



# DORAN DRIVE PRECINCT

## MIXED USE DEVELOPMENT

2 MANDALA PARADE, CASTLE HILL NSW 2154

### DESIGN INTEGRITY REPORT

19<sup>TH</sup> JULY 2021  
REVISION H



TURNER

## **CONTENTS**

- 1      Project Overview**
- 2      Doran Drive Precinct Character**
- 3      Doran Drive Precinct Guidelines**



*Proposed concept design - View from South West from metro station*

This Design Integrity Report is prepared by Turner on behalf of Deicorp Projects Showgrounds Pty Ltd, to support the detailed design development and construction of the Development Application at 2 Mandala Parade, Castle Hill, known as Doran Drive Precinct. This report is to be read in conjunction with the Architectural Statement, Design Excellence Report and Architectural drawing package. This document has been produced addressing points 4 and 5 within the SEARS report.

The proposal consists of four residential towers above a highly articulated podium containing retail units, a supermarket, entry lobbies, loading facilities and community spaces. As a mixed-use development it provides 431 residential dwellings and 10935sqm of non-residential uses. The proposal also delivers the new publicly accessible Doran Drive Plaza, which forms the active heart of the 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 to a design integrity process throughout the design development period which requires a review by the Government Architect NSW (State Design Review Panel) to ensure design excellence principles and objectives are realised.

This report is intended to be read in conjunction with the approved Concept State Significant Development Application (SSD-9653), the architectural drawings prepared by Turner, landscape drawings prepared by Urbis and the Environmental Impact Statement with appendices prepared by City Plan.



## 2. DORAN DRIVE PRECINCT CHARACTER

### 4.1.1 Built Form Character

The Design Team acknowledges the importance of an appropriate scale and built form to the lower levels, and for meaningful activation of the streetscapes. To that end, the design allows for continuous retail tenancies and residential lobbies to the north, south and western elevations.

The base avoids a single big box retail solution and has been designed as series of smaller scale buildings, ranging from two to four storeys, that are varied in character which combine to form the podium. Their palette is made up of a variety of brick colours that offer a robust, high quality and low maintenance finish. Collectively, this grouping of buildings creates a dynamic, fine-grain, and interesting street interface.

The four towers anchor the corners of the development, with the south-east and north-west towers either integrated or set back from the podium base. These diagonally

opposite towers have a strong horizontal emphasis in their façade design and building character.

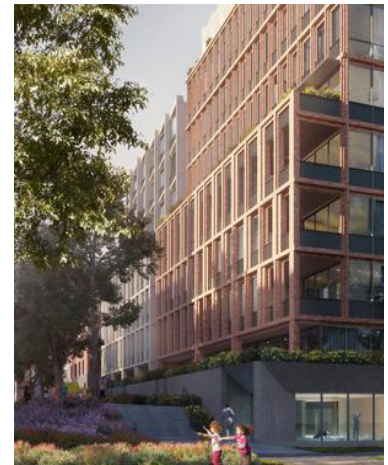
As part of the desired diversity of architectural language and built form, the north-east and south-west towers are partly brought to ground. This gives a strong street identity, marks the primary entries to the precinct, and emphasises the vertical slender proportions of these two buildings. While both these towers are still partly wrapped by the podium, this varied approach to built form avoids the homogenous outcome of a continuous dominant podium with towers completely dislocated from the street below.



**Active Frontages**



**Public / Private Connectivity**



**Fine Urban Grain Detail**



#### 4.1.2 Material Character

Each of the buildings has an individual building expression that allows for a variance in architectural character within the proposal. With regards to composition, Buildings A and D sit above the podium and have a horizontal emphasis to the façade design. While buildings B & C partly come to ground and champion a vertical façade language.

Building A is predominantly glazed, in order to avail of the outlook and views over the verdant context of the showgrounds. The glazing is framed with a consistent grid that gives a rigour to the façade language. Horizontal breaks in the grid provide a base, middle and top to Building A.

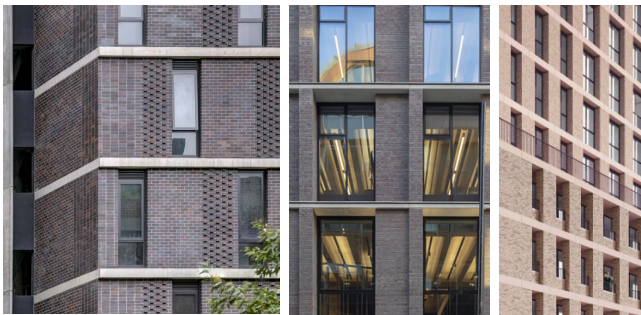
Building B champions two tones of brick that emphasise the vertical components within the building composition. The facades are a balance between solid and glazed, to allow for a sufficient solidity to

the tower that is contrasting with the neighbouring buildings.

Buildings C on the north east corner of the tower has a consistent use of brick to both the horizontal and vertical elements. This emphasises the towers' vertical proportion which is in contrast to the wider and more horizontal building A adjacent.

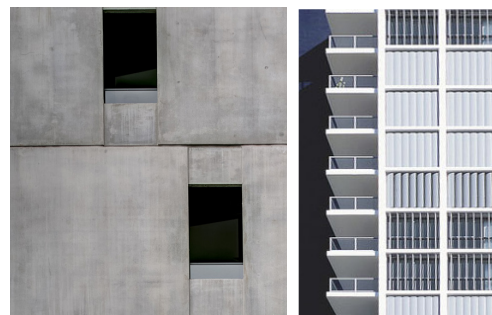
Building D has an expressed white slab edge that projects out past the façade on each level. The remainder of the façade is a recessive composition in muted grey. This façade language provides for a strong horizontal graphic.

While the towers each have their own individual expression, they sit comfortably together as a cohesive and familial group of the buildings.

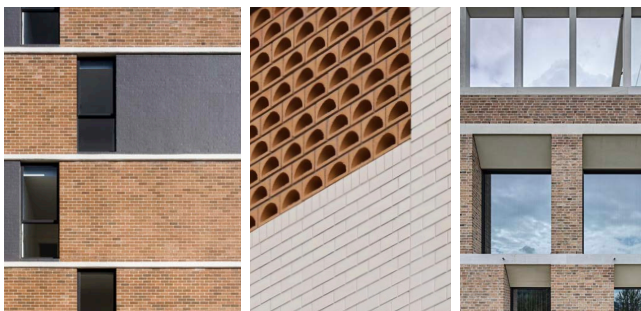


**Bricks**

Dark / Medium Colours

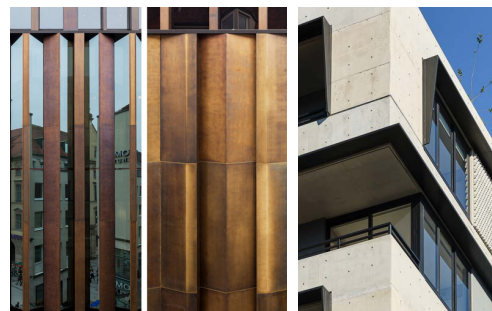


**Precast Concrete and Exterior Surface**



**Bricks**

Medium / Light Colours



**Paints and Powdercoats**

### 4.1.3 Open Space and Landscape Character

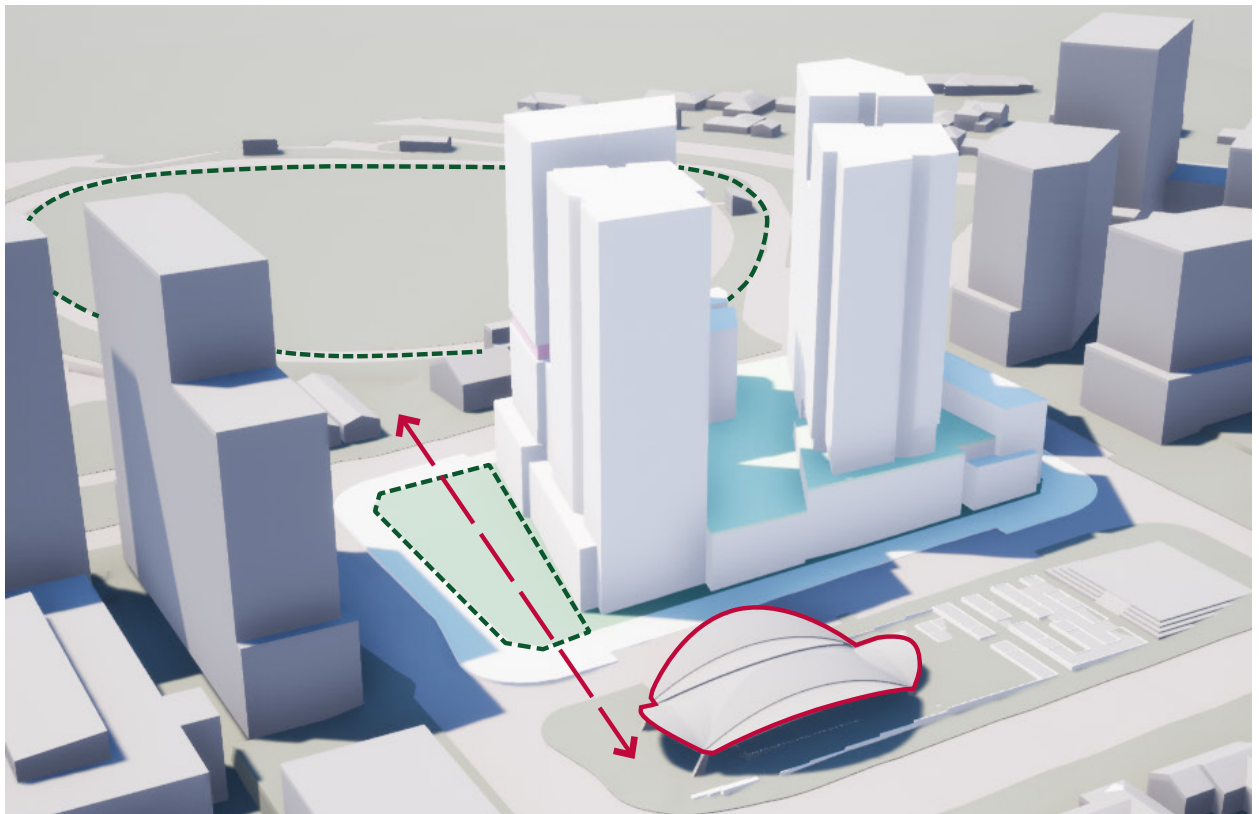
The publically accessible Doran Drive Plaza is structured around a series of interconnected new open spaces as an extension of the broader Green Grid. A diverse network of open spaces make a more connected place.

the open space network. Enhanced amenity is provided due to their location, including improved solar access and district views.

Refer to Landscape Design Report by Urbis for further detail.

A high performing public domain provides amenity and comfort for all users. The public domain strategy utilises and leverages the topography of the site to create a site-specific response that delivers a large publicly accessible park and a activated and permeable streetscape.

