a little more detail to give a clearer understanding of architectural treatment and materiality.
f) The DRP encourages the involvement of more than one architectural “hand” in the development of buildings in order to achieve architectural diversity, as identified and committed to in the tender response and in the Concept SSDA Design Quality Guidelines.

DRP3A

6. Residential lobbies interface

a) The Panel notes that the setback gives more privacy and the planting courtyard and modulation with landscaping works well.
b) The Panel requests clarification on whether the front fence height of 1.8m noted on drawings is a minimum or maximum.
c) Where bedrooms are located on the ground floor facing the street, the Panel suggests reconsidering the use of double fronted glass doors, for privacy reasons.
d) Where hit and miss brickwork is proposed, a solid wall is preferred for bedroom privacy.

7. Diversity of housing

a) The Panel notes that the presentation addressed the resolution of one building (in terms of the façade, materials and ground level interface).
b) The Panel requests further presentation on how facades and materials will be addressed across the whole site to ensure architectural diversity.

PLACE: A ***contextual*** response

COMPOSITION: A ***collection*** of buildings

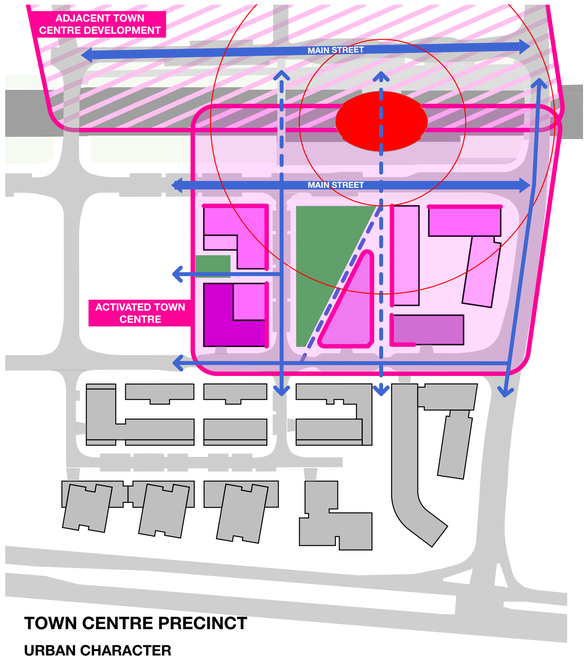
DIVERSITY: A ***variation*** in typologies

IDENTITY: A ***familiar*** language

MATERIALITY: A ***unified*** palette

URBAN HIERARCHY & CHARACTERS

ESTABLISH AN INTEGRATED YET DIVERSE RANGE OF URBAN CHARACTERS ACROSS THE SITE TO CREATE AN ACTIVE, DIVERSE AND VARIED URBAN ENVIRONMENT.



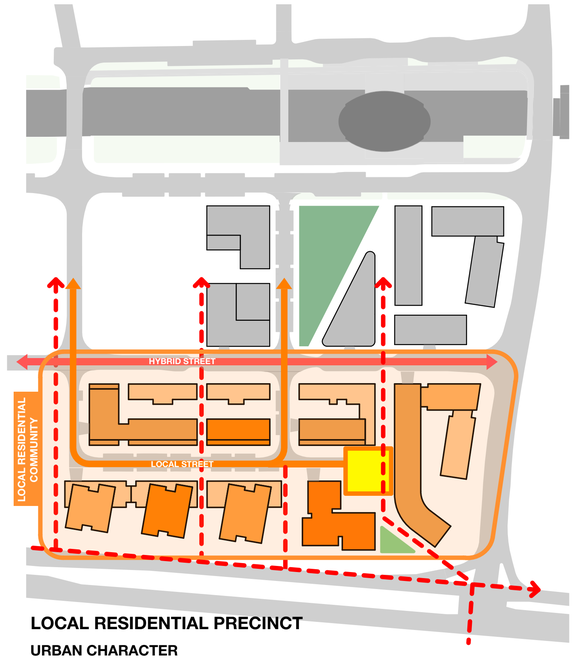
TOWN CENTRE PRECINCT

URBAN CHARACTER
The town centre will form a focus for the development and will be used by local residents, visitors and commuters from within the development and from adjacent areas such as The Ponds. The town centre precinct will be activated by the Metro Station, the public park and retail, commercial and community uses located in buildings adjacent to the park and pedestrian links.

STREET CHARACTER
Establish active Main Streets (primary local) with retail/commercial accommodation to the ground and first floors. These streets will be used by residents, visitors and commuters for access to the local residential areas, the commuter carparks to the west as well as Metro Station drop-off / pick-up. On-street parking is provided for visitors on the north-south street adjacent to the park.

PUBLIC DOMAIN AND LANDSCAPE
Metro Station, Public Park, Retail Plaza, Through Site Links with retail/commercial activation

BUILT FORM
Predominantly 8 storey buildings with non-residential accommodation located on the ground and first floors and a range of residential accommodation on the upper levels. Buildings will have no setbacks and should be designed with a civic scale and respond to the adjacent conditions such as the park, plaza, through site link and Metro corridor. Loggias and awnings should be provided to the base of buildings to promote and accommodate mixed-use activity to these urban edges. Material selection and detailing should support the civic scale and character of the town centre.



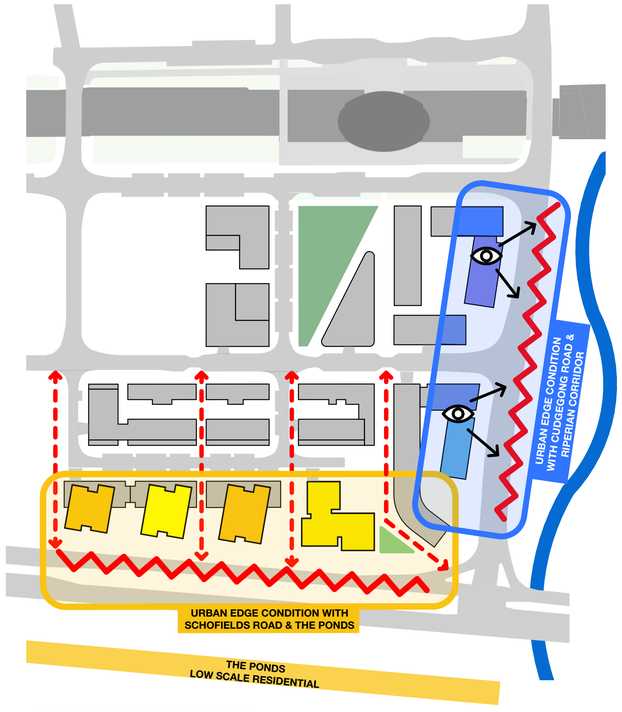
LOCAL RESIDENTIAL PRECINCT

URBAN CHARACTER
The precinct will provide a quieter, less active and more densely landscaped precinct for local residents. The precinct will also provide a series of landscaped through site links for pedestrians and cyclists from within the development and from adjacent areas such as The Ponds.

STREET CHARACTER
Establish a network of residential (secondary local) streets with 2-3metres landscape setbacks to the buildings. Residential buildings will have a primary street address as well as direct access to ground floor terraces and maisonettes with private gardens from the street. On-street parking is provided for visitors.

PUBLIC DOMAIN AND LANDSCAPE
Public Plaza, Through Site Links for pedestrian and cyclists with private gardens to terrace and maisonette residential typologies.

BUILT FORM
A range of medium density residential building typologies with heights from 3 to 8 storeys. Buildings should be aligned to the street and be setback 2-3metres to create additional landscaping and building separation for residents. Buildings should be articulated to reduce the perceived bulk of the development including the articulation of ground floor terraces and maisonettes, the setback of upper levels, and the careful consideration of lift overruns and plant spaces. Building articulation, material selection and detailing should reinforce the fine-grain residential character of the precinct with operable external screening to create privacy, visual interest and to express residential occupation.



URBAN EDGE PRECINCTS

The edge precincts of the development should be designed to create specific and appropriate urban forms and characters in response to the different contexts adjacent to the development.

URBAN EDGE TO CUDGEGONG ROAD / SECOND PONDS CREEK
The precinct will be predominantly residential and buildings should respond to Cudgegong Road as a collector road with buildings setback 5 metres with a landscape buffer. Apartments should be configured to take advantage of the eastern aspect and views across the Second Ponds Creek. Built form and massing should respond to the sloping topography of this edge to reduce the perceived bulk. Buildings should be composed to be sympathetic to the adjacent precinct to the west but also create a distinct edge between the broader development and the Second Ponds Creek corridor to the east which will be seen from surrounding areas and the approach on Schofields Road from the Rouse Hill Town Centre.

URBAN EDGE TO SCHOFIELDS ROAD AND THE PONDS
This edge is described in the section "Addressing Schofields Road" in the Design Quality Guidelines.

BUILDING DESIGN AND ARTICULATION

BUILDINGS SHOULD BE DESIGNED TO BE SYMPATHETIC YET DISTINCT TO NEIGHBOURING BUILDINGS TO CREATE A DIVERSE AND INTERESTING NEIGHBOURHOOD AND TO AVOID THE SINGULAR AESTHETIC OF MANY CONTEMPORARY DEVELOPMENTS.

- The aesthetics and composition of the proposed buildings are to be considered in relation to the surrounding buildings and context.
- Encourage a range of architectural solutions and building designs to create a diverse and interesting neighbourhood with careful consideration of massing, materials, fenestration and building scale.
- Provide a range of building heights from 2 to 8 storeys to avoid uniformity, create a variety of urban scales across the development and to accommodate a range of housing typologies.
- Smaller sites should be created to encourage a wide range of smaller buildings and architectural responses.
- Buildings should be carefully articulated to reduce the perceived bulk of the building including the articulation of ground floor programs such as terrace-type housing, maisonettes, retail and commercial uses.
- Upper levels of the building should also be articulated such as setting back top floor apartments from the predominant facade and incorporating lift overruns and plant spaces within the design and consideration of landscaped roof terraces and associated structures.
- The design of balconies and windows should provide amenity and privacy to residents and be used to provide articulation to the modelling of facades through depth, pattern, shadow and scale.
- Buildings should be provided with external screening to balconies and windows to provide shading and privacy to residents and to further articulate the mass of the building.



REFER TO BENNETT AND TRIMBLE DETAILED URBAN PLAN AND SECTION
REFER TO FUTURE CHARACTER VIEWS WITHIN DESIGN QUALITY GUIDELINES

DIVERSITY OF TYPOLOGIES

BUILDING CHARACTER

BASE SCHEME



PREFERRED SCHEME



OBJECTIVES

- Provide a range of housing typologies including two-storey terraces, maisonettes and apartments of a range of sizes to accommodate and foster a diverse community of residents.
- Maisonettes and terraces are to be provided with private gardens with direct street access to create ownership, passive surveillance and a range of garden styles to the streets and through-site links.
- Provide a wide range of block and building sizes to support and encourage a mix of accommodation models.
- Provide a range of housing models that support flexibility and adaptability as the needs of users change and the character of the neighbourhood evolves.

