



DORAN DRIVE PLAZA PRECINCT SHOWGROUND

RESPONSE TO STATE DESIGN REVIEW PANEL COMMENTS

DEICORP PROJECTS (SHOWGROUND) PTY LTD

MAY 2021



References to Deicorp Development & Planning Executive Greg Colbran, address to the Panel prior to commencement of the meeting, in providing a short insight into Deicorp contractual agreements (contract signed 22nd November 2019) and obligations with Landcom /Sydney Metro and the approved planning instruments that have guided the design of this project.

Relevant Contractual agreements with Landcom /Sydney Metro effecting general design

- Residential GFA 40,755 sqm
- Retail/Commercial GFA 10,310sqm
- Apartment yield 449
- Apartment mix: 1 bed 15% 2 bed 79% 3 bed 6%
- Apartment size: 1 bed 52-58sqm 2 bed 75 -58 sqm 3 bed 95 – 120 sqm.
- A Contractual condition that a major Supermarket operator must be signed within 12 months of signing contractual agreement.
- Carparking numbers: Residential 461 spaces Retail / Commercial 522 spaces.

Creation of two Separate Landcom /Sydney Metro panels.

1. Technical Design Group: 3 meeting held.
2. Urban Design Group: 2 meetings held to date.

The purpose of these Panels was to provide Deicorp with design guidance in relation to Landcom / Sydney Metro design expectation for the project and to ensure current designs were in line with the ongoing negotiations with the Department of Planning and all other relevant stake holders in relation to final Development concept and Urban Design Guideline approvals.

Development Approvals:

- Development Consent dated 29.1.21.
- Planning Secretary's Environmental Assessment Requirements dated 30.3.21.
- Final Urban Design Guidelines (as indicated in condition B1 of Development Concept approval)
- Design Excellence Strategy dated March 21.

All of which provide very clear reference to the overall planning guidelines applicable to this project.

Please find below a summary of detailed response prepared by the project team to address all the items raise by the State Design Review Panel (22.02.2021 first extended review session) letter dated 4th May 2021.

SDRP Comment	Consultant	Response
1. MASTERPLAN / PUBLIC SPACE – Thru site links		
1.1 <i>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 connectivity and pedestrian amenity, is required. These spaces should be shown in both plan and section.</i>	Turner <i>James McCarthy</i> <i>Registered</i> <i>Architect #10759</i>	<p>The success of the proposed new mixed-use precinct will be driven by its meaningful activation of the primary streetscapes, and the permeability of the retail mall entries. The design team welcomes and fully embraces this design principle, which has shaped the current proposal.</p> <p>Achieving the desired street activation requires a carefully considered strategy for services and parking/loading areas. To that end, 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 frees up the perimeter of the site to be predominantly sleeved with retail and commercial tenancies, community rooms, and residential lobbies.</p>
1.2 <i>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.</i>	Turner <i>James McCarthy</i> <i>Registered</i> <i>Architect #10759</i>	<p>The design team made changes to the pedestrian entry on the SW corner. 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. The floor levels step to match with the steep topography of the street, to mitigate the impact of the supermarket (which occupies just a short length of the street façade), and to allow for a more fine-grain retail offering with multiple entry points.</p> <p>Doran 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 Plaza with a generous 3 storey atrium that provides a visual link from all retail levels back to the plaza. This new atrium space is fully glazed to the Doran Plaza facade and contains the main vertical circulation. Facing Doran Plaza, the retail tenancies have a direct level access to the plaza allowing for trade out zones and flexibility</p>