Private open space typologies provide increased greenery and amenity, connecting people to nature. Rooftop gardens on buildings increase communal access to open space and provide additional typologies to



#### 4.2.1 Doran Drive Plaza

Objective	Comment
<p><b>a.</b></p> <p><i>To provide an active plaza space as part of the community heart of the Precinct.</i></p>	<p><b>Complies</b></p> <p>The proposed publicly accessible Doran Drive Plaza provides a green space to form the active heart of the precinct. Its permeability from De Clambe Drive, Doran Drive and Mandala Parade encourages public activation, further supported by the on-grade active retail frontage facing the plaza. This is reinforced in the landscape design completed by Urbis.</p>
<p><b>b.</b></p> <p><i>To reinforce primary pedestrian connections between the Hills Showground Station and Castle Hill Showground.</i></p>	<p><b>Complies</b></p> <p>A 6m wide pathway is provided adjacent to Doran Drive Plaza, providing clear site lines through the proposed publicly accessible Plaza. This encourages a pedestrian thoroughfare from the Hills Showground Station through to Castle Hill Showground. Diners will be given priority under the proposed awning with pedestrians in wet weather to be directed inside the retail plaza.</p>
<p><b>c.</b></p> <p><i>To maintain clear and generous pedestrian access across all pedestrian desire lines between retail, transport and the Castle Hill Showground.</i></p>	<p><b>Complies</b></p> <p>Pedestrian permeability and connectivity between the metro station and Castle Hill Showground has informed the ground plane and retail layout of the proposed development. As well as a 6m wide pathway adjacent to the publicly accessible Doran Drive Plaza, an internal connection is provided between the retail entrance opposite the metro station at Ground Floor, to a secondary retail entrance provided at Level 01 at DeClambe Drive. This direct connection is on a key desire line for pedestrian movement, and has a series of voids that provide a clear sightline to the opposite side of the site. The connection enjoys substantial natural light from the north and south ends of the mall, as well as from west facing glazing to Doran Drive Plaza.</p>
<p><b>d.</b></p> <p><i>To provide opportunities for outdoor dining along the building frontage.</i></p>	<p><b>Complies</b></p> <p>All of the proposed retail tenancies along Doran Drive Plaza have a direct and continuous level access to the publicly accessible Doran Drive Plaza, allowing for trade out zones and flexibility in use. This dining precinct will offer day and night activation of the new plaza. The other tenancies along the north and south edges of the site are stepped to follow the steep topography of the surrounding streets. The stepped slabs allow for an access point from these tenancies to the adjacent streets.</p>

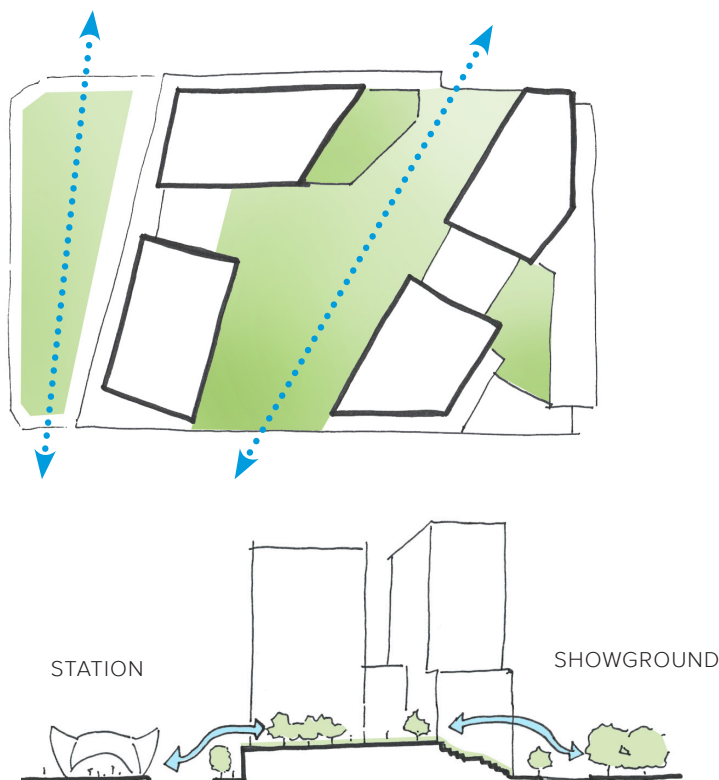


#### 4.2.1 Doran Drive Plaza

Control	Comment
<p><b>1.</b> Multiple comfortable seating options and gathering spaces are to be provided to cater to different individual needs and group settings.</p>	<p><b>Complies</b> Refer to landscape documentation package, as prepared by Urbis Landscape Architects.</p>
<p><b>2.</b> The Plaza is to include an engaging focal point in the form of a water feature, public art, sculptural pavilion or other urban element. Refer to SMNWP Guidelines to guide the decision and design of public art and interpretation features.</p>	<p><b>Complies</b> Refer to landscape documentation package, as prepared by Urbis Landscape Architects. Refer to Public Art Strategy package prepared by CK Statham.</p>
<p><b>3.</b> A minimum 6m wide pathway is to be provided adjacent Doran Drive.</p>	<p><b>Complies</b></p>
<p><b>4.</b> A minimum 3m wide footpath is to be provided along the building frontage for uninterrupted pedestrian movement. A zone of up to 3m may be licensed for outdoor dining purposes, however this must not interrupt the pedestrian movement zone.</p>	<p><b>Complies</b></p>
<p><b>5.</b> Adequate soil depths and volumes for trees and adequate soil depths for other types of planting such as shrubs, ground covers and turf are to be provided in accordance with Section 4P of the Apartment Design Guide.</p>	<p><b>Complies</b> Refer to landscape documentation package, as prepared by Urbis Landscape Architects, in conjunction with soil specialist strategy report prepared by SESL.</p>
<p><b>6.</b> The Plaza must be universally accessible and compliant with the Disability Discrimination Act.</p>	<p><b>Complies</b></p>
<p><b>7.</b> Variation in paving texture and format is acceptable if it supports the character and layout of the Plaza.</p>	<p><b>Complies</b> Refer to landscape documentation package, as prepared by Urbis Landscape Architects</p>
<p><b>8.</b> High quality seating and furniture elements are to be integrated into the landscape design.</p>	<p><b>Complies</b> Refer to landscape documentation package, as prepared by Urbis Landscape Architects</p>
<p><b>9.</b> Public art and interpretation is to be incorporated into the design of Doran Drive Plaza in line with the SMNWP Guidelines and Hills Showground Station Precinct Heritage Interpretation Strategy (GML, 2019).</p>	<p><b>Complies with Qualifications</b> Public Art Strategy package prepared by CK Statham.</p>
<p><b>10.</b> A combination of native and exotic species suited to the urban character of the Plaza are to be provided. This includes a minimum of 50% native species, and the a grove of deciduous trees reflecting the area's history with orchards.</p>	<p><b>Complies</b> Refer to landscape documentation package, as prepared by Urbis Landscape Architects.</p>

#### 4.2.2 Communal Open Space

Objective	Comment
<p><b>a.</b></p> <p><i>To provide additional amenity and recreational opportunities within the private domain for the residents of the Precinct.</i></p>	<p><b>Complies</b></p> <p>The large communal open space located on the podium, provides amenity to the residents within the development in accordance with the ADG. The proposed communal open space allows for generous greenery and amenity, including BBQ areas, play equipment for children, etc.</p> <p>Additional communal open spaces are provided on the rooftop terraces for all buildings, with enhanced amenity due to their location, including improved solar access and district views.</p>
<p><b>b.</b></p> <p><i>To locate and configure the communal open space to provide visual connection to and from the station plaza and Showground.</i></p>	<p><b>Complies</b></p> <p>The configuration of the communal podium landscaping and rooftop terraces provide generous district views, solar access and outlook. This green landscaping is immediately visible from both the station plaza and showgrounds with direct connectivity provided between the proposed podium and De Clambe Drive</p> <p>The substantial communal podium landscaping, roof terraces and the publicly accessible Doran Drive Plaza collectively create a green network of the spaces that link the Station Plaza with the Showgrounds and Cattai Creek Plaza beyond.</p>



**Bulk and Scale - Connectivity of Community Space**

#### 4.2.2 Communal Open Space

Control	Comment
<p><b>1.</b></p> <p><i>Communal open space is to form part of the Mandala Parade interface and overlook the public domain.</i></p>	Complies
<p><b>2.</b></p> <p><i>External access to the public domain from the communal podium spaces is to be provided where possible, subject to adherence to CPTED principles.</i></p>	Complies
<p><b>3.</b></p> <p><i>Communal open space is to be provided in the form of private areas at podium level in accordance with SEPP 65 Apartment Design Guide.</i></p>	Complies
<p><b>4.</b></p> <p><i>External (outside) communal open space areas are to be located and designed to:</i></p> <ul style="list-style-type: none"> <li>– <i>Be seen from the street between buildings (where possible)</i></li> <li>– <i>Provide for active and passive recreation needs of all residents</i></li> <li>– <i>Provide landscaping</i></li> <li>– <i>Present as a private area for use by residents only - Include passive surveillance from adjacent internal living areas and/ or pathways</i></li> <li>– <i>Have a northerly aspect (where possible) - Be in addition to any public thoroughfares.</i></li> </ul>	Complies
<p><b>5.</b></p> <p><i>Communal open space is to provide a range of uses including seating, picnic facilities, play spaces, productive gardens and lawn areas amongst generous planting.</i></p>	<p><b>Complies</b></p> <p>Refer to landscape documentation package, as prepared by Urbis Landscape Architects</p>
<p><b>6.</b></p> <p><i>Communal open space is to incorporate a minimum of 70% native planting for local character, however this may be supplemented with exotics for colour and variation, and edible species as part of vegetable or herb gardens.</i></p>	<p><b>Complies</b></p> <p>Refer to landscape documentation package, as prepared by Urbis Landscape Architects</p>
<p><b>7.</b></p> <p><i>The design of exterior communal open space areas are to achieve amenity by addressing visual and acoustic privacy, safety, security and wind effects.</i></p>	<p><b>Complies</b></p> <p>Refer to wind report prepared by Windtech</p>
<p><b>8.</b></p> <p><i>The location and design of communal open space is to achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm at the winter solstice (21 June).</i></p>	Complies

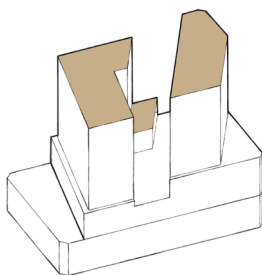


#### 4.2.3 Building Siting, Massing and Scale

Objective	Comment
<p><b>a.</b></p> <p><i>To protect and enhance the rich, distinctive and valued character of the area, particularly those elements that contribute to a sense of place and identity including the Castle Hill Showground and Station Plaza.</i></p>	<p><b>Complies</b></p> <p>The proposed built form and massing responds to and enhances the desired future character of the Hills Showground Station Precinct. The proposal recognises the necessity of an appropriate scale and built form of the podium to ensure the meaningful activation of the streetscapes. The design allows for continuous retail tenancies and residential lobbies to the north, south and western elevations. Combined with the proposed publicly accessible Doran Drive Plaza, this further strengthens the sense of place.</p>
<p><b>b.</b></p> <p><i>To provide building forms that reinforce the desired character of the area.</i></p>	<p><b>Complies</b></p> <p>The proposed massing and built form are compliant with the approved Concept Plan building envelopes. In embracing the desired design principles for the precinct, the overall massing of the site is broken down into a series of discernible components. The four towers anchor the corners of the site and compliment the more fine-grain nature of the active retail podium below.</p>
<p><b>c.</b></p> <p><i>To ensure building orientation maximises visual amenity and natural surveillance, taking advantage of any views to open space, public reserves and bushland.</i></p>	<p><b>Complies</b></p> <p>The proposed building massing and general orientation of the towers maximise resident's amenity achieving solar and cross-ventilation requirements as per the ADG, as well as maximising surrounding district views. The surrounding streets have passive surveillance from apartments overhead, as well as from the mixed-use podium where tenancies and lobby entries are located around the perimeter of the site.</p>
<p><b>d.</b></p> <p><i>To ensure towers are of a slender design to reduce perceived bulk and scale.</i></p>	<p><b>Complies</b></p> <p>The proposed towers have been designed with breaks between the buildings to provide increased amenity to the residents as well as to reduce the overall perceived bulk and scale of the development. Furthermore, differing building characters have been explored for each of the towers, via both materiality and façade design, which collectively emphasise a series of slender building elements.</p>
<p><b>e.</b></p> <p><i>To ensure towers create an open, attractive and distinct skyline.</i></p>	<p><b>Complies</b></p> <p>The variation in the towers provide a varied and attractive contribution to the Hills Showground Station Precinct skyline. The articulation and breakup of the overall building massing allows for view lines to sky or to podium landscaping, and a sense of openness across the site.</p>
<p><b>f.</b></p> <p><i>To frame and define the streets and public open spaces with appropriately scaled built edge.</i></p>	<p><b>Complies</b></p> <p>The podium base avoids a single big box retail solution and has been designed as a series of smaller scale buildings, ranging from two to four storeys which vary in character. Their palette is made up of a variety of brick colours that offer a robust, high quality and low maintenance finish. Collectively, this grouping of buildings creates a dynamic, fine-grain, and interesting street interface.</p>
<p><b>g.</b></p> <p><i>To create a cohesive built environment through consistent and/or complementary elements of built form composition (eg relationships between podiums, modulation, proportions and the like).</i></p>	<p><b>Complies</b></p> <p>As part of the desired diversity of architectural language and built form, the north-east and south-west towers are partly brought to ground. This gives these towers a strong street identity, marking the primary approaches to the precinct. While both these towers are still partly wrapped by the podium, this varied approach to built form avoids the homogenous outcome of a continuous dominant podium with towers completely dislocated from the street below.</p>