IMPROVEMENTS

✓ The mix of block sizes, building types and housing typologies has been maintained and improved

✓ Typologies utilised within the approved concept scheme have been reconfigured to refine sites 1A and 2C to improve solar access, urban scale and pedestrian amenity

✓ The object building placed adjacent to the park has been repeated to the south to anchor the pedestrian boulevard and form a gateway to the Town Centre

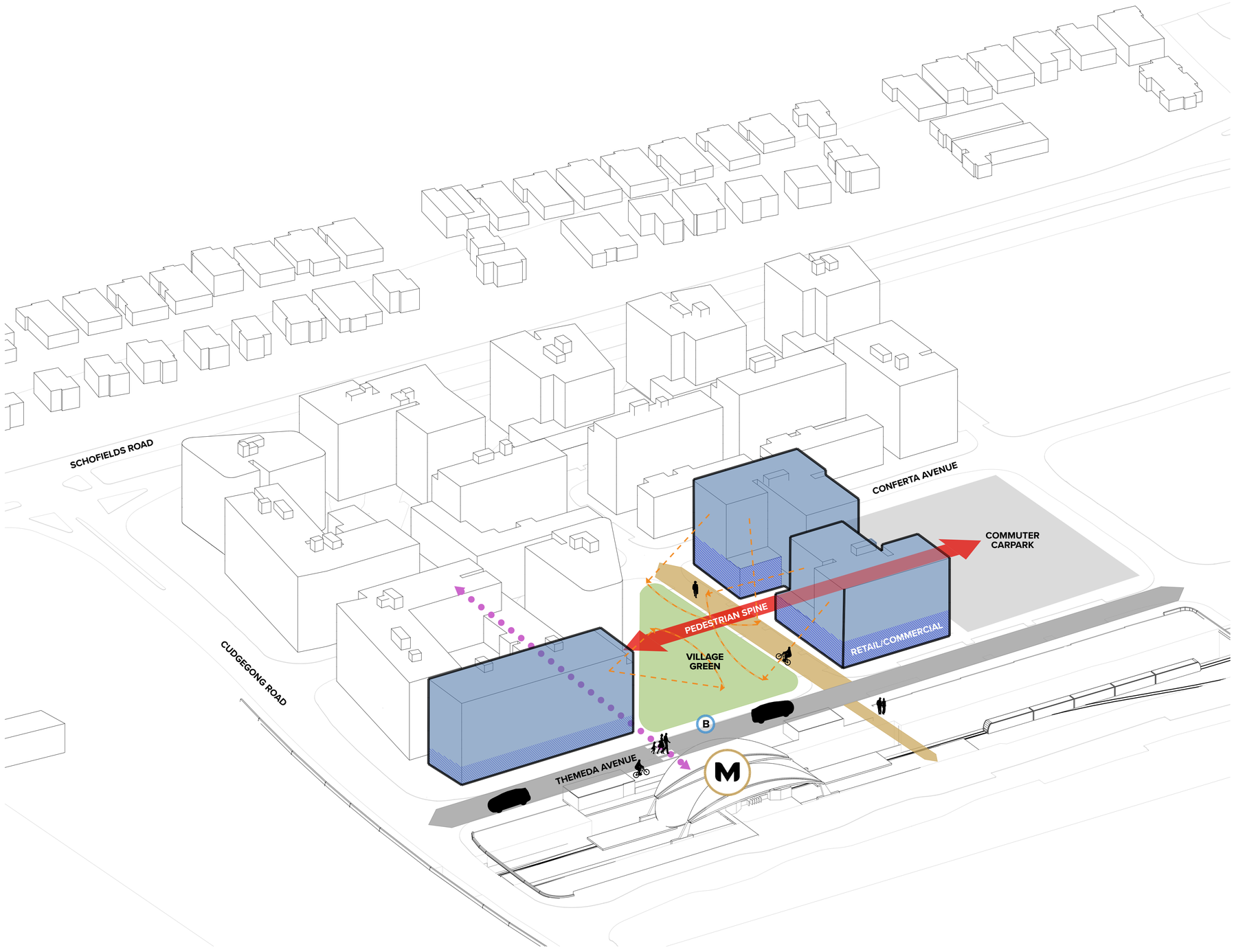
LEGEND

- Apartments
- Commercial, retail, workplace
- 4 storey bar building
- Object buildings
- 3 storey engaged street edge
- Terrace typology

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CIVIC ADDRESS

BUILDING CHARACTER



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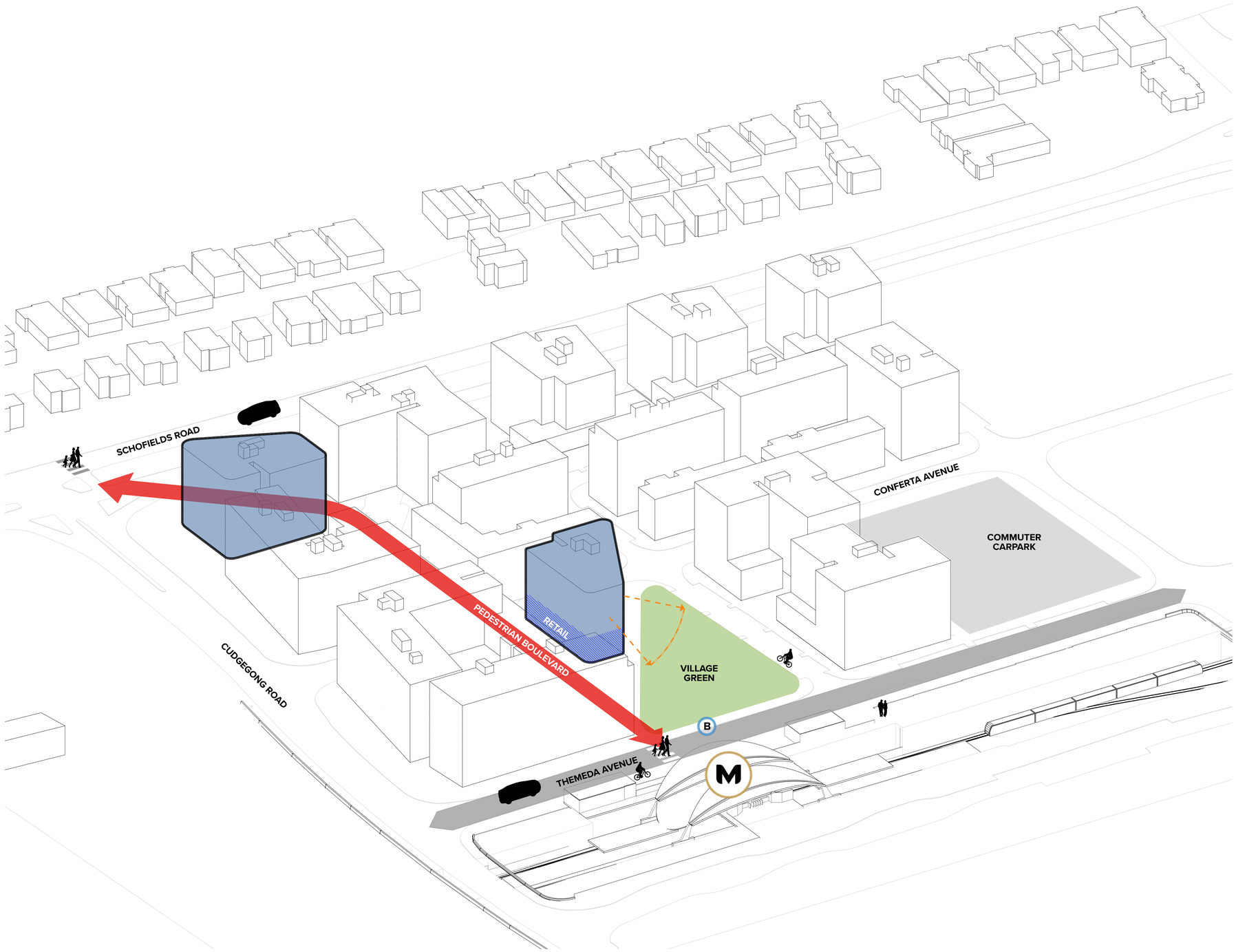
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MARKER BUILDINGS

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MARKER BUILDINGS

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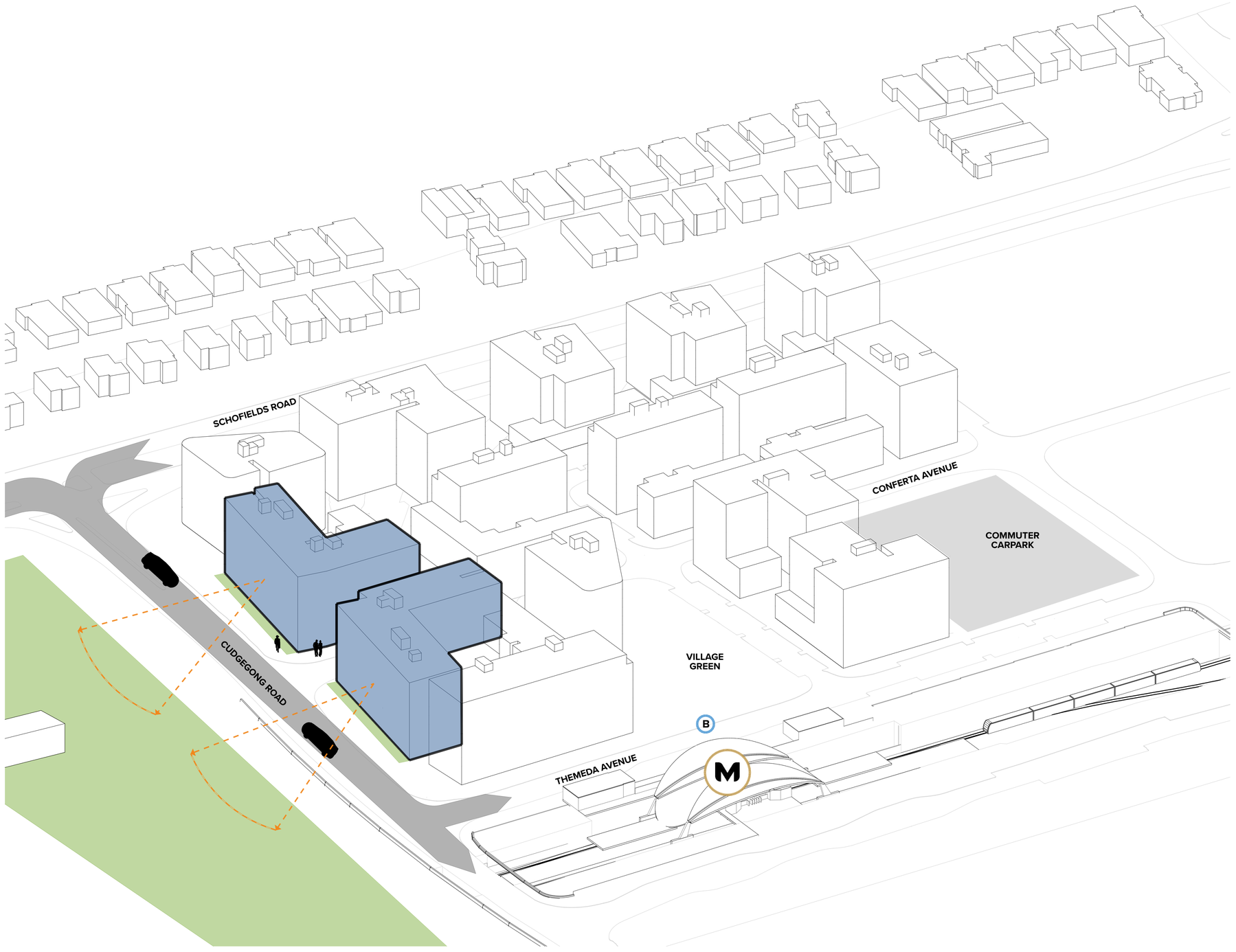
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CUDGEGONG ROAD GATEWAY

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CUDEGONG ROAD GATEWAY

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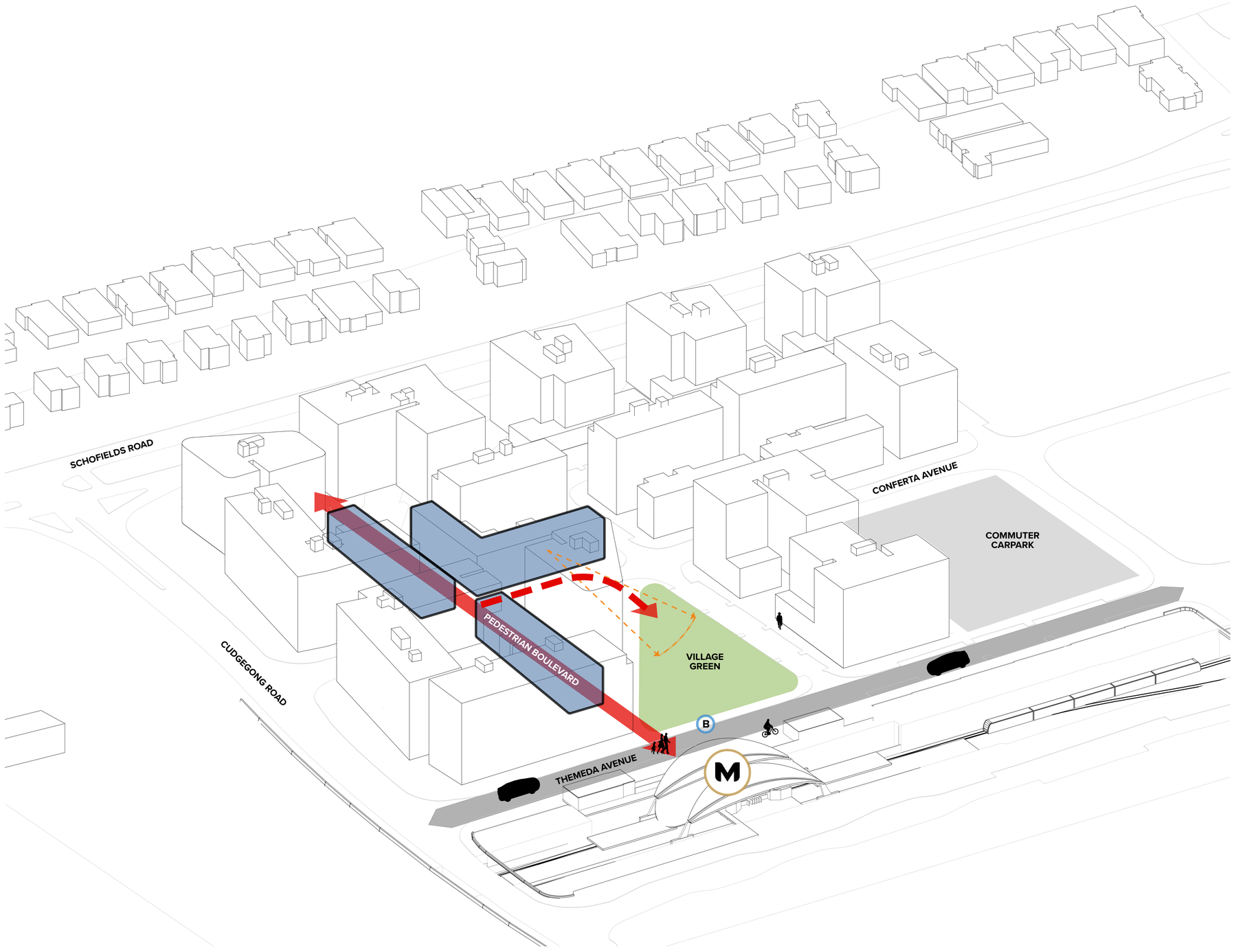
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PEDESTRIAN BOULEVARDE TERRACES