		<p>in use. This dining precinct will offer day and night activation.</p> <p>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.</p> <p>The above considerations collectively achieve the design intent of the Concept Plan design guidelines, and therefore merit the support of the panel.</p>
2. MASTERPLAN / PUBLIC SPACE – Doran Drive Plaza		
<p>2.1</p> <p><i>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.</i></p>	<p>Urbis Charlie Robinson <i>Registered Landscape Architect #5895 (AILA)</i></p>	<p>Architectural site plan have been updated to match landscape showing correct pedestrian crossings – Please refer to architectural context plans including well as areas adjacent to the sub precinct boundaries e.g., the opposite sides of the street and the entry point into the showgrounds.</p>
<p>2.2</p> <p><i>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.</i></p>	<p>Urbis Charlie Robinson <i>Registered Landscape Architect #5895 (AILA)</i></p>	<p>De Clambe is already built and has a cross fall of 1:20 – we are working with these levels to create an accessible and activated public domain that clearly links the metro to the crossing points and wider precinct with a 3m wide path – Plans have been updated to further improve site permeability.</p>
<p>2.3</p> <p><i>Outdoor dining areas fully occupy the footpath zone along the western frontage. This sheltered space should be prioritised for pedestrian use. 5m</i></p>	<p>Urbis Charlie Robinson <i>Registered Landscape Architect #5895 (AILA)</i></p>	<p>Plan updated to reflect an additional 1m set back – giving 6m to the building interface to allow for further improved pedestrian circulation.</p>

footpath proposed in accordance with the Concept approval.																																					
<p>2.4</p> <p>Doran Drive Plaza sits on the western side of the sub precinct and substantial planting is required to ameliorate the heat island effect. As this space is required to deliver the 40% tree canopy target (and 40% vegetated surface cover), access to deep soil is required to ensure significant planting can be established. The proposed 1.3m soil depth will limit the species choice and will not support the required planting and canopy cover. While full soil depth is optimal, a minimum depth of 2 stories is recommended. Below ground carparking should be set back for the full width of the plaza to create the required deep soil zone. It is noted that the proposed parking is for the maximum amount permissible and may not be required given the proximity to the Metro.</p>	<p>Urbis Charlie Robinson Registered Landscape Architect #5895 (AILA)</p> <p>Table 5 Minimum soil standards for plant types</p> <table><tr><th>Plant type</th><th>Definition</th><th>Soil volume</th><th>Soil depth</th><th>Soil area</th></tr><tr><td>Large trees</td><td>12-18m high, up to 16m crown spread at maturity</td><td>150m³</td><td>1,200mm</td><td>10m x 10m or equivalent</td></tr><tr><td>Medium trees</td><td>8-12m high, up to 8m crown spread at maturity</td><td>35m³</td><td>1,000mm</td><td>6m x 6m or equivalent</td></tr><tr><td>Small trees</td><td>6-8m high, up to 4m crown spread at maturity</td><td>9m³</td><td>800mm</td><td>3.5m x 3.5m or equivalent</td></tr><tr><td>Shrubs</td><td></td><td></td><td>500-600mm</td><td></td></tr><tr><td>Ground cover</td><td></td><td></td><td>300-450mm</td><td></td></tr><tr><td>Turf</td><td></td><td></td><td>200mm</td><td></td></tr></table> <p>Note: The above has been calculated assuming fortnightly irrigation. Any sub-surface drainage requirements are in addition to the above minimum soil depths</p>	Plant type	Definition	Soil volume	Soil depth	Soil area	Large trees	12-18m high, up to 16m crown spread at maturity	150m³	1,200mm	10m x 10m or equivalent	Medium trees	8-12m high, up to 8m crown spread at maturity	35m³	1,000mm	6m x 6m or equivalent	Small trees	6-8m high, up to 4m crown spread at maturity	9m³	800mm	3.5m x 3.5m or equivalent	Shrubs			500-600mm		Ground cover			300-450mm		Turf			200mm		<p>In addition to the extensive awning 40% of the plaza receives tree canopy, including extensive tree planting in the grove and to the north for shade. Soil depth and volumes for the trees proposed are almost 50% higher than the suggest volumes proposed in the ADG- screenshot below:</p> <ul style="list-style-type: none">• 420m3 is required – We have approx. 700m3• 1000mm depth is required – We have 1500mm soil depth – we can also include strata vault systems to improve soil conditions – attached.
Plant type	Definition	Soil volume	Soil depth	Soil area																																	
Large trees	12-18m high, up to 16m crown spread at maturity	150m³	1,200mm	10m x 10m or equivalent																																	
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3. MASTERPLAN / PUBLIC SPACE - Amenity and Activation																																					
<p>3.1</p> <p>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.</p>	<p>Turner James McCarthy Registered Architect #10759</p>	<p>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.</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 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</p>																																			