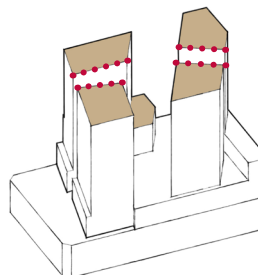
#### 4.2.3 Building Siting, Massing and Scale

Control	Comment
<p>1.</p> <p><i>Development shall be designed to incorporate clearly defined ground floor street zone, podium and upper level elements.</i></p>	<p><b>Complies</b></p>
<p>2.</p> <p><i>Ground floor heights are to be a minimum of 4m (floor to floor) for all non-residential uses.</i></p>	<p><b>Complies</b></p>
<p>3.</p> <p><i>Streets are to be defined by a 4 storey street wall with a height of up to 19m (depending on the use) in accordance with Figure 141. The street wall is to respond to the topography of the site and may vary between buildings where appropriate.</i></p>	<p><b>Complies</b></p> <p>Podium massing is compliant with the approved Concept Plan building envelopes. The podium consists of a series of smaller scale buildings ranging from two to four storeys to allow for design variation and massing articulation. As a grouping of buildings this creates a dynamic, fine-grain, and interesting street interface, responding to both the steep topography of the site and the position of the towers over.</p>
<p>4.</p> <p><i>Tower forms above the 8<sup>th</sup> storey shall not exceed 40m in length and 24m in width and shall have floor plates of no more than 800m<sup>2</sup> GFA per floor.</i></p>	<p><b>Complies</b></p> <p>The towers are compliant with the approved Concept Plan building envelopes. Breaks have been incorporated into the building articulation to reduce the overall bulk and scale. This is emphasised further by the varying materiality of the four towers and indentation of the facades, allowing for the desired diversity in architectural language across the proposed mixed-use development.</p>
<p>5.</p> <p><i>Tower form is to be orientated to:</i></p> <ol style="list-style-type: none"> <li><i>Reduce the perceived mass of the building</i></li> <li><i>Provide solar access to station plaza as per the controls in Section 2.16.1</i></li> <li><i>Provide privacy for both communal and private open space areas.</i></li> </ol>	<p><b>Complies, with the approved Concept Plan envelopes</b></p> <p>The proposal is compliant with the approved Concept Plan building envelopes. The scheme is therefore careful to maintain the solar performance as established by the original Concept Plan and equals or better its performance.</p> <p>The proposal balances the requirements for good passive surveillance of public and communal open space, while also allowing for sufficient privacy to resident's private open areas.</p>
<p>6.</p> <p><i>Towers above the street wall shall be orientated to maximise solar access to public and private spaces and habitable rooms, district views to the east, north and west and to minimise wind down draft.</i></p>	<p><b>Complies</b></p> <p>The towers are compliant with the approved Concept Plan building envelopes.</p> <p>Refer to wind report prepared by Windtech</p>
<p>7.</p> <p><i>Tower massing and scale is to consider possible future development on adjoining sites, including Precinct West, Precinct East and the Castle Hill Showground.</i></p>	<p><b>Complies</b></p> <p>The proposal provides a connection from the metro station through to Castle Hill Showground. The publicly accessible Doran Drive Plaza acts as a green heart of the Precinct supporting and providing further amenity for future development of adjoining sites.</p>



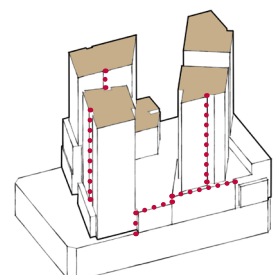
**Master Plan Envelope**

2 Bar Forms



**Design Development**

4 Legible Towers



**Proposed Built Form**

Modulation and Articulation

4.2.4 Street Wall Height

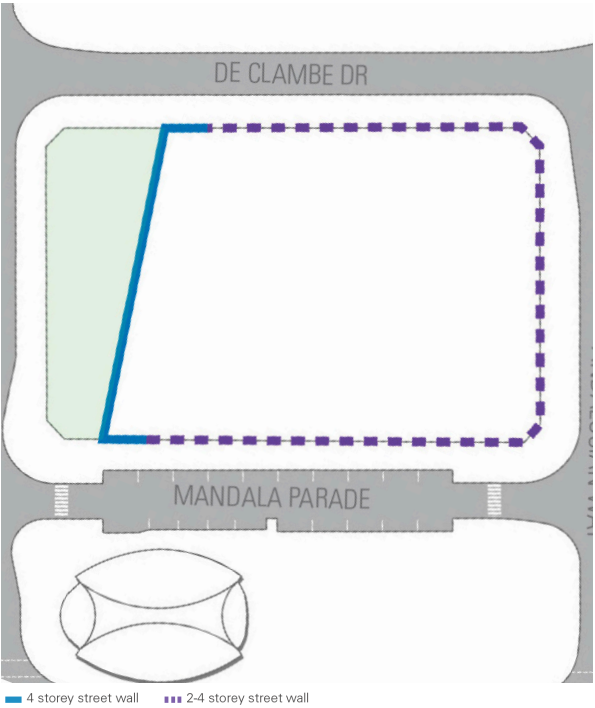
Objective

- a.  
*To ensure that the height of the street walls make a significant contribution to the experience of place and add uniformity of character along particular streetscapes, or provide variations in areas where so desired.*
- b.  
*To provide street wall heights that are a response to future conditions within, and adjoining the site and the desired future character of the streets and Character Areas.*

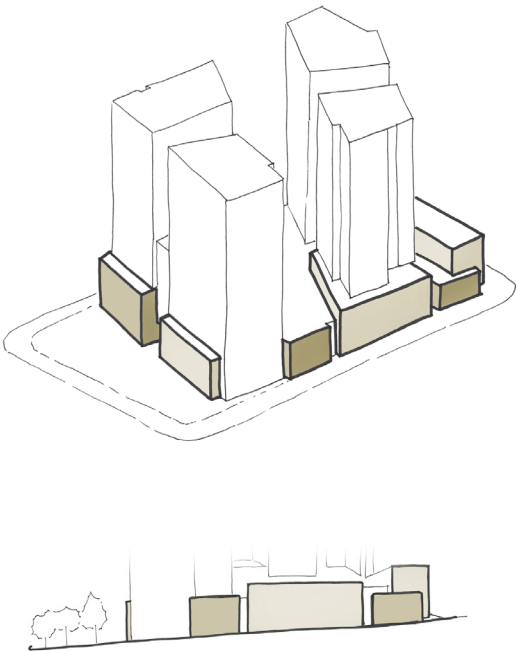
Comment

**Complies**  
Podium massing is compliant with the approved Concept Plan building envelopes, with a series of smaller scale buildings ranging from two to four storeys. A varied palette of brick colours and detailing offers a robust, high quality and low maintenance finish to these lower levels. Collectively, this grouping of buildings creates a dynamic, fine-grain, and interesting street interface.

**Complies**  
The articulation of the podium massing creates a dynamic ground plane which responds to the existing and future conditions of the site. The materiality is aligned with the desired future character, resulting in a series of fine grain streetscapes. Awnings have also been refined with the entries on Ground floor to increase permeability and quality street activation.



Excerpt from Urban Design Guidelines  
Pg108, Fig 141.



Facade Articulation - Stepped Human Scale Podium



#### 4.2.4 Street Wall Height

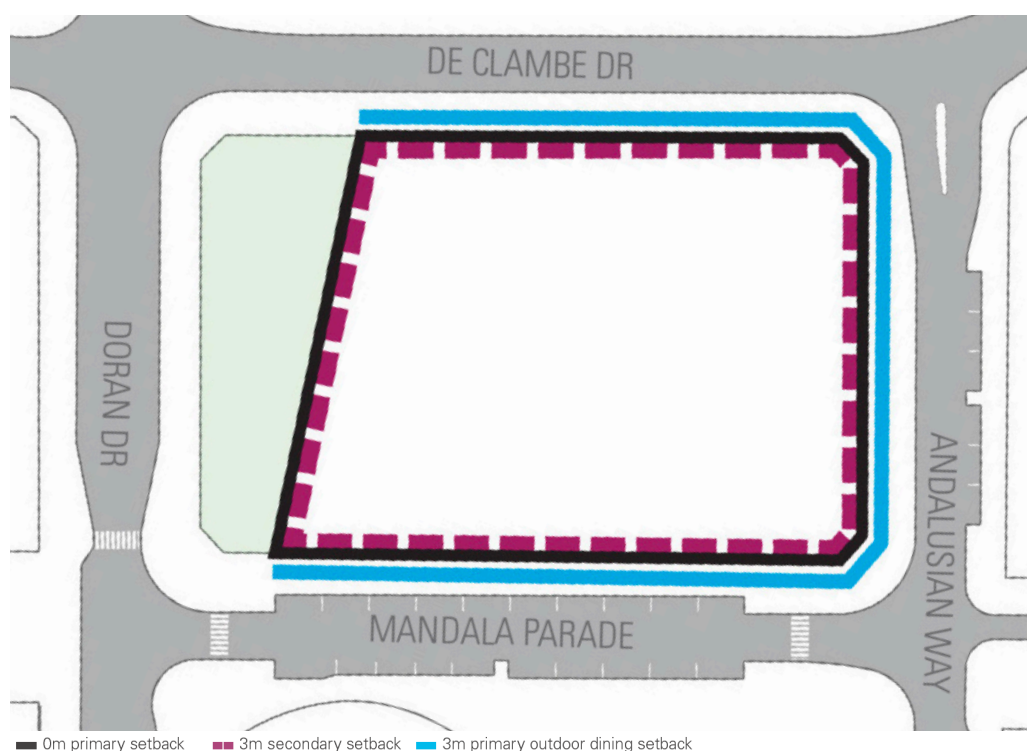
Control	Comment
<p><b>1.</b> Provide a 4-storey street wall for Doran Drive Precinct to define the streets and public open spaces with an appropriately scaled built form.</p>	<p><b>Complies</b> Refer to the more detailed response to the Urban Design Guide objectives.</p>
<p><b>2.</b> The southern, northern and eastern street walls of the Doran Drive Precinct may be a minimum of 2-storeys high and a maximum of 4-storeys high to allow for variation in the podium in response to topographical conditions on the site and the location of communal open space areas on the podium and potential relationships to the public domain.</p>	<p><b>Complies</b></p>
<p><b>3.</b> Where the podium does not exceed the 19m height limit, a mezzanine level of retail/commercial may be provided to assist in sleeving tenancies that have a large floor-to-floor height such as supermarkets. The mezzanine level should use similar finishes and materials as the ground floor and be connected via internal circulation to the ground floor tenancy addressing Doran Drive Plaza and De Clambe Drive.</p>	<p><b>Complies</b></p>