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PEDESTRIAN BOULEVARDE TERRACES

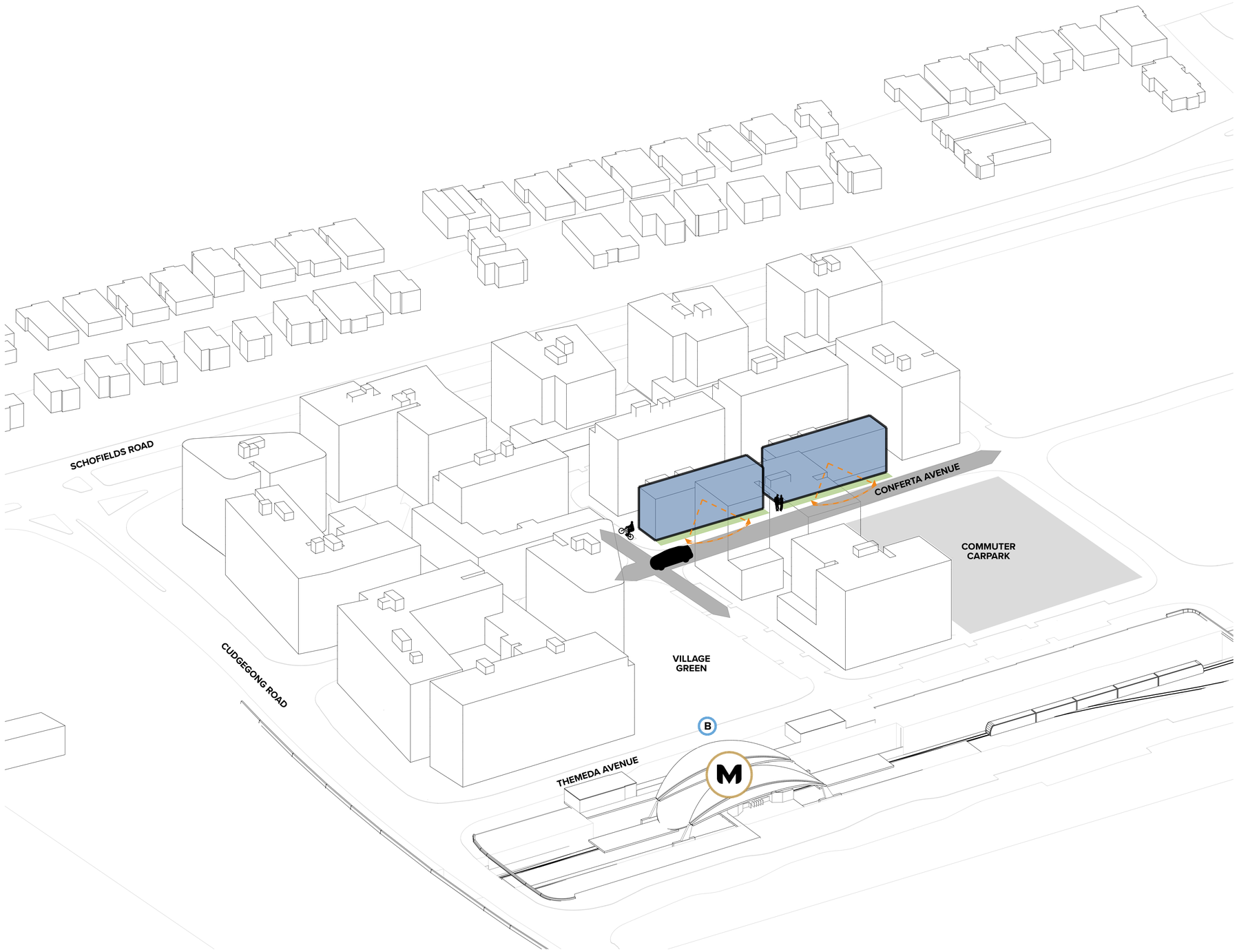
BUILDING CHARACTER





CONFERTA AVENUE TERRACES

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CONFERTA AVENUE TERRACES

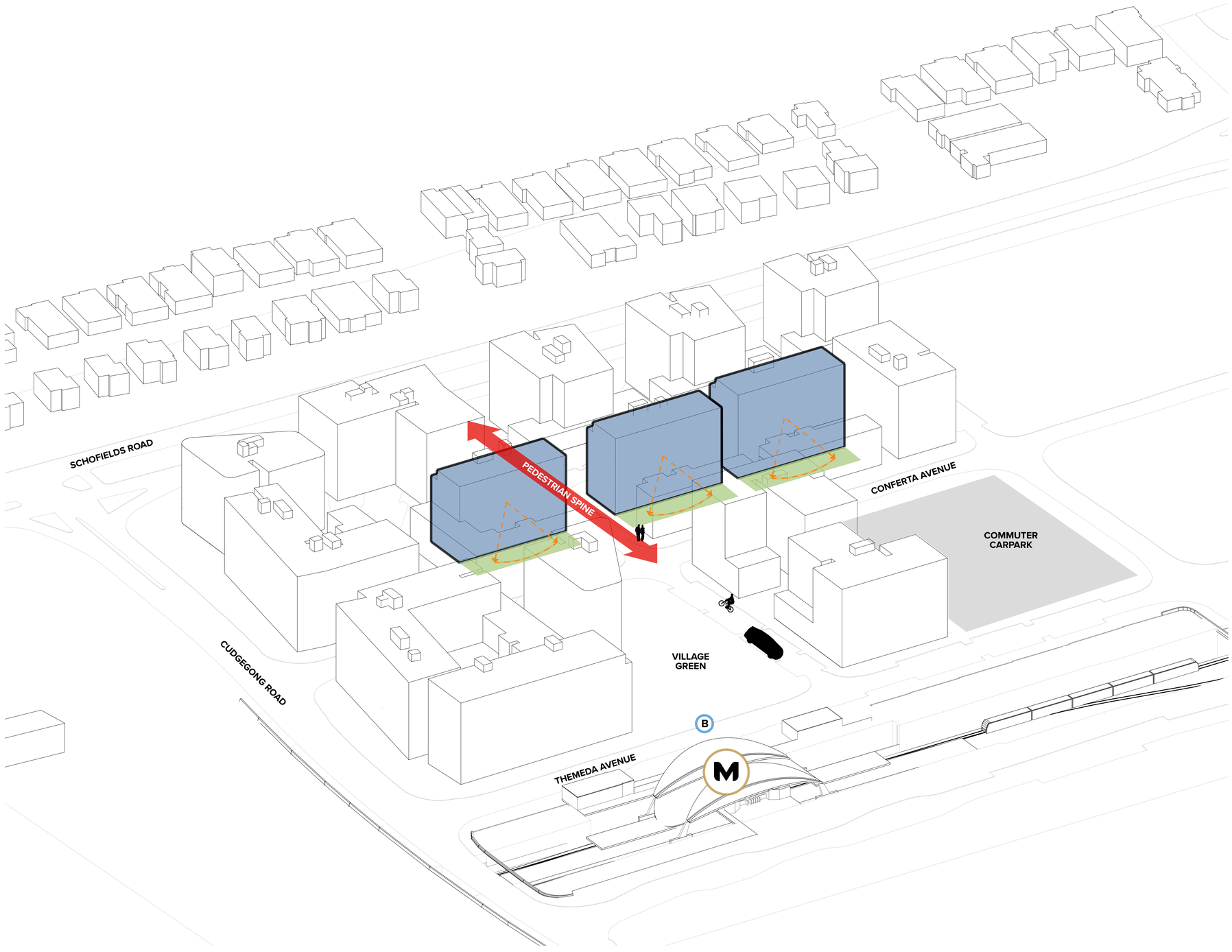
BUILDING CHARACTER





NEIGHBOURHOOD APARTMENTS

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NEIGHBOURHOOD APARTMENTS

BUILDING CHARACTER





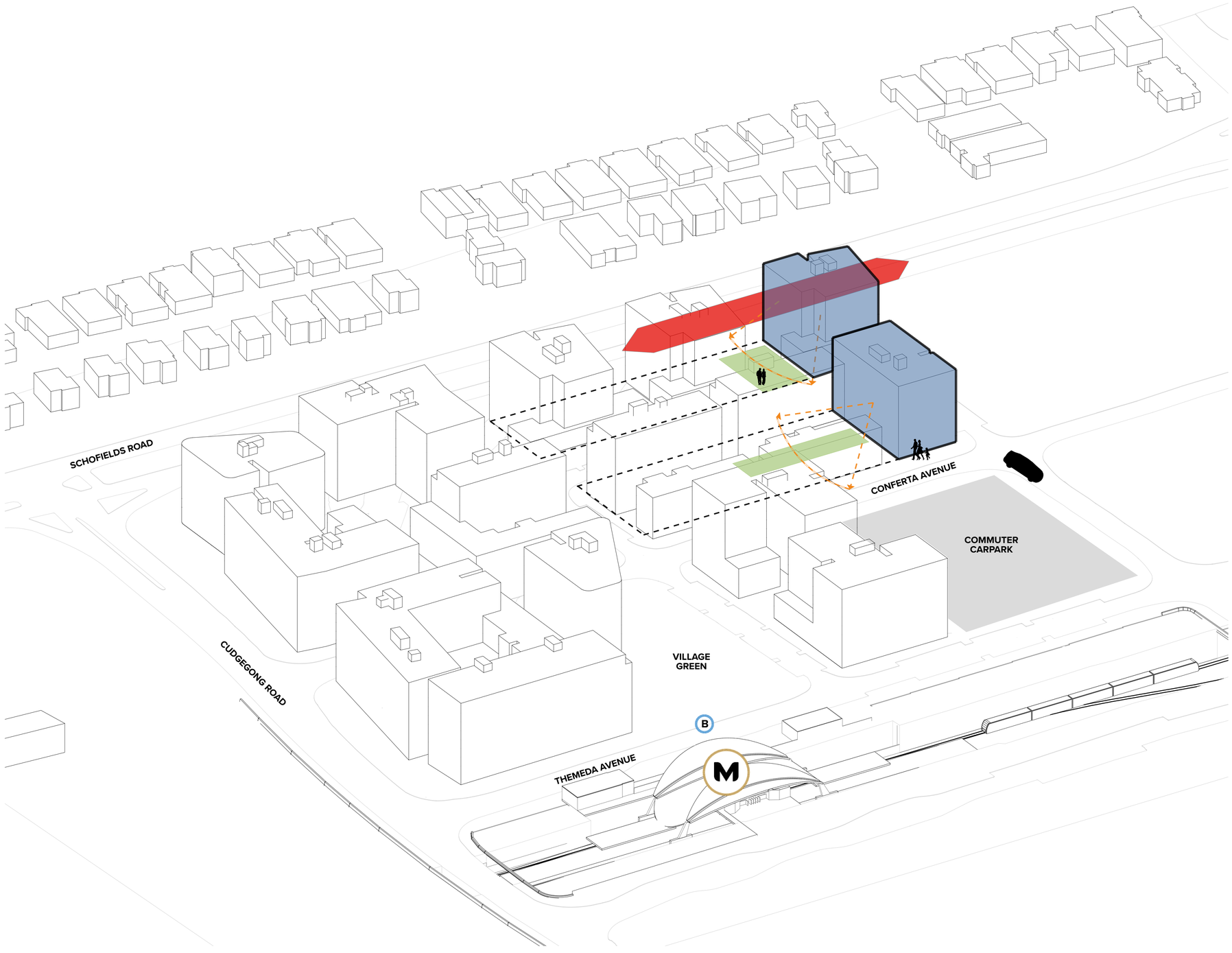
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BOOK ENDS

