



# DORAN DRIVE PRECINCT

## MIXED USE DEVELOPMENT

2 MANDALA PARADE, CASTLE HILL NSW 2154

DESIGN EXCELLENCE REPORT  
DEVELOPMENT APPLICATION SUBMISSION

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



TURNER

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# 1. CONTEXT

The Doran Drive Precinct is located adjacent to the Hills Showground Station at Castle Hill within the Hills Local Government Area (LGA). The site is 25km north-west of the Sydney CBD and in proximity to the following centres in the region that will be accessible along the North West Metro: Castle Hill, Norwest Business Park and Rouse Hill Town Centre.



Site Context

## 2. PROJECT OVERVIEW



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

This Design Excellence 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 Integrity Report and Architectural drawing package. This document has been produced addressing points 4 and 5 within the SEARS report.

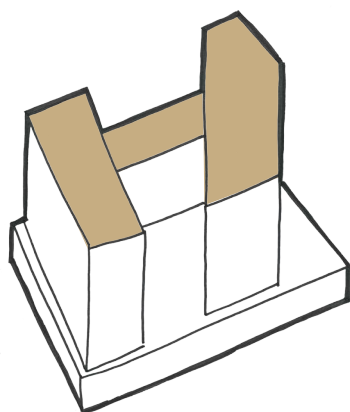
The proposal consists of four residential towers above a highly articulated podium containing retail units, a supermarket, entry lobbies, loading facilities and community spaces. As a mixed-use development it provides 431 residential dwellings and 10935sqm of non-residential uses. The proposal also delivers 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.

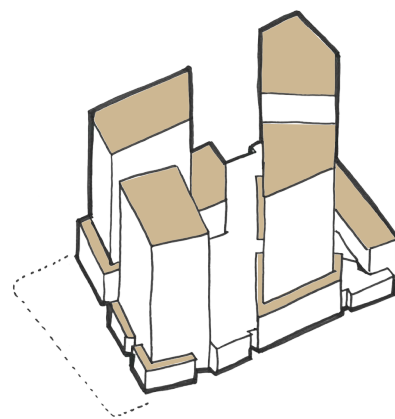
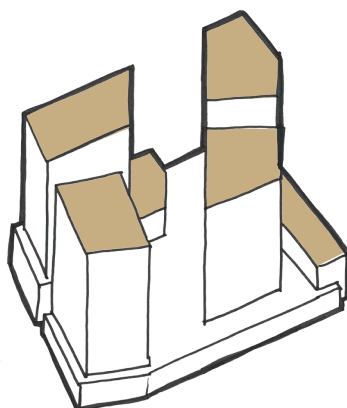
The project has been the subject to a design integrity process throughout the design development period which requires a review by the Government Architect NSW (State Design Review Panel) to ensure design excellence principles and objectives are realised.

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.

### 3. DESIGN METHODOLOGY



*Progression of Building Massing*



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

#### **1. Understand the Concept Approval**

Detailed review and analysis of the Concept Approval and associated Urban Design Guidelines.

#### **2. Incorporate new information**

Incorporate client, market and technical input within the framework of the Concept approval.

#### **3. Explore opportunities**

Refine the detailed design, in line with the concept approval, with amenity and sustainability as key drivers within the design process.

#### **4. Evaluate potential refinements**

Establish a process of evaluation of the proposal against the objectives and controls identified within the Concept Approval. (Refer to the Design Integrity Report for details)

#### **5. Design Review Dialogue**

Respond to and incorporate State Design Review Panel feedback.

#### **6. Continued Design Development**

Continued refinement and design resolution of the proposed scheme.

This process allowed for a series of refinements and improvements across the design development of the proposed scheme, while maintaining and strengthening the established framework and principles. The result is a scheme which achieves the design objectives of the concept approval, in accordance with the Urban Design Guidelines and the Landcom Design Excellence strategy.



## 4. STATE DESIGN REVIEW PROCESS

As part of the preparation of the detailed development application, the project has been the subject to formal design reviews with the State Design Review Panel for the Doran Drive sub-precinct within the Hills Showground Precinct. This panel has been established by the Government Architect NSW and was required as part of the Development Condition of Consent.

The Doran Drive Plaza Precinct Design Review Panel comprised the following members:

Ken Maher

Anna Chauvel

Richard Nugent

Tony Caro

Darlene van der Breggan (Chair)

Two 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
- Place making
- Public domain interface
- Landscape and open space
- Site permeability
- Ground plane activation
- Retail strategy/pedestrian movement
- Diversity in architecture
- Sustainability
- Servicing and car parking strategies
- Staging
- Diversity of housing typologies including affordable housing

# 5. STATE DESIGN REVIEW PANEL MEETINGS

The two SDRP 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:

## State Design Review Panel Meeting 1

22.04.2021

- Project Vision
- Site analysis
- Place making
- Public domain and retail strategies
- Ground plane activation
- Envelope resolution
- Staging

## State Design Review Panel Meeting 2

26.05.2021

- Site context
- Street activation
- Precinct permeability
- Place making
- Awnings
- Building separation
- Built form
- Facade typologies and diversity in architecture

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

The outcomes of these studies, development of the proposal and response to these items will be presented to the panel post lodgement.

## 6. ADVICE FROM SDRP #1 AND DESIGN REFINEMENTS



*Proposed concept design - View from South West at Doran Drive Plaza, as presented at SDRP2 26.05.21*

A number of key refinements, improvements and areas of design development were presented to the panel during the first State Design Review meeting, each serving to reinforce the principles and objectives of the Urban Design Guidelines.

These items were developed, reviewed and assessed against the Design Guidelines, incorporating and responding to feedback from the SDRP and include:

1. Permeability of the ground plane
2. Quality of the public domain
3. Street activation
4. Architecture
5. Built form

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

- Design Integrity Report
- DA Design Report
- Development Application drawings
- Landscape Report
- Civil Report



1. Permeability of the Ground Plane

SDRP 1 - Comments

“The proposal does not present a permeable ground plane, with active edges to support its function as the ‘active heart’ of the precinct. Further review of the public domain design, that prioritises connectively and pedestrian amenity, is required. These spaces should be shown in both plan and section.”

“The pedestrian entry on the SW corner, directly opposite the metro station, does not promote movement through the site. Currently the level change and minimal scale of the entry does not present this as a welcoming public space. Consider opportunities to open this internal street to the sky, introduce natural light, be generously proportioned and be reconfigured into a more direct route.”

Response

The meaningful activation of the primary streetscapes combined with the permeability of the retail mall entries are key drivers in shaping the proposed new mixed-use precinct.

Central planning of back of house / loading zones

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.