#### 4.2.5 Setbacks

Objective	Comment
<p><b>a.</b></p> <p><i>To contribute to the human scale and visual experience of the street.</i></p>	<p><b>Complies</b></p> <p>A highly indented façade is applied around the ground floor plane of the proposed mixed-use development with a varied use of materials and detailing. Continuous awnings provide protection to pedestrians and F&amp;B diners. The proposed setbacks are as per the Urban Design Guidelines for this site. The south, north and west of the site are sleeved with continuous tenancies and lobby entry to provide meaningful activation. Tenancies and lobbies step to follow the steep falls of the surrounding streets to allow direct level access.</p>
<p><b>b.</b></p> <p><i>To provide an intimate urban experience within active and non-residential streets where shops and food and beverage businesses can be easily viewed and 'spill out' onto the footpath.</i></p>	<p><b>Complies</b></p> <p>The proposed retail tenancies along Doran Drive Plaza have a direct level access to the publicly accessible Plaza, allowing for trade out zones and flexibility in use. This dining precinct will offer day and night activation of the plaza. Tenancies and lobbies along the norther and south edges of the podium step to follow the steep falls of the surrounding streets.</p>
<p><b>c.</b></p> <p><i>To enhance the pedestrian experience through visual enclosure and scale of streets and provide access to sunlight.</i></p>	<p><b>Complies</b></p> <p>The proposed massing and built form are compliant with the approved Concept Plan building envelopes. The setback of the towers over from the publicly accessible Doran Drive Plaza allows for the required sunlight to this area.</p>
<p><b>d.</b></p> <p><i>To define the public domain and create a consistent streetscape.</i></p>	<p><b>Complies</b></p> <p>The proposed retail tenancies along Doran Drive Plaza have a direct level access to the publicly accessible Plaza, allowing for trade out zones and flexibility in use. This dining precinct will offer day and night activation of the plaza, with a well defined built edge.</p> <p>Tenancies and lobbies along the norther and south edges of the podium step to follow the steep falls of the surrounding streets.</p> <p>The large supermarket is located in the centre of the site, generally below the adjacent street levels, and has a direct interface with the street edge in order to maintain a consistent edge of fine grain retail units around the perimeter of the podium.</p>
<p><b>e.</b></p> <p><i>To reduce building bulk and scale and enable adequate sunlight access to the public domain.</i></p>	<p><b>Complies</b></p> <p>The proposed massing and built form are compliant with the approved Concept Plan building envelopes. The setback of the towers over allows for increased sunlight to the publicly accessible Doran Drive Plaza.</p>
<p><b>f.</b></p> <p><i>To complement building mass and emphasise key design elements such as entrance points and respond to environmental conditions including solar access, noise, privacy and views.</i></p>	<p><b>Complies</b></p> <p>The proposal is compliant with the required numerics of the Urban Design Guidelines street set-backs.</p> <p>As part of the façade articulation, the north-east and south-west towers are partly brought to ground to emphasise the primary approaches to the precinct, while elsewhere the towers are set back from the dominant podium base. Awnings are continuous around the north, west and south the podium to offer protection to pedestrians and F&amp;B diners. 50% tree canopy coverage ensures shade and comfort levels within the public and communal open areas.</p>

#### 4.2.5 Setbacks

Controls	Comment
<p>1.</p> <p><i>In accordance with Figure 144, the minimum setback for a development to the boundary is:</i></p> <ol style="list-style-type: none"> <li><i>0m ground floor primary setback for all interfaces, except where a 3m primary setback is required for outdoor dining zones</i></li> <li><i>3m secondary setback above the podium.</i></li> </ol>	<p><b>Complies, except for two minor non-compliances at Building C</b></p> <p>Setbacks are adhered to within the proposal, apart from two minor breaches of the setback on the eastern facade of building C. This assists in achieving a refined building form for the tower, balancing façade proportions and reducing the perceived length of the façade. There are no overshadowing or other implications from these minor non-compliances. This built form and associated non-compliances have been presented at both of the SDRP meetings and has gained their support.</p>



Excerpt from Urban Design Guidelines  
Pg109, Fig 144.

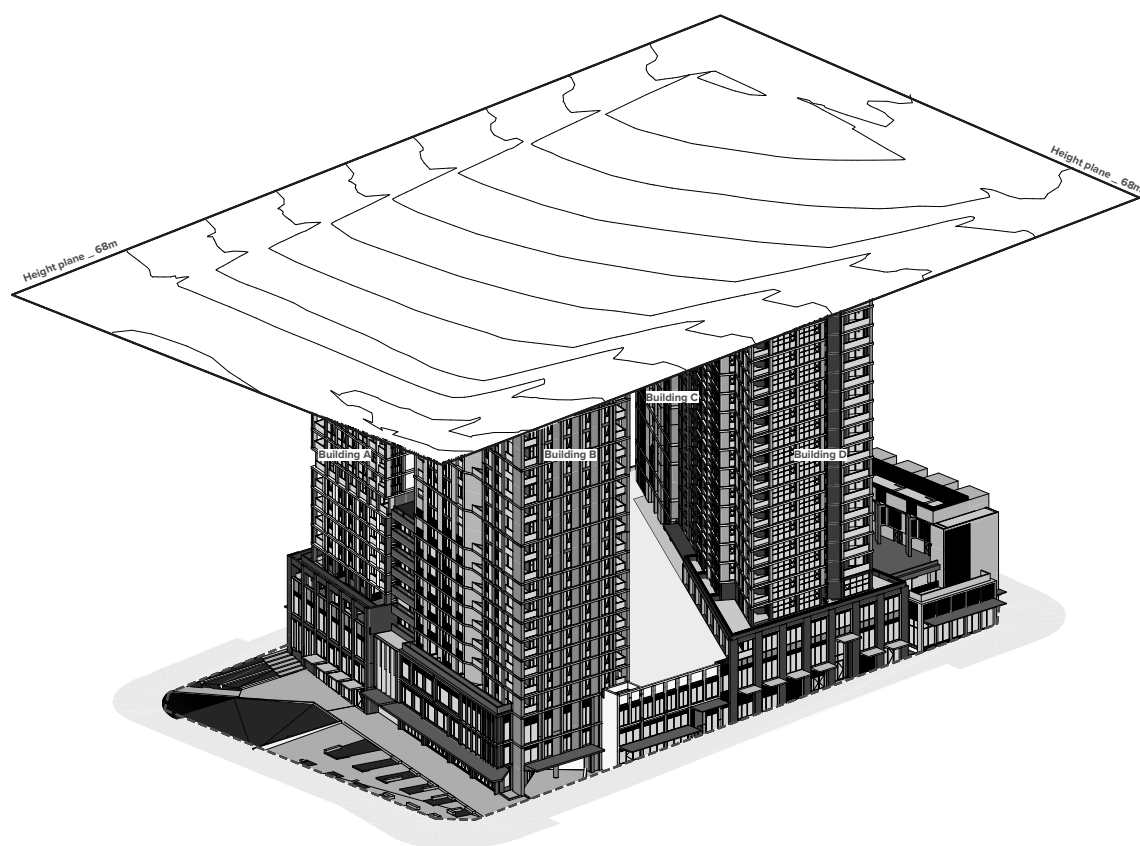


#### 4.2.6 Building Height

Objective	Comment
<p><b>a.</b></p> <p><i>To locate density where most appropriate and in accordance with TOD fundamentals - eg in the mixed-use areas with greatest access to transport.</i></p>	<p><b>Complies</b></p> <p>The approved Concept Plan for The Hills Showgrounds Station Precinct recognises the strategic importance of this new emerging precinct as the active heart of the wider community. In line with best practice urban design, the Concept Plan envisages a vibrant mixed-use precinct. The densities proposed are in the context a transport orientated development, in close proximity to quality public transport links. The previous suburban, single use, and car focused urban character is being reimagined as a more dynamic urban quarter with high amenity and generous parks, plazas and green links. The proposed massing and built form is compliant with the approved Concept Plan building envelopes and has embraced the desired design principles for the precinct.</p>
<p><b>b.</b></p> <p><i>To provide an appropriate pedestrian scale built form to the public domain of Doran Drive Plaza, surrounding streets and the Station Plaza and forecourt.</i></p>	<p><b>Complies</b></p> <p>Podium massing is compliant with the approved Concept Plan building envelopes. Through the design of a series of smaller scale buildings, ranging from two to four storeys, a dynamic pedestrian focused streetscape is created with clearly defined entry points and wayfinding across the site.</p>
<p><b>c.</b></p> <p><i>To deliver a varied skyline across the Hills Showground Station Precinct and the broader Precinct.</i></p>	<p><b>Complies</b></p> <p>The variation in the character of the towers ensures a varied and attractive contribution to The Hills Showgrounds Station Precinct skyline. Each of the buildings differs in materiality, pattern and design language, on this steeply sloping site. Collectively they create a playful grouping of buildings.</p>
<p><b>d.</b></p> <p><i>To identify the heart of the Precinct at Doran Drive Plaza and the metro station.</i></p>	<p><b>Complies</b></p> <p>The proposed publicly accessible Doran Drive Plaza provides a generously landscaped space with 50% tree canopy coverage to form the active heart of the precinct. It's permeability from De Clambe Drive, Doran Drive and Mandala Parade encourage public activation from the adjoining precincts, with clear sightlines and well-defined wayfinding.</p>

#### 4.2.6 Building Height

Control	Comment
<p><b>1.</b></p> <p><i>A maximum height of 68m (21 storeys) is permitted for the towers.</i></p>	<p><b>Complies</b></p>
<p><b>2.</b></p> <p><i>A maximum height of 28m (6 storeys) for a small portion of the De Clambe Drive interface to provide adequate solar access to communal open space.</i></p>	<p><b>Complies</b></p> <p>The 8 stories proposed for the lower portion of tower A complies with the 28m height plane and ensures adequate solar access is provided to the proposed communal open spaces within the overall development, in accordance with the ADG.</p>
<p><b>3.</b></p> <p><i>A maximum height of 19m (4 storeys) is permitted for the podiums as per controls within Section 4.2.4. The inclusion of a mezzanine level within one of these storeys is permitted to assist in providing a finer grain sleeving of larger format retailing to the public domain as long as the total height of the podium does not exceed 19m.</i></p>	<p><b>Complies</b></p>



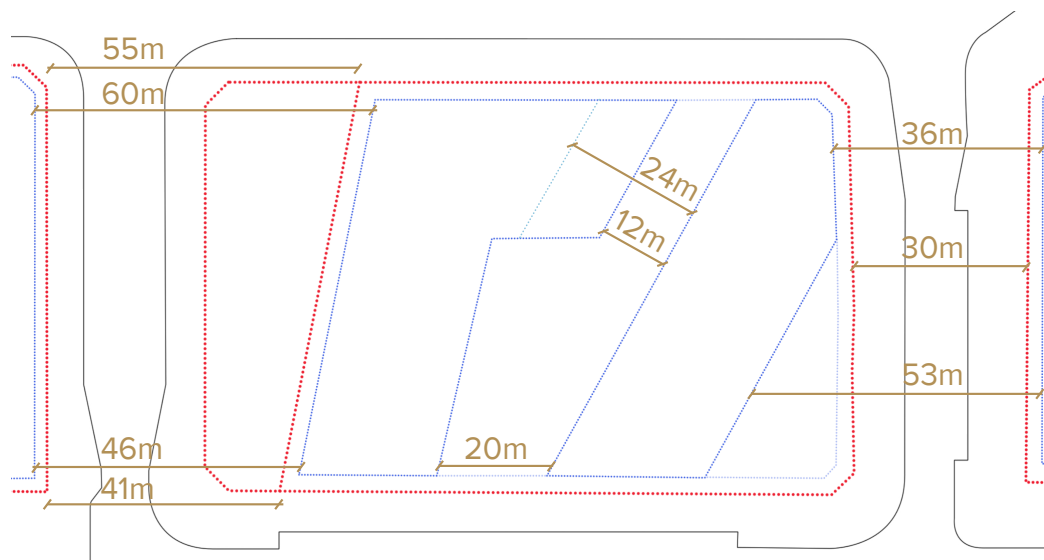
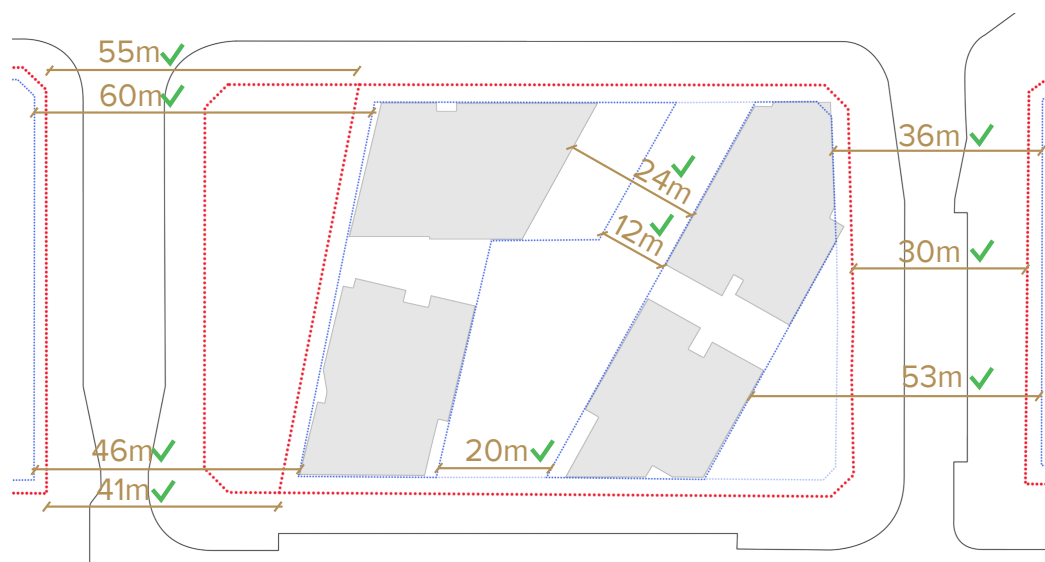
**Height Plane Compliance**