BUILDING CHARACTER



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BOOK ENDS

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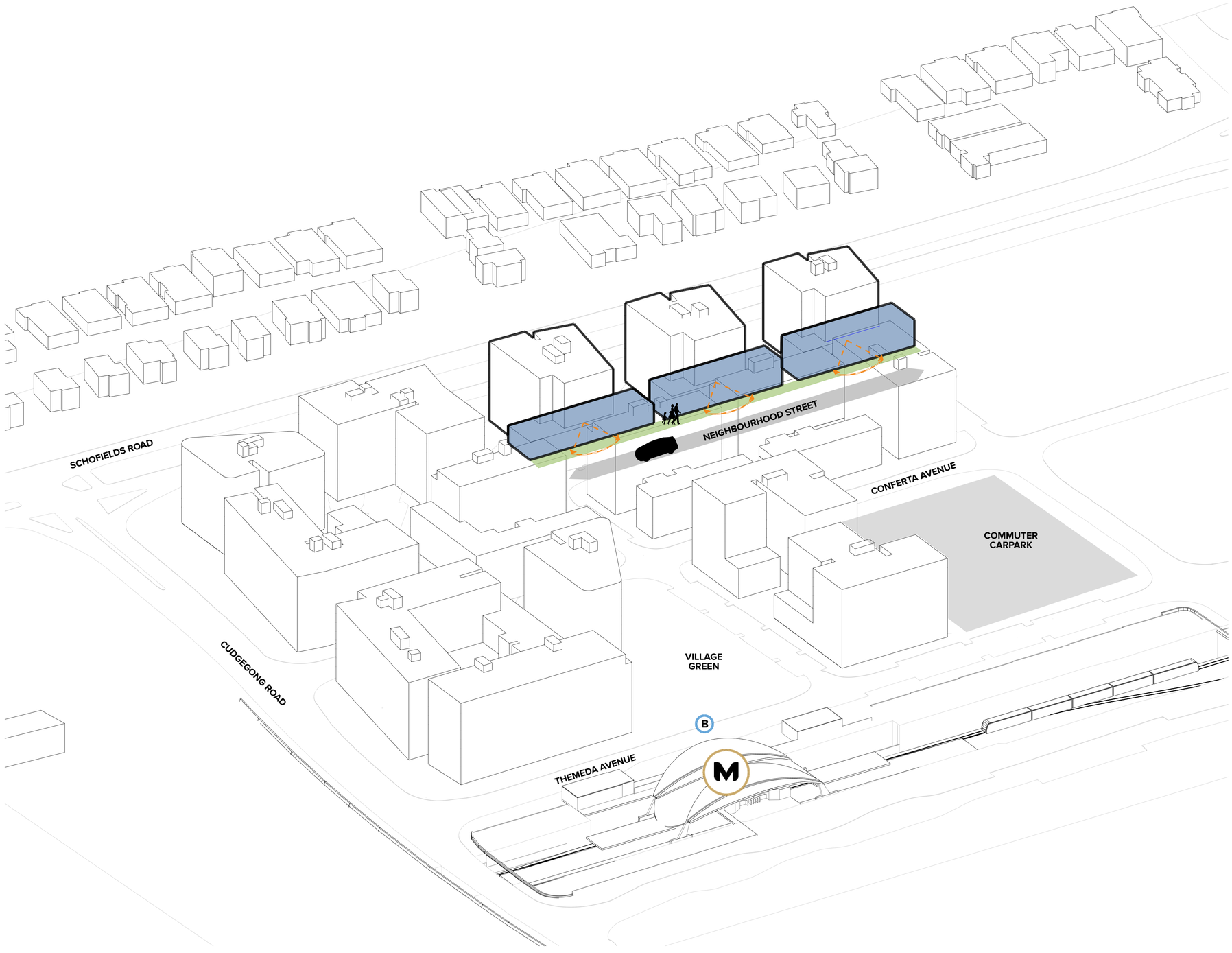
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NEIGHBOURHOOD LOW-RISE

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NEIGHBOURHOOD LOW-RISE

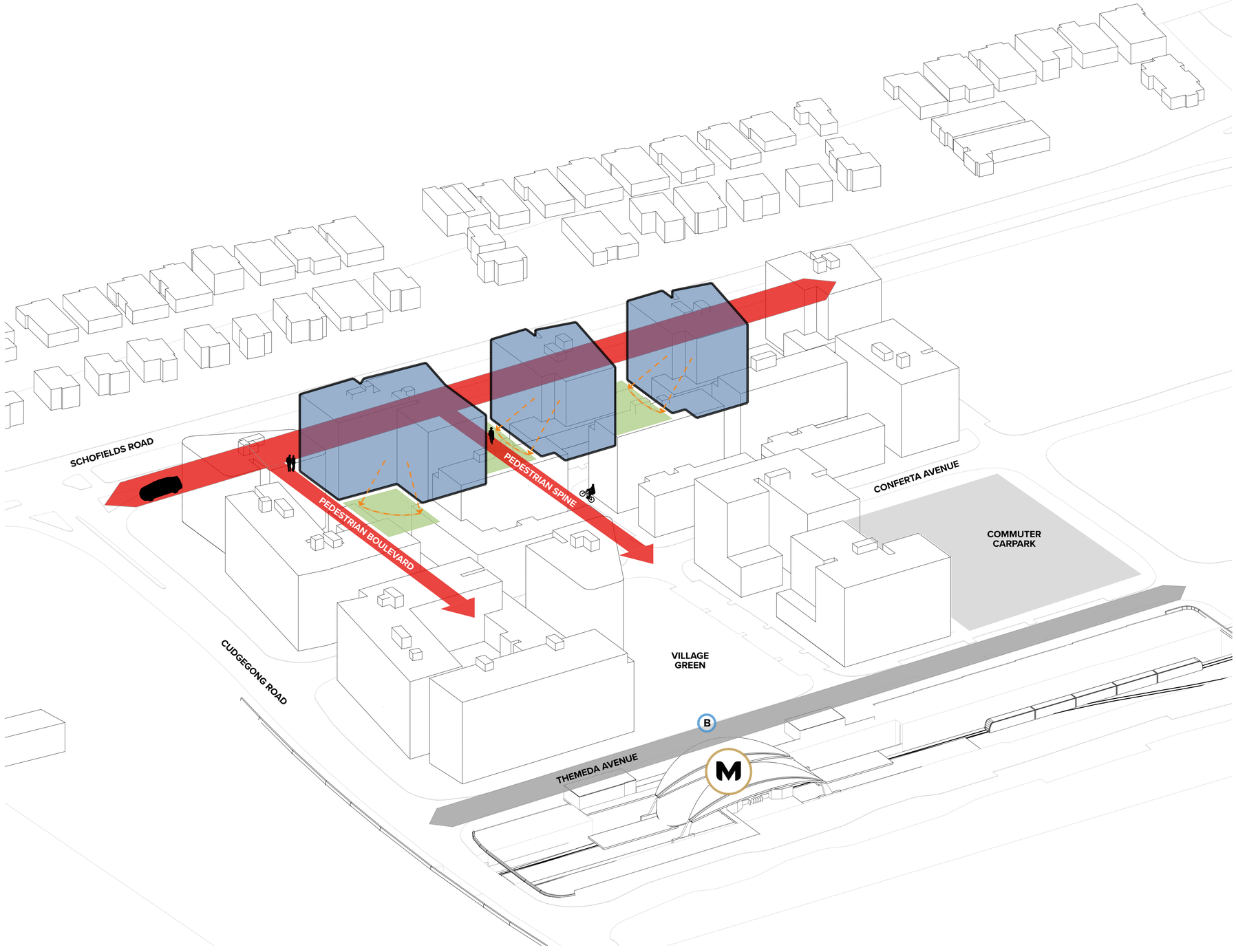
BUILDING CHARACTER





SCHOFIELDS ROAD URBAN EDGE

BUILDING CHARACTER



SCHOFIELDS ROAD URBAN EDGE

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STREET INTERFACE



LOCAL STREET - CONFERTA AVENUE



PEDESTRIAN BOULEVARD



NEIGHBOURHOOD STREET

CIVIC ADDRESS

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METRO ARRIVAL

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PARK PAVILLION

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BICYCLE PATH TOWNHOUSES

BUILDING CHARACTER



NEIGHBOURHOOD STREET

BUILDING CHARACTER



GATEWAY CORNER

BUILDING CHARACTER



DEICORP

PRESENTATION TO BLACKTOWN CITY COUNCIL

Private Park, Playground and Road

4th of May 2020

DEICORP

AGENDA

- **1) Review Council Email 16th of April 2020**
- **2) Architectural: Site Plan**
- **3) Landscape Design**
  - Private park and Road
  - Site plan
  - Key spaces
  - Village Green
  - Play space
  - Private street
  - Site section
- **4) Civil Design**
  - Site Plan
  - Private Road drainage
  - Park and Playground Drainage
- **5) Specialist Lighting Concept (Draft)**
  - Village Green
  - Play
  - Private Road

DEICORP

1) REVIEW COUNCIL EMAIL 16TH OF APRIL 2020

From: Glennys James <Glennys.James@blacktown.nsw.gov.au>
Sent: Thursday, 16 April 2020 11:08 AM
To: Greg Colbran <GColbran@deicorp.com.au>
Cc: Melissa Lindsay <Melissa.Lindsay@blacktown.nsw.gov.au>; Kerry Robinson <Kerry.Robinson@blacktown.nsw.gov.au>; Matthew OConnor <Matthew.OConnor@blacktown.nsw.gov.au>; Dennis Bagnall <Dennis.Bagnall@blacktown.nsw.gov.au>; Matthew Sales <Matthew.Sales@blacktown.nsw.gov.au>; Bill Tsakalos <Bill.Tsakalos@blacktown.nsw.gov.au>; Rudi Svarc <Rudi.Svarc@blacktown.nsw.gov.au>; Chris Shannon <Chris.Shannon@blacktown.nsw.gov.au>; Simon Harrison <Simon.Harrison@blacktown.nsw.gov.au>
Subject: Tallawong development project by Deicorp

Dear Greg

I refer to our phone conversation yesterday afternoon about the potential for the proposed park within your development (and the road directly abutting it to the west), required to be provided pursuant to the SSD Concept approval, to be delivered by you as a privately-owned public space, with attendant benefits to you in being able to utilise the stratum under the ground level open space.

Our Executive has considered this matter and supports your request in principle, subject to further discussions regarding the conditions under which our support is given.

As discussed, we welcome early discussions with you to further the concept and make clear what our requirements are that will need to be satisfied.

My EA, Melissa Lindsay, will contact you today to arrange a time for this to occur, together with an email list of attendees so that you can organise the meeting virtually. We are happy for Landcom to participate in the meeting if you require it or think it of value – will leave you to make the call on this.

As requested, and without limitation, below is our draft list of conditions to be agreed and satisfied to move this matter forward. We reserve the right to add other matters that may not have been apparent as necessary as part of our initial assessment of this matter.

- The land area must be no less than 3,411 sqm in perpetuity. The land must remain wholly publicly accessible at all times 24/7 in perpetuity via an agreed legal mechanism benefitting Council.
- Connections to adjacent public land must be retained and maintained in perpetuity.
- Integrated signage is to be included, noting public access, private ownership and contact number for queries, complaints and maintenance enquiries.
- The extent of maintenance responsibility must be very clear and easily defined on the ground for maintenance crews.
- An operational maintenance plan is to be submitted for Council's approval, to ensure minimum standards of maintenance are met for all assets within the park.
- The open space area is not to be impeded by structures from any development that occurs below the ground level, except with Council's agreement.
- A legal agreement is required to set restrictions on further development of the subject land, such as structures and development above ground level.
- The developer is not to receive a credit against section 7.11 contributions for the land value of the area or the cost of its embellishment. A Voluntary Planning Agreement to this effect may be required.

As noted above, this may not be an exclusive list.

I note that the Land Reservation Acquisition map under the Growth Centres SEPP will need to be amended to remove the subject site from the map. Following an agreement being entered into with Council, we will commence the Planning Proposal to achieve this.