		<p>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> <p>The scheme is cognisant of the need to mitigate wind, and the design team is working closely with the wind consultant to ensure suitable comfort levels are achieved at street level and other key areas. There are awnings proposed around the perimeter of the development to provide sufficient protection. This is further assisted by the generous 40% tree canopy coverage provided within the landscaping, and by placement of entries, outdoor dining, and other active uses in appropriate locations.</p>
<p>3.2</p> <p><i>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.</i></p>	<p>Turner James McCarthy Registered Architect #10759</p>	<p>The retail mall entries have been placed 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 from the pedestrian crossing, and to provide unambiguous wayfinding into the heart of the precinct. Along Mandala Parade the street provides continuous activation with retail tenancies and residential lobbies. The floor levels step to match with the steep topography of the street, to mitigate the impact of the supermarket (which occupies just a short length of the street façade), and to allow for a more fine-grain retail offering with multiple entry points.</p>
<p>3.3</p> <p><i>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.</i></p>	<p>Turner James McCarthy Registered Architect #10759</p>	<p>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.</p> <p>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.</p>

		<p>As Mandala Parade is to the south of the development, it is not deemed appropriate or desirable to place single aspect, south-facing residential units along this edge. Loading such units along the lower levels of Mandala Parade would not comply with ADG and would adversely affect the overall compliance of the scheme.</p> <p>The Design Team recognises and acknowledges the design intent of this SDRP request, but instead achieves this desired activation and built form with a variety of other non-residential uses that are more appropriate for this aspect.</p>
<p>3.4 <i>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.</i></p>	<p>Turner <i>James McCarthy</i> <i>Registered Architect #10759</i></p>	<p>The proposal has been updated to provide awnings to all active façade components along Mandala Parade, including commercial and residential lobbies, retail tenancies and outdoor dining.</p>
<p>3.5 <i>Clarify how the proposed community spaces are intended to be used. The northern frontage to the main community space on De Clambe Drive presents an opportunity for outdoor seating or planting along this public edge opposite the showground.</i></p>	<p>Deicorp <i>Robert Furolo</i> <i>Executive Manager – Corporate Communications</i></p> <p>Urbis <i>Charlie Robinson</i> <i>Registered Landscape Architect #5895 (AILA)</i></p>	<p>Deicorp, through our community sponsorship and charitable program – Deicorp Community has established a sponsorship agreement with Hills Community Aid. Through this agreement, we will continue to support HCA by providing free use of the community space at De Clambe Drive for a minimum of 5 years after completion.</p> <p>Using their extensive experience in the local community and understanding of existing needs, HCA will use the space to deliver an appropriate range of programs and services to support identified needs in the community.</p> <p>Deicorp will support the delivery of curated and targeted programs for the local communities in the dedicated community spaces.</p> <p>Design Input – improved building interface to the main community space on De Clambe with planting and seating adjacent to the external spaces- the space will provide spill out spaces for visitors to congregate.</p>