#### 4.2.7 Building Separation

Objective	Comment
<p>a.</p> <p><i>To protect privacy and solar access to private and public spaces.</i></p>	<p><b>Complies</b></p> <p>The building separation aligns with the Urban Design Guidelines and ADG. The built forms meet solar access requirements to residential communal open spaces on podium and the publicly accessible Doran Drive Plaza at street level.</p>
<p>b.</p> <p><i>To ensure suitable open sky views are provided from key public infrastructure elements such as Doran Drive Plaza and the transport interchange.</i></p>	<p><b>Complies</b></p> <p>The breaks in the overall building massing allows for visual links and a sense of openness across the site. The towers are conceived as a series of smaller slender vertical elements within the streetscapes which allows for an overall reduced bulk and scale.</p>
<p>c.</p> <p><i>To provide building envelopes that enable design options that exceed minimum ADG requirements.</i></p>	<p><b>Complies</b></p> <p>Through the further shaping of the buildings within the provided envelopes within the Urban design Guidelines, increased solar amenity is achieved to both the proposed residential apartments and communal open spaces.</p>
<p>d.</p> <p><i>To provide generous building separation between the towers that frame Doran Drive Plaza and the transport interchange.</i></p>	<p><b>Complies</b></p> <p>The building separation adjacent to the publicly accessible Doran Drive Plaza achieves the dimensions and design expectations of the Urban Design Guidelines.</p>

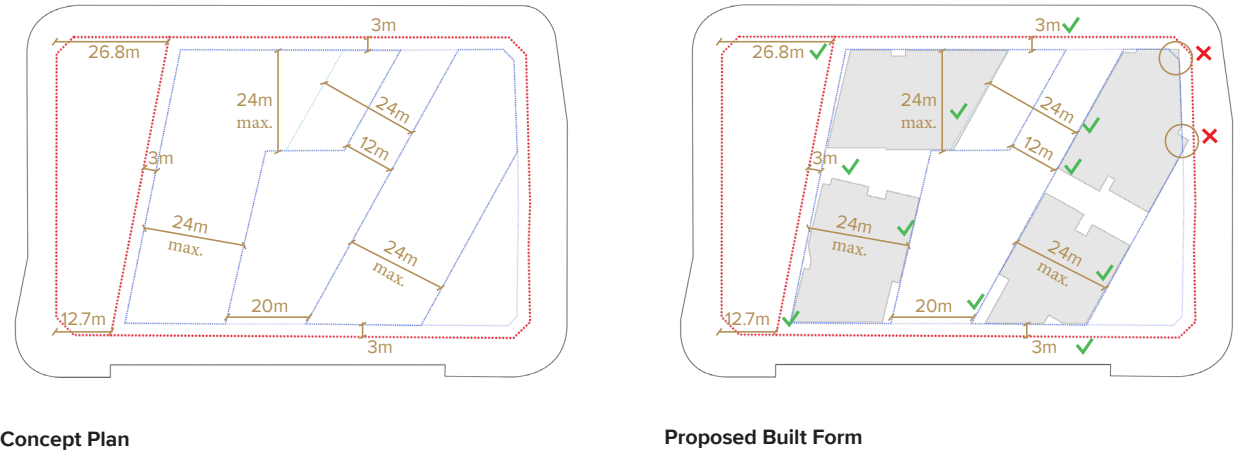
#### 4.2.7 Building Separation

Control	Comment
<p>1.</p> <p><i>As shown in Figure 146, a minimum building separation of 12m and 24m is required for towers on the northern interface and a minimum building separation of 20m is required for towers on the southern interface.</i></p>	<p><b>Complies</b></p>
<p>2.</p> <p><i>Separation between building envelopes within Precinct West and Doran Drive Precinct must be a minimum of:</i></p> <p>a. 41m at the southern end and 55m at the northern end for podiums</p> <p>b. 46m at the southern end and 60m at the northern end for towers.</p>	<p><b>Complies</b></p>
<p>3.</p> <p><i>Separation between building envelopes within Doran Drive Precinct and Precinct East must be a minimum of:</i></p> <p>a. 30m for the podiums</p> <p>b. 36m at the northern end and 53m at the southern end for towers.</p>	<p><b>Complies</b></p>

**Concept Plan****Proposed Built Form**

4.2.8 Building Envelopes	
Objective	Comment
<p>a.</p> <p>To prescribe a desired outcome for individual sites, and the Precinct as a whole, that delivers a level of certainty to Council and the community and retain a level of flexibility for innovation and diverse design outcomes in the future.</p>	<p><b>Complies</b></p> <p>The proposed built form and massing responds to and enhances the existing and proposed character of the Hills Showground Station Precinct. The proposal recognises the necessity of an appropriate scale and built form of the podium to ensure the meaningful activation of the streetscapes. Continuous retail tenancies and lobbies further encourage increased activation. The series of proposed community rooms also provide flexibility in use as the precinct continues to evolve.</p>
<p>b.</p> <p>To ensure good amenity is provided through appropriate building separation, setbacks and depths.</p>	<p><b>Complies</b></p> <p>In complying with the building massing as set out in the Urban design Guidelines, increased amenity is provided within the communal open space provided to residents. The configuration of the communal open space within the proposed podium and atop several rooftop spaces provide generous district views.</p>
<p>c.</p> <p>To ensure building depths support well-designed apartment layouts.</p>	<p><b>Complies</b></p> <p>The proposed building massing is compliant, achieving apartment layouts in accordance with the ADG</p>

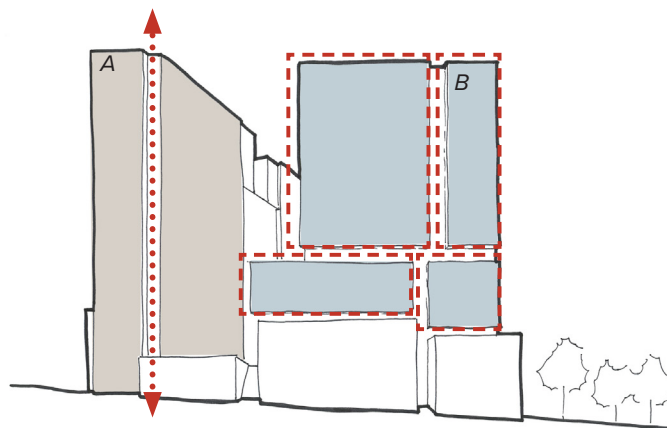
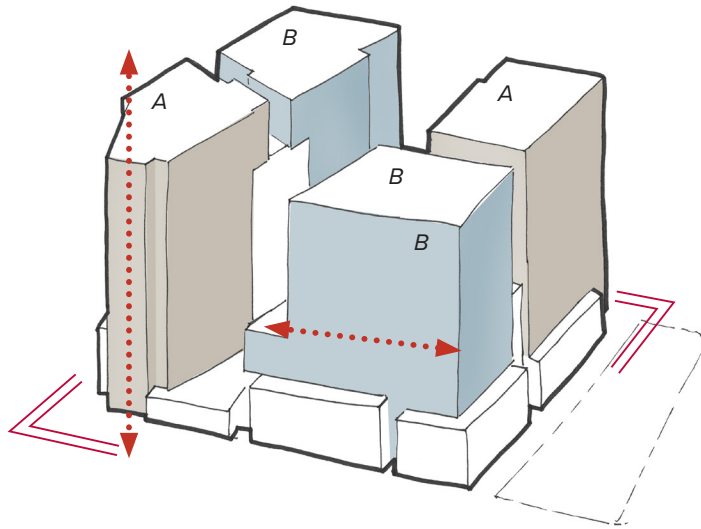
4.2.8 Building Envelopes	
Control	Comment
<p>1.</p> <p>Development is to conform to the building envelopes outlined in Figure 147.</p>	<p><b>Complies</b></p>





#### 4.2.9 Building Articulation and Facades

Objective	Comment
<p><b>a.</b></p> <p><i>To ensure that developments are aesthetically pleasing, encourage creativity and diversity in design, incorporating architectural relief and modulation of facades to avoid a bulky or monotonous appearance.</i></p>	<p><b>Complies</b></p> <p>Each of the buildings has an individual building expression that allows for a variance in architectural character within the proposal. With regards to composition, Buildings A and D sit above the podium and have a horizontal emphasis to the façade design. While buildings B &amp; C partly come to ground and champion the use of brick within a vertical façade language.</p> <p>Building A is predominantly glazed, in order to avail of the outlook and views over the verdant context of the Showgrounds. The framed components within the façade composition allow for a playful built form. Horizontal breaks define a base, middle and top to Building A.</p> <p>Building B champions two tones of brick that emphasise the vertical components within the building. The facades are a balance between solid and glazed, to allow for a sufficient solidity to the tower that is contrasting with the neighbouring buildings.</p> <p>Buildings C on the north east corner of the tower has a consistent use of brick to the vertical elements. This emphasises the towers' vertical proportion which is in contrast to the wider and more horizontal building A adjacent.</p> <p>Building D has an expressed white slab edge that projects out past the façade on a pattern of jump scale. The remainder of the façade is a recessive composition in muted dark grey. This façade language provides for a strong horizontal graphic.</p> <p>While the towers each have their own individual expression they sit comfortably together as a cohesive and familial group of the buildings.</p>
<p><b>b.</b></p> <p><i>To deliver a varied built form across both horizontal and vertical planes.</i></p>	<p><b>Complies</b></p> <p>A horizontal separation is achieved between the proposed podium and towers over, with breaks at key locations where the north-east and south-west towers are partly brought to ground. Vertical breaks are achieved within the podium with the design of a series of smaller scale buildings, ranging from two to four storeys. These breaks are extended up into the towers, providing building separation and increased amenity to the residential apartments.</p>
<p><b>c.</b></p> <p><i>To reinforce the intended neighbourhood character and enhance the pedestrian experience.</i></p>	<p><b>Complies</b></p> <p>The design of the podium allows for a series of smaller scale buildings ranging from two to four storeys. A varying palette of brick colour and detailing creates a differing and dynamic streetscape. The continuous tenancies and lobby entries around the perimeter of the site, allow for a fine-grain and interesting street interface.</p>
<p><b>d.</b></p> <p><i>To ensure that buildings address the existing streets.</i></p>	<p><b>Complies</b></p> <p>The articulation of the podium massing creates a dynamic ground plane which responds to the existing and future conditions of the site. The materiality is aligned with the desired future character, resulting in a series of fine grain streetscapes. Awnings have also been refined with the entries on Ground floor and with the stepping typography of the site to increase permeability and quality street activation.</p>