We look further to working with you on this project.

Regards

Blacktown City Council

Glennys James
Director Planning & Development and Assistant CEO

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0408 630 883
Glennys.James@blacktown.nsw.gov.au
PO Box 63 Blacktown NSW 2148
blacktown.nsw.gov.au

1) REVIEW COUNCIL EMAIL 16TH OF APRIL 2020

Clause 4.6: *Exceptions to development standards*

As noted above, the Concept Proposal does not comply with the maximum height limit that applies to the Site. Clause 4.6 provides that development consent may be granted for development even though the development would contravene a development standard.

A Clause 4.6 Variation Request has been prepared to support the variation to the height development standard and is included in **Appendix G** of this report.

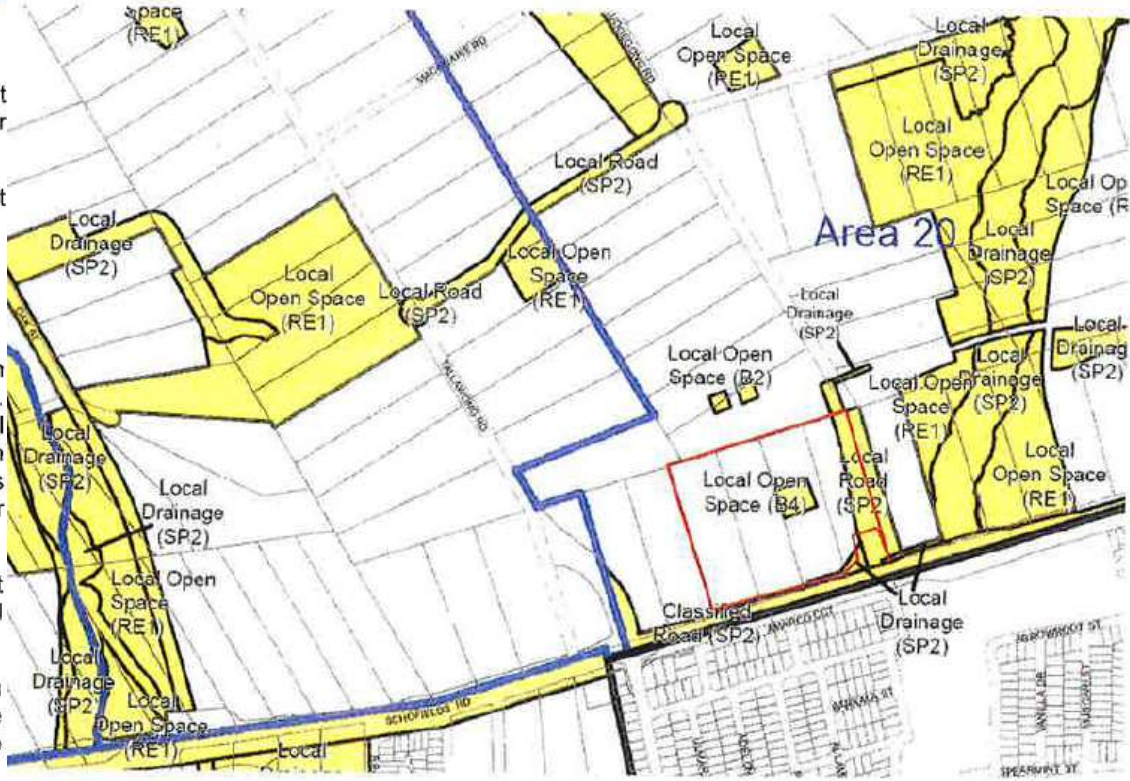
Part 5 Miscellaneous Provisions

Clause 5.1: *Relevant acquisition authority*

Land identified for acquisition by Blacktown Council is shown on the Land Reservation Acquisition Map accompanying the Appendix 6 controls and reproduced below in Figure 24. The Map identifies an area of Local Open Space in the B4 zone as well as the SP2 Local Road and Drainage lands for acquisition. However, the area nominated as Local Open Space does not correspond with the proposed park under the Concept Proposal which has been relocated northwards to better integrate with the station and provide a focal point for the community.

As discussed under Clause 5.3 below, there is also a small area of SP2 Drainage land that is not required for drainage purposes and is proposed to be developed for residential purposes.

As a result, there is a need for minor adjustments to be made to the Land Reservation Acquisition Map. As these changes are minor, it is considered that they can be made by the Department in due course as part of its SEPP review process or similar. There would be no change to the acquisition authority for these areas.


Local Open Space (RE1)
Local Drainage (SP2)
Local Road (SP2)
Local Open Space (RE1)
Area 20
Local Drainage (SP2)
Local Open Space (B2)
Local Open Space (RE1)
Local Drainage (SP2)
Local Open Space (B4)
Local Road (SP2)
Local Open Space (RE1)
Classified Road (SP2)
Local Drainage (SP2)
Local Drainage (SP2)
Local Open Space (RE1)
Local Drainage (SP2)
Local Open Space (RE1)
Local Drainage (SP2)
Local Open Space (RE1)
Local Drainage (SP2

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2) ARCHITECTURAL SITE PLAN



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3) LANDSCAPE DESIGN

- **Private Park and Road**



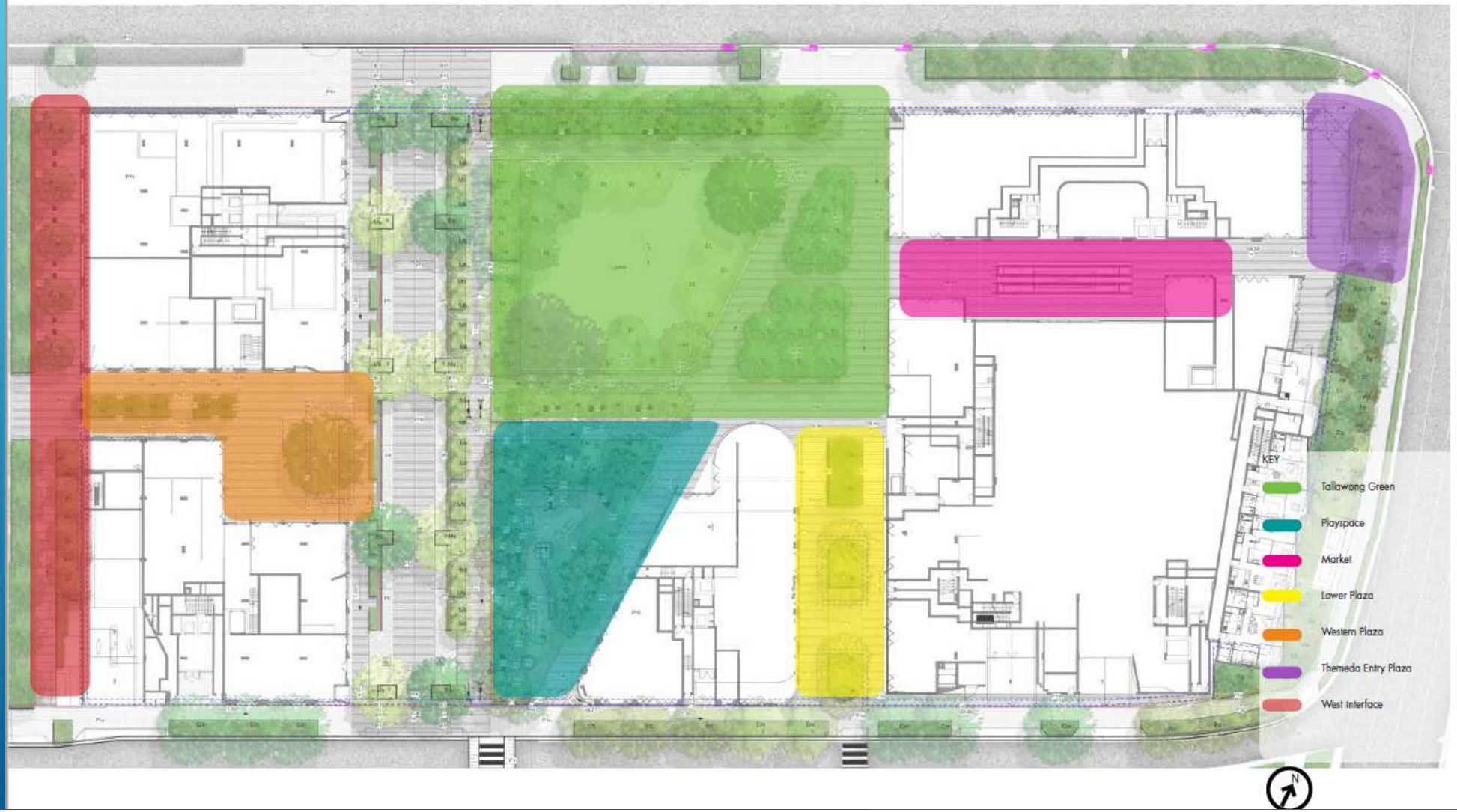
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STAGE 1 | SITE PLAN



DEICORP

ANALYSIS | KEY SPACES



DEICORP

THE GREEN

KEY PLAN



KEY

1	Planted Bosque with flexible seating
2	WSUD
P1b	Concrete unit paving
P3	Soil Bonded Gravel
KE	300mm Concrete Kerb edge
W2	200mm Concrete wall
ST	Stairs
HR	Handrails
SX	Timber Bench seat
	Lawn
	Planting
	Trees refer to tree schedule to species

SCALE: 1:200@A3



DEICORP

PLAY SPACE





KEY PLAN

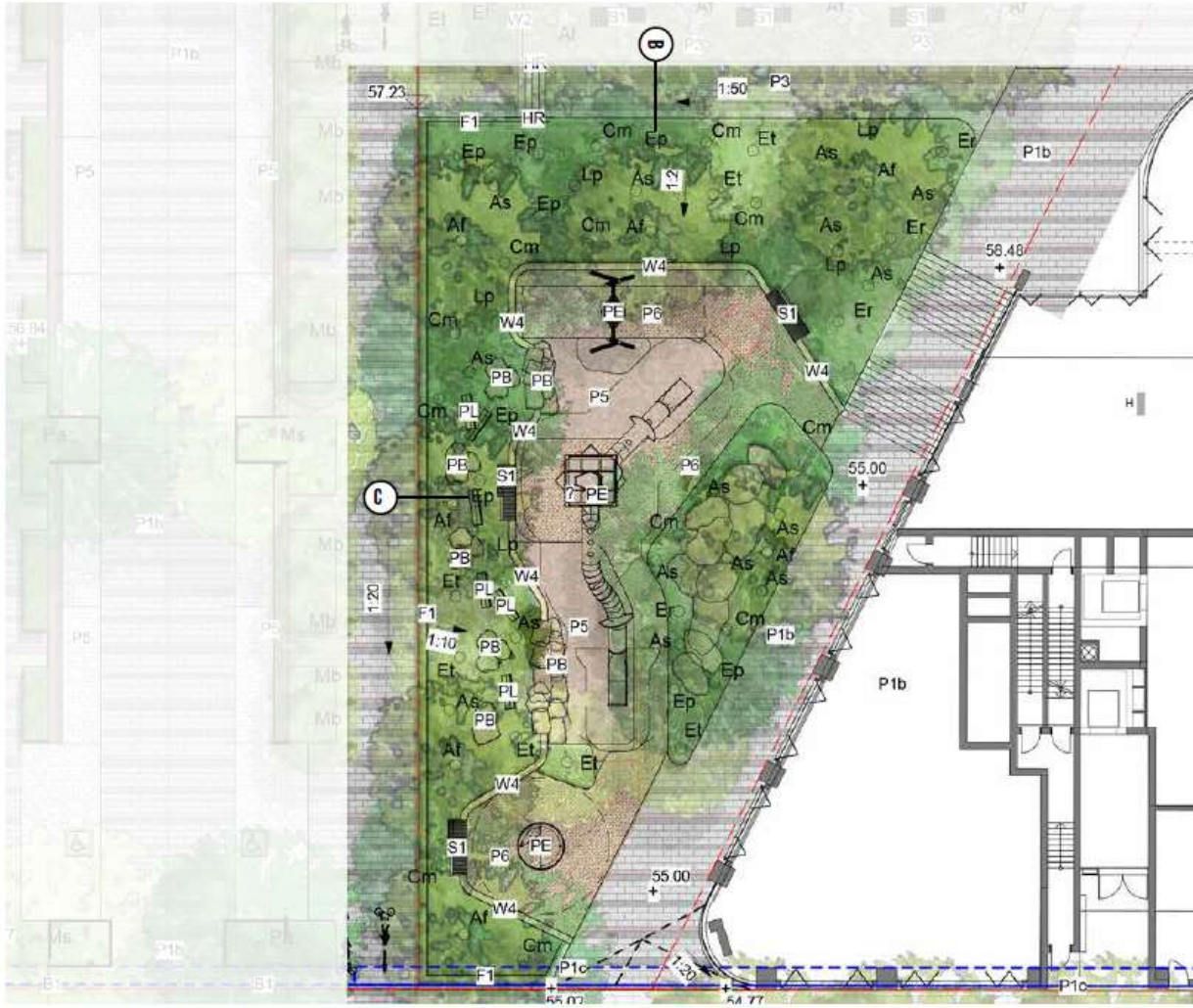


KEY

P1b	Concrete unit paving
P5	300mm thick ANL Softfall mulch
P6	Rosehill TVP softfall
W4	Sandstone log wall
SF	Stairs
HR	Handrails
S1	Timber Bench on wall
PE	Indicative Play Equipement
PB	Play Sanstone boulders Max hieght 600mm width 600-1500mm
PL	Play logs Max hieght 600mm
F1	1.2m high Child Safe Fence
	Lawn
	Planting
	Trees refer to tree schedule to species

NOTE: Play equipement is indicative and will be development in detail design phase.





