

# Item 2. Built Form\_Schofields Road Frontage

RFI1 to DPIE

**DPIE Comments:**

Item 2. Built Form

- i. Illustrate how the proposal complies with Condition B3 (a) and (b) of SSD 9063 which requires consideration of:
  - a. design the built form and landscape of the blocks fronting Schofields Road, including setbacks to the top-most floor, to address the urban qualities of Schofields Road and the adjacent low-density residential suburb of The Ponds

**Response:**

The following diagrams and 3D views describe the built form and landscape fronting Schofields Road and how they address the urban qualities of Schofields Road and the adjacent low-density residential suburb of The Ponds.

'Concept Approved Scheme' diagrams and 3D views are from Concept Approval SSD 9063 Urban Design Report.

# Item 2. Built Form\_Schofields Road Frontage

RFI1 to DPIE

SK-301

## CONCEPT APPROVED SCHEME



## OBJECTIVES

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

## DA SCHEME



## IMPROVEMENTS

- ✓ The variation in height, bulk and scale found within the concept scheme has been maintained
- ✓ Building forms have been refined to improve amenity and performance for both the public domain and residences
- ✓ On Site 2C, the footprints and heights of buildings have been reconfigured to reduce the wall effect to Cudgegong Road, provide a view corridor from the plaza, and to provide a lower scale building to the pedestrian boulevard