**Facade Articulation - Tower Forms**

4 Towers - 2 Types

A - Vertical Landmark, anchoring primary corner

B - Horizontal Composition, above podium

#### 4.2.9 Building Articulation and Facades

Controls	Comment
<p><b>1.</b></p> <p><i>Development shall be designed to incorporate ground floor street zone, podium and upper level elements that are clearly defined by horizontal articulation.</i></p>	Complies
<p><b>2.</b></p> <p><i>Corner buildings are to address both street and corner elements, to emphasize significant key intersections and enhance public domain legibility. Street corners shall be addressed by giving visual prominence to those parts of the building façade, such as a change in building articulation, material or colour, roof expression or height.</i></p>	<p><b>Complies</b></p> <p>Refer to the more detailed response to the Urban Design Guide objectives.</p>
<p><b>3.</b></p> <p><i>Facade treatments are to create visual variety and interest while contributing to the continuity of the streetscape.</i></p>	Complies
<p><b>4.</b></p> <p><i>Walls should comprise a variety of colours to reduce monotony and add variety to the streetscape.</i></p>	Complies
Ground floor Street Zone Controls	Comment
<p><b>5.</b></p> <p><i>Ground level articulation is to ensure universal access to all tenancies and properties from the public domain. A mid-point in the topographical change may be used as a common access point where reduced terracing to the public domain is desired (eg colonnade or outdoor dining areas).</i></p>	Complies
<p><b>6.</b></p> <p>Provide architectural features in the façade that give human scale at ground floor level, such as entry porches, pergolas and so on.</p>	Complies
<p><b>7.</b></p> <p><i>A sense of address and visual interest from the street is to be provided through the use of insets and projections and, where relevant, the appearance of finer grain buildings, however ground floor recesses that undermine the safety of the public domain are to be avoided.</i></p>	<p><b>Complies</b></p> <p>Refer to the more detailed response to the Urban Design Guide objectives.</p>
<p><b>8.</b></p> <p><i>Fine grain retail and commercial frontages are to be provided to ensure an interesting street edge and support human scale streetscapes. Finer detail to identify individual tenancies and different building levels are to be used to add richness to the architectural design.</i></p>	<p><b>Complies</b></p> <p>Refer to the more detailed response to the Urban Design Guide objectives.</p>

#### 4.2.9 Building Articulation and Facades

Ground floor Street Zone Controls	Comment
<p><b>9.</b>  <i>Building entries are to be visually identifiable from the street frontage with clear sight lines and are to have direct address to the street. Separate entrances are required for commercial/ retail and residential uses. Lighting should be provided for safety at night.</i></p>	<p><b>Complies</b>  Refer to the more detailed response to the Urban Design Guide objectives.</p>
<p><b>10.</b>  <i>Where an active frontage is required, a majority of the building frontage is to be transparent (i.e. windows and glazed doors). Clear glazing is to be provided to windows and doors.</i></p>	<p><b>Complies</b></p>
<p><b>11.</b>  <i>Security grilles may only be fitted internally behind the shopfront of any non-residential uses at ground level. They are to be transparent and fully retractable.</i></p>	<p><b>Complies</b>  Noted, this will be resolved later as part of detail design resolution.</p>
<p><b>12.</b>  <i>A minimum 2.5m awning is to extend over the public domain where any active edge is prescribed by these Guidelines. This is to also extend beyond any outdoor dining areas zones as shown in Figure 161.</i></p>	<p><b>Complies</b></p>
<p><b>13.</b>  <i>Footpath awnings shall be designed to complement and integrate with the façade and the streetscape.</i></p>	<p><b>Complies</b></p>
<p><b>14.</b>  <i>Ventilation louvres and carpark entry doors are to be integrated into facade designs where located on street frontages.</i></p>	<p><b>Complies</b></p>
<p><b>15.</b>  <i>Services such as for fire protection, water and power distribution are not to intrude upon the pedestrian right of way, visually detract from the appearance of the development, and are to be screened from the street frontage with materials which are integrated with architectural expression of the development.</i></p>	<p><b>Complies</b></p>
<p><b>16.</b>  <i>Any visible carpark entries or walls should be comprised of more than one material and colour to enhance visual attractiveness and interest.</i></p>	<p><b>Complies</b></p>
<p><b>17.</b>  <i>Any ground level car park entries should be concealed or screened by planting from the street and public view, as much as possible.</i></p>	<p><b>Complies</b></p>

#### 4.2.9 Building Articulation and Facades

Podium Controls	Comment
<p><b>18.</b> <i>Horizontal articulation of the podium facade is to be provided above 2 storeys.</i></p>	Complies
<p><b>19.</b> <i>Horizontal articulation is to respond to the natural topography of the development lots with a maximum of two steps within each podium aligned with any breaks in the built form or tower elements above the podium.</i></p>	Complies
<p><b>20.</b> <i>A constant podium height is required across individual buildings. Podium height may vary between buildings in response to topography.</i></p>	<p><b>Complies</b> Refer to the more detailed response to the Urban Design Guide objectives.</p>
<p><b>21.</b> <i>A 1m wide notch is to be provided at regular interval for vertical podium façade articulation.</i></p>	<p><b>Complies</b> Refer to the more detailed response to the Urban Design Guide objectives.</p>
<p><b>22.</b> <i>Podium facades shall avoid blank, featureless walls by patterning high quality architectural elements such as window bays, canopies and fenestration.</i></p>	<p><b>Complies</b> Refer to the more detailed response to the Urban Design Guide objectives.</p>
Upper Level Controls	Comment
<p><b>23.</b> Building facades are to be vertically articulated to reduce the appearance of building bulk and to express the elements of the building's architecture.</p>	Complies
<p><b>24.</b> <i>Building facades are to be enhanced through the use of well-proportioned and balanced projections and recesses.</i></p>	Complies
<p><b>25.</b> <i>Any towers longer than 50m between the podium and the 7th storey must be articulated through a minimum 3m and maximum 5m recess, inset or projection and treated with different materials and finishes.</i></p>	<p><b>Complies</b> The towers are compliant with the approved Concept Plan building envelopes. Breaks have been incorporated into the building articulation to reduce the overall bulk and scale. This is emphasised further by the varying materiality of the four towers and indentation of the facades, allowing for the desired diversity in architectural language across the proposed mixed-use development.</p>
<p><b>26.</b> <i>Telecommunications, service structures, lift motor rooms and mechanical plants are to be integrated within the roof design and roof features to contribute to an attractive and interesting skyline for the precinct.</i></p>	Complies
<p><b>26.</b> <i>Tower facades are to be articulated to be:</i></p> <ul style="list-style-type: none"> <li>– <i>Articulated to manage passive solar gain</i></li> <li>– <i>Well-glazed with functional windows where possible to reduce reliance on artificial cooling</i></li> <li>– <i>Designed with high-quality sustainable materials and finishes that promote building longevity</i></li> <li>– <i>Varied in design and articulation to promote visual interest.</i></li> </ul>	<p><b>Complies</b> Refer to the more detailed response to the Urban Design Guide objectives.</p>



**Building A**

Independent facade  
components  
Horizontal Emphasis

**Building B**

Brick Staggering

**Building C**

Brick  
Vertical Emphasis

**Building D**

Horizontal Slab  
Expression

### 1. Facade Conceptual Diagrams

**Building A****Building B****Building C****Building D**

### 2. Realisation of the facade concept

**Building A****Building B****Building C****Building D**

### 3. Delivering a diverse range of architectural typologies that sit comfortably together within the site

#### 4.2.10 Active Use and Street Frontage

Objective	Comment
<p><b>a.</b> <i>To create an active node around Doran Drive Plaza.</i></p>	<p><b>Complies</b> Doran Drive Plaza Precinct is designed to be a welcoming and safe place for people to live in and visit. Legible and safe movement for all users is provided with a focus on pedestrian priority across the precinct. Loading and service areas are designed to be consolidated and discrete, minimising the potential for conflict between users.</p>
<p><b>b.</b> <i>To reinforce complementary uses and desired street character.</i></p>	<p><b>Complies</b> A carefully considered strategy for services and parking/loading areas achieves the desired street activation across the site. The impact of services and parking/loading zones have been minimised by pushing these elements into the centre of the site, and away from the street edge. This key move allows the perimeter of the site to be predominantly sleeved with retail and commercial tenancies, community rooms, and residential lobbies.</p>
<p><b>c.</b> <i>To promote an exceptional pedestrian experience with active frontages.</i></p>	<p><b>Complies</b> As a pedestrian priority environment, the proposal has carefully integrated ground level permeability. Safe movement, good connections and access are provided with well-defined routes and clear sightlines (day and night) so residents and visitors can see and be seen.</p>
<p><b>d.</b> <i>To ensure active uses are located in areas of high pedestrian activity and amenity.</i></p>	<p><b>Complies</b> Pedestrian permeability and connection between the metro station and Castle Hill Showground has largely informed the ground plane and retail layout of the proposed development. As well as a 6m wide pathway adjacent to the publicly accessible Doran Drive Plaza, connectivity is provided between the retail entry opposite the metro station and the retail entrance at level 01 at De Clambe Drive.</p>
<p><b>e.</b> <i>To ensure ground floor uses activate the public domain and streets and provide passive surveillance.</i></p>	<p><b>Complies</b> Visibility and surveillance of the public environment is maximised by providing public places that are overlooked from adjoining buildings, for 'eyes on the street' or 'natural surveillance'. Ground level retail, dining, community uses, and residential lobbies, and living areas within the neighbourhood streets provide for good activation and connectivity – both physically and visually – with the street network and public domain.</p>
<p><b>f.</b> <i>To encourage ground floor activities (uses such as local retail, business and/ or community) to spill out into the public domain to create a vibrant streetscape and promote a sense of community.</i></p>	<p><b>Complies</b> The proposed retail tenancies along Doran Drive Plaza have a direct level access to the publicly accessible Plaza, allowing for trade out zones and flexibility in use. This dining precinct will offer day and night activation.</p>
<p><b>g.</b> <i>To provide flexibility in allowing for permanent outdoor dining areas outside of the existing road reserve and footpath areas.</i></p>	<p><b>Complies</b> The proposed retail tenancies along Doran Drive Plaza have a direct level access to the publicly accessible Plaza, allowing for trade out zones and flexibility in use. This dining precinct will offer day and night activation.</p>

**4.2.10 Active Use and Street Frontage**

<b>Control</b>	<b>Comment</b>
<p><b>1.</b>  <i>Active frontages are to be located on Doran Drive, De Clambe Drive, Mandala Parade and Andalusian Way for the extent identified in the Active Frontages diagram in Figure 157.</i></p>	<p><b>Complies, with qualifications</b>            Active Frontages have been maximised where possible along all streetscapes. Doran Drive Plaza, Mandala Parade and DeClambe Drive are sleeved with continuous retail tenancies, community rooms, and entry lobbies. Aligning with the Urban Design Guidelines, service and waste vehicles zones have been located along Andalusian Way. Notwithstanding this, increased activation has been provided where possible with the inclusion of a residential lobby and retail tenancies at the street corners of this eastern street frontage.</p>
<p><b>2.</b>  <i>Active frontages may include one or a combination of the following:</i>            -Shop front            -Business or retail premises            -Café or restaurant with a street entrance            -Community and civic uses with a street entrance                -Recreation facilities with a street entrance.</p>	<p><b>Complies</b></p>
<p><b>3.</b>  <i>An active street frontage is not required for any part of a building that is used for any of the following:</i>            - Entrances and lobbies (including as part of mixed-use development)            - Access for fire services            - Vehicular access.</p>	<p><b>Complies</b></p>
<p><b>4.</b>  <i>Large retail tenancies (above 500m<sup>2</sup> GFA) are to be screened by smaller tenancies for greater street activation and retail variety, where needed.</i></p>	<p><b>Complies</b>            The large supermarket tenancy has been located centrally and generally below the adjacent street levels. It has only a small direct interface with the street edge, maintaining a consistent edge of smaller fine grain retail units around the perimeter of the podium.</p>
<p><b>5.</b>  <i>For larger developments, building entrances should be provided on each street frontage.</i></p>	<p><b>Complies</b></p>
<p><b>6.</b>  <i>Retail and commercial uses at ground level are to be designed so that the ground floor for the primary entry area of the premises is at the same level as the finished footpath level of the adjacent street and/or open space.</i></p>	<p><b>Complies</b></p>
<p><b>7.</b>  <i>Outdoor dining along the interface with De Clambe Drive, Mandala Parade and Andalusian Way is to be located in accordance with Figure 157 to ensure there are no conflicts with building entries, carpark and loading dock access.</i></p>	<p><b>Complies</b></p>
<p><b>8.</b>  <i>Where a 3m outdoor dining zone is desired, it is to be provided in addition to the existing public domain.</i></p>	<p><b>Complies</b></p>
<p><b>9.</b>  <i>Outdoor dining areas may be provided within Doran Drive Plaza in accordance with the controls contained in Section 4.2.10.</i></p>	<p><b>Complies</b></p>

#### 4.2.10 Active Use and Street Frontage

##### Control

##### Comment

10.