Retail entries and street activation

Increased activation of the retail mall is encouraged through the placement of entries at key nodes within the site. The retail entry at the south-west of the site is angled towards the metro station entry to align with direct sightlines on approach, and to provide unambiguous wayfinding into the heart of the precinct. Along Mandala Parade, the street provides continuous retail tenancies and residential lobbies with the floor levels stepping to match with the steep topography of the street. This mitigates the impact of the supermarket (which occupies a short length of the street façade), allowing for a more fine-grain retail offering with multiple entry points.

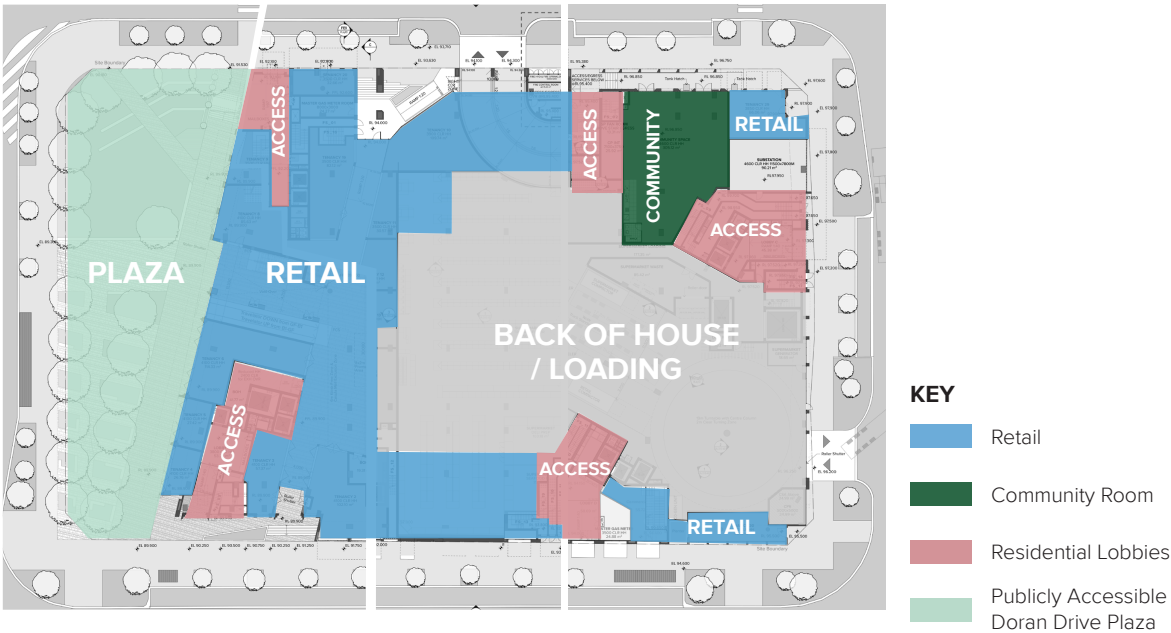
Publicly accessible Doran Drive Plaza

The publicly accessible Doran Drive Plaza is envisaged as the primary public domain offering within the precinct. The ‘front door’ of the new

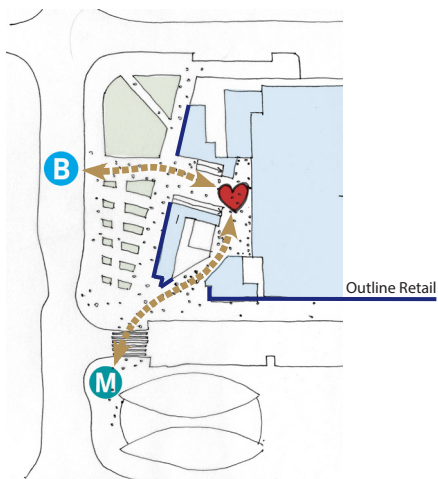
retail centre therefore addresses the centre of Doran Drive Plaza with a generous 3 storey atrium that provides a visual link from all retail levels back to this publicly accessible plaza. This new atrium space is fully glazed to the Doran Drive Plaza facade, and contains the main vertical circulation. The retail tenancies have a direct 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.

Utilisation of site topography

While the topography of the site is a challenge, it also offers some key benefits such as being able to enter directly from surrounding streets into multiple levels within the retail centre. The retail entry from De Clambe Drive is located at Level 01. The configuration of the main retail circulation is north-south and provides direct sightlines to the station to the south and the showgrounds to the north, assisting with wayfinding and visual connectivity. These considerations collectively achieve the design intent of the Urban Design Guidelines.

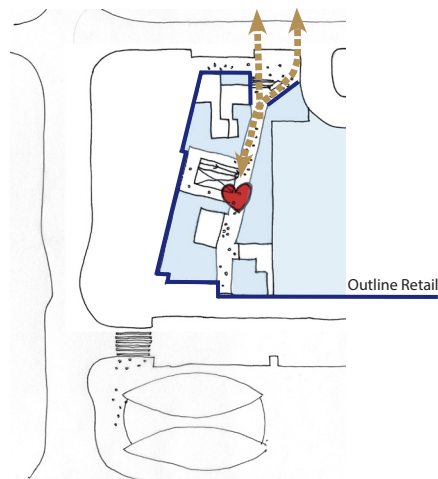


Diagrammatic Representation of Ground Level Uses / Program



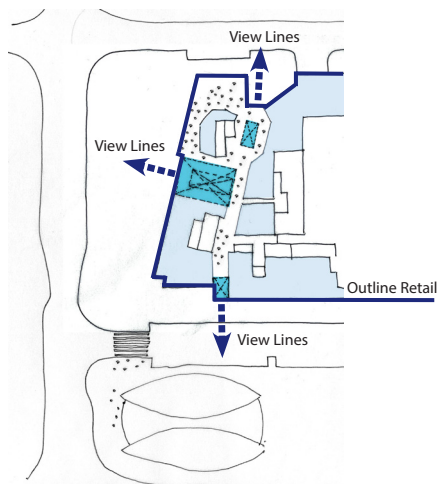
**1. Sight lines to/ from external**

*Ground level*



**2. Sight lines to/ from external**

*Upper Ground level*



**3. Voids / Outlook at Key Retail Nodes**



**4. Permeability and Operable Facades**

*Ground level*



**4. Permeability and Operable Facades**

*Upper Ground level*



**4. Permeability and Operable Facades**

*Level 01*

## 2. Quality of the Public Domain

### SDRP 1 - Comments

*"The public domain plan should be updated to show adjacent context - including the correct location of pedestrian crossings as well as areas adjacent to the sub precinct boundaries e.g., the opposite sides of the street and the entry point into the showgrounds."*