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PRIVATE STREET

KEY PLAN



KEY

P1a	Concrete unit paving type 1
P5	90x90x90 Granite Cobble Setts
B1	Bollards
	Planting
	Trees refer to tree schedule to species







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PRIVATE STREET DETAIL PLAN NORTH

KEY PLAN



KEY

- P1a — Concrete unit paving type 1
- P5 — 90x90x90 Granite Cobble Setts
- B1 — Bollards
- Planting
- Trees refer to tree schedule to species

SCALE: 1:200@A3



DEICORP

PRIVATE STREET PLAN SOUTH

KEY PLAN



KEY

- P1a — Concrete unit paving type 1
- P5 — 90x90x90 Granite Cobble Setts
- B1 — Bollards
- Planting
- Trees refer to tree schedule to species

SCALE: 1:200@A3



PREPARED BY TURF DESIGN STUDIO ISSUE A APRIL 2020 L-DA-77

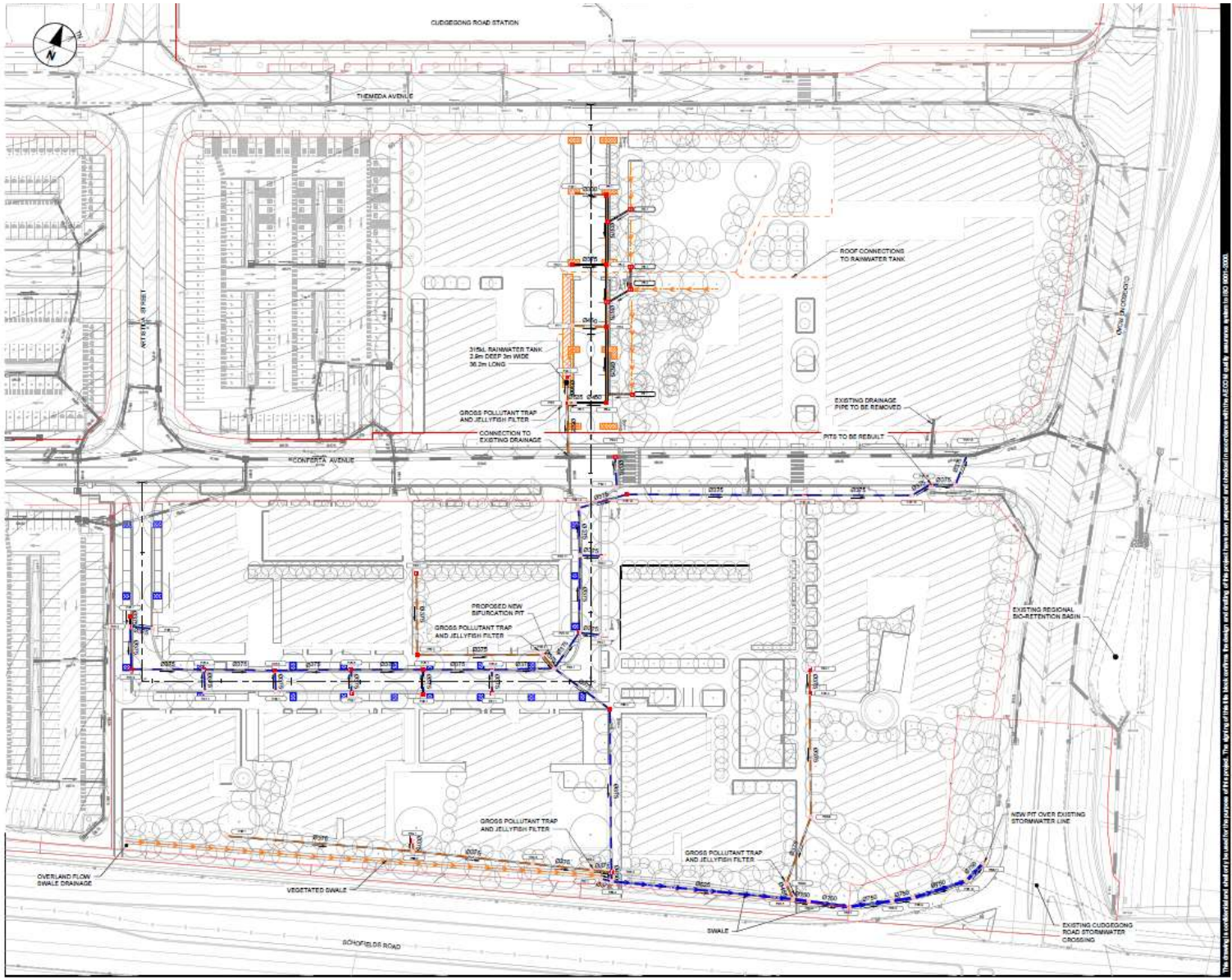
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STAGE 1 SITE SECTION A

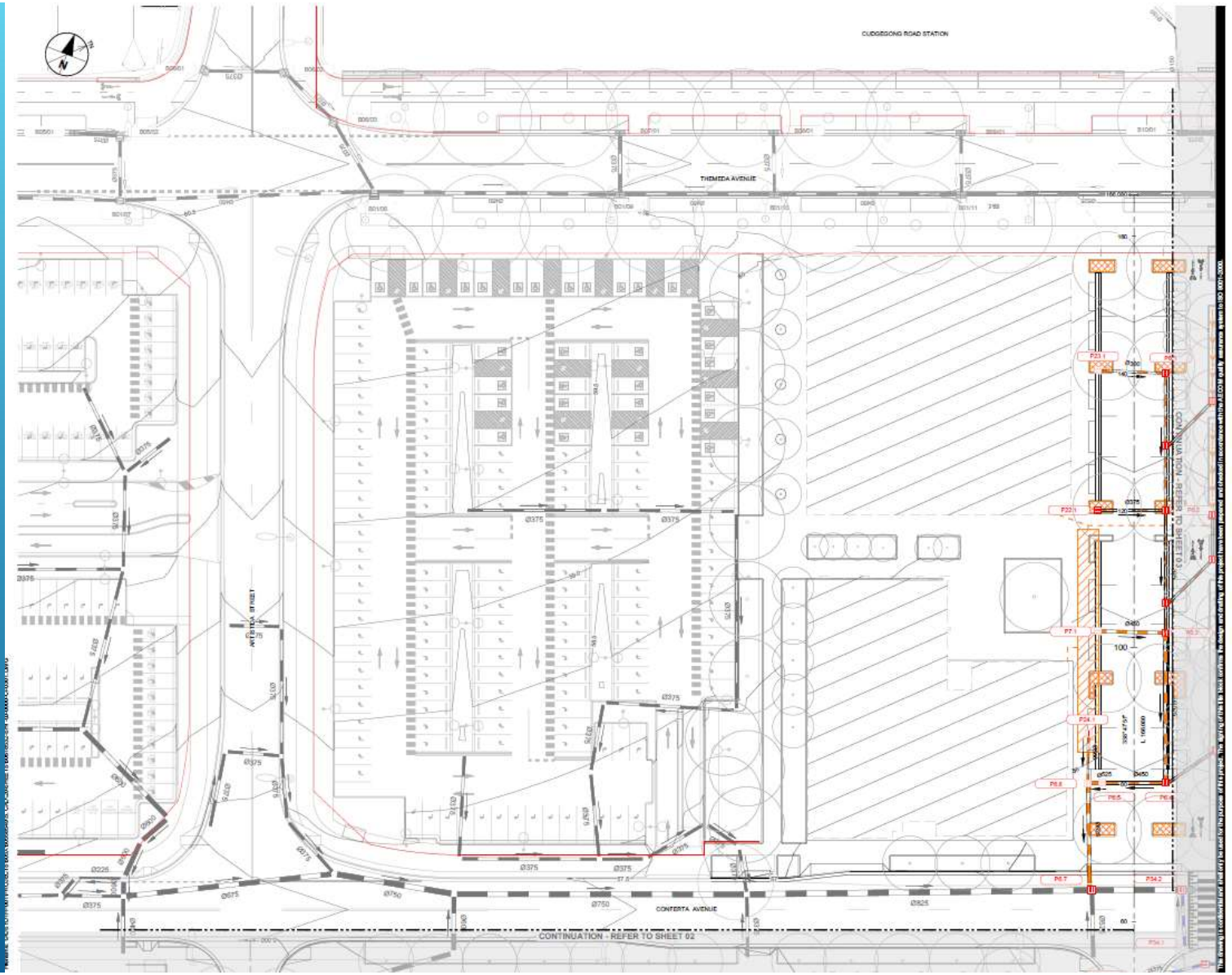


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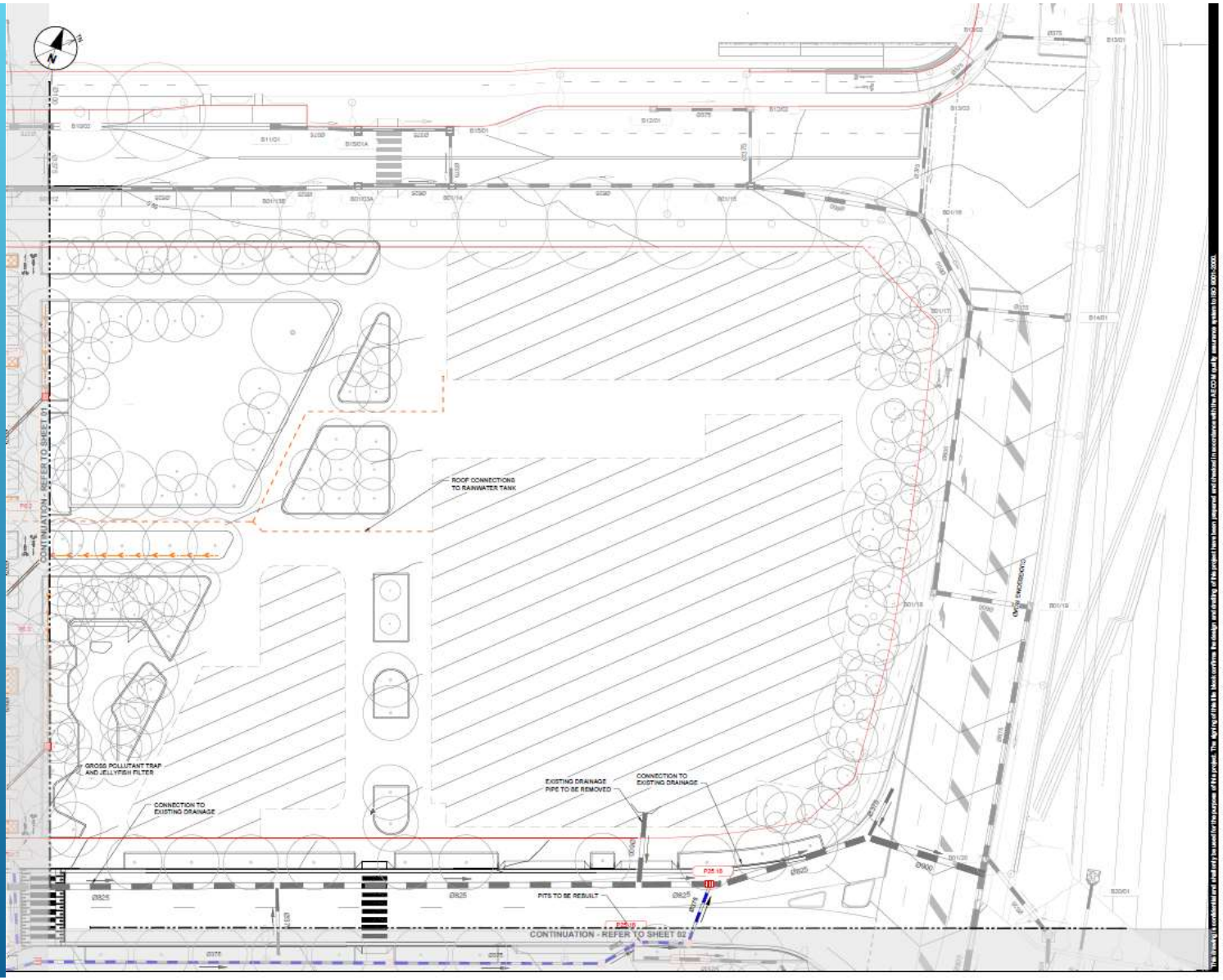
4) CIVIL DESIGN