### LEGEND





# Item 2. Built Form\_Schofields Road Frontage

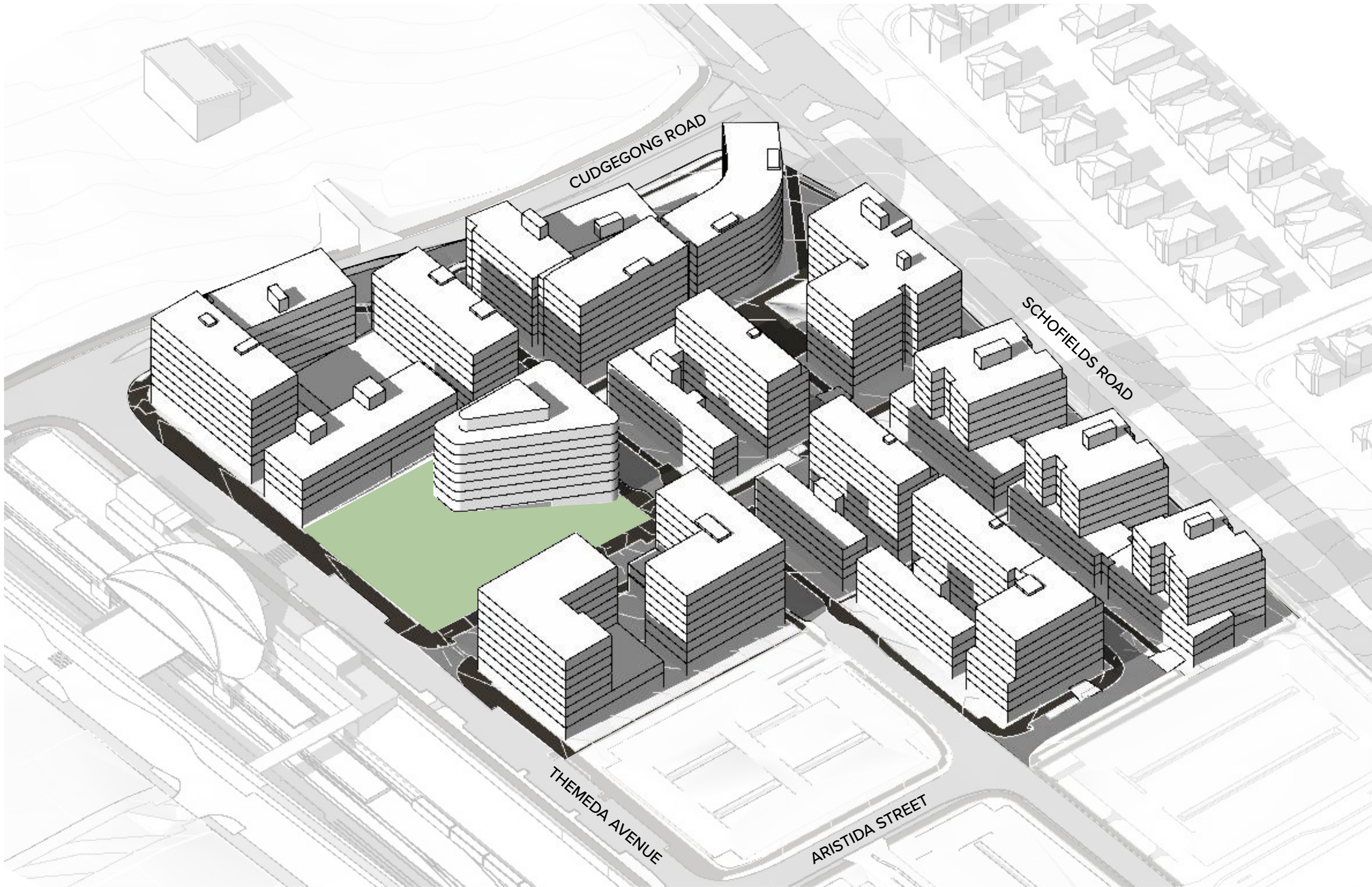
RFI1 to DPIE

SK-302

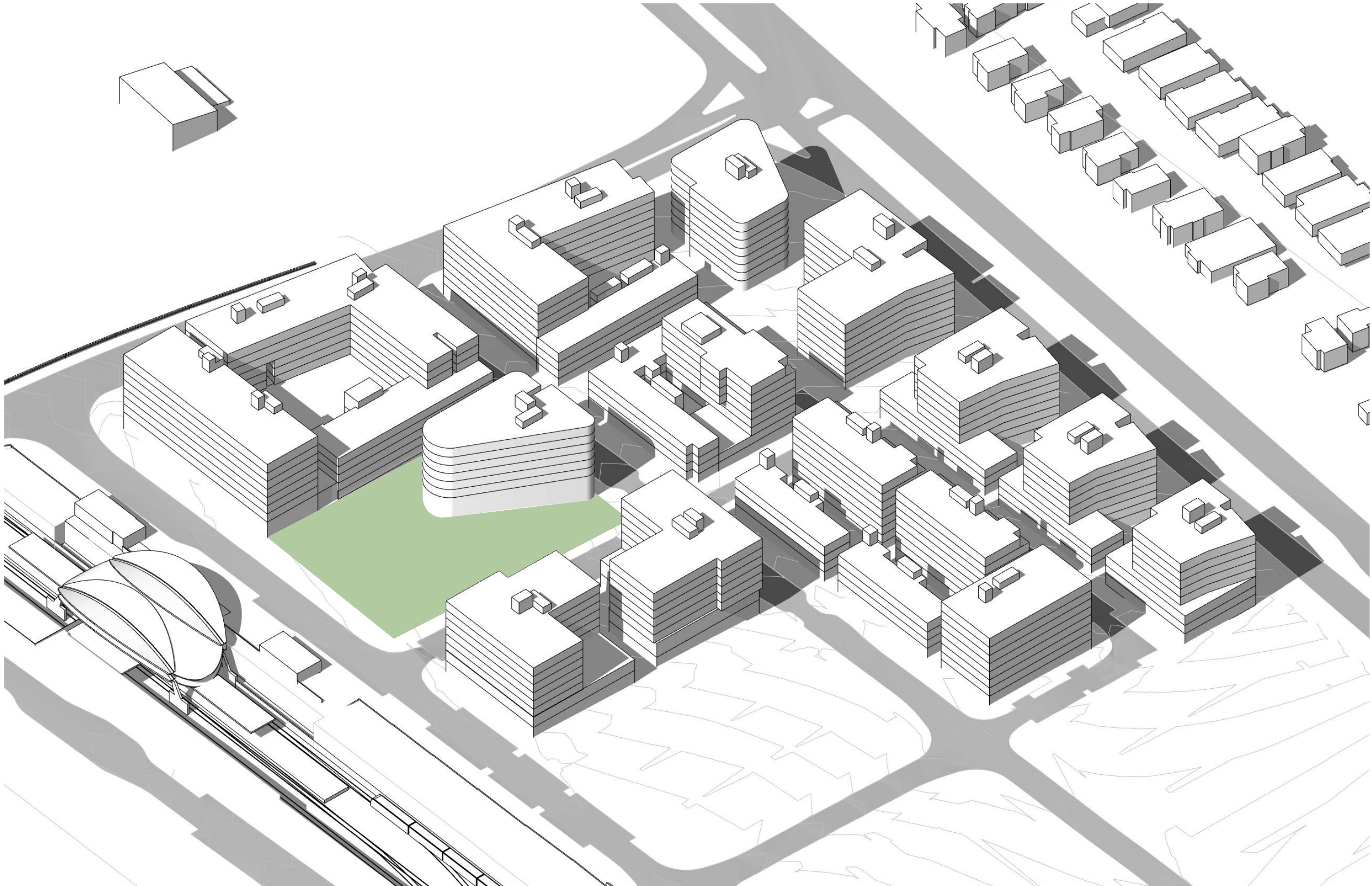
KEY PLAN



BASE SCHEME



PREFERRED SCHEME





# Item 2. Built Form\_Schofields Road Frontage

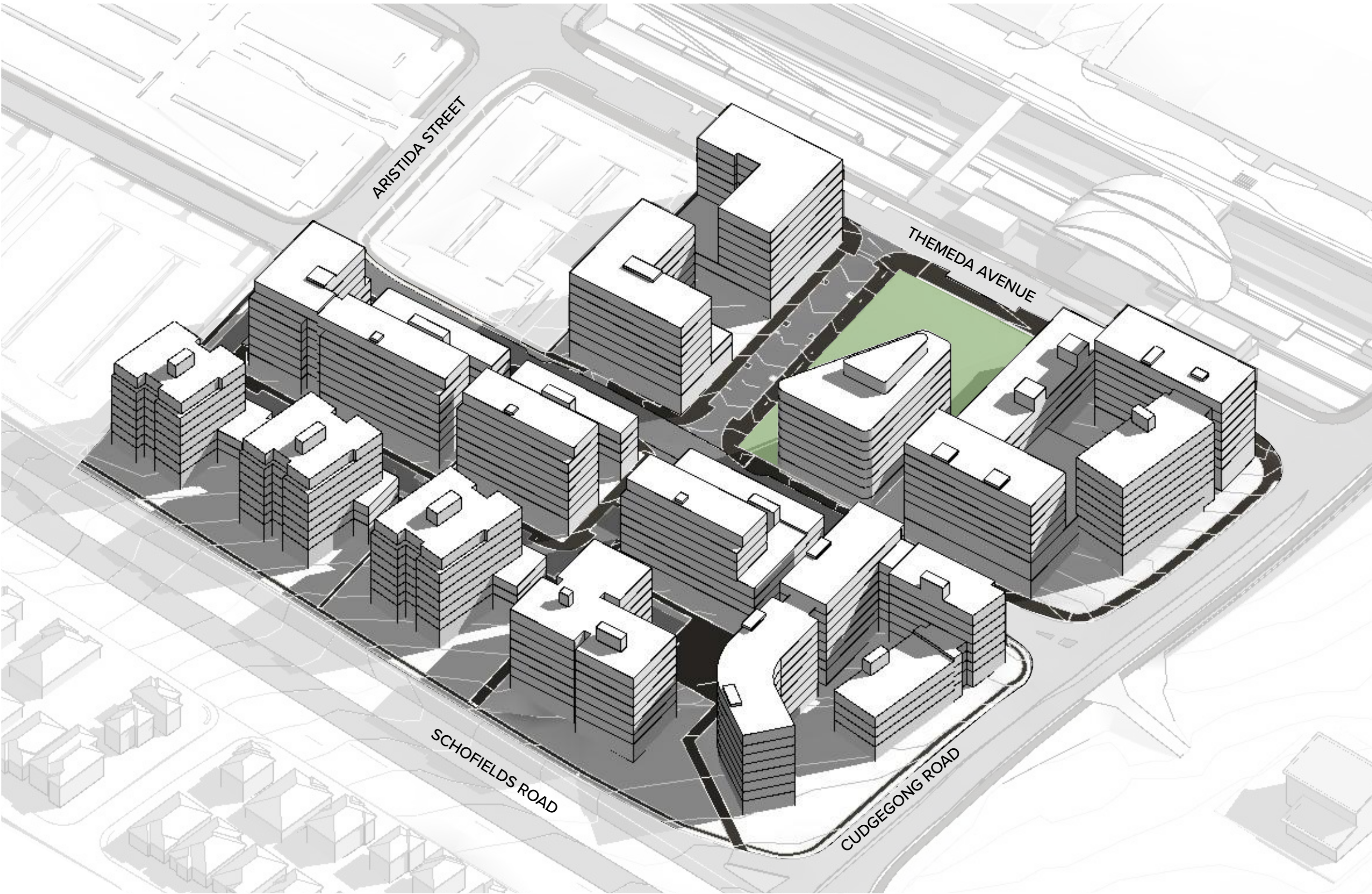
RFI1 to DPIE

SK-303

KEY PLAN



BASE SCHEME



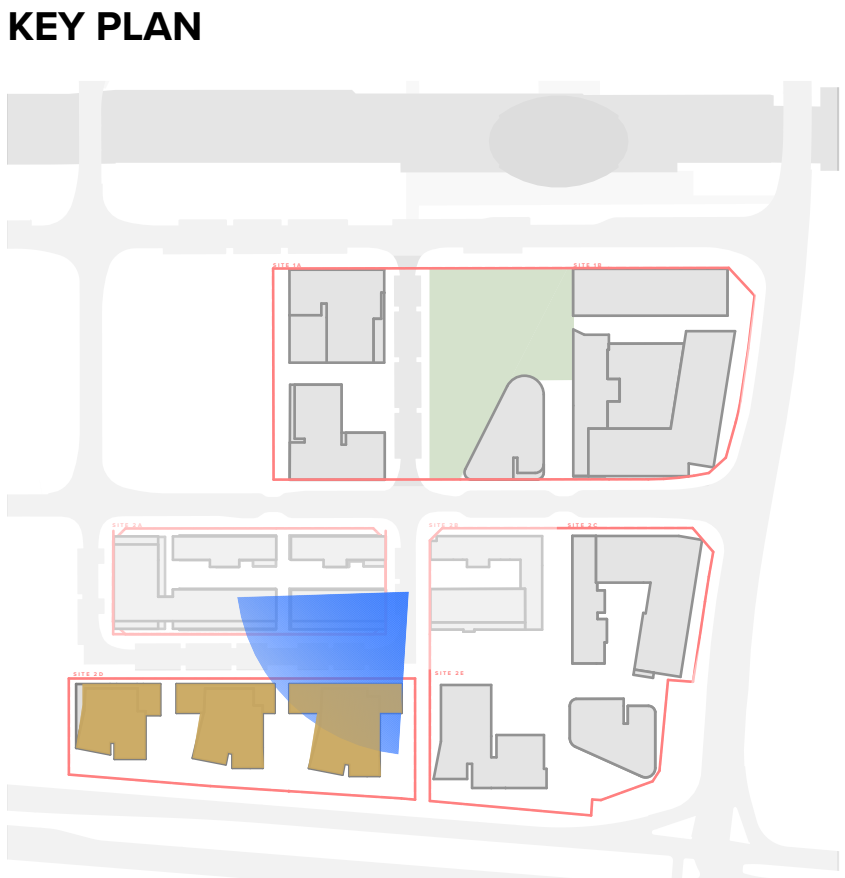
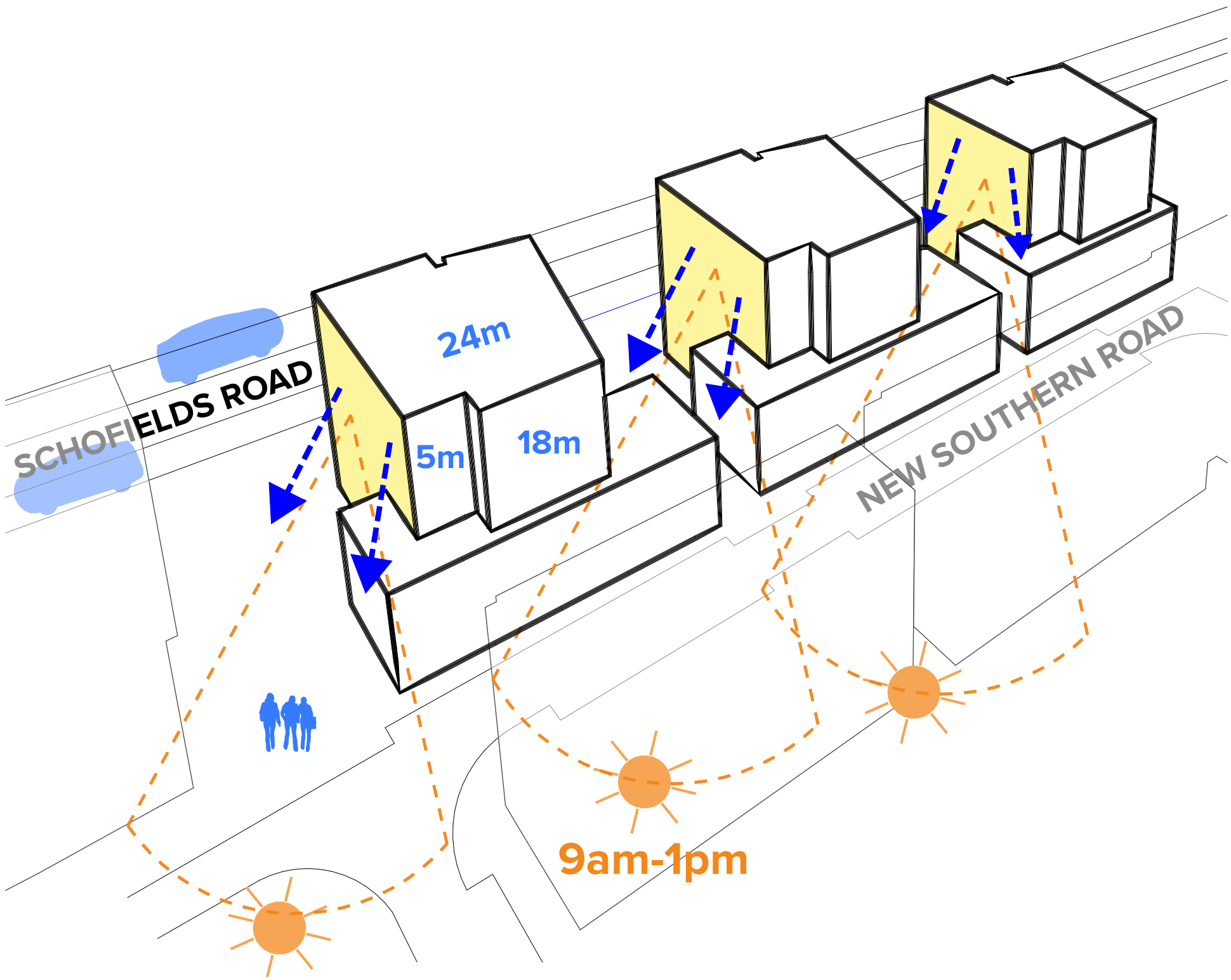
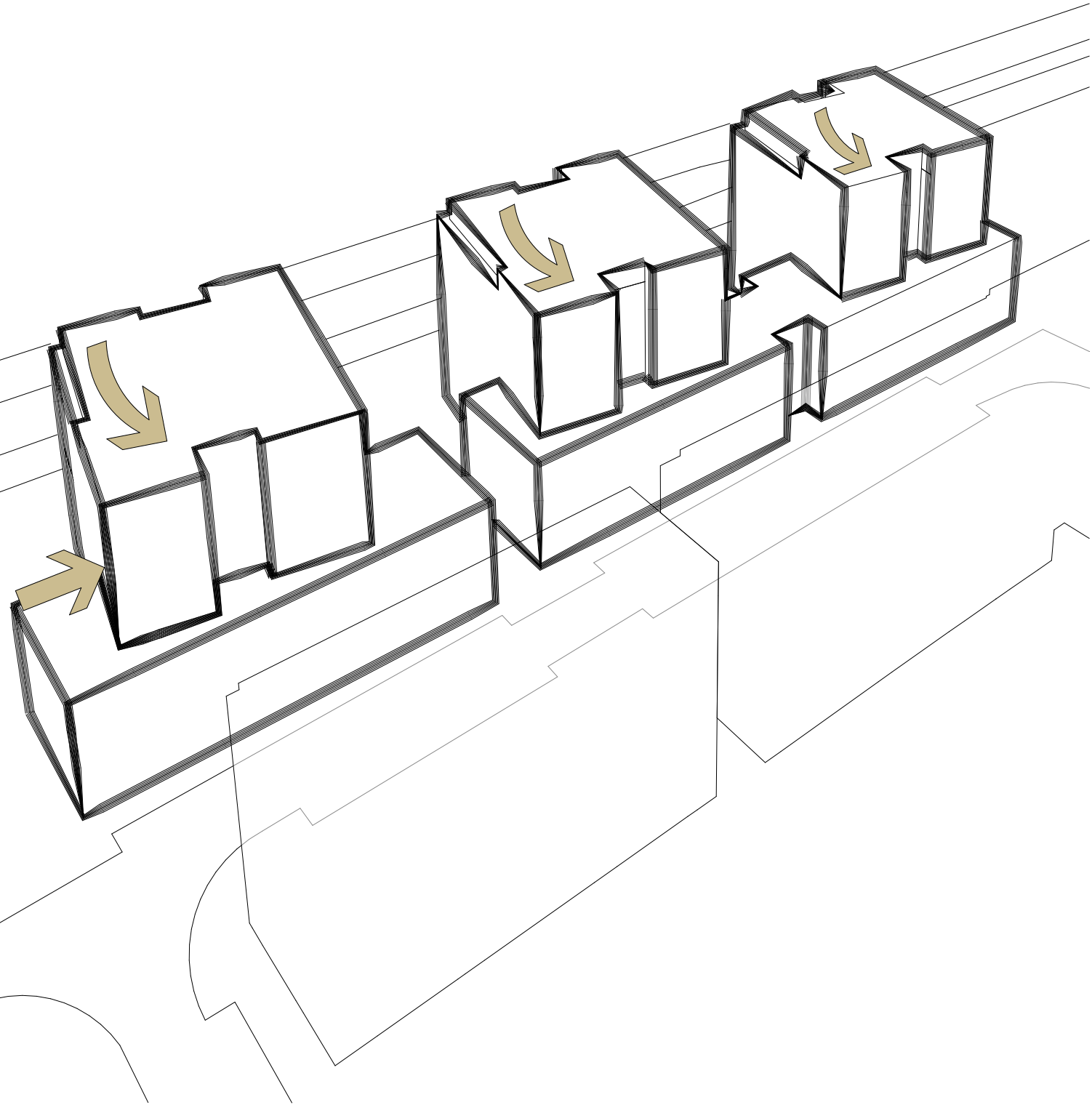
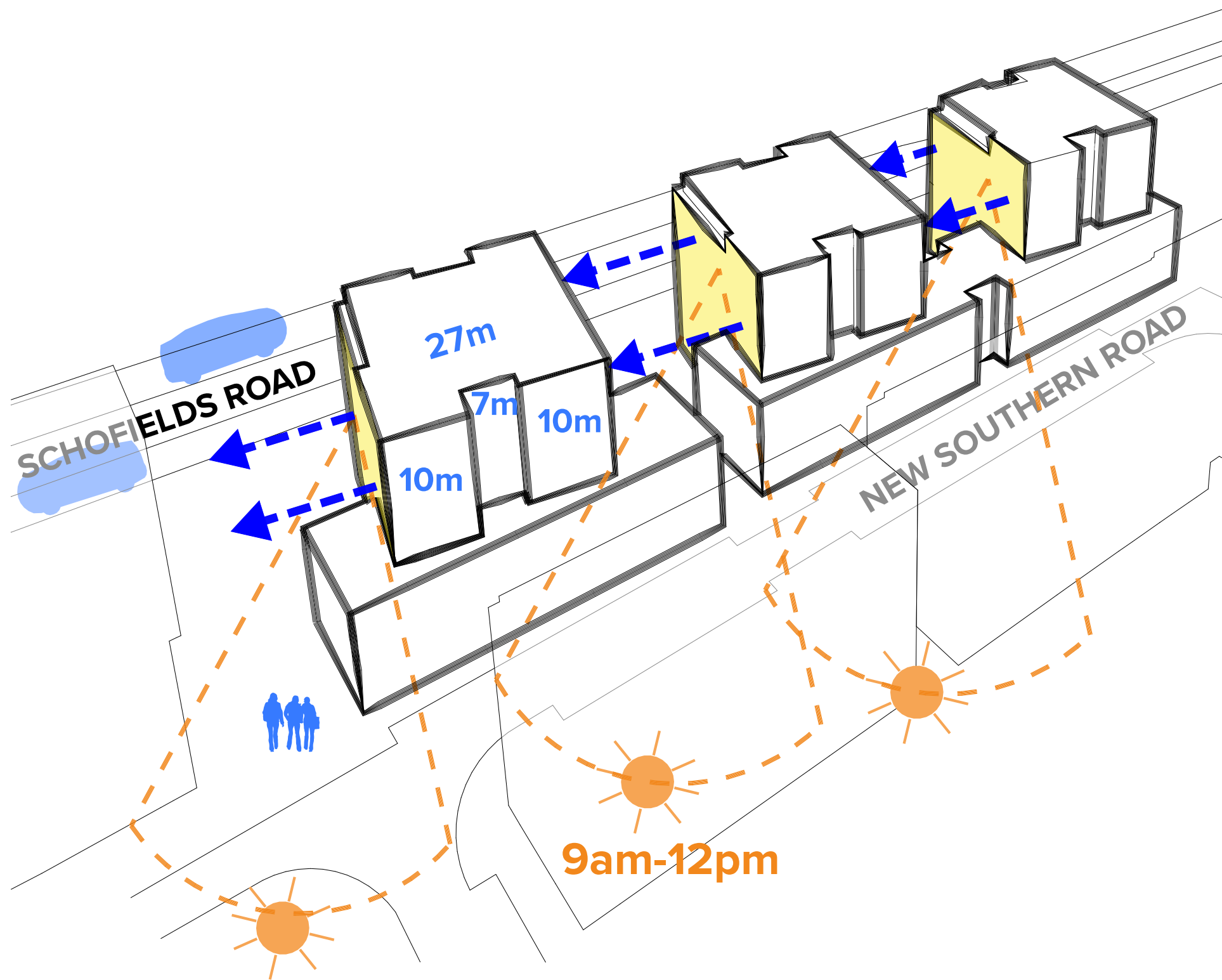
PREFERRED SCHEME