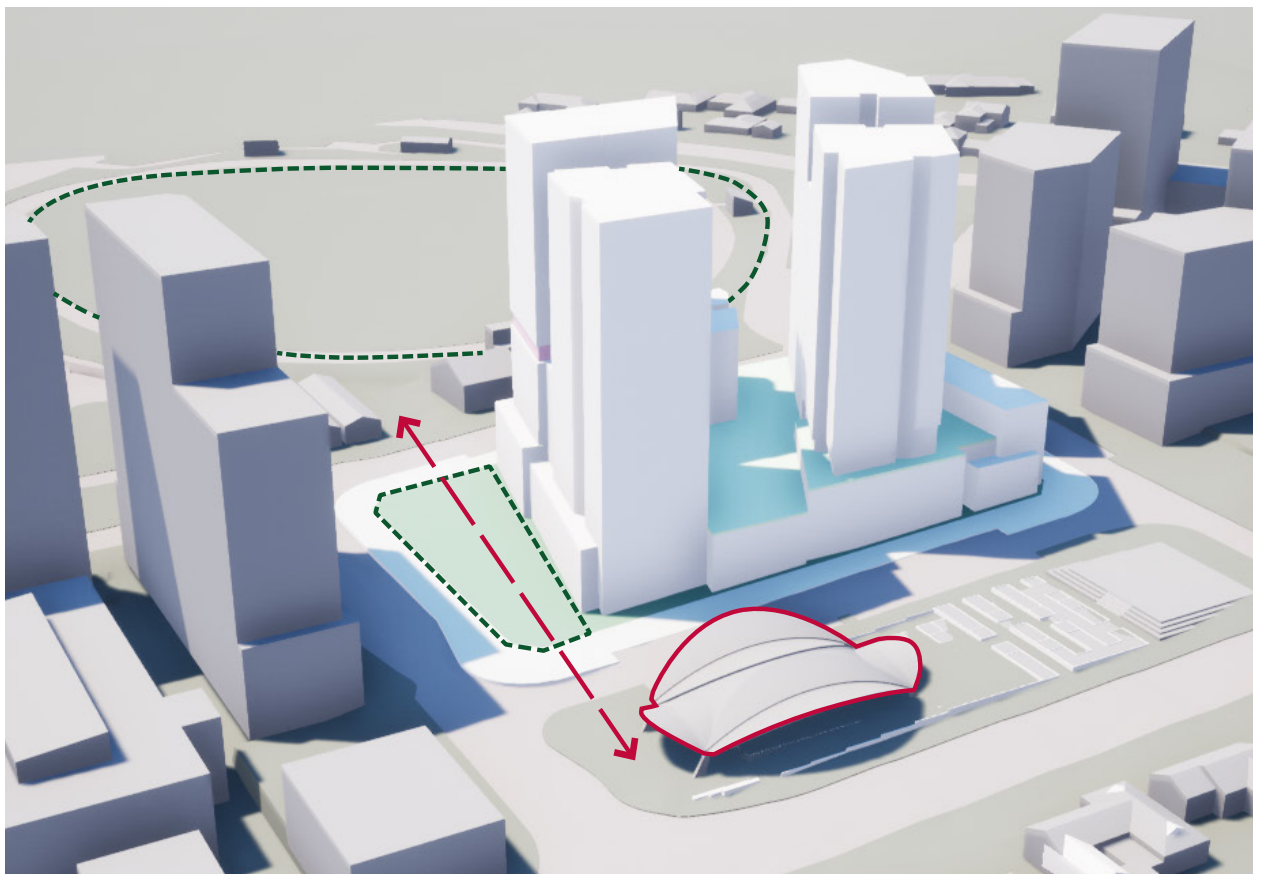
*"The single level of Doran Drive Plaza and the amphitheatre to the north obstructs pedestrian flows from the Metro to the Showground and requires further consideration to resolve visibility, universal access and permeability for this significant open space."*

### Response

The topography of the site means that both the north and south of the site need to step continuously to manage the falls along De Clambe Drive and Mandala Parade. In contrast, the publicly accessible Doran Drive Plaza allows the opportunity to have a predominantly flat interface between the retail tenancies and adjoining public domain. This enhances the public domain with the opportunity for fully operable facades between the retail tenancies and Doran Drive Plaza, providing continuous and seamless trade out zones. This

interface will allow for a quality dining precinct that can meaningfully activate the new public space and reinforce the desired placemaking principles which are accessible to all.

Where Doran Drive Plaza does step up to marry with the steep topography of De Clambe Drive, Urbis have created a well-considered amphitheatre that is integrated into the adjacent landscaping. This balance between amenity and topography achieves the design intent of the Concept Plan design guidelines.



Doran Drive Plaza as the key north-south movement corridor



### 3. Street Activation

#### SDRP 1- Comments

*"The tower forms on the NE and SW corner present sheer unobstructed frontages to prevailing winds and are likely to generate considerable turbulence at street level. Provide wind studies to demonstrate suitable pedestrian amenity at street level, and strategies for ameliorating unacceptable impact."*

*"There is minimal activation along Mandala Parade as a large portion is a single supermarket frontage, which is not even accessed from the street. This further reduces the activation to Station Plaza. Consider stepping the ground floor slab levels to better follow the natural slope of the street and provide for multiple entry points along the street."*

*"The proposal only allows for awnings at the entry points on Mandala Drive. Provide a continuous awning to Mandala Drive to improve amenity along this frontage."*

#### Response

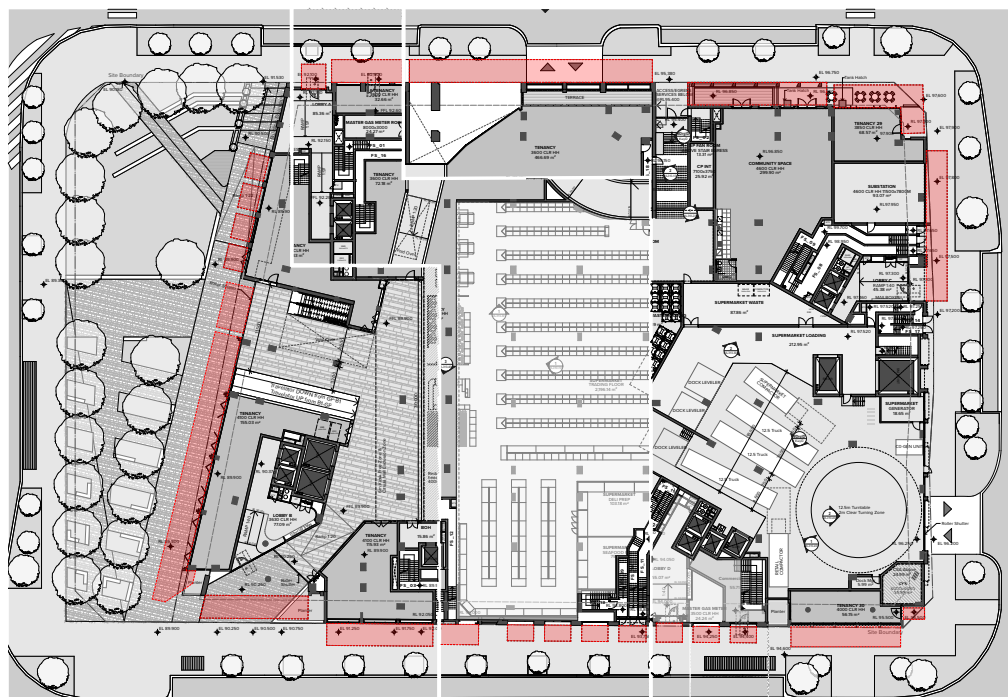
Maximising the retail street interface and engaging the retail mall entries with key nodes within the surrounding context inform the stepped ground plane articulation of the proposed mixed-use development.