3.6 <i>It is understood that a masterplan is being commissioned for the Cattai Creek corridor and that connections to the Showground precinct will include possible bridge crossings and cycle ways. However, the current proposal still does not reflect the opportunities for future connections from the creek corridor to the heart of the precinct. Further coordination with Hills Shire Council is required in relation to this opportunity.</i>	City Plan Stephen Kerr <i>Executive Director Planning</i>	The Urban Design Guidelines prepared by Cox Architecture and Oculus for the concept considered the relationship and future connections between the Showground Precinct and Cattai Creek. Doran Drive Precinct is separated from the Cattai Creek Corridor by Precinct West, which will form a separate future application. The Urban Design Guidelines identify the western edge of Precinct West as the future Cattai Creek Masterplan interface, as well as an opportunity for a future pedestrian link connecting the two. The site is required to work within the existing subdivision layout of Showground Precinct, including roads, pedestrian pathways, cycle paths and bus stops etc that have already been constructed. However, through this subdivision layout, there is the opportunity for Doran Drive Precinct to connect to Cattai Creek, subject to the development of Precinct West. Furthermore, the Urban Design Guidelines note that the public art and interpretation in Doran Drive Plaza may integrate an interpretive water feature within the plaza that reflects the site's connection to Cattai Creek west of the site. Public art in the form of a water fountain is proposed, consistent with these Guidelines.
4. ARCHITECTURE – Built form and detailing		
4.1 <i>Proposed design strategies are compromised by ambitious floor space targets and further consideration should be given to suitable models for 'suburban density'.</i>	City Plan Stephen Kerr <i>Executive Director Planning</i>	The floor space targets, or more accurately the dwelling yield, was determined in the concept development approval and is consistent with the strategic aim of creating sustainable Transit Oriented Development station that maximises the utility and public benefit of the significant investment in the \$15 billion North West Metro.
4.2 <i>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</i>	City Plan Stephen Kerr <i>Executive Director Planning</i>	The tower separations and building envelope were also determined in the concept approval and are consistent with the expectations of sustainable Transit Oriented Development. The Shire's suburban character is a product of the almost complete car dependency that existed prior to the construction of the North West Metro. It would be a poor planning outcome to continue this pattern

<p><i>less bulky form that is more in keeping with the Shire's suburban character.</i></p>		<p>of development in locations adjacent to and within walking distance of the mass transit infrastructure.</p> <p>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 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.</p> <p>Turner has further articulated the built form with three distinctive vertical elements to the east and west facades. 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 further emphasise the vertical composition and to give openings in the façade with landscaped terraces.</p>
<p>4.3 <i>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.</i></p>	<p>Turner <i>James McCarthy</i> <i>Registered</i> <i>Architect #10759</i></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 & C partly come to ground and champion 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 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.</p> <p>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.</p>

		<p>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.</p> <p>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.</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>4.4 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.</p>	<p>Turner James McCarthy Registered Architect #10759</p>	<p>Refer to item 4.3 above which also cover this comment.</p>
<p>4.5 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.</p>	<p>Turner James McCarthy Registered Architect #10759</p>	<p>Only part of the north east and south west towers come to ground, with most of these towers interlocking or siting above the dominant podium base. The towers come to ground at key approaches to the precinct and act as urban markers to this future vibrant mixed-use precinct. Awnings and other elements are provided for sufficient shelter.</p>
<p>5. Unit mix and amenity</p>		
<p>5.1 In this part of Sydney there is a demand for apartments that are larger than the ADG minimum thresholds, which are more suited to denser urban conditions. The Hills Shire identity as a 'garden suburb' should be reinforced through provision of a greater proportion of 3 bed</p>	<p>City Plan Stephen Kerr Executive Director Planning</p>	<p>The Urban Design Guidelines for the Hills Showground Station Precinct identify the dwelling mix for Doran Drive Precinct, including a maximum 25% 1-bedroom dwellings and a minimum 10% 3 bedroom dwellings, while the approved concept plans nominated the number of dwellings. The proposed development is required by the concept approval to be consistent with the Urban Design Guidelines.</p>