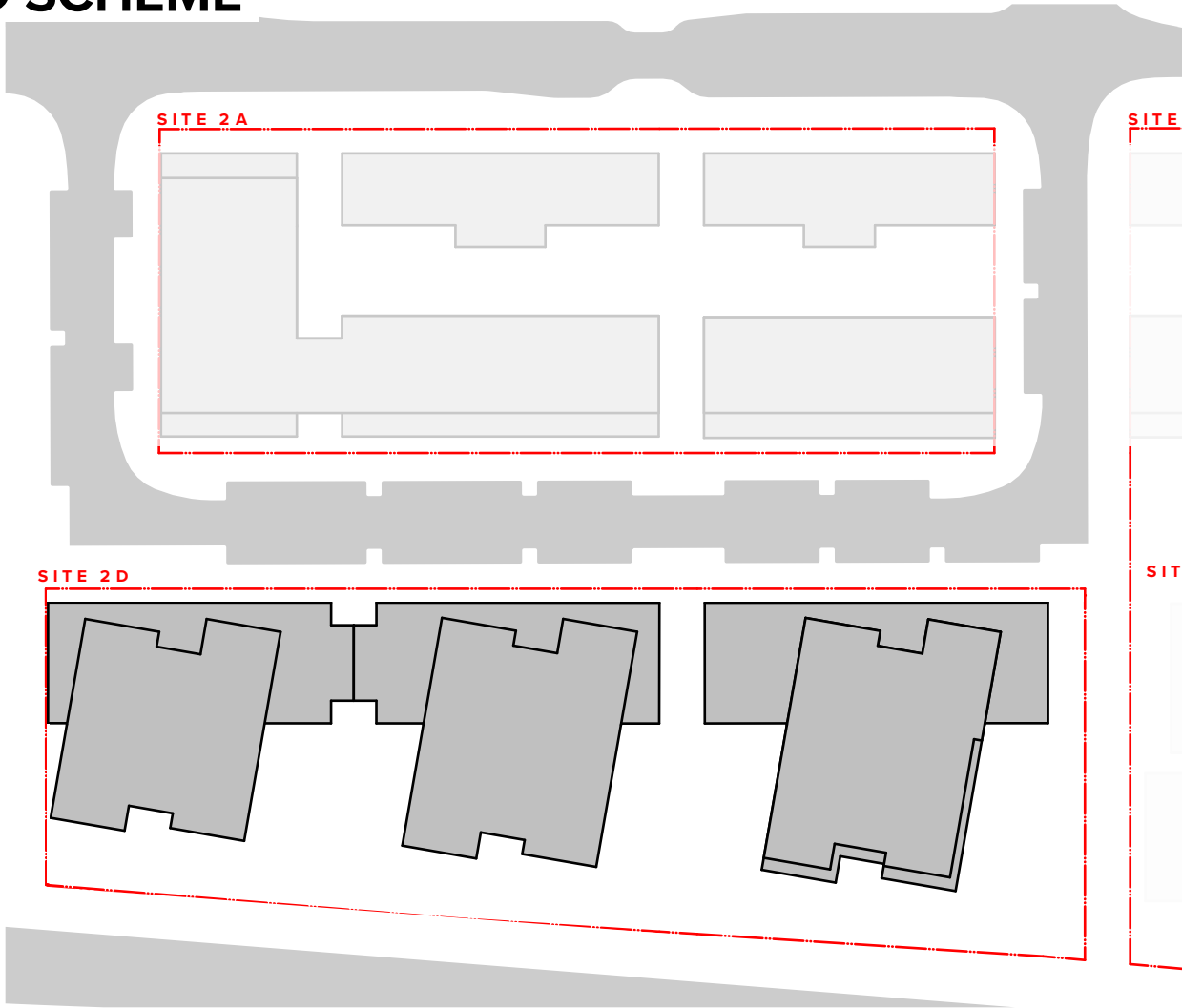


# Item 2. Built Form\_Schofields Road Frontage

RFI1 to DPIE



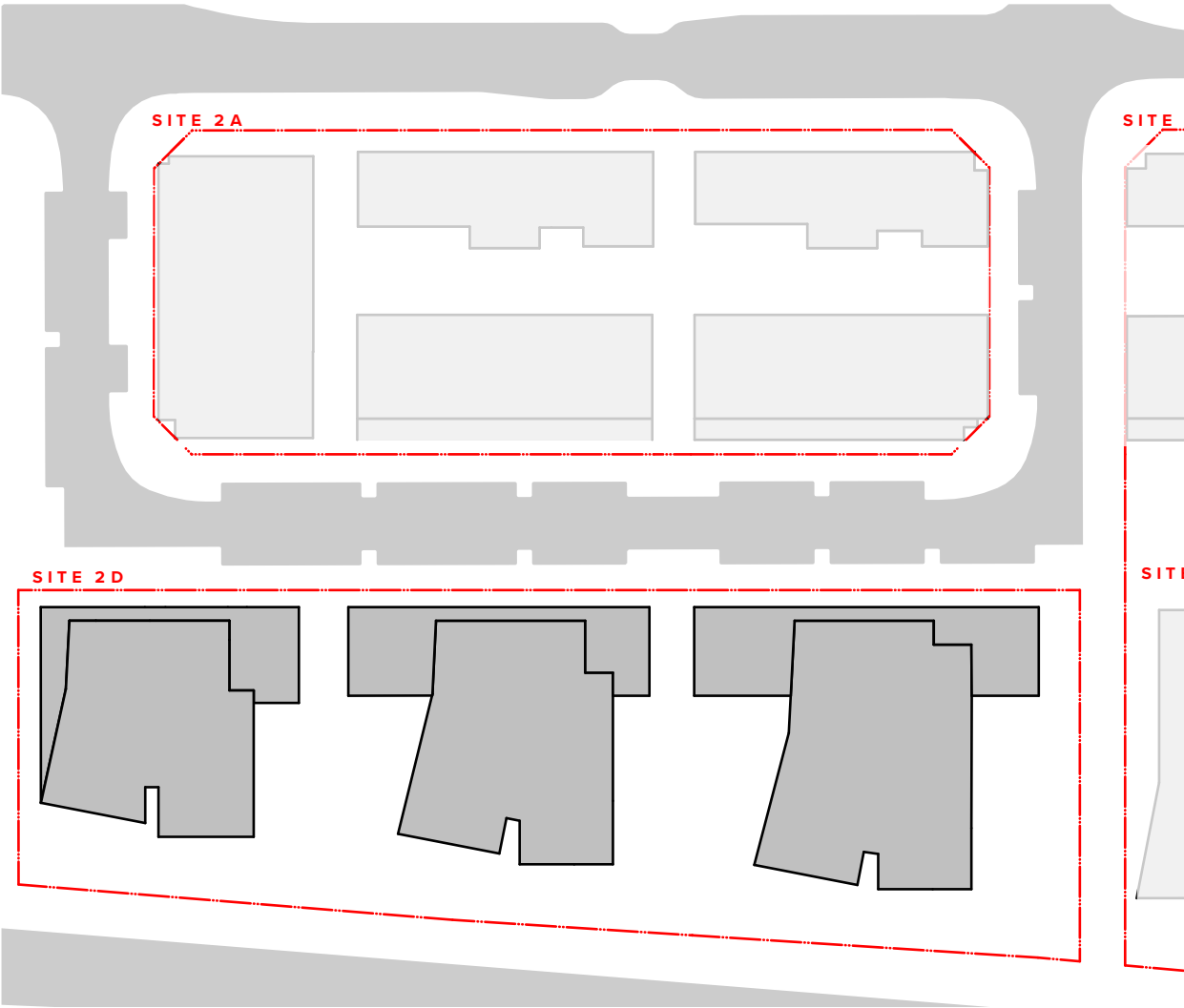
SSDA APPROVED SCHEME



## IMPROVEMENTS

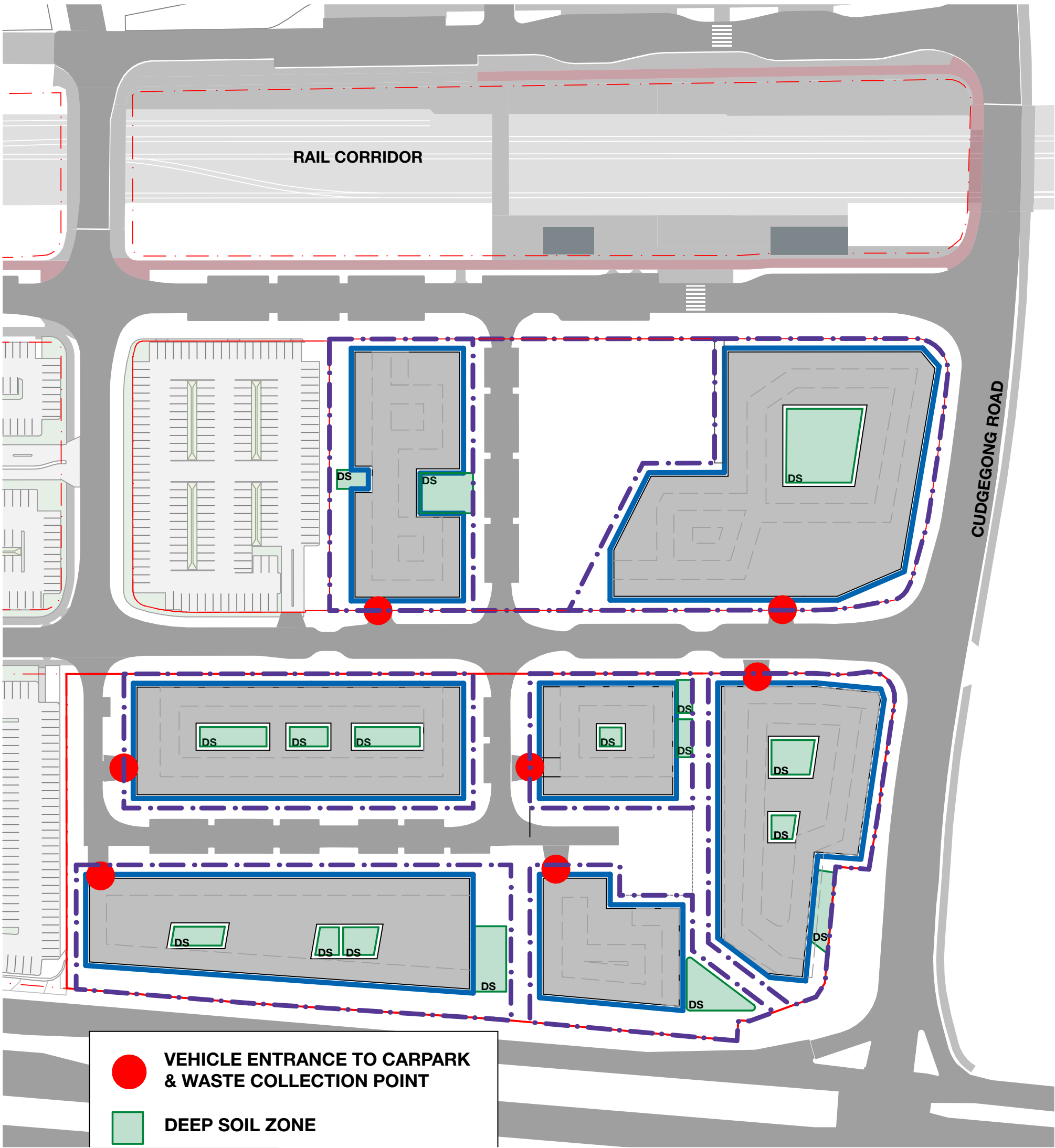
- ✓ Realign facade to orientate outlook north in response to solar access site building alignments
- ✓ Reduce upper building widths to the New Southern Road, increasing separation and outlook from the public domain
- ✓ Upper level setback to Schofields Road removed and balanced across new building form. Primary setback to Schofields Road maintained

AMENDED PROPOSAL





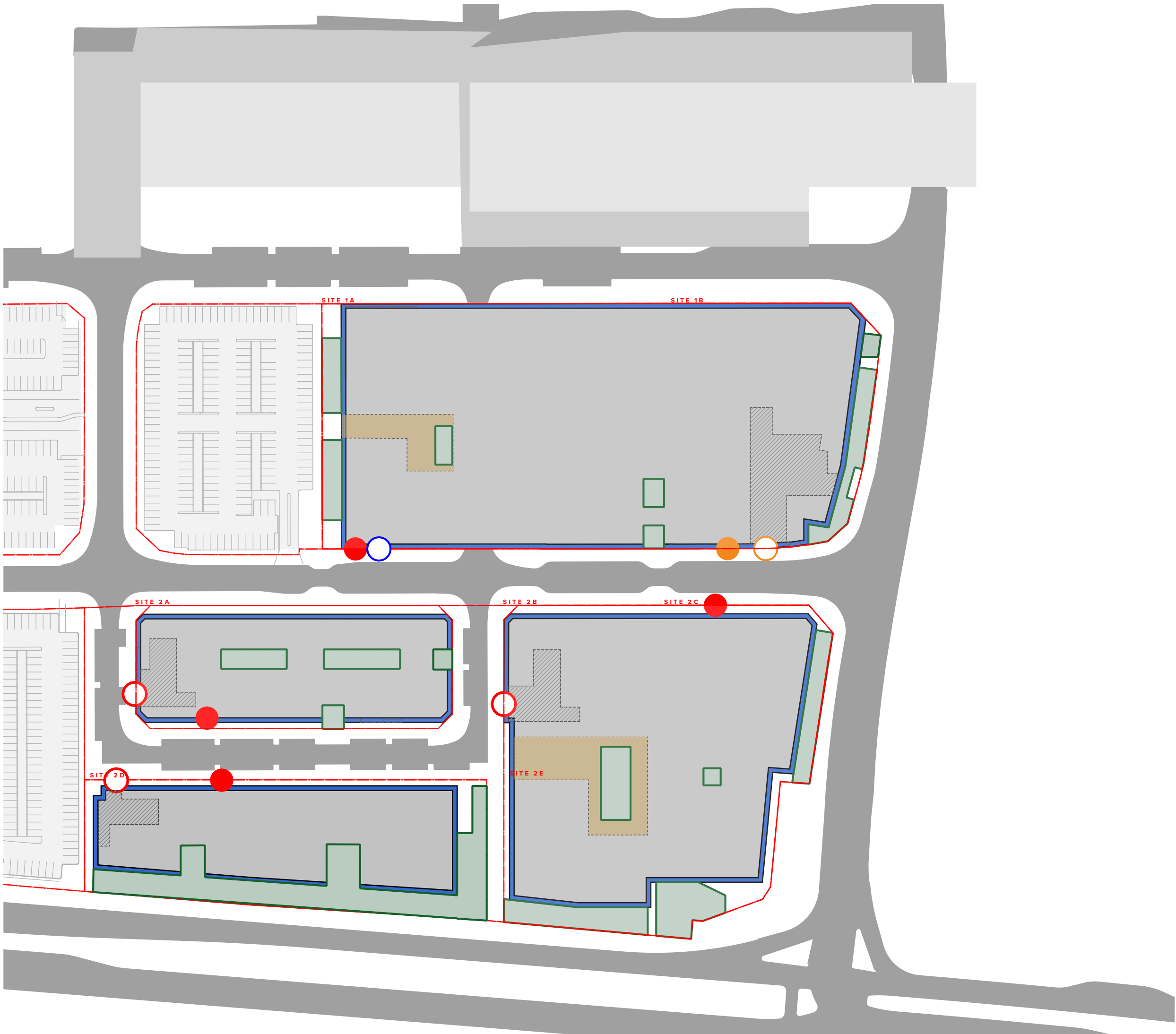
CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