The retail entry at the south-west of the site aligns with direct sightlines from the pedestrian crossing adjoining the adjacent metro station, providing a direct connection. This activation continues into the publicly accessible Doran Drive Plaza in which a vibrant interface is proposed with a continuous interface of adjoining retail tenancies and active uses along this facade.

Along Mandala Parade, a fine-grain retail offering with multiple entry points is achieved through the proposed stepping of the residential lobbies and retail tenancies aligning with the

topography of the site. This mitigates the impact of the supermarket (which occupies just a short length of the street façade), creating a continuous activation along this streetscape. De Clambe Drive similarly deals with the steep topography of the site through a stepped integrated interface of retail and other active uses, as well as providing a tertiary entrance to the retail precinct on level 01.

The scheme is cognisant of the need to mitigate wind, and the collaboration of the design team and wind consultant ensures suitable comfort levels are achieved at street level and other key areas. There are continuous awnings around the perimeter of the development to provide sufficient protection. This is further assisted by the generous 50% tree canopy coverage provided within the landscaping, and by placement of entries, outdoor dining, and other active uses in appropriate locations.



#### KEY

Awnings

Awnings

### Street Activation - Mandala Parade



81% of streetscape consisting of retail tenancies & active uses

57% Glazed at interface with street

37% of facade allows outdoor Dining Area

2 Residential Lobby Entries

1 Commercial/Community Lobby Entry

### Street Activation - Doran Drive Plaza

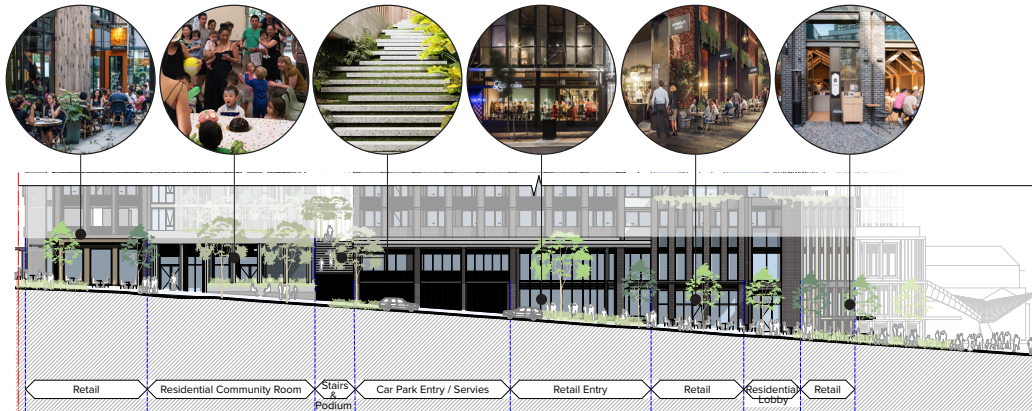


100% of streetscape consisting of retail tenancies & active uses

66% Glazed at interface with street

85% of facade allows outdoor Dining Area

### Street Activation - De Clambe Drive



82% of streetscape consisting of retail tenancies & active uses

42% glazed at interface with street

35% of facade allows outdoor Dining Area

1 Residential Lobby Entry

1 Retail Mall Entry

## 4. Built Form

### SDRP 1 - Comments

*"The current envelopes are very massive and over scaled for this setting, with no articulation to improve street presence. Consider a 'shop house' model that could create a greater articulation of built form and diversity of uses along the Mandala Parade frontage."*

*"Proposed design strategies are compromised by ambitious floor space targets and further consideration should be given to suitable models for 'suburban density'."*

*"As the proposed tower separations are only visible from certain angles, the built form presents as a single 18 storey mass. Consider stepped form or other articulation of the building envelope to vary build heights and ensure a less bulky form that is more in keeping with the Shire's suburban character."*

### Response

#### **Strategic importance**

The approved Concept Plan for the 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 re-imagined as a more dynamic urban quarter with high amenity and generous parks, plazas and green links.

#### **Maximising amenity**

The approved Concept Plan allows for 68 metre building heights along the eastern and western edges of the site. The built form is orientated to maximise solar access to the towers, and to the communal open space on the podium. The location of the built form also allows for quality solar access to the publicly accessible Doran Drive Plaza. The alignment of the buildings provides for a wide view corridor through the centre of the site when viewed from the train station or from the Showgrounds.

#### **Built form**

The proposed built form is compliant with the approved Concept Plan building envelopes and has embraced the desired design principles for the precinct. The overall building massing is broken down further across the site into a series of components. The four towers over anchor the site corners, complimented by the appropriate scale and built form at the ground Plane to allow for meaningful activation of the streetscapes.

#### **Podium**

The podium 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. 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.

#### **Mixed use street façades**

The design allows for continuous retail tenancies and residential lobbies to the north, south and western elevations, with appropriate uses aligning with the orientation of each of these frontages. Mandala parade has achieved desired activation and built form with a variety of non-residential uses to ensure adequate amenity is provided in each of the proposed spaces.