DEICORP


CUDGEGONG ROAD STATION
THEMIDA AVENUE
CONTINUATION - REFER TO SHEET 03
CONTINUATION - REFER TO SHEET 02
CONFERTA AVENUE
ARTEMISIA STREET

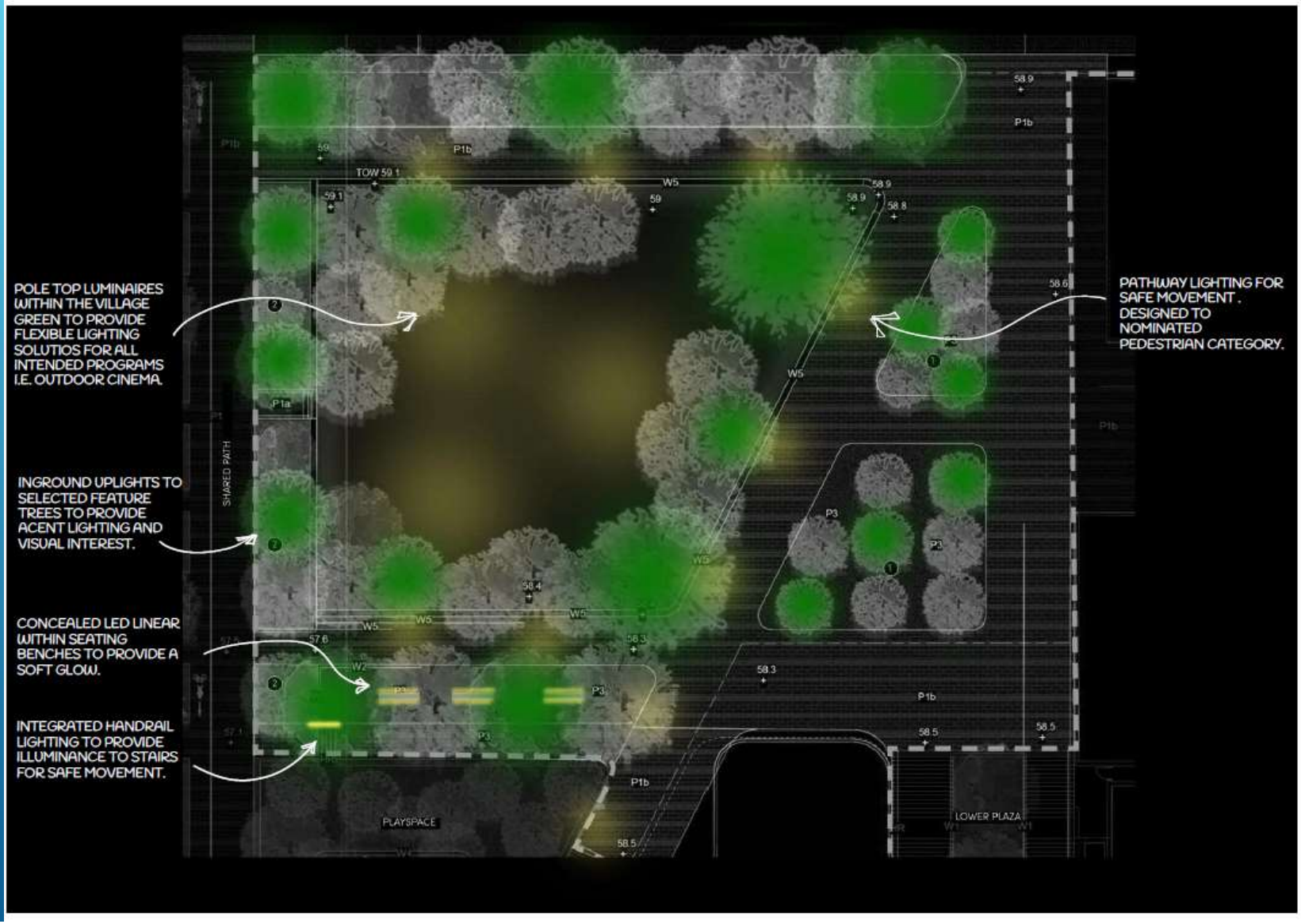
DEICORP


ROOF CONNECTIONS TO RAINWATER TANK
GROSS POLLUTANT TRAP AND JELLYFISH FILTER
CONNECTION TO EXISTING DRAINAGE
EXISTING DRAINAGE PIPE TO BE REMOVED
CONNECTION TO EXISTING DRAINAGE
PITS TO BE REBUILT
CONTINUATION - REFER TO SHEET 02