IMPROVEMENTS

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

**LEGEND**

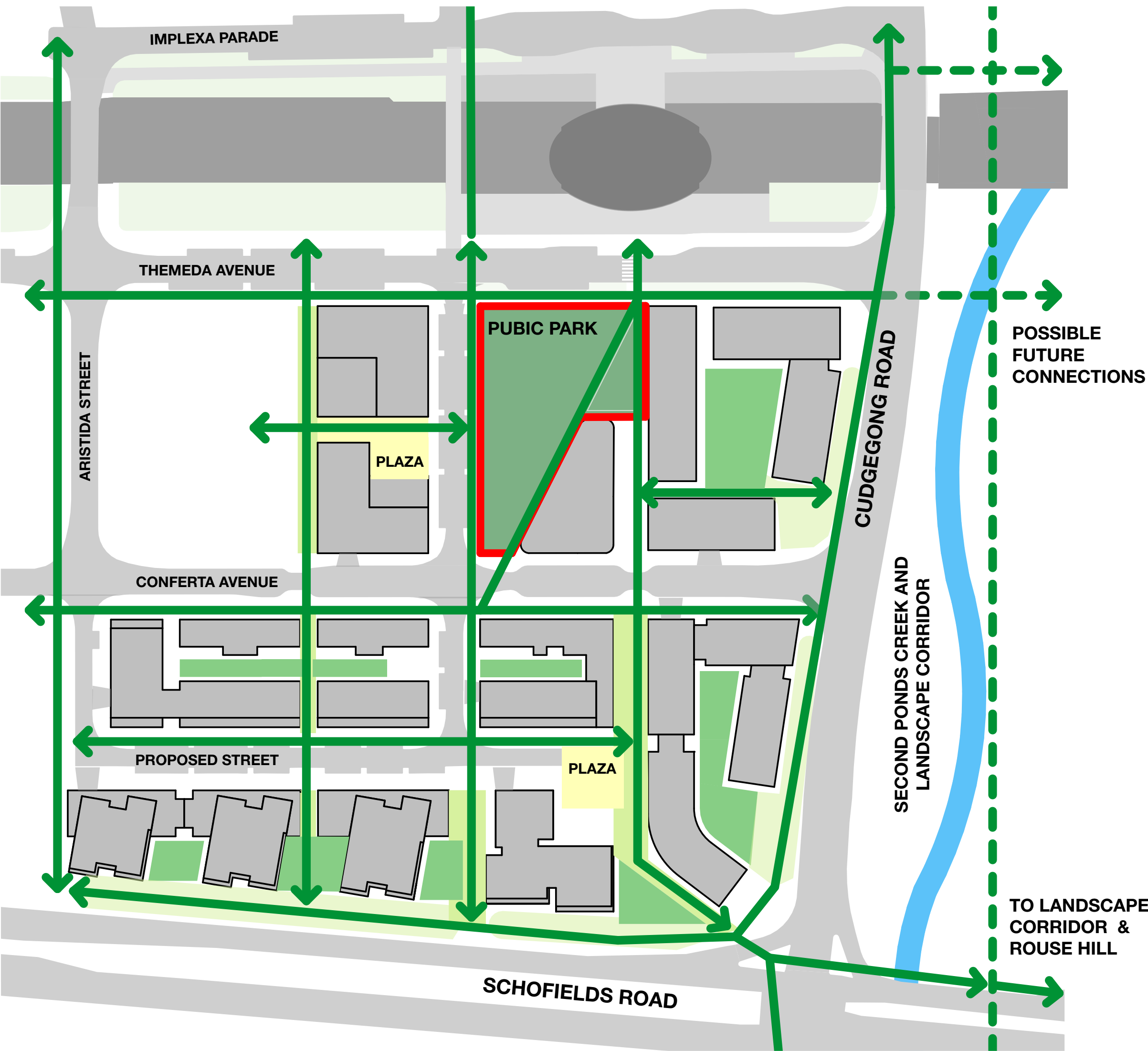
- Basement Extent
- Deep soil zone
- Residential Entry
- Retail/Commercial Entry
- Service Entry - Retail/Comm & Residential
- Service Entry - Retail/Commercial Only
- Service Location - Residential Only
- Service Location



# Item 2. Built Form\_Schofields Road Frontage

RFI1 to DPIE

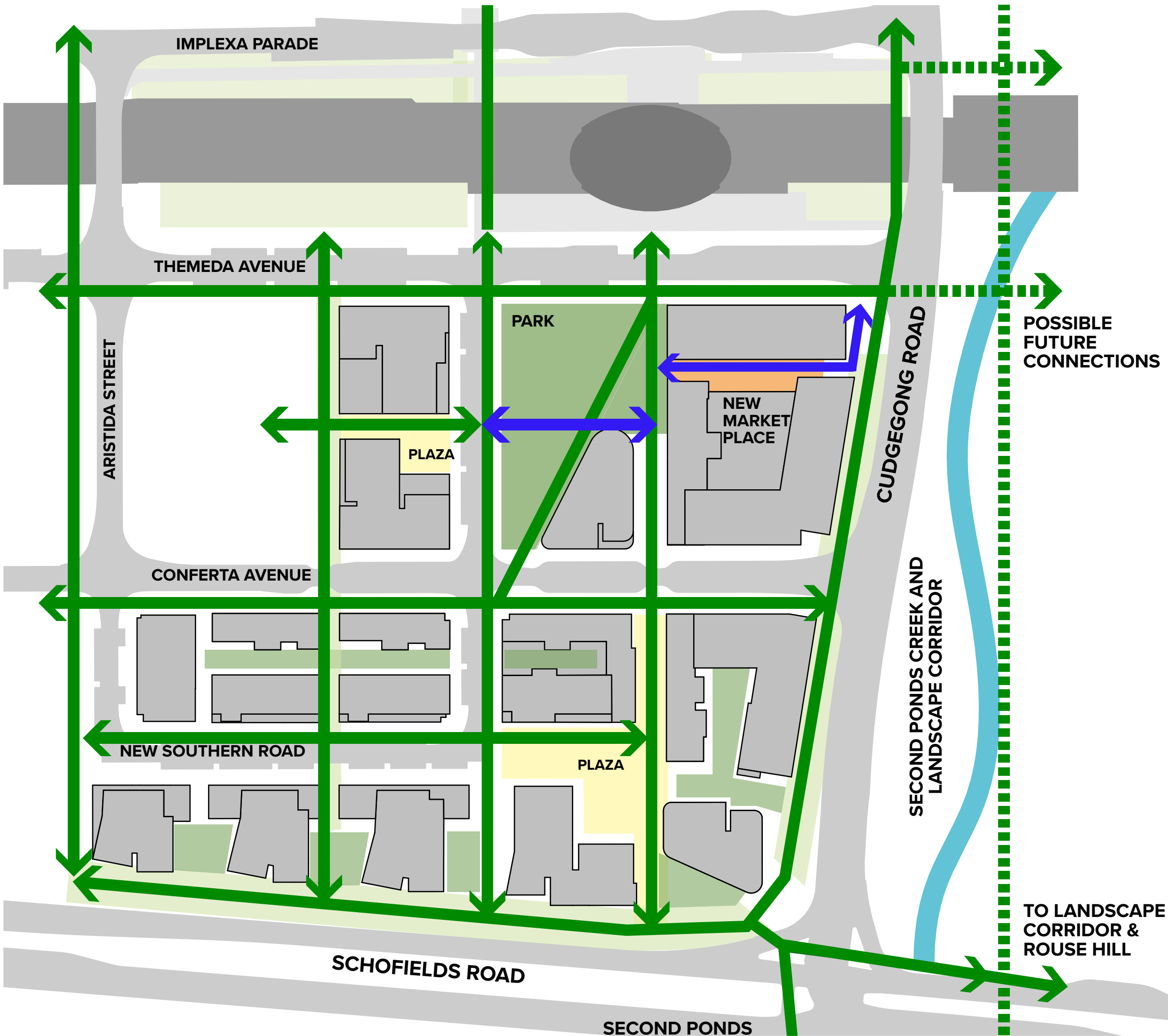
CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



IMPROVEMENTS

- ✓ The range, size and distribution of open spaces has been maintained and increased in the proposed scheme
- ✓ A new retail plaza and through site link has been introduced in Site 1B
- ✓ The park footprint has been increased
- ✓ Site 2 plaza has increased in size

Public Open Space

Landscape Network as noted in design guidelines

Additional Open Space Network



# Item 2. Built Form\_Compliance with Design Quality Guidelines

RFI1 to DPIE

**DPIE Comments:**

Item 2. Built Form

il. Demonstrate compliance with the Design Quality Guidelines approved with Concept Approval SSD 9063 and identify any required consequential amendments to the modification application

**Response:**

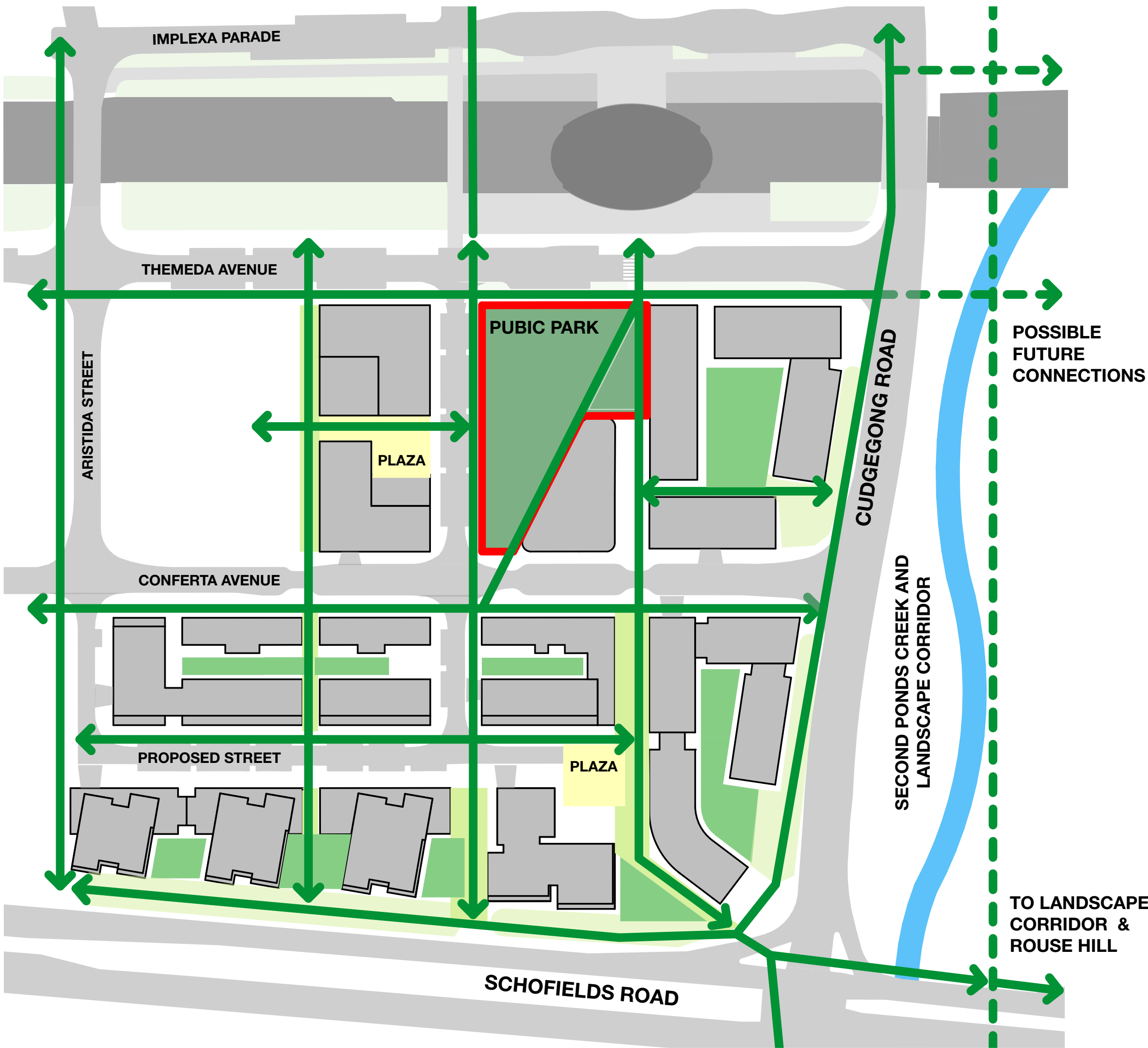
The following diagrams demonstrate the scheme's compliance with the Design Quality Guidelines.

'Concept Approved Scheme' diagrams are from Concept Approval SSD 9063 Urban Design Report.