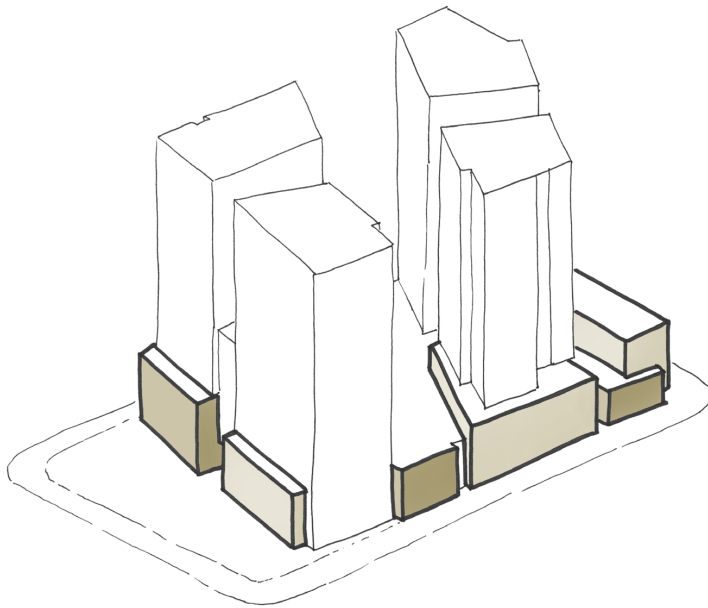
#### **Vertical composition**

The built form over has been further articulated with three distinctive vertical elements to the east and west façades. These elements are distinguished by either varied brick colours, façade detail or extent of solid versus void. Gaps and/or recesses are introduced mid-way in the eastern and western elevations to allow for the landscaping of terraces within the façade openings, in addition to further emphasising the vertical composition of the towers.

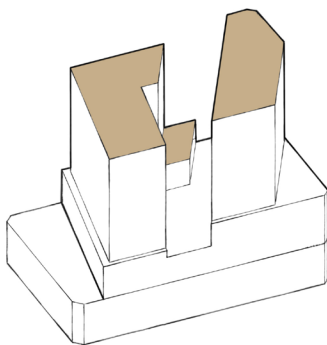
#### **Landscaping**

In collaboration with Urbis, the landscaping across street level has been integrated where possible around the perimeter of the site. The street trees, and the considered soft landscaping in appropriate locations, allows for an integrated and quality landscape outcome for the development. This development is a vibrant mixed-use precinct, and the finishes within the public domain respond to the need for a high performance and robust palette of finishes and materials.

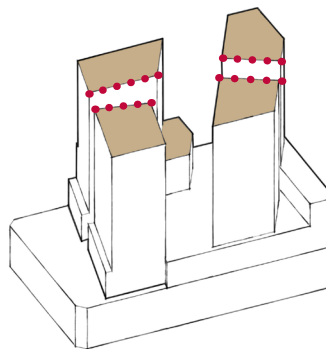




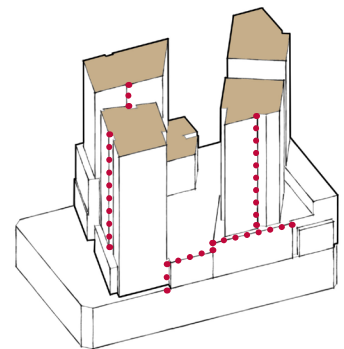
**Facade Articulation - Stepped Fine Grain Scale to Podium**



**Concept Plan Envelope**  
2 Bar Forms



**Design Development**  
4 Legible Towers



**Proposed Built Form**  
Modulation and Articulation

## 5. Architecture

### SDRP 1 - Comments

*"The varied materials palette is supported however the façade articulation and detailing should also be varied to suit the character of the materials being used eg. explore alternatives to the grid configuration for the brick frontages."*

*"The tower facades are uniformly gridded – vertical and horizontal scale variations should be explored to relieve the dense grid of the towers and provide a greater variety of elevation treatment."*

*"The corners where the tower forms meet the ground provide no articulation or relief from the massive scale of the towers above and are very unwelcoming as residential entries. Further modelling is required."*

### Response

The design response is in keeping with the character of the area, integrating landscaping, trees, and garden elements where possible, in addition to the selection of brick as the primary material as a reference to the traditional material palette of this area. The highly activated streetscape, permeability of the tenancies, multiple building entries, and the generously landscaped Doran Drive Plaza, will allow for a memorable and enjoyable place. The proposal has embraced and responded to the Concept Plan Design Guidelines to achieve an appropriate outcome for this location adjacent to the metro station. The proposal is cognisant of it's important role as the active heart of the emerging precinct that is evolving from suburban to a more vibrant mixed use precinct.

### **Individually characterised and separated building forms**

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, that are varied 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.

The towers over further inform the streetscape in their anchoring of the site in each corner. 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 a predominant podium where the towers are dislocated from the streetscape and wayfinding.

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.

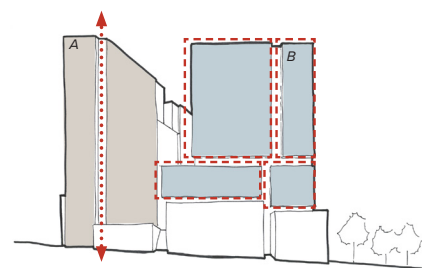
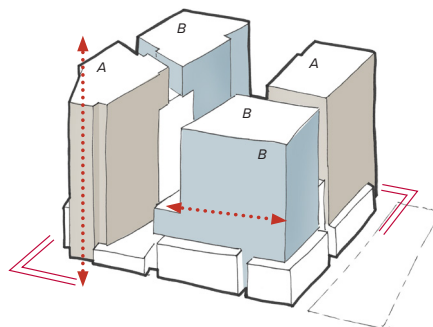
Building A is predominantly glazed, in order to avail of the outlook and views over the verdant context of the Showgrounds. The glazing is framed with a consistent grid that gives a rigour to the façade language. Horizontal breaks in the grid provide a base, middle and top to Building A.

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. A series of planters are located at each level to create a green vein from street edge to all residential levels.

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.



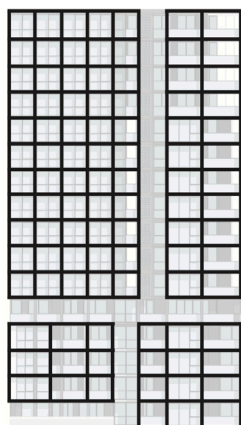
### **Facade Articulation - Tower Forms**