apartments, more generous balconies, more expansive outlooks (including sky view) and above minimum solar access. Review the apartment mix and provide a breakdown compared with the apartment mix for the entire Showground precinct including affordable housing requirements as set out in the UDG.		<p>One of the objectives for dwelling typologies and mix within the Guidelines, is to guide appropriate locations for different typologies in proximity to infrastructure, mixed-use areas and open space. The dwelling mix and target set by the Guidelines and the concept approval is based on the principles of TOD, which seek to maximise the number of people that live in walking distance of the metro station.</p> <p>Anecdotal observations of housing demand are based on conditions which existed before the introduction of mass transit infrastructure into The Hills Shire LGA in 2019.</p> <p>Part 9 of THLEP 2019 specifically applies to the Showground Station Precinct. Clause 9.7 provides FSR bonuses where larger apartment sizes are provided. The concept approval did not benefit from this clause, instead relying on the base FSR of 4:1. The proposed development would be inconsistent with the concept approval if clause 9.7 of THLEP 2019 was to be relied on as it would fail to achieve the dwelling targets and therefore the objectives of the Guidelines.</p>
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6. SUSTAINABILITY

<p>6.1</p> <p>While the sustainability framework exceeds minimum mandatory requirements, it lacks aspiration and ambition. Illustrate how sustainability initiatives inform the current design of the precinct and how they will shape the detailed design.</p>	<p>Arup Jonathan Bills Senior Consultants Sustainability</p>	<p>The Green Star Design and As-Built 5-star rating drives the sustainability actions for the development, embedding sustainability into design, construction, and operation of residential and non-residential spaces. These actions have been undertaken as a commitment to the future environmental and social value realised within the precinct and include;</p> <ul style="list-style-type: none"> - Climate adaptation and resilience embedded within the design to consider risks associated with extreme heat, rainfall, bushfire etc. This includes appropriate landscaping and species selection, specification of specific building materials, passive design principles, plant location, and flood adaptation measures
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		<ul style="list-style-type: none"> - Designing for onsite renewable energy production to generate onsite energy once occupied including maximising solar array systems. - Design that aims to reduce the urban heat island effect using a combination of green infrastructure, shading, colours etc. to reduce the urban heat effect and improve liveability. - Design that achieves biodiversity enhancements – improving poor site conditions post development through considered landscaping and species selection. - Specifying the use of responsible building materials (e.g., certified timber products). - Design and operational measures to reduce the emissions arising from transport, promoting health and fitness of commuters, and improving the liveability of the development (e.g., active transport facilities, walkable neighbourhoods, access by public transport) <p>Building on this framework, a number of additional sustainability initiatives have been included in design to drive improved building performance, energy efficiency, water sensitive urban design, waste management, innovation, and other positive social, environmental, and economic outcomes. This includes stormwater design that limits pollution discharge, operational waste diversion targets that considers waste stream segregation, providing affordable housing and designed to be Liveable Housing Australia certified, implementing responsible construction practices that aim to remove modern slavery practices in the supply chain, and improve staff education and support, and providing</p>
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		electric vehicle charging stations that encourages the uptake of these vehicles. These initiatives demonstrate how current design of the precinct will ensure sustainable outcomes within the design, construction, and operation of the development.
7. CONNECTING WITH COUNTRY		
<p>7.1 While there was no discussion around potential responses to Country, it is still appropriate for this project to respond, in collaboration with the ICH consultant, to the Draft Connecting with the Country Framework that can be found here. It is recommended this process be accelerated as far as possible and evidence of this be presented at the next SDRP.</p> <ul style="list-style-type: none"> - Developing through consultation a level of cultural awareness, an approach to cultural expression, an enhanced relationship with Country, and strategies to support and promote learning from Country. - Incorporating place names and language to connect and enrich - Referring to stories from the relevant nation and their neighbours in the design process – both of and beyond the site. - Consideration of, not only the human, but also of non-human inhabitants of the site and surroundings – including habitat retention, protection and repair. 	<p>City Plan Stephen Kerr <i>Executive Director Planning</i></p>	<p>Project planning for the Hills Showground Station Precinct began long before even the concept development approval was granted. The Cattai Creek Masterplan, which addresses Country, is implemented and reinforced by the Urban Design Guideline, which are given statutory weight by the concept approval.</p> <p>The Urban Design Guidelines note that development must deliver on the recommendations of the Interpretation Strategy prepared by GML Heritage and SMNWP Public Art Guidelines through the implementation of public art and interpretation within the public domain. The following devices are suggested by the Guidelines as providing interpretive solutions:</p> <ul style="list-style-type: none"> • surface inlays; • lighting; • public art/ murals; and • branding and naming. <p>In addressing these various documents, a Public Art Strategy has been prepared by Turpin Crawford Studio for the proposed development.</p> <p>The public art for the proposed development will incorporate a water fountain within the centre of Doran Drive Plaza. Consistent with this Strategy, the Cattai Creek Preliminary Landscape Masterplan Report acknowledges that permanent water sources were central to Aboriginal life. Early mapping of the area suggests Cattai Creek would have been a permanent source of water for local Aboriginal people. The proposed water fountain seeks to reinforce the important role permanent water sources played in the lives of Aboriginals.</p>