OPEN SPACE NETWORK

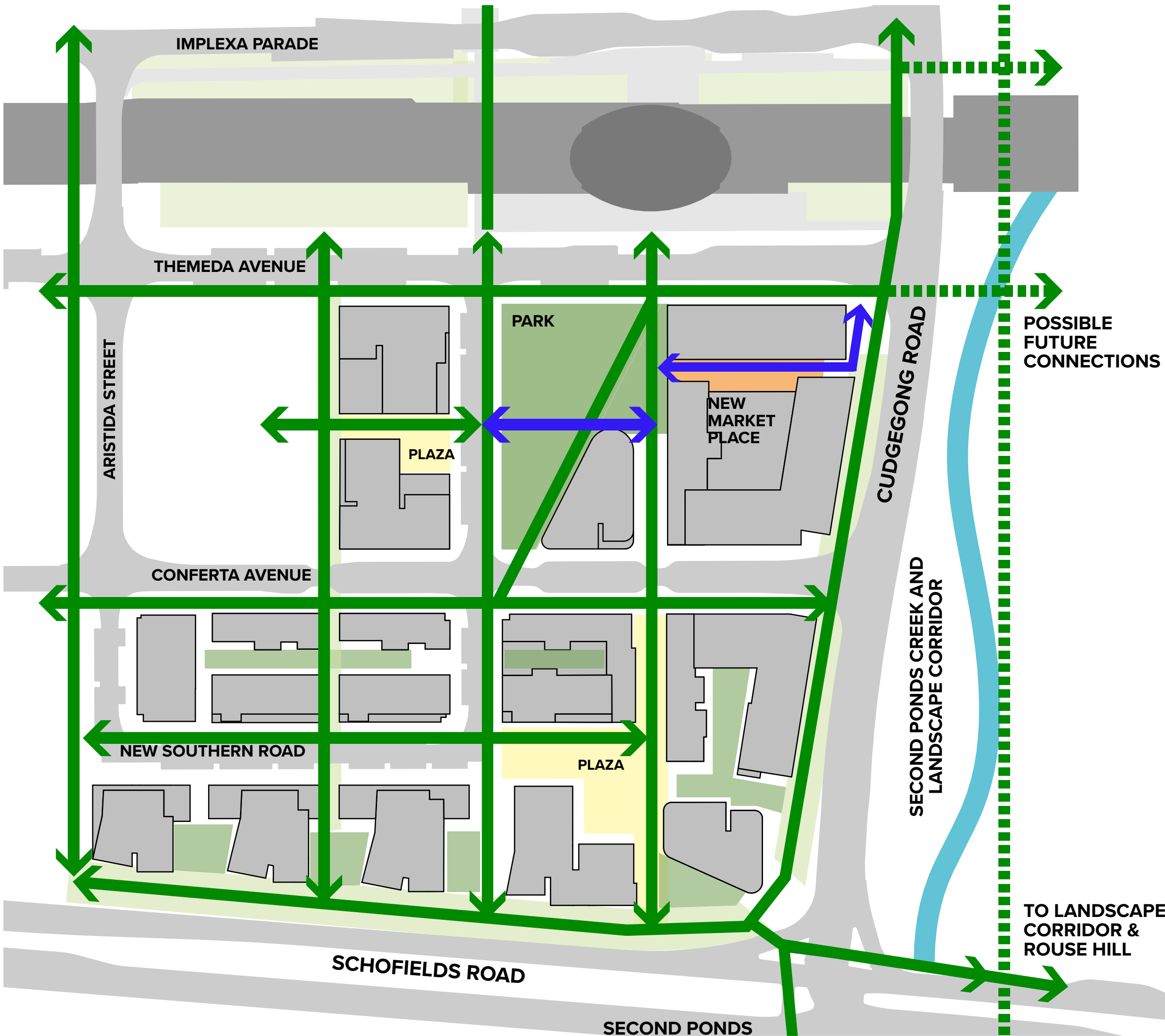
CONCEPT APPROVED SCHEME



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DA SCHEME



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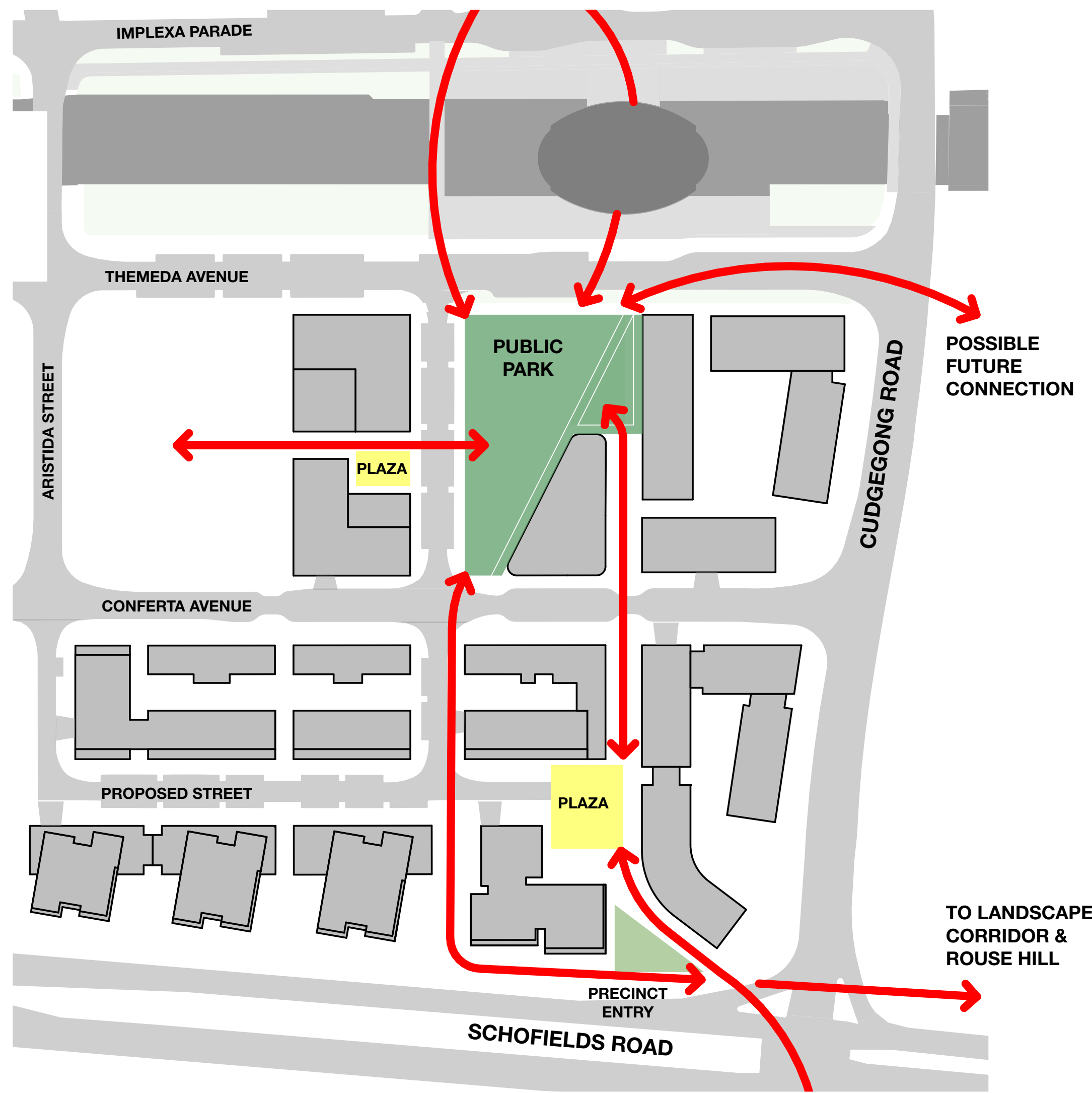
LEGEND

<span style="color: red;">■</span>	Public Open Space
<span style="color: green;">■</span>	Landscape Network as noted in design guidelines
<span style="color: blue;">■</span>	Additional Open Space Network



OPEN SPACE HIERARCHY AND CHARACTER

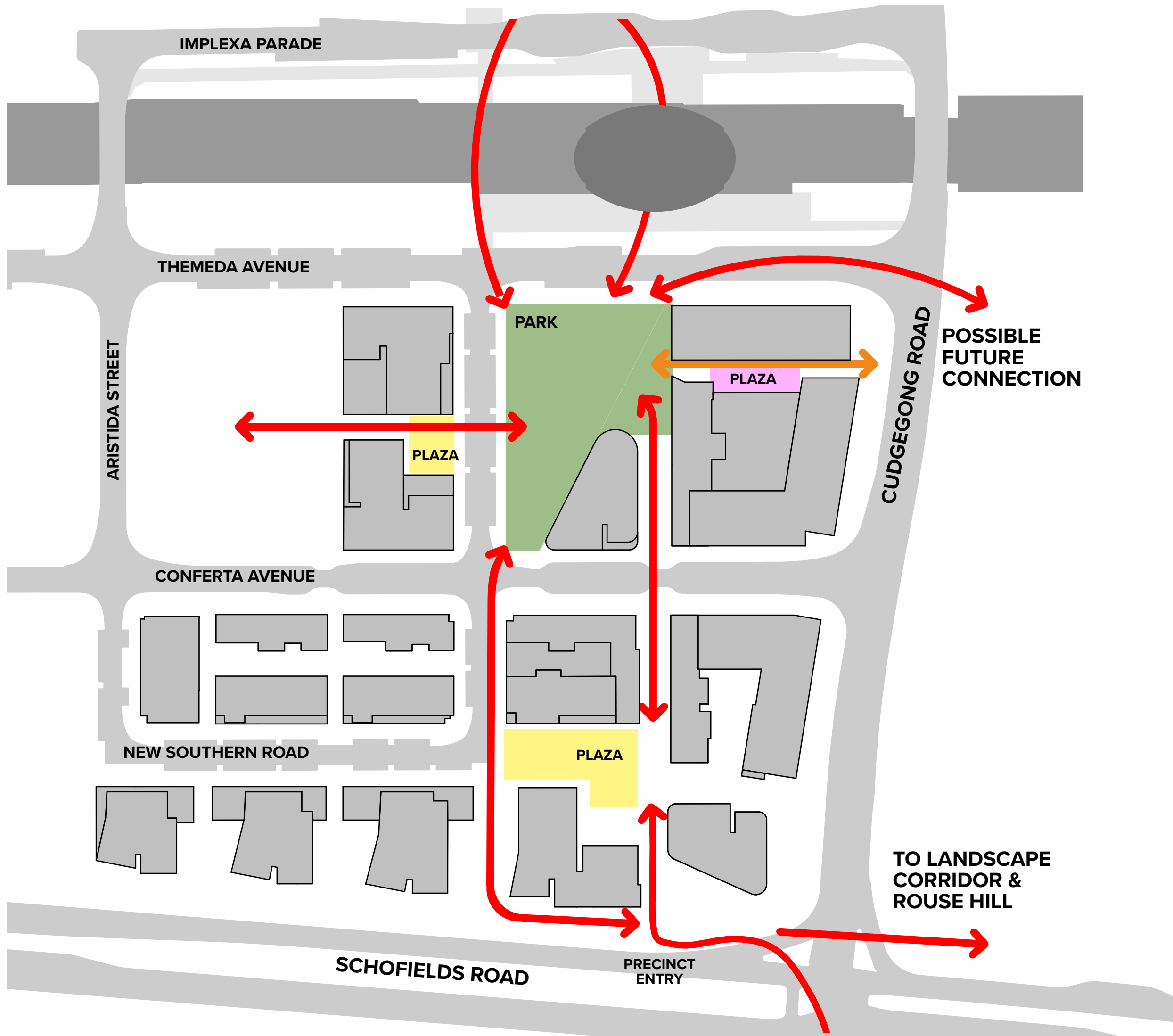
CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



IMPROVEMENTS

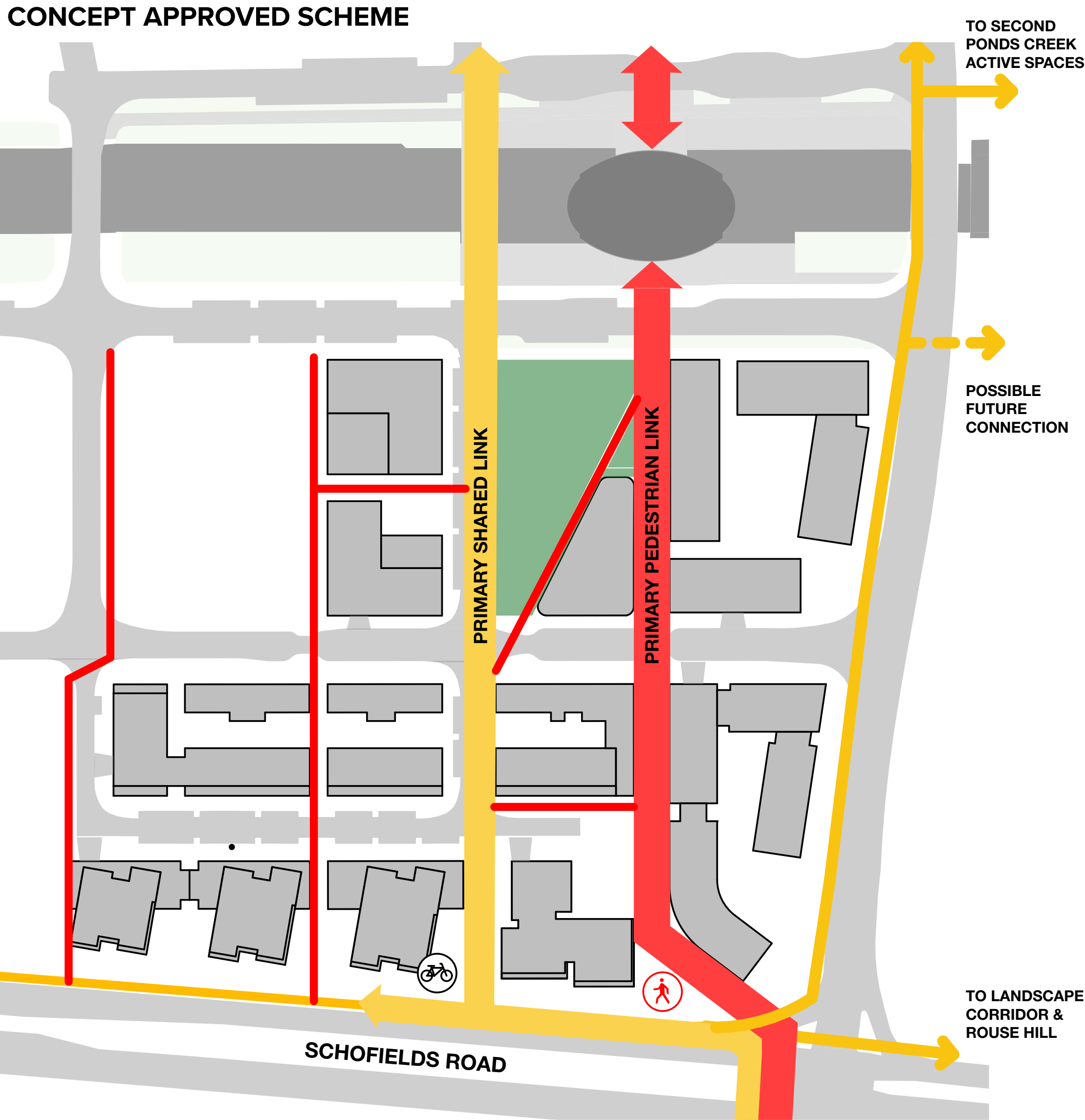
- ✓ The open space hierarchy and character has been maintained and extended by introducing a new retail arcade and link to Site 1B
- ✓ Site 2 Plaza has increased in size