DEICORP

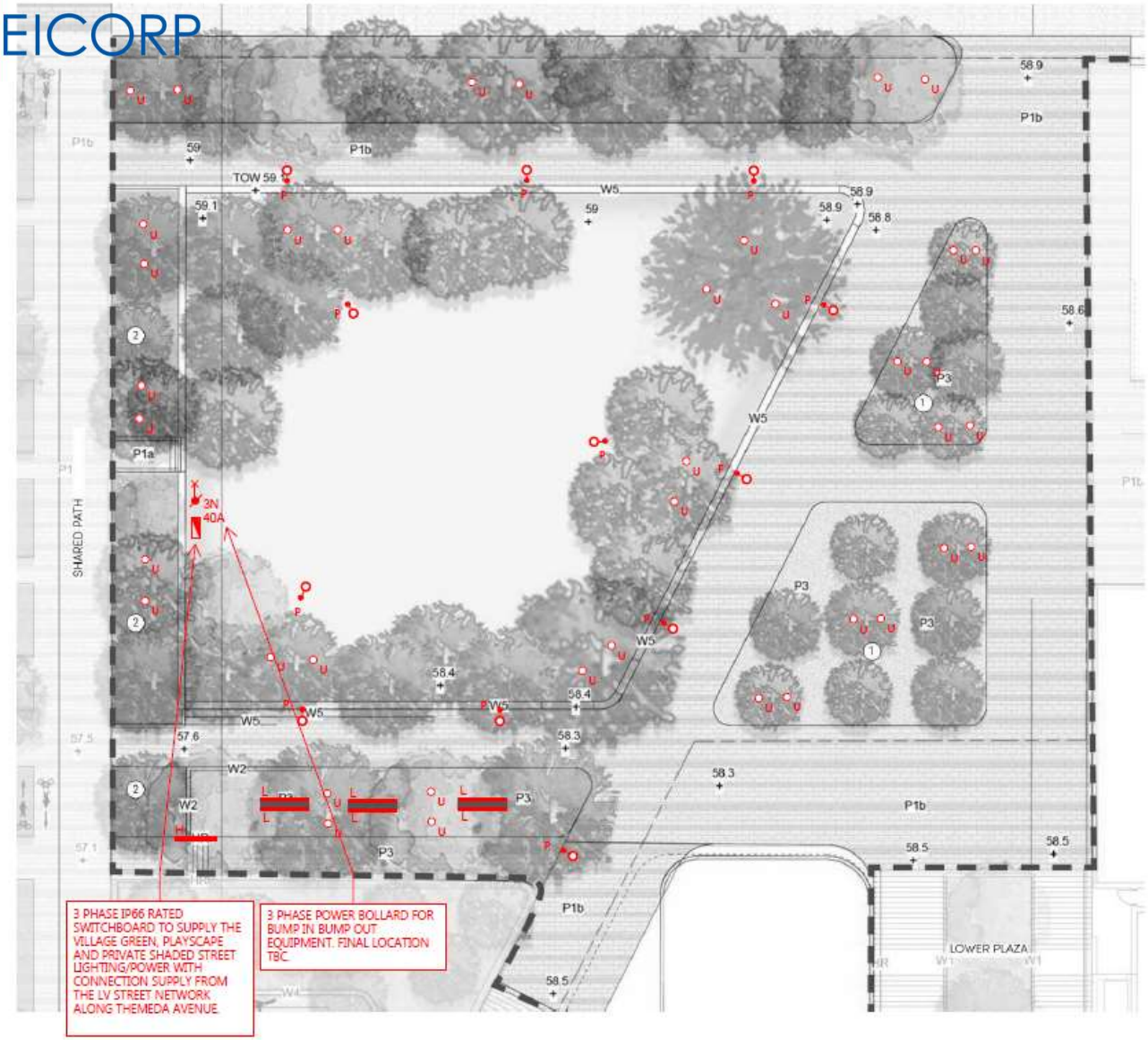
5) DRAFT SPECIALIST LIGHTING CONCEPTS

INDICATIVE LIGHTING IMPRESSION



DEICORP

INDICATIVE LIGHTING LAYOUT



LIGHTING TYPOLOGIES



P - POST TOP LUMINAIRES

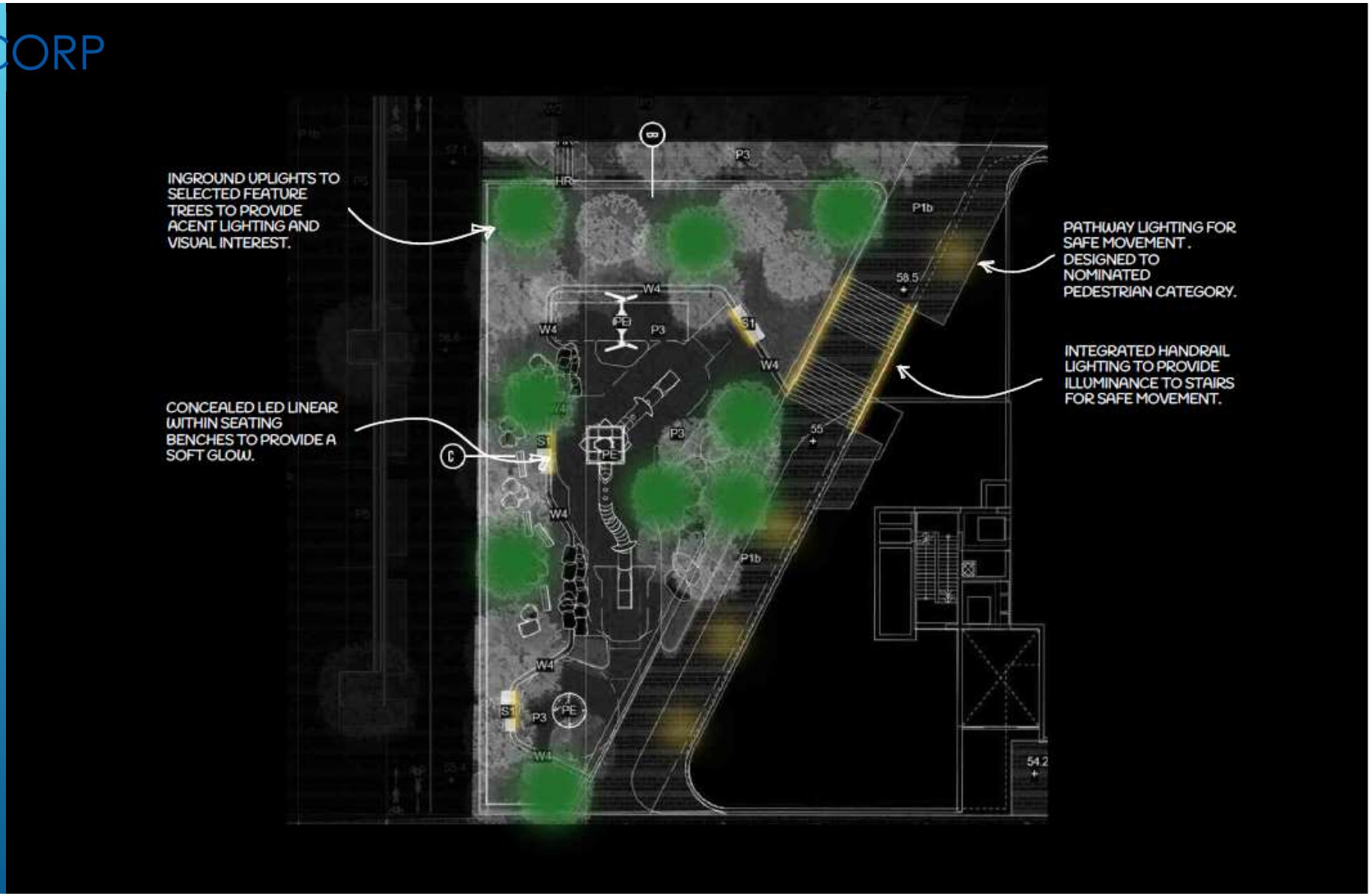


U - RECESSED INGROUND UPLIGHTS TO PLANTING



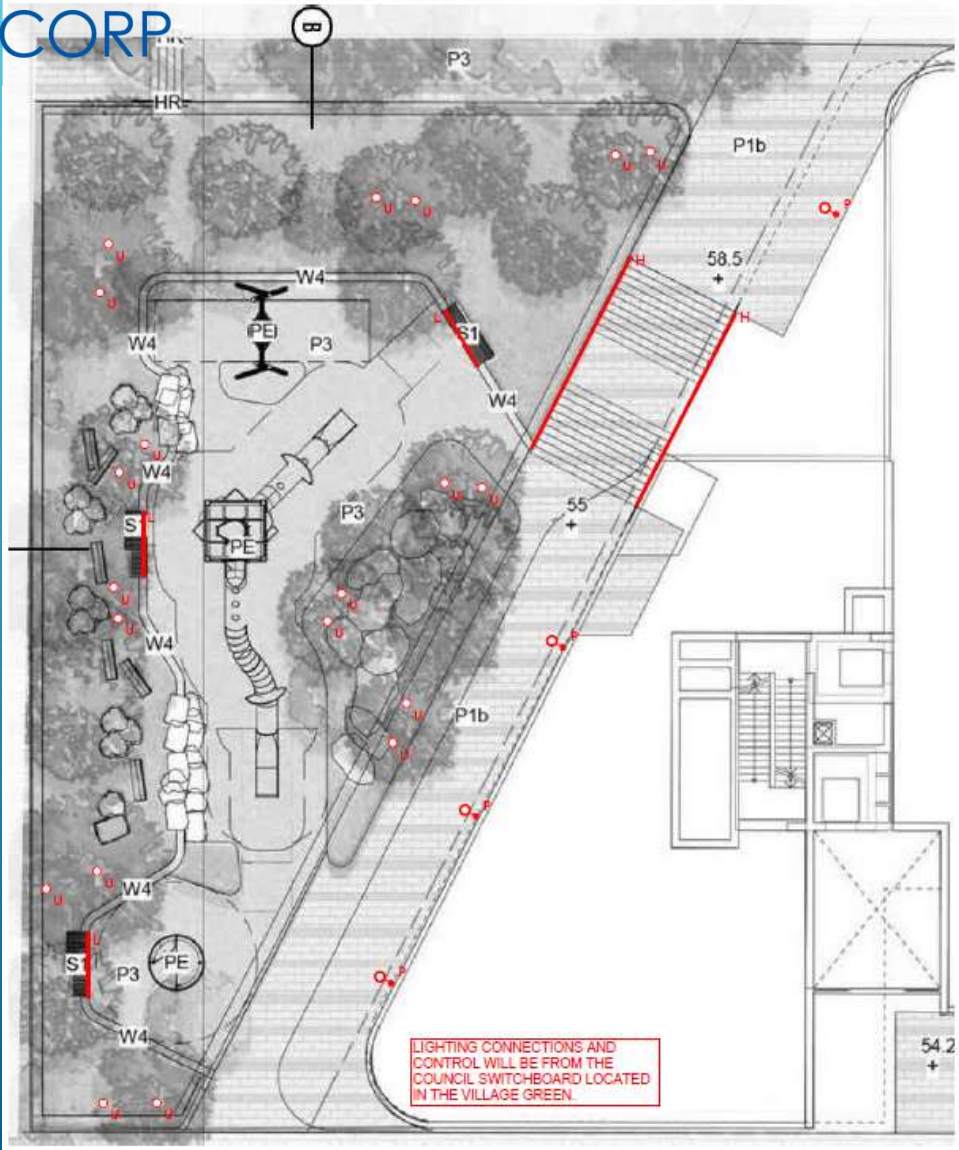
H - INTEGRATED HANDRAIL LIGHTING

DEICORP


INGROUND UPLIGHTS TO SELECTED FEATURE TREES TO PROVIDE ACENT LIGHTING AND VISUAL INTEREST.
CONCEALED LED LINEAR WITHIN SEATING BENCHES TO PROVIDE A SOFT GLOW.
PATHWAY LIGHTING FOR SAFE MOVEMENT . DESIGNED TO NOMINATED PEDESTRIAN CATEGORY.
INTEGRATED HANDRAIL LIGHTING TO PROVIDE ILLUMINANCE TO STAIRS FOR SAFE MOVEMENT.
P3
HR
P1b
W4
PE
S1
C
58.5
55
54.2

DEICORP

INDICATIVE LIGHTING LAYOUT



LIGHTING TYPOLOGIES



P - POST TOP LUMINAIRES

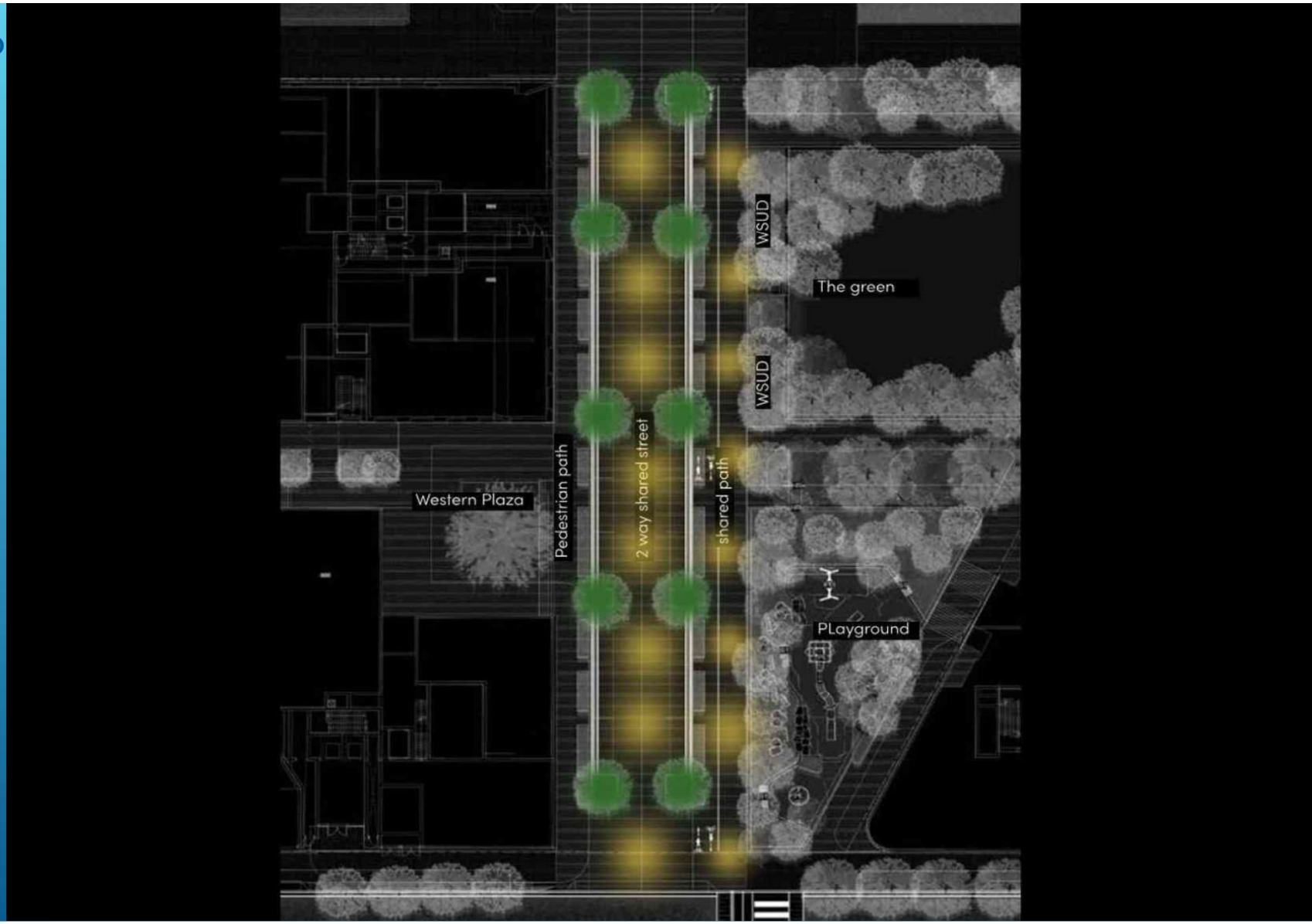


U - RECESSED INGROUND UPLIGHTS TO PLANTING



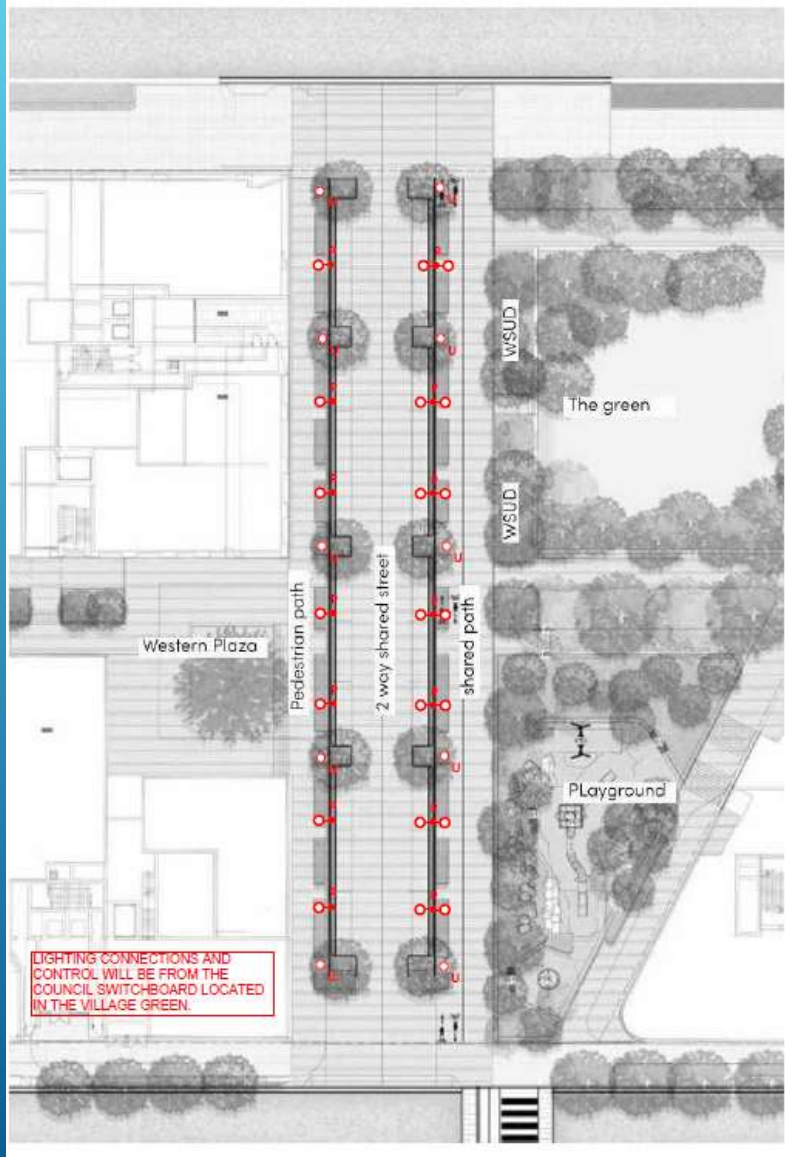
H - INTEGRATED HANDRAIL LIGHTING

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WSUD
The green
WSUD
Western Plaza
Pedestrian path
2 way shared street
shared path
PLayground

DEICORP

INDICATIVE LIGHTING LAYOUT



LIGHTING TYPOLOGIES



P - POST TOP LUMINAIRES



U - RECESSED INGROUND UPLIGHTS TO PLANTING


DEICORP