<p><i>- Use of local materials and colours in the architecture and landscape design to promote integration with place.</i></p> <p><i>- Development of a strong and meaningful relationship between the built form and place based on the above.</i></p>		<p>The fountain will also function as a bird bath, with companion planting supporting this by providing shelter and food for local birds. This will facilitate acknowledgement by people of our shared existence with birds. A number of local bird-watching and environmental community groups provided resources and insights into local bird habitats and populations in order to assist with the development of this Strategy.</p>
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DEICORP PROJECTS (SHOWGROUND) PTY LTD

JUNE 2021



Second State Design Review Panel extended session was held on 26.05.2021 for Doran Drive Precinct Development Application.

The Following items were supported:

- The 5-star green star rating for sustainability
- The realignment of the thru-site link to enter off the SW corner provides better sight lines to the pedestrian crossing from the Metro as well as a more comfortable ramped access pathway into the building
- Reconfiguration of the Doran Drive Plaza to open up the NW corner of the plaza
- The north-facing outdoor space to the Community Centre

The following continue to be supported:

- Resolution of vehicle access to the basement levels, particularly the separation of the loading dock and carpark entries.
- The townhouse approach is commended as a good variation to the architectural treatment of the podium form and adds to the proposed housing mix.

Observations and recommendations for improving the design and amenity of the precinct were outlined in the meeting.

Please find below a summary of detailed response prepared by the project team to address the items raise by the State Design Review Panel (26.05.2021 second extended review session) letter dated 4th June 2021.

SDRP Comment	Consultant	Response
1.		
<i>The project has yet to achieve a level of Design Excellence that warrants waiving the statutory design competition requirement.</i>	City Plan Stephen Kerr Director / Town Planner	There is no statutory requirement to hold a design competition. The NSW Government Architect has certified in writing that an architectural design competition is not required for a building up to 68m in height or 20 storeys (or both). Instead, a design review panel must review the development and the consent authority must consider the findings of that design review panel. The consent authority must also be satisfied that the development exhibits design excellence having regard to a range of matters set out in clause 9.5(4) of THLEP.
2.		
<i>While the current design of the sub-precinct may be technically in line with the approved UDG, it would be entirely appropriate for the design team to challenge high-level guidelines as the project develops if a clear benefit can be demonstrated for an alternative approach. For example, the height and configuration of the podium and towers, the quantum of carparking, the retail frontage on Mandala Parade etc should all have been open to further interpretation as the design has developed.</i>	City Plan Stephen Kerr Director / Town Planner	<p>The approved Urban Design Guidelines form an integral part of the concept development approval granted by DPIE on 29 January 2021.</p> <p>Condition C1 of the concept development approval requires the applicant to submit a design integrity report which demonstrates how design excellence has been achieved in accordance with:</p> <ul style="list-style-type: none"> the design objectives of the concept approval the approved Urban Design Guidelines (as amended by Condition B1) the approved Design Excellence Strategy (as amended by Condition B2) any advice from the relevant DRP and Applicant's response to this advice the conditions of this consent. <p>In addition, condition A2 of the concept approval states that the development may only be carried out in accordance with the approved plans which include drawing SK11 Rev C Building Envelopes Plan – Doran Drive Precinct. In this regard the configuration of the podium and towers has been fixed already and it is inappropriate for the design team to challenge these parameters.</p>
3.		
<i>The proposal still does not present a permeable ground plane. An effective visual link from Mandala Parade through to De</i>	Turner James McCarthy Registered Architect #10759	The primary entry into the retail at ground floor has been relocated to the corner of Mandala Parade and Doran Drive Plaza directly opposite the Metro station. The entry from Mandala Parade is wider and is