4 Towers - 2 Types

A - Vertical Landmark, anchoring primary corner

B - Horizontal Composition, above podium

## DORAN DRIVE PRECINCT FACADE DESIGN PRINCIPLES

**Building A**

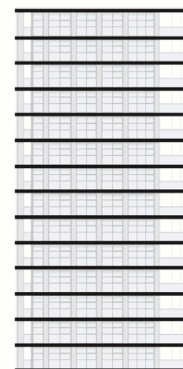
The Grid  
Framing the View

**Building B**

Brick Staggering

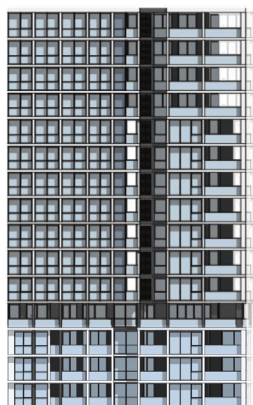
**Building C**

Brick  
Vertical Emphasis

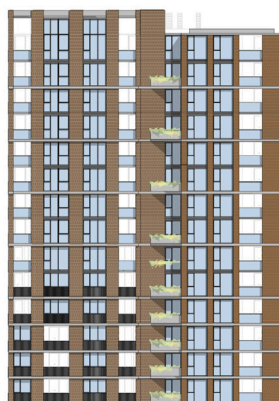
**Building D**

Horizontal Slab  
Expression

## 1. Facade Conceptual Diagrams

**Building A**

The Grid  
Framing the View

**Building B**

Staggered Brick

**Building C**

Brick  
Vertical Emphasis

**Building D**

Horizontal Slab  
Expression

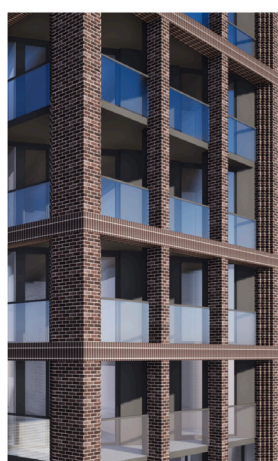
## 2. Realisation of the facade concept

**Building A**

The Grid  
Framing the View

**Building B**

Staggered Brick

**Building C**

Brick  
Vertical Emphasis

**Building D**

Horizontal Slab  
Expression

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

## 7. ADVICE FROM SDRP #2 AND DESIGN REFINEMENTS

With consideration to areas of consideration raised by the panel during the SDRP #1, further refinements and improvements were presented during the second State Design Review meeting, reinforcing the principles and objectives of the Urban Design Guidelines.

These items were developed, reviewed and assessed against the Design Guidelines, incorporating and responding to feedback from the SDRP and include:

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

- Design Integrity Report
- DA Design Report
- Development Application drawings
- Landscape Report
- Civil Report

1. Permeability of the ground plane
2. Street activation
3. Architecture





*Proposed concept design - View from West to Doran Drive Plaza*

## 1. Permeability of the Ground Plane

### SDRP 2 - Comments

*"The proposal still does not present a permeable ground plane. An effective visual link from Mandala Parade through to De Clambe Dr would mitigate the density of this block to some extent."*

*"The internal street requires further development that prioritises connectivity and pedestrian amenity to be an effective visual link – the following should be considered:*

- Clearly legible circulation reconfigured into a more direct route*
- The link should be more generously proportioned – with height and width increases to provide amenity. This space should be shown in both plan and section.*
- Use the level change as a design opportunity to draw pedestrians through to De Clambe Drive (the Central Park link through to Broadway is a good precedent for this site).*
- Increased solar penetration - natural light, even if indirect or entering horizontally through the entries, is strongly encouraged and would increase amenity to this space.*
- Generously scaled and proportioned entrances."*

### Response

The Design Team has substantially amended the retail internal planning to improve permeability, sightlines and intuitive wayfinding.

The amended proposal for DA lodgement has integrated a large 3 storey high retail entry in the south west corner of the site, opposite the train station. The generous glazed entry point has clear unobstructed views to the escalators that are located in the centre of the retail mall.

The escalators have been rotated so that they are on the straight line of circulation from the train station to DeClambe Drive beyond. The escalators are located in a large generous 3 storey void which is located in the middle of the retail centre, and allows for sightlines between floors and between the southern and northern entries.

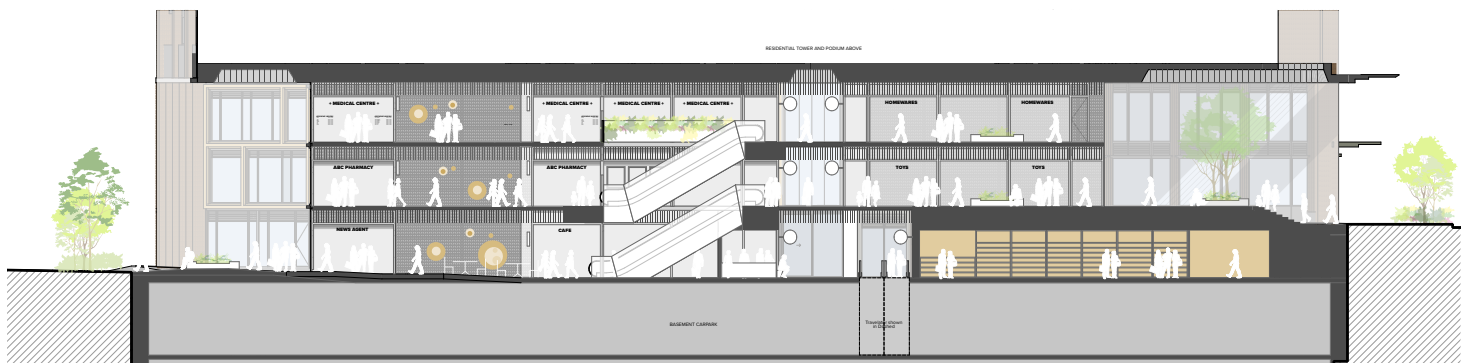
The axis of the retail central circulation aisle has glazing and unobstructed outlook from each end, as well as an open glazed mall connection to

Doran Drive Plaza to the west. This means that the internal retail mall always has close proximity to an external glazed facade and therefore guarantees a bright, airy and well lit retail environment.

It is intended to wrap the materiality, landscaping, and finishes from the external façades into the internal retail circulation areas and central atrium. This will blur the lines between inside and outside as well as give the retail centre a strong identity and a consistency of high-quality and low maintenance finishes.

The external façades to Doran Drive and to Mandala Parade have substantially reduced the extent of solid facade components and replaced with a more open, glazed and permeable street interface.

Collectively the above changes respond comprehensively to the SDRP 2 comments and we believe that the proposed new precinct will offer a vibrant and well considered design outcome.



**AMENDED SCHEME - Section through the retail for DA lodgement**

Doran Drive Precinct



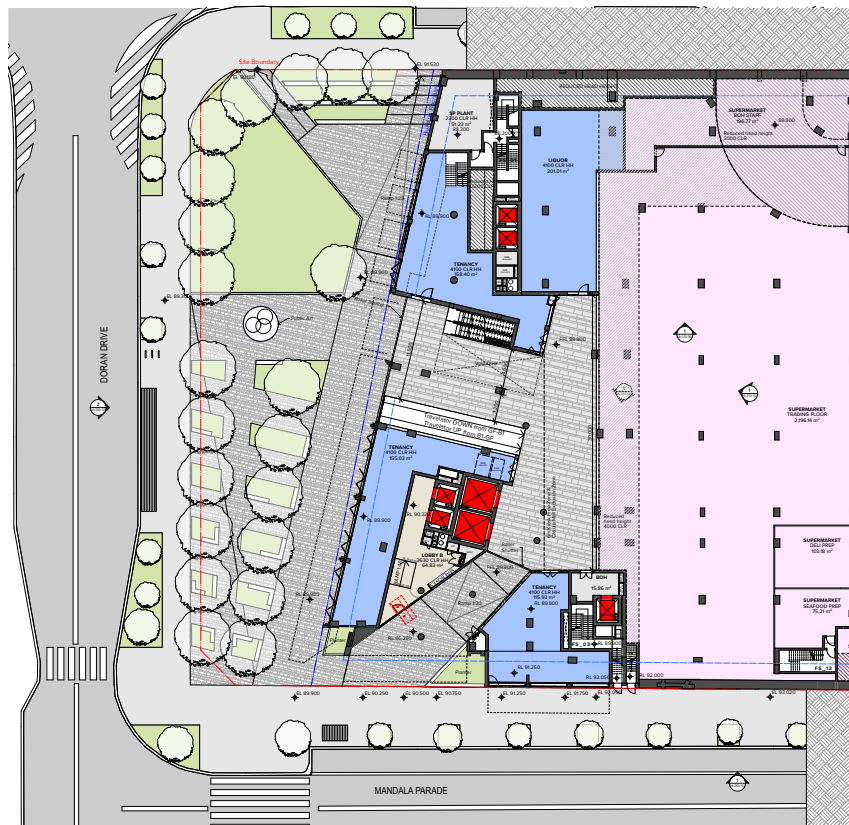


**PREVIOUS** - South West retail entry as presented at SDRP #2 26.05.21



**AMENDED SCHEME** - South West retail entry for DA lodgement





**PREVIOUS - Ground Floor Retail Plan** as presented at SDRP #2 26.05.21



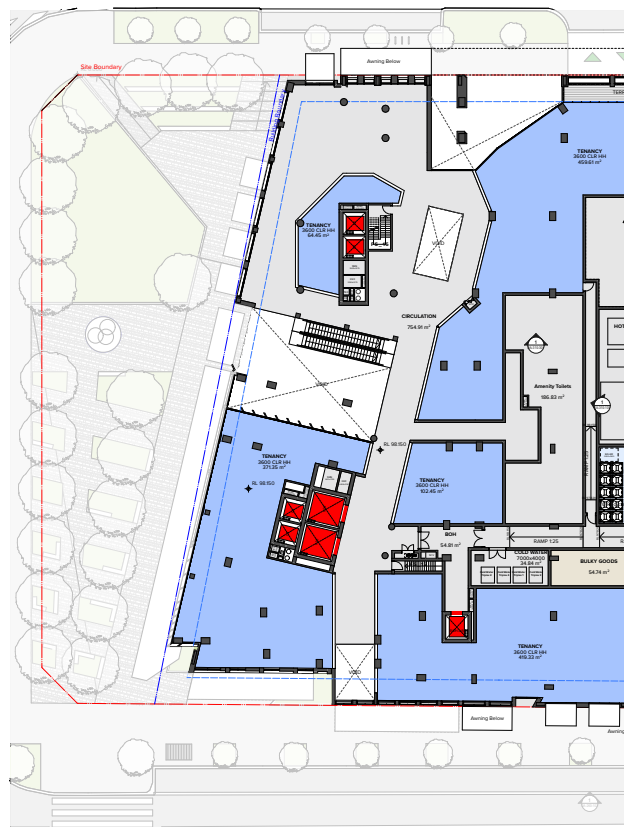
**AMENDED SCHEME - Ground Floor Retail Plan for DA lodgement**

Changes include a realigned connection between Mandala Parade and De Clambe Drive, increased retail frontage, residential lobby addressing the corner of Doran Drive Plaza and Mandala Parade.





**PREVIOUS - Upper Ground Floor Retail Plan as presented at SDRP #2 26.05.21**



**PREVIOUS - First Floor Retail Plan as presented at SDRP #2 26.05.21**



**AMENDED SCHEME - Upper Ground Floor Retail Plan for DA lodgement**

Changes include a realigned connection between Mandala Parade and De Clambe Drive



**AMENDED SCHEME - First Floor Retail Plan for DA lodgement**

Changes include a realigned connection between Mandala Parade and De Clambe Drive

## 2. Street Activation

### SDRP 2 - Comments

*"There is minimal opportunity for activation along Mandala Parade and this further compromises the opportunity to enliven Station Plaza. While there may not be any immediate retail demand along Mandala Parade, the design should be future-proofed by including, as a minimum, internal floor levels on grade with the footpath, glazed and active shopfronts, regular street entries and continuous awnings along the length of this frontage.*

*As previously noted, consider greater articulation of the Mandala Parade podium."*

### **Response:**

The revised scheme for DA lodgement has removed a substantial part of the brick and solid components to the Mandala Parade facade. The south entry to the retail is marked by a three storey glazed facade, with direct view lines through the retail centre to DeClambe at the northern side of the site. Large areas of glazing open up the retail tenancies to the street edge. Direct access is provided to DeClambe from each of the adjacent retail tenancies, residential lobbies and commercial/childcare lobby. The tenancies along Mandala Parade continuous step to align with the steep falls of that street. The supermarket only has a small direct interface with the street edge, where glazing gives direct sight lines back into the fresh-food produce of the supermarket. The majority of the remainder of the supermarket is below ground and does not effect or compromise the continuous activation of Mandala Parade with active uses.



### **AMENDED SCHEME - View of northern retail entrance for DA lodgement**

Changes include a more prominent retail mall entrance facing the Showgrounds, refined architectural expression, increased glazing to retail frontages





**PREVIOUS - South Elevation at Mandala Parade as presented at SDRP #2 26.05.21**



**AMENDED SCHEME - South Elevation at Mandala Parade for DA lodgement**

Changes include a larger and more prominent retail mall entry along with increased glazing and further permeability integrated into the facade.

### 3. Architecture

#### SDRP 2 - Comments

*"There has been no further development of the tower frontages. While individual building elevations are competently resolved, the sheer mass of building volume will require a more radical approach than the uniformly dense grids which look neither welcoming nor liveable. Consider:*

*•Alternative design strategies to vary the language and 'disintegrate' the grid (eg 'jump' scale) to open up design opportunities.*

*•Diversifying authorship ie engaging other architectural practices to explore alternative architectural expression for each of the towers."*

#### **Response:**

The revised scheme for DA lodgement has integrated the panels feedback into the articulation of the four residential towers.

The previous repeating grid of Building A has been removed. The tower has been refined a more open facade that emphasise the horizontal slab expression. The four separate components of the facade are much more legible. This change brings a calmness and cohesion to the Building A northern facade. The crispness of the white façades is in contrast to the adjacent brick façades of Buildings B & C. Landscaping is integrated into the facade in reference to the verdant green context of Castle Hill Showground opposite and in recognition of the project's location within the Garden Shire established green streetscapes. The heavy brick base at the northern retail entry has been reduced in it's extent. Similar to the main retail entry opposite the train station, the northern retail entry to DeClambe Drive has been further opened up to the streetscape with double height glazing and a strong gesture to mark it's placement within De Clambe Drive.

Building B has integrated the jump scale two storey facade expression to it's lower levels, and a more open and generous 3 storey retail entry which has direct view lines into the heart of the retail interior. Most of the brick and solid facade components have been removed from the podium below Building B. This create a glazed and highly permeable street interface for the retail centre.

Building C retains it's strong vertical language with brick elements that run continuously up the full extent of the facade. It's palette is refined by it's darker earthy brick colours.

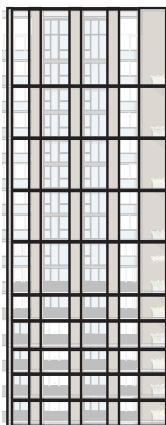
Building D has integrated the jump scale two storey facade expression, along with a pattern of vertical bronze blades that create a dynamic alternating pattern on the south and west façades, and give this tower it's own distinct character within this grouping of buildings.



## DORAN DRIVE PRECINCT FACADE DESIGN PRINCIPLES

**Building A**

Independent facade  
components  
Horizontal Emphasis

**Building B**

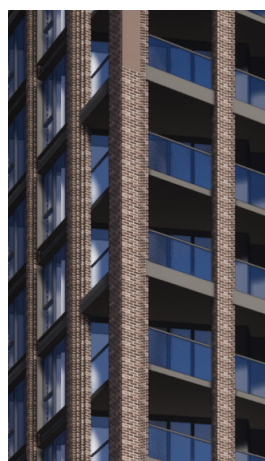
Brick Staggering

**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**



**PREVIOUS** - South West view as presented at SDRP #2 26.05.21



**AMENDED SCHEME** - South West view for DA lodgement

Changes include a more permeable retail podium and introduction of the 2 storey jump scale to Buildings B & D





**PREVIOUS - Building D South Elevation as presented at SDRP #2 26.05.21**



**AMENDED SCHEME - Building D South Elevation for DA lodgement**



**PREVIOUS** - Northern Elevation to DeClambe Drive as presented at SDRP #2 26.05.21



**AMENDED SCHEME** -Northern Elevation to DeClambe Drive for DA lodgement





**PREVIOUS - Northern Elevation to DeClambe Drive as presented at SDRP #2 26.05.21**



**AMENDED SCHEME - Northern Elevation to DeClambe Drive for DA lodgement**

Changes include removal of the gridded facade and replacement with a more open, glazed and horizontal facade design

## 8. DESIGN EXCELLENCE POST APPROVAL

Turner look forward to the opportunity for ongoing involvement regarding the design development and documentation of the proposed mixed-use development, as part of the design excellence post approval process during the contract documentation and construction stages.

The architect will uphold the design excellence principals established across the design excellence process during the contract documentation and construction stages.



## 9. CONCLUSION

The proposed design has been developed in accordance with the approved Concept State Significant Development Application (SSD-9653), aligning with the controls and objectives outlined for the Doran Drive Precinct.

Through Design Excellence process it has been further developed to incorporate and respond to feedback from the SDRP, in collaboration with a comprehensive consultant team, addressing both strategic and detailed issues associated with the site and overall context.



South West retail entry for DA lodgement

## 10. APPENDIX



City Plan Strategy & Development P/L  
ABN 58 133 501 774

23 March 2021

**Our Ref:** 19-276

**RE: MEETING WITH COUNCIL FOR DORAN PLACE, DRIVE PRECINCT DETAILED DEVELOPMENT APPLICATION**

**MEETING DATE: 22 MARCH 2021**

**MEETING LOCATION: VIA TELECONFERENCE**

**ATTENDEES:**

NAME	POSITION	ORGANISATION
Stephen Kerr	Town Planner	City Plan
Ashleigh Coombes	Town Planner	City Plan
James McCarthy	Architect	Turner
Victor Torroglosa	Architect	Turner
Charlie Robinson	Landscape Architect	Urbis
Greg Colbran	Planning and Development Executive	Deicorp
Poonam Chauhan	Development Manager	Deicorp
Cynthia Dugan	Principal Coordinator - Development Assessment	The Hills Shire Council
Paul Osborne	Manager - Development Assessment	The Hills Shire Council
Alicia Jenkins	Principal Coordinator - Forward Planning	The Hills Shire Council
Brett Woodhams	Principal Coordinator - Forward Planning	The Hills Shire Council

**NOTES OF DISCUSSION:**

- GC presented THSC with an overview of the project that included the site/ land zoning; site area; apartment mix; liveability, adaptability and affordability; Doran Drive Plaza, sustainability (i.e. Green

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City Plan Strategy & Development P/L  
ABN 58 133 501 774

Star); stratum subdivision, construction staging, community and the anticipated process going forward.

- JM presented THSC with the architectural design/ plans and the key matters that have been considered, including place making; masterplan review; massing studies; materiality, building character.
- CR presented THSC with the landscape design and provided details relating to the design principles; Doran Drive Plaza; communal spaces; climate and community resilience; and planting and material schedules.
- CD noted that comment would be sought from THSC's landscaping, waste and engineering departments.
- CD asked about the reasoning behind the proposed apartment mix with only 5% 3-bedroom apartments, noting that the apartment mix proposed does not comply with THSC's minimum requirements.
- GC noted that one of the contributing factors to the current apartment mix was market conditions. Additionally, Deicorp has a contractual arrangement with Landcom to provide a certain number of apartments.
- CD asked about the proposed development's relationship to THSC's minimum setback requirements.
- SK advised that the proposed development had been designed to comply with the concept approval, which sets out the built form parameters (including height, setbacks and floor area) to guide the development.
- CD asked about the car parking rates that had been used to calculate the amount of car parking required and noted that the Traffic and Parking Assessment would have to justify rates that are used.
- SK advised that car parking had been calculated based on the rates included within the urban design guidelines.
- BW asked about the northern façade facing De Clambe Street and its relationship to Castle Hill Showground, noting that the northern aspect provides an opportunity for a high level of residential amenity.
- JM responded that the car park access has been provided off De Clambe Street following a detailed design exercise to determine the best location for the access to maximise activation at the ground level.
- BW noted that the Contributions Plan No. 19 Showground Station Precinct would apply to the project.
- CP noted that their waste department generally do not like the use of turntables for access to/ from sites.
- CP asked if the loading/ waste collection area was designed for HRVs and JM confirmed this was the case.



# DORAN DRIVE PRECINCT

## MIXED USE DEVELOPMENT

2 MANDALA PARADE, CASTLE HILL NSW 2154



TURNER