LEGEND

→	Public Open Space network
→	New Retail Arcade Link

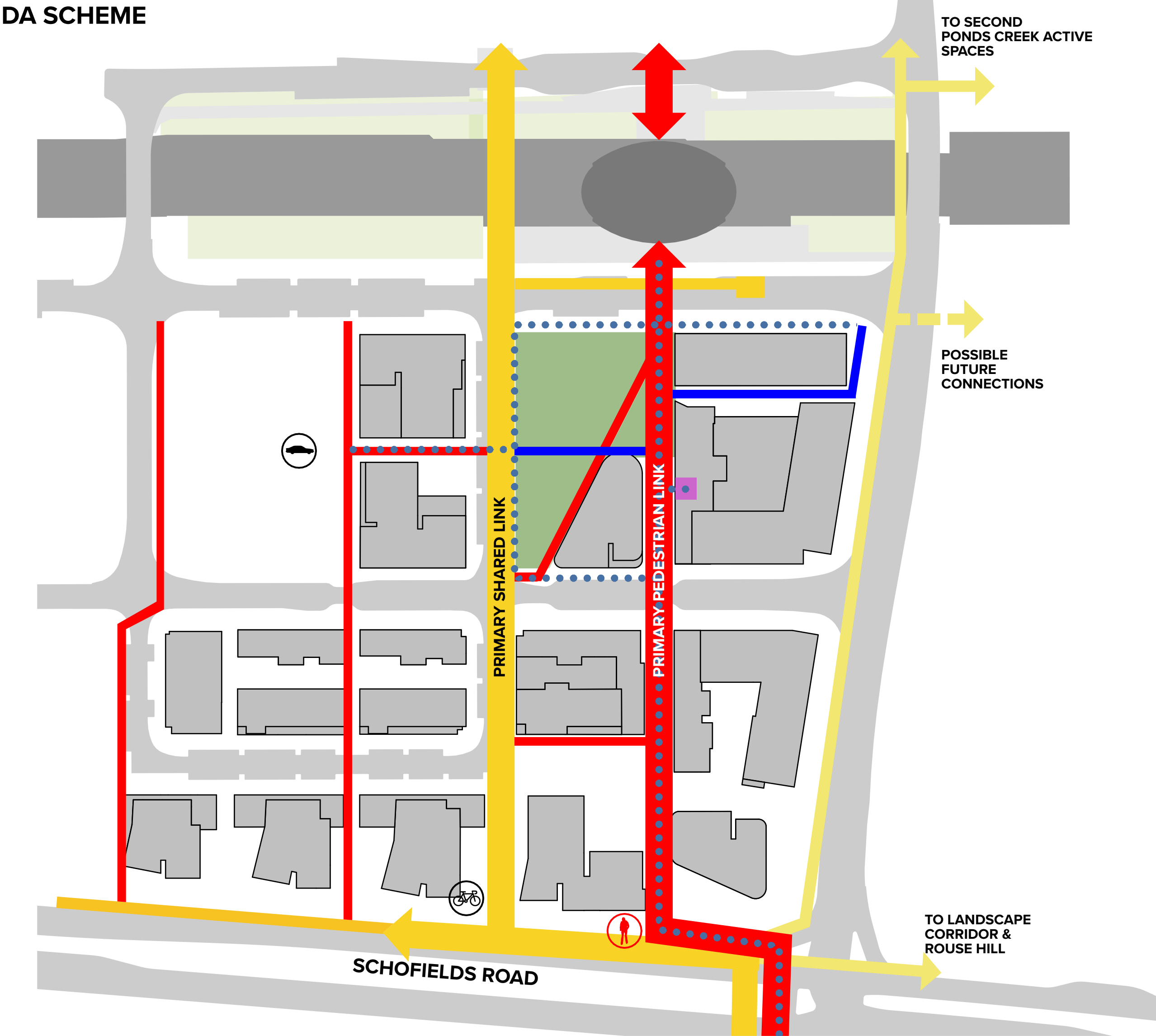


PEDESTRIAN AND CYCLE NETWORK



OBJECTIVES

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



IMPROVEMENTS

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

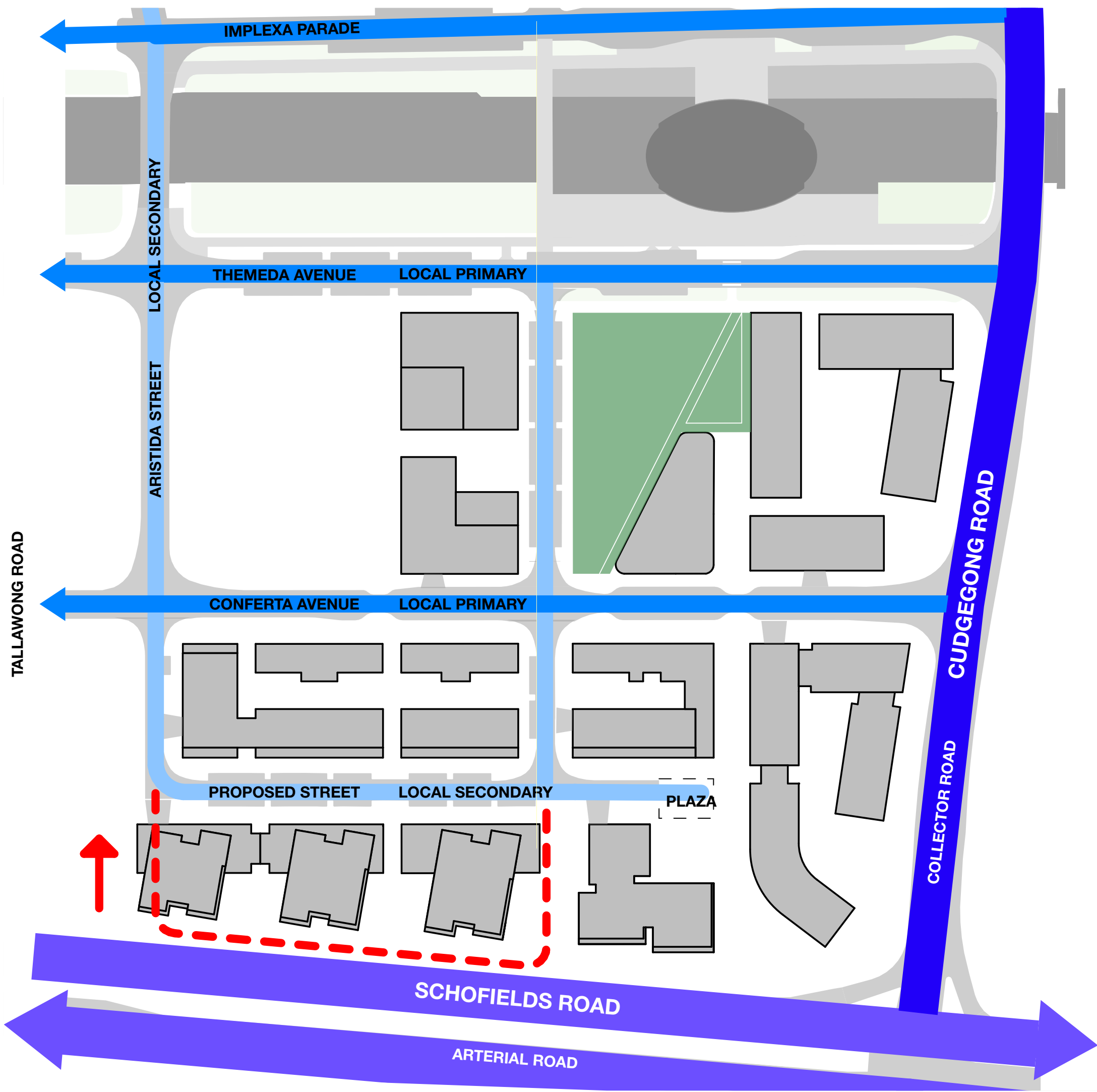
LEGEND

<span style="color: red;">—</span>	Pedestrian circulation path
<span style="color: blue;">—</span>	Additional Pedestrian circulation path
<span style="color: yellow;">—</span>	Bicycle path
<span style="color: blue;">...</span>	Accessible paths of travel
<span style="color: purple;">■</span>	24 hr public accessible lift access



STREET NETWORK AND HIERARCHY

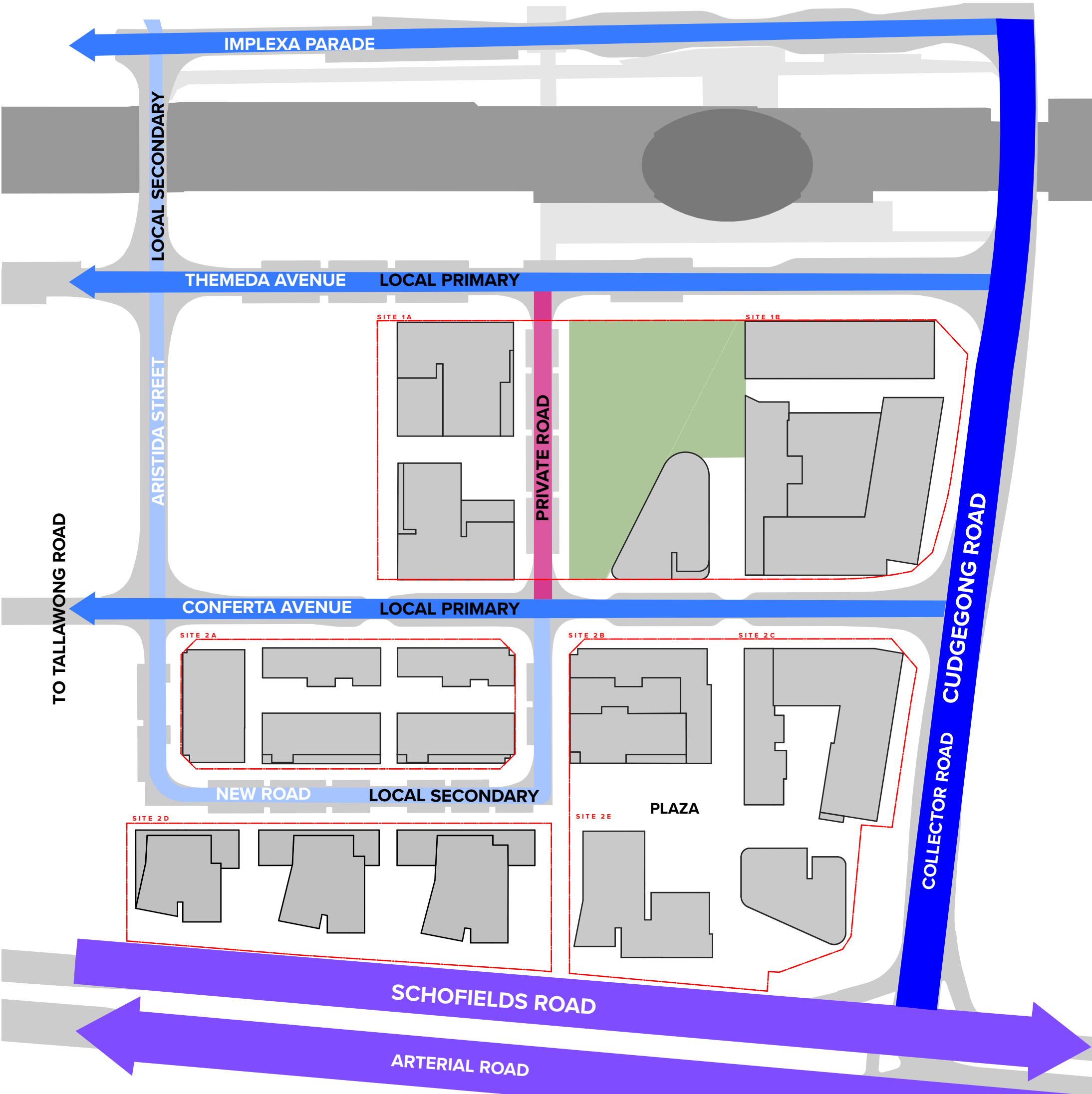
CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



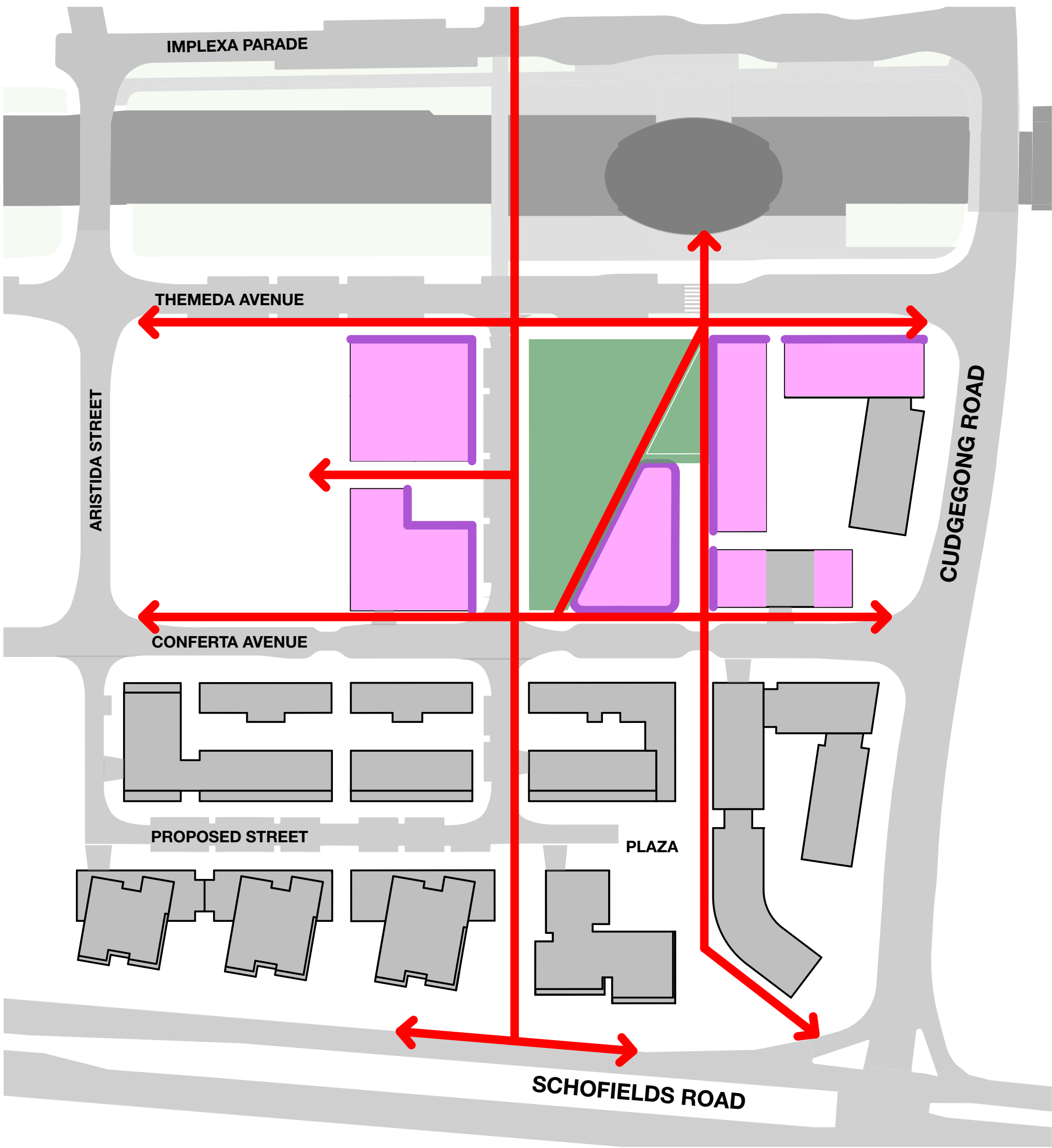
IMPROVEMENTS

- ✓ The proposed street network and hierarchy has been maintained



ACTIVE EDGES

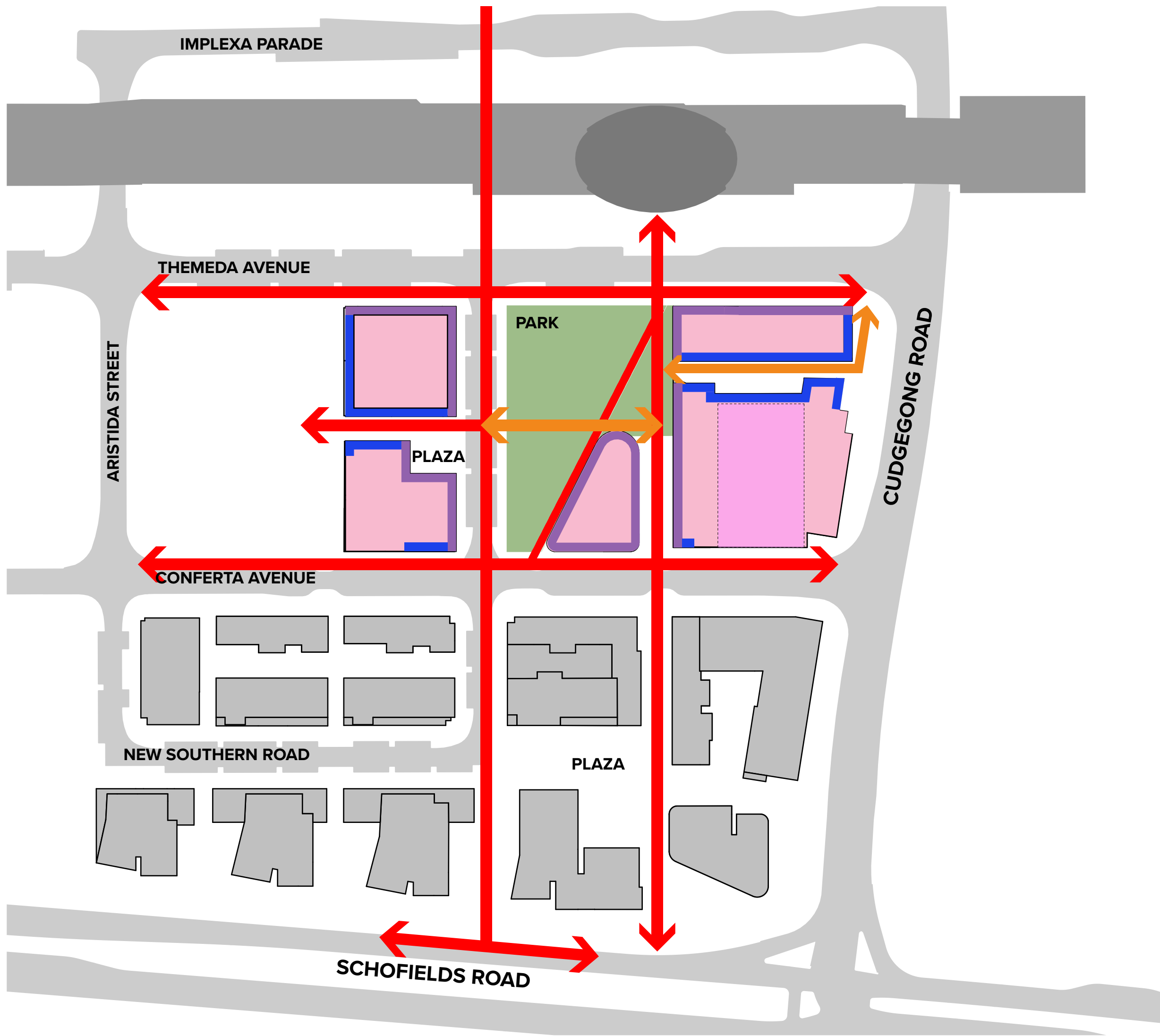
CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



IMPROVEMENTS

- ✓ The range of retail uses has been increased to create a more vibrant and activated Town Centre.
- ✓ A food market has been incorporated on Site 1B along with a retail courtyard and through site link to Cudgegong Road.
- ✓ Active edges have been increased by 202m, creating a more permeable and activated ground plane

Primary movement paths as noted in design guide lines

Additional primary movement paths

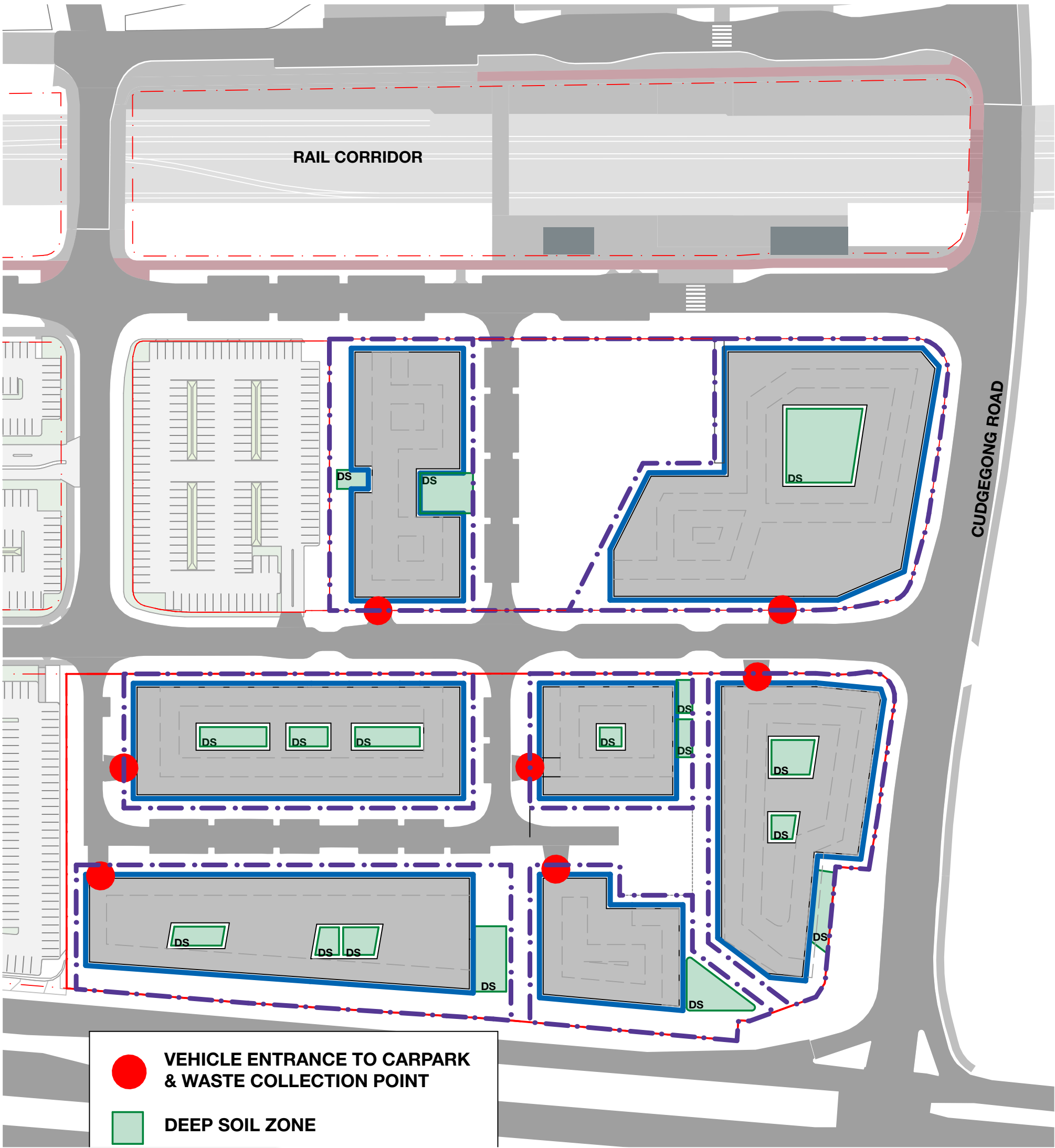
Active edges as noted in design guidelines

Additional active edges (+202m / +42%)



BASEMENT PARKING AND DEEP SOIL

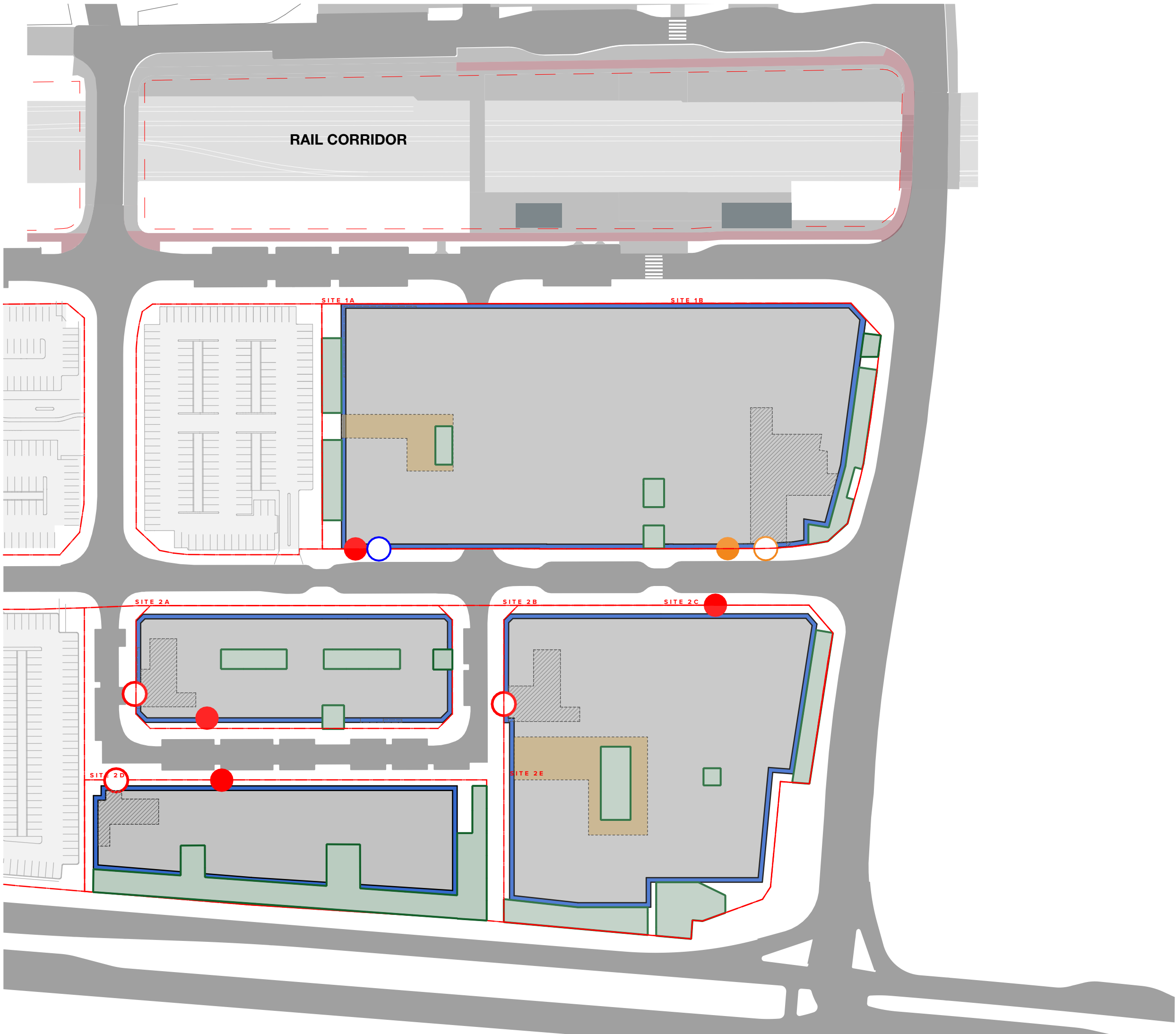
CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



IMPROVEMENTS

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

LEGEND

- Basement Extent
- Deep soil zone
- Residential Entry
- Retail/Commercial Entry
- Service Entry - Retail/Comm & Residential
- Service Entry - Retail/Commercial Only
- Service Location - Residential Only
- Service Location



# Item 2. Built Form\_Compliance with Design Quality Guidelines

RFI1 to DPIE

## PUBLICLY ACCESSIBLE OPEN SPACE

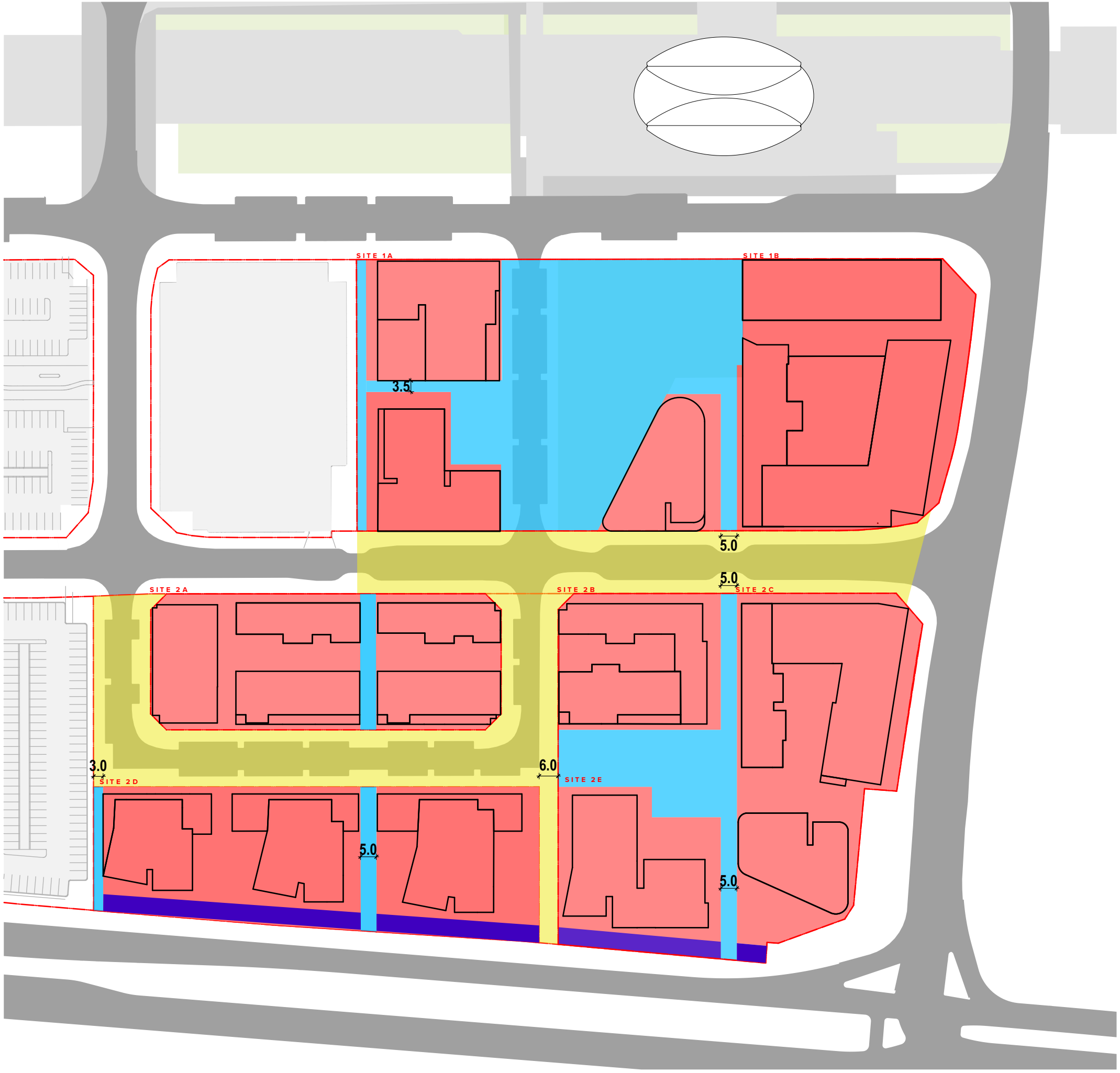
CONCEPT APPROVED SCHEME



### OBJECTIVES

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

DA SCHEME



### IMPROVEMENTS

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

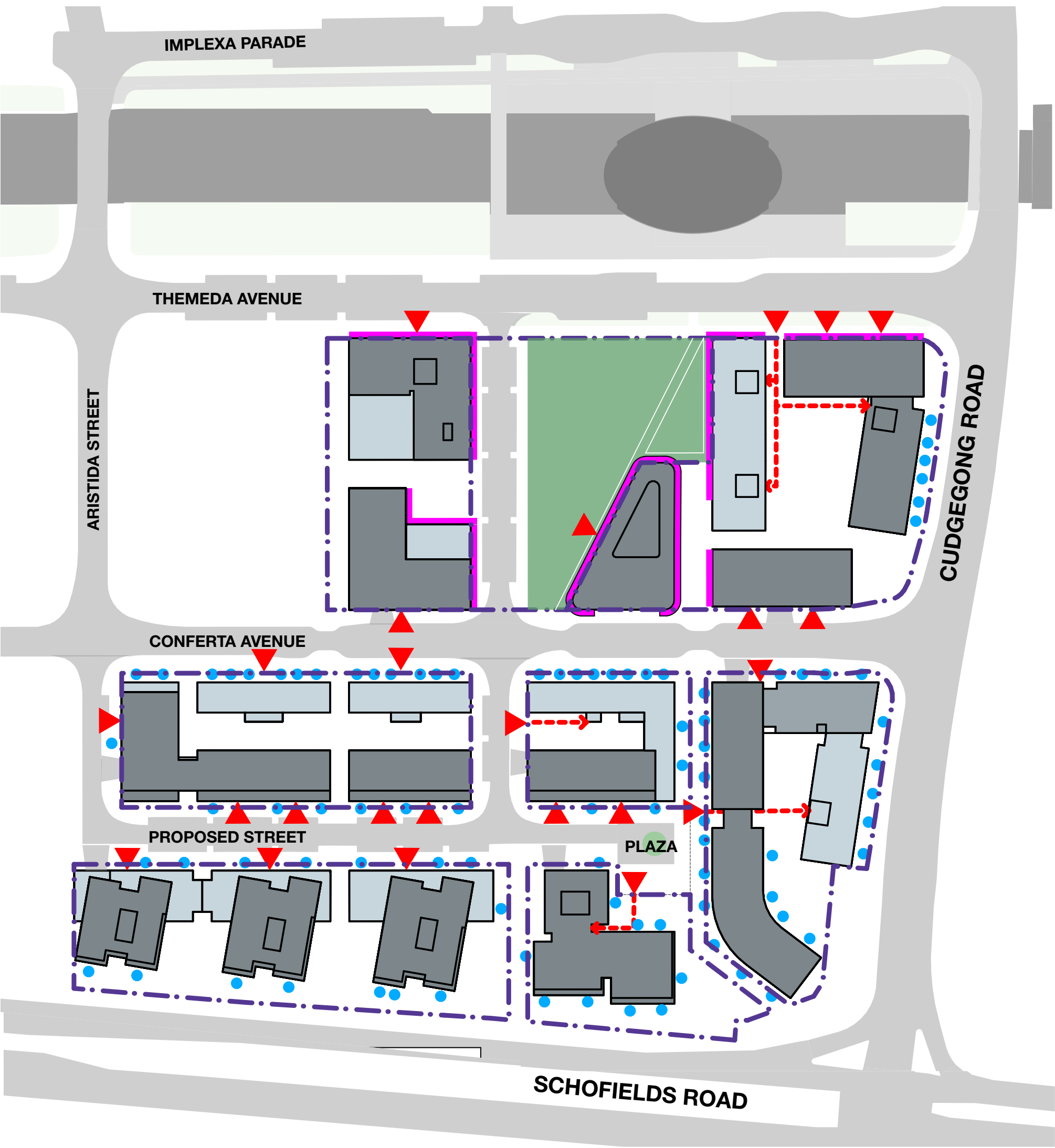
**LEGEND**

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



RESIDENTIAL ENTRIES AND GROUND FLOOR ACTIVATION

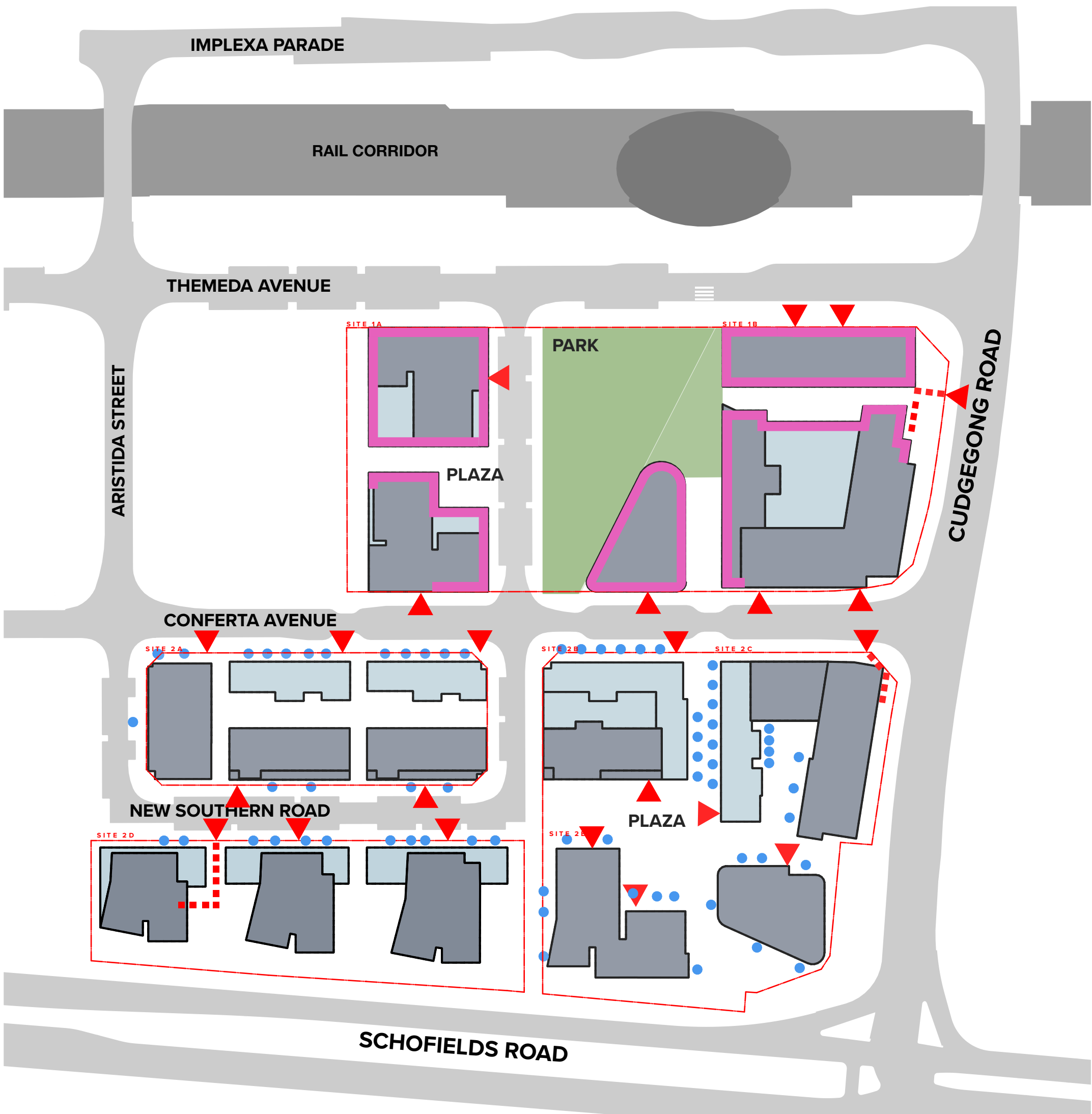
CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



IMPROVEMENTS

- ✓ The objectives of the concept design have been maintained and developed for the preferred scheme
- ✓ Each building has a clear and legible street address
- ✓ Ground floor residences are planned with discreet street address where feasible

LEGEND

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



A MIX OF TYPOLOGIES

CONCEPT APPROVED SCHEME



OBJECTIVES

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

DA SCHEME



IMPROVEMENTS

- ✓ The mix of block sizes, building types and housing typologies has been maintained and improved
- ✓ Typologies utilised within the approved concept scheme have been reconfigured to refine sites 1A and 2C to improve solar access, urban scale and pedestrian amenity
- ✓ The object building placed adjacent to the park has been repeated to the south to anchor the pedestrian boulevard and form a gateway to the Town Centre

LEGEND

Red square	Apartments
Pink square	Commercial, retail, workplace
Orange square	4 storey bar building
Green square	Object buildings
Yellow square	3 storey engaged street edge
Blue square	Terrace typology



# Item 2. Built Form\_Compliance with Design Quality Guidelines

RFI1 to DPIE

## VARIATION IN HEIGHT, BULK AND SCALE

CONCEPT APPROVED SCHEME



### OBJECTIVES

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

DA SCHEME



### IMPROVEMENTS

- ✓ The variation in height, bulk and scale found within the concept scheme has been maintained
- ✓ Building forms have been refined to improve amenity and performance for both the public domain and residences
- ✓ On Site 2C, the footprints and heights of buildings have been reconfigured to reduce the wall effect to Cudgegong Road, provide a view corridor from the plaza, and to provide a lower scale building to the pedestrian boulevard

### LEGEND

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



# Item 2. Built Form\_Compliance with Design Quality Guidelines

RFI1 to DPIE

## BUILDING SETBACKS

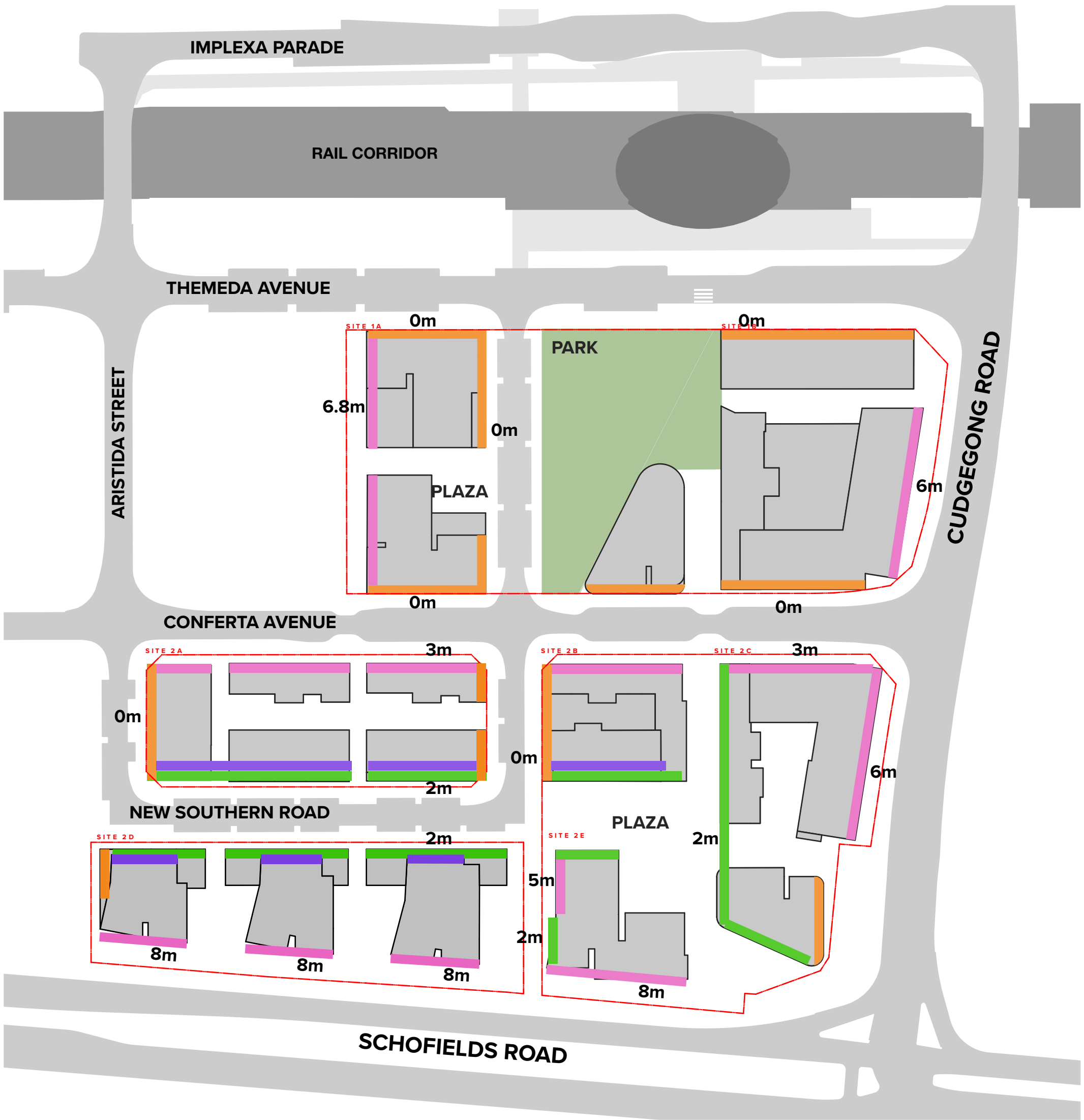
CONCEPT APPROVED SCHEME



### OBJECTIVES

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

DA SCHEME



### IMPROVEMENTS

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

**LEGEND**

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



# Item 2. Built Form\_Compliance with Design Quality Guidelines

RFI1 to DPIE

## BUILDING SEPARATION