Clambe Dr would mitigate the density of this block to some extent.		increased to 3 storey high, which allows for a sense of scale that further increases the permeability of the retail space. Internally the main circulation mall has been reconfigured to align with a direct line of sight to De Clambe Drive and beyond. The central mall space includes a large central void where the escalators are located which allows for visual connectivity between levels.
4.		
<p>The internal street requires further development that prioritises connectivity and pedestrian amenity to be an effective visual link – the following should be considered:</p> <ul style="list-style-type: none"> • 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. 	<p>Turner James McCarthy Registered Architect #10759</p>	<p>The project does not propose any internal street, this is a misconception. The panel referenced the through site link at Central Park in Chippendale as being a good example.</p> <p>The primary entry into the retail at ground floor has been relocated to the corner of Mandala Parade and Doran Plaza directly opposite the train station. The entry from Mandala Parade is wider and is increased to 3 storey high, which allows for a sense of scale that further increases the permeability of the retail. Internally the main circulation mall has been reconfigured to align with a direct line of sight to De Clambe Drive beyond. The central mall space includes a large central void where the escalators are located which allows for visual connectivity between levels.</p> <p>Additional sections through the retail mall to illustrate sightlines, voids, extent of glazing, and quality of the proposed internal retail link has been prepared.</p>
5.		
As noted in the previous review, Doran Drive Plaza will require extensive	<p>SESL Simon Leake</p>	We have commented previously that the installation provides excess volume of soil for the chosen plantings. In terms of depth

8.		
<i>As noted previously, sheer unobstructed frontages are likely to generate considerable wind turbulence at street level, and there has been little progress in addressing this issue. Provide wind studies to demonstrate suitable pedestrian amenity at street level, and strategies for ameliorating unacceptable impacts.</i>	Turner <i>James McCarthy Registered Architect #10759</i>	The wind report has been prepared and it will be submitted with the DA. The results of the study indicate that wind conditions for all trafficable outdoor locations within and around the development will be suitable for their intended uses. As a general note, the use of loose glass-tops and light-weight sheets or covers (including loose BBQ lids) is not appropriate on high-rise outdoor terraces and balconies. Furthermore, lightweight furniture is not recommended unless it is securely attached to the balcony or terrace floor slab.
9.		
<i>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.</i>	Turner <i>James McCarthy Registered Architect #10759</i>	The majority of Mandala Parade is activated uses such as retail, residential and commercial lobby entries, etc. There are multiple building entry points along the street. 3D views, sections etc to illustrate the success of the currently proposed scheme has been documented in the submission.
10.		
<i>As previously noted, consider greater articulation of the Mandala Parade podium.</i>	Turner <i>James McCarthy Registered Architect #10759</i>	As per item 9 above.
11.		
<i>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:</i>	Turner <i>James McCarthy Registered Architect #10759</i>	Turner has redesigned the facades to towers A, B and D. This removes the 'grid' referred to the panel comments. It also reduces the extent of exposed slabs to allow for the jump scale.