Complies

*Outdoor dining areas are to be adjacent to active edges that front streets with high pedestrian activity.*

11.

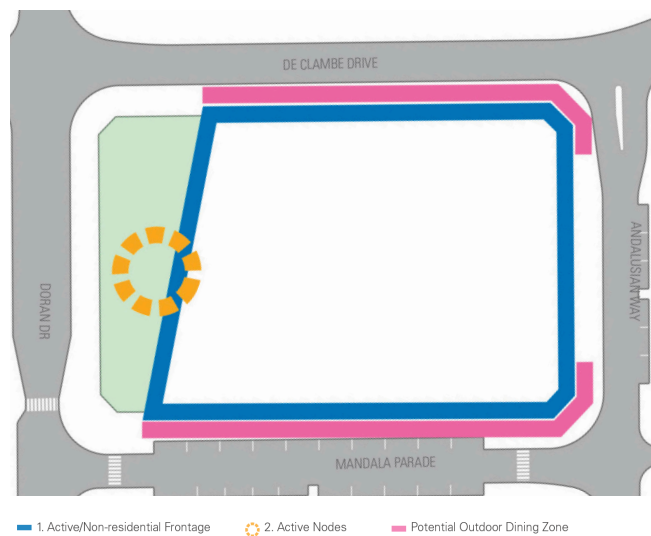
Complies

*Where more than one outdoor dining tenancy is desired along a single interface, the tenancies are to be continuous.*

12.

Complies

*Outdoor dining areas located on a street corner are to wrap around the corner to address both streets.*



Excerpt from Urban Design Guidelines  
Pg120, Fig 157.



Proposed Ground Plane Activation

#### 4.2.11 Street Interface

##### De Clambe Drive Interface

Objective	Comment
<p><b>a.</b></p> <p><i>To enhance the existing functions of De Clambe Drive where it interfaces with the Doran Drive Precinct development lot.</i></p>	<p><b>Complies</b></p> <p>The public domain along De Clambe Drive is enhanced by the extent of retail tenancies and active uses that line this street edge. This is further supported by the connectivity provided within the retail mall through to Doran Drive Plaza.</p>
<p><b>b.</b></p> <p><i>To maintain the existing functions of De Clambe Drive as a local road.</i></p>	<p><b>Complies</b></p> <p>Loading and service areas have been located away from De Clambe Drive, encouraging local vehicle movement only through to the residential or retail parking entry.</p>
<p><b>c.</b></p> <p><i>To maintain the width of the existing landscape verge and footpath.</i></p>	<p><b>Complies</b></p> <p>With the proposal of the proposed mixed-use development the landscape verge and footpath has been maintained along De Clambe Drive.</p>

##### Doran Drive Plaza Interface

<p><b>a.</b></p> <p><i>To enhance the existing functions of Doran Drive and Doran Drive Plaza.</i></p>	<p><b>Complies</b></p> <p>With 100% street activation along the publicly accessible Doran Drive Plaza interface, the existing public domain is enhanced through the inclusion of residential mall entrances and on grade potential retail trade-out zones.</p>
<p><b>b.</b></p> <p><i>To maintain the existing functions of Doran Drive as a local road and transport interchange.</i></p>	<p><b>Complies</b></p> <p>Loading and service areas have been located away from Doran Drive, retaining existing functions as a local road and transport interchange.</p>
<p><b>c.</b></p> <p><i>To maintain the width of the existing landscape verge and footpath.</i></p>	<p><b>Complies</b></p> <p>With the proposal of the proposed mixed-use development the landscape verge and footpath has been maintained along Doran Drive.</p>

##### Mandala Parade Interface

Objective	Comment
<p><b>a.</b></p> <p><i>To enhance the existing functions of Mandala Parade where it interfaces with the Doran Drive Precinct development lot.</i></p>	<p><b>Complies</b></p> <p>The public domain along Mandala Parade is enhanced by the retail tenancies and active uses that line this street edge. This is further supported through the north-south connection provided within the retail mall.</p>
<p><b>b.</b></p> <p><i>To reinforce the public open space of the station plaza through the location and visual connection to private open space within or on top of the podium on Doran Drive Precinct.</i></p>	<p><b>Complies</b></p> <p>Direct sight lines are created between the proposed communal open space within the podium and public open space adjacent to the station.</p>



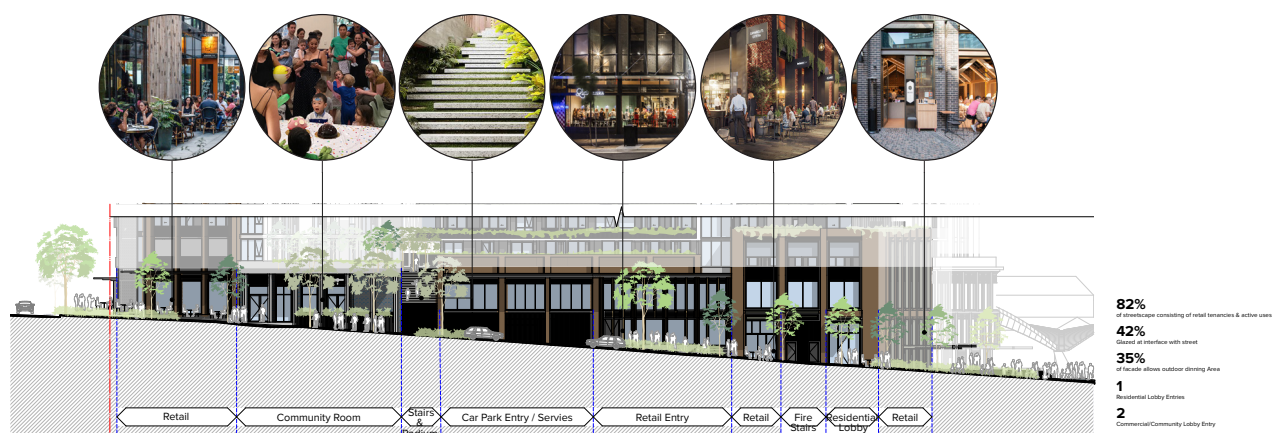
### Street Activation - Mandala Parade



### Street Activation - Doran Drive Plaza



### Street Activation - De Clambe Drive



**4.2.11 Street Interface****Andalusian Way Interface**

Objective	Comment
<p><b>a.</b>  <i>To enhance the existing functions of Andalusian Way where it interfaces with the Doran Drive Precinct development lot.</i></p>	<p><b>Complies</b>            Increased activation has been provided where possible with the inclusion of a residential lobby, plus retail tenancies at the street corners. Aligning with the Urban Design Guidelines, service and waste vehicles zones are located along this street frontage.</p>
<p><b>b.</b>  <i>To maintain the existing functions of Andalusian Way as a local road.</i></p>	<p><b>Complies</b>            As Andalusian Way is a secondary street that is for local traffic only, service and waste vehicles zones are located along this street frontage in alignment with the Urban Design Guidelines.</p>
<p><b>c.</b>  <i>To maintain the width of the existing landscape verge and footpath.</i></p>	<p><b>Complies</b>            With the proposal of the proposed mixed-use development the landscape verge and footpath has been maintained along Andalusian Way.</p>

**4.2.11 Street Interface****De Clambe Drive Interface**

Control	Comment
<p><b>1.</b>            Development is to comply with the following interface controls:            a. 0m primary setback for the first 4 storeys where there are no outdoor dining uses            b. Minimum 3m inset via a colonnade for 2 storeys, or a 3m primary setback for the extent of the podium, where developments include outdoor dining uses            c. 3m secondary setback above the podium, including where a colonnade or additional primary setback for outdoor dining has been provided.</p>	<p><b>Complies</b></p>
<p><b>2.</b>  <i>A 2.5m awning is to be provided over the public domain.</i></p>	<p><b>Complies</b>            An awning with a minimum depth of 2.5m is provided over the public domain.</p>

**Doran Drive Plaza Interface**

Control	Comment
<p><b>1.</b>            Development is to comply with the following interface controls:            a. 3-4 storey podium for the extent of the interface with Doran Drive Plaza to a height of 19m            b. 0m primary setback for the height of the podium storeys where there are no outdoor dining uses.</p>	<p><b>Complies</b></p>
<p><b>2.</b>  <i>A 2.5m awning is to be provided over the public domain.</i></p>	<p><b>Complies</b>            An awning with a minimum depth of 2.5m is provided over the public domain.</p>

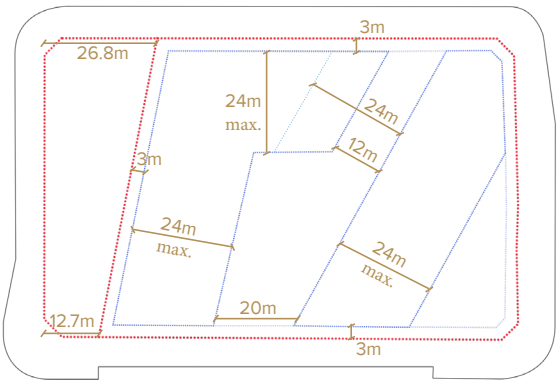
4.2.11 Street Interface

Mandala Parade Interface

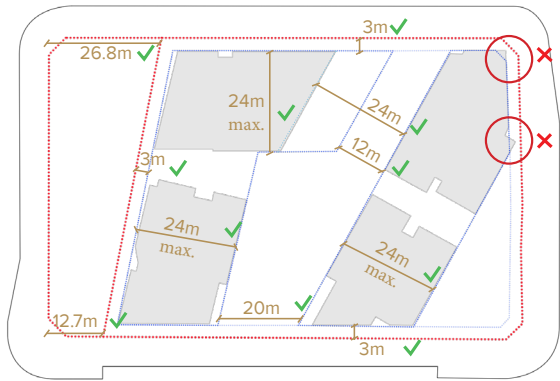
Control	Comment
1. Development is to comply with the following interface controls: a. 0m primary setback b. 3m secondary setback above a minimum 2 storey podium.	Complies

Andalusian Way Interface

Control	Comment
1. <i>Development is to comply with the following interface controls:</i> <i>a. A maximum 4 storey podium for the extent of the interface with Andalusian Way</i> <i>b. 0m primary setback for the extent of the podium where there are no outdoor dining uses</i> <i>c. Minimum 3m inset via a colonnade for 2 storeys, or a 3m primary setback for the extent of the podium, where developments include outdoor dining uses</i> <i>d. 3m secondary setback above the podium, including where a colonnade or additional primary setback for outdoor dining has been provided</i> <i>e. Where outdoor dining areas are provide, they are to be located on the corners of Mandala Parade and De Clambe Drive.</i>	<b>Complies, except for two minor non-compliances at Building C</b> Setbacks are adhered to within the proposal. apart from two minor breaches of the setback on the eastern facade of building C. This assists in achieving a refined building form for the tower, balancing façade proportions and reducing the perceived length of the façade. There are no overshadowing or other implications from these minor non-compliances. This built form and associated non-compliances have been presented at both of the SDRP meetings and has gained their support.
2. <i>A 2.5m awning is to be provided over the public domain.</i>	<b>Complies</b> An awning with a minimum depth of 2.5m is provided over the public domain.



Concept Plan



Proposed Built Form

#### 4.2.12 Carparking and Access

##### Objective

a.

*To ensure access does not compromise the activity and pedestrian movements within the heart of the Precinct and the transport interchange on Doran Drive.*

##### Comment

###### Complies

A carefully considered strategy for services and parking/loading areas achieves the desired street activation across the site. The impact of services and parking/loading zones have been minimised by pushing these elements into the centre of the site, and away from the street edge. This key move allows the perimeter of the site to be predominantly sleeved with retail and commercial tenancies, community rooms, and residential lobbies.

b.

*To ensure entries and structures do not impinge upon pedestrian amenity and streetscape quality.*

###### Complies

Access to carparking and loading zones have been located away from primary retail and residential entry points, minimising impact on pedestrian amenity and overall streetscape quality.

c.

*To encourage car share spaces within residential flat buildings for the exclusive use of car share scheme vehicles.*

###### Complies

Carshare vehicle zones have been provided within B3 of the proposed mixed- use development.

d.

*To future proof the development via the provision of electric vehicle charging stations.*

###### Complies

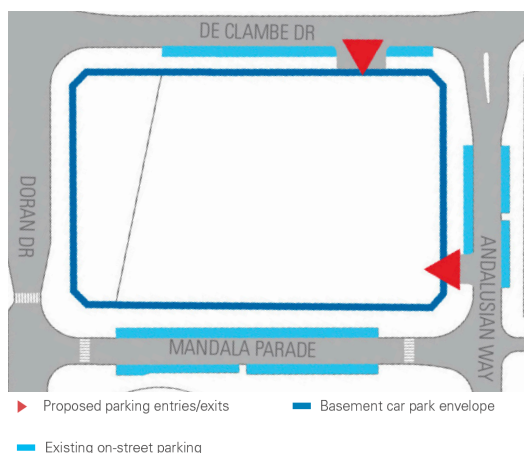
Electric Vehicle charging stations have been provided across the retail and residential basement levels at a ratio of 10%.

e.

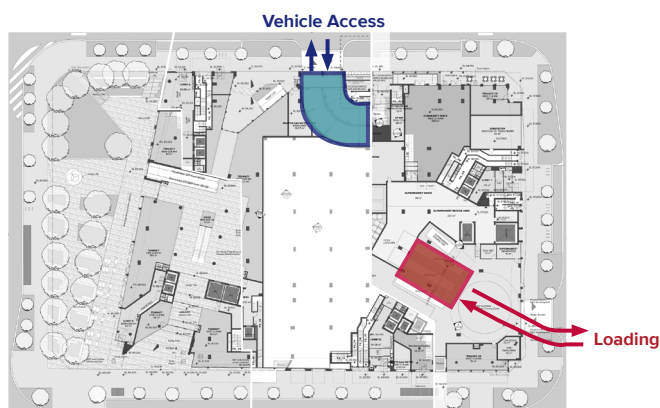
*To ensure residential parking rates allow for flexibility to meet the future demographic needs and ongoing modal shift towards more sustainable transport outcomes.*

###### Complies

The proposal includes electric vehicle charging zones for all building users. End of trip facilities for the non-residential uses are provided to encourage alternative means to travelling to the site.



Excerpt from Urban Design Guidelines  
Pg128, Fig 174.



Proposed car park and loading entrances

**4.2.12 Carparking and Access**

<b>Control</b>	<b>Comment</b>
<b>1.</b> <i>Residential carparking spaces are to be provided at the rates specified in Table 7. For any use not specified, the carparking rates in The Hills Development Control Plan 2012 (Part C Section 1 – Parking) shall apply.</i>	Complies
<b>2.</b> <i>Parking is to be provided and suitably located to enable shared parking between residential visitor parking and non-residential parking.</i>	Complies
<b>3.</b> <i>Secure, conveniently located bicycle parking facilities are to be provided at the rates specified in Table 8.</i>	Complies
<b>4.</b> <i>Driveways and vehicular access to car parks shall not be located on Doran Drive.</i>	Complies
<b>5.</b> <i>Vehicular access to car parks is to be limited to the eastern end of De Clambe Drive and along Andalusian Way. Access via Doran Drive and Mandala Parade is prohibited. Entry and exits are to be located in accordance with Figure 164</i>	Complies
<b>6.</b> <i>Driveways are to be appropriately set back from corners and intersections.</i>	Complies
<b>7.</b> <i>Driveways are to have a minimum width of 6 metres at the property boundary for a distance of 6 metres (measured along the centreline of the driveway) within the development to ensure easy entry/exit of vehicles.</i>	Complies
<b>8.</b> Adequate vehicular entry, exit and circulation areas are to be provided. The design must: <ul style="list-style-type: none"> <li>a. Provide safe environment for both pedestrians and vehicles using the site and surrounding road networks</li> <li>b. Ensure vehicular ingress and egress to the site is in a forward direction at all times</li> <li>c. Be designed to minimise the visual impact of hard paved areas.</li> </ul>	Complies
<b>9.</b> <i>Parking is to be underground and avoided within street setbacks. Where above ground parking cannot be avoided due to site conditions, it must be well integrated into the overall façade design and create a good relationship with the public domain.</i>	Complies
<b>10.</b> <i>Garages and parking structures are not to project forward of the building line into the public domain and are to be screened from the public domain by active uses.</i>	Complies

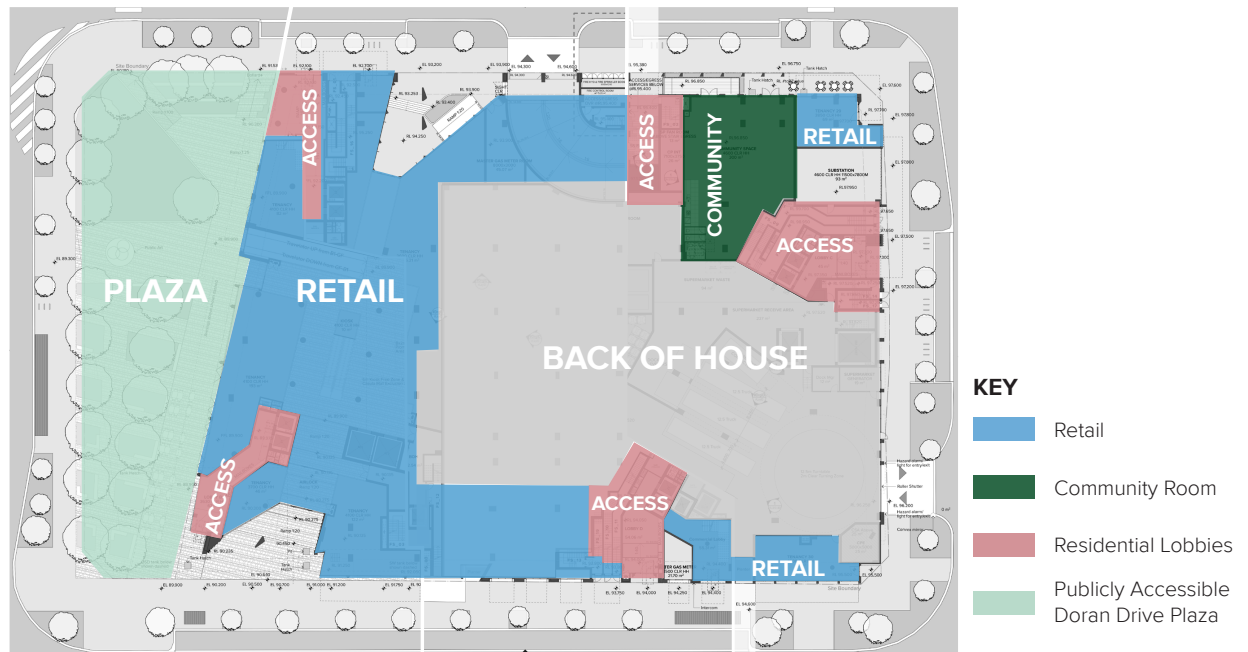


**4.2.13 Service Vehicle and Waste Collection**

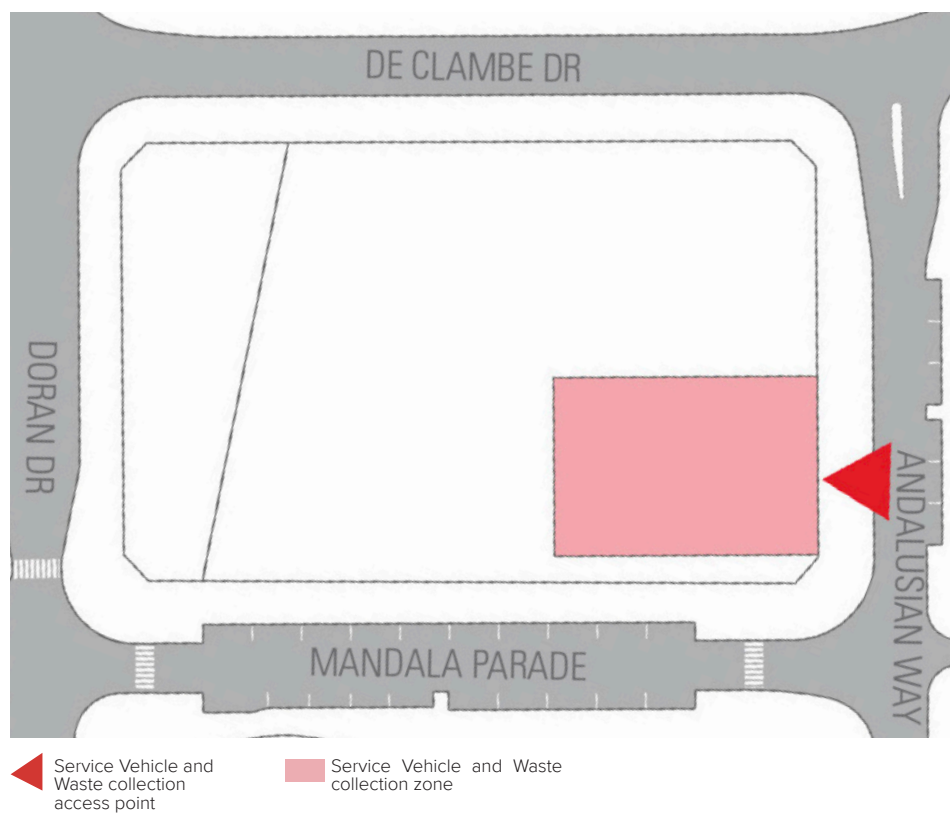
<b>Objective</b>	<b>Comment</b>
<b>Objective a.</b> <i>To provide a common zone for service vehicles and waste collection.</i>	<b>Complies</b> Separate from the carparking access at DeClambe Drive, a common zone for service vehicles and waste collection has been provided on Andalusian Way.
<b>Objective b.</b> <i>To provide a safe environment for pedestrians and vehicles using the road network.</i>	<b>Complies</b> Access to service vehicle loading zones have been located away from primary retail and residential entry points, minimising impact on pedestrian amenity and overall streetscape quality. This strategy also avoids any overlap between car and truck movements.

**4.2.13 Service Vehicle and Waste Collection**

<b>Control</b>	<b>Comment</b>
<b>1.</b> <i>On-site waste collection should be either at grade or via a basement and waste collection vehicles must be able to enter and exit the site in a forward direction.</i>	<b>Complies</b>
<b>2.</b> <i>Waste collection must occur from Andalusian Way as demonstrated in Figure 166.</i>	<b>Complies</b>
<b>3.</b> <i>Loading areas and vehicular access points for development are to be screened from public roads and public access points.</i>	<b>Complies</b>
<b>4.</b> <i>Loading areas and vehicular access point for development must avoid conflicts with pedestrian activity areas including waiting zones for bus, taxi and kiss and ride activities.</i>	<b>Complies</b>
<b>5.</b> <i>Service and waste collection vehicle zones must be sufficient dimensions to accommodate a standard 12.5m long HRV and allow for all access and manoeuvring to occur within the zone.</i>	<b>Complies</b>
<b>6.</b> <i>Waste management shall comply with the waste management controls contained within Part B Section 5 - Residential Flat Buildings and Part B Section 6 - Business of The Hills DCP 2012.</i>	<b>Complies</b> Refer to waste consultant waste management report.



**Diagrammatic Representation of Ground Level Uses / Program**



**Excerpt from Urban Design Guidelines**  
**Pg130, Fig 176.**



# DORAN DRIVE PRECINCT

## MIXED USE DEVELOPMENT

2 MANDALA PARADE, CASTLE HILL NSW 2154



TURNER