<ul style="list-style-type: none"> • <i>alternative design strategies to vary the language and 'disintegrate' the grid (eg 'jump' scale) to open up design opportunities.</i> • <i>diversifying authorship ie engaging other architectural practices to explore alternative architectural expression for each of the towers.</i> 		
12.		
<p><i>It is disappointing that there has been no further development of previous recommendations around:</i></p> <ul style="list-style-type: none"> • <i>exploring models for 'suburban density'</i> • <i>considering stepped form or other envelope articulation to better integrate with the Shire's suburban character.</i> 	<p>Turner <i>James McCarthy</i> Registered Architect #10759</p>	<p>The future character of the Doran Drive Precinct is described in the Urban Design Guidelines (p.29) as "<i>buildings with dense urban character and active urban edges, with residential towers above promoting weekend and evening activity</i>" with "<i>the main plaza acting as the active heart connecting to the station to Castle Hill Showground lined with fine grain retail and dining experiences</i>".</p> <p>For the consistency with the Urban Design Guidelines it is important that this reinterpretation does not undermine the Precinct character described above given the overarching objective of the Doran Drive Precinct as the central element in the Hills Showground Station Precinct transit-oriented development (TOD).</p>
13.		
<p><i>Illustrate how sustainability initiatives inform the current design of the sub-precinct and how they will shape detailed design.</i></p>	<p>Arup <i>Jonathan Bills</i> Senior Consultant - Sustainability</p>	<p>The Green Star Design and As-Built 5-star certified rating will drive the sustainability actions for the development, embedding sustainability initiatives into current design, detailed design, construction, and operation of residential and non-residential areas. These actions have been undertaken as a commitment to the future environmental and social value realised within the precinct.</p> <p>In addition to the sustainability initiatives being driven by the certified Green Star rating, a variety of additional sustainability initiatives have also informed current design and will shape detailed design. These include (but are not limited to) initiatives that drive improved building performance (e.g., achieving NABERS</p>

		energy and water ratings), high energy and water efficiencies, considered water sensitive urban design, landscaping design to improve the urban heat island effect, better waste management practices, electric vehicle infrastructure, and enhanced social responsibility initiatives.
14.		
<p><i>While there was no discussion around potential responses to Country, it is still appropriate for this project to address, in collaboration with the ICH consultant, the Draft Connecting with Country Framework.</i></p>	<p>City Plan Stephen Kerr Director / Town Planner</p>	<p>Urban design guidelines require</p> <p>“5. Tree and plant species are to reflect the four themes outlined in the Hills Showground Station Precinct Interpretation Strategy 2019, which are:</p> <ul style="list-style-type: none"> a. Aboriginal Cultural Heritage and History b. Resistance and Rebellion c. Agriculture and Orchardng d. Pride in the Hills. <p>The Landscape tree & plant palette responds to the four above themes, please refer to the our planting schedule.</p>
15.		
<p><i>Consider the areas of exploration that were outlined in the previous advice and may inform the Connecting with Country response.</i> i.e.</p> <ul style="list-style-type: none"> • <i>Developing through consultation a level of cultural awareness, an approach to cultural expression, an enhanced relationship with Country, and strategies to support and promote learning from Country.</i> • <i>Incorporating place names and language to connect and enrich.</i> • <i>Referring to stories from the relevant nation and their neighbours in the</i> 	<p>City Plan Stephen Kerr Director / Town Planner</p>	<p>The proposed development will aid in fostering a strong sense of culture and community between the new development and former Castle Hill Showground through the reinvigoration of the area which the development would afford. The proposal would generate opportunities for communication and public awareness of the Showground and its historical value within the Castle Hill area.</p> <p>The implementation of the Heritage Interpretation Strategy prepared by GML (October 2019) during the construction phases of the project will aid in connecting and celebrating the non-Aboriginal and Aboriginal cultural heritage of the site and its context.</p>

<p><i>design process – both of and beyond the site.</i></p> <ul style="list-style-type: none"> <i>• Consideration of, not only human, but also of non-human inhabitants of the site and surroundings – including habitat retention, protection and repair.</i> <i>• Use of local materials and colours in the architecture and landscape design to promote integration with place.</i> <p><i>Development of a strong and meaningful relationship between the built form and place based on the above.</i></p>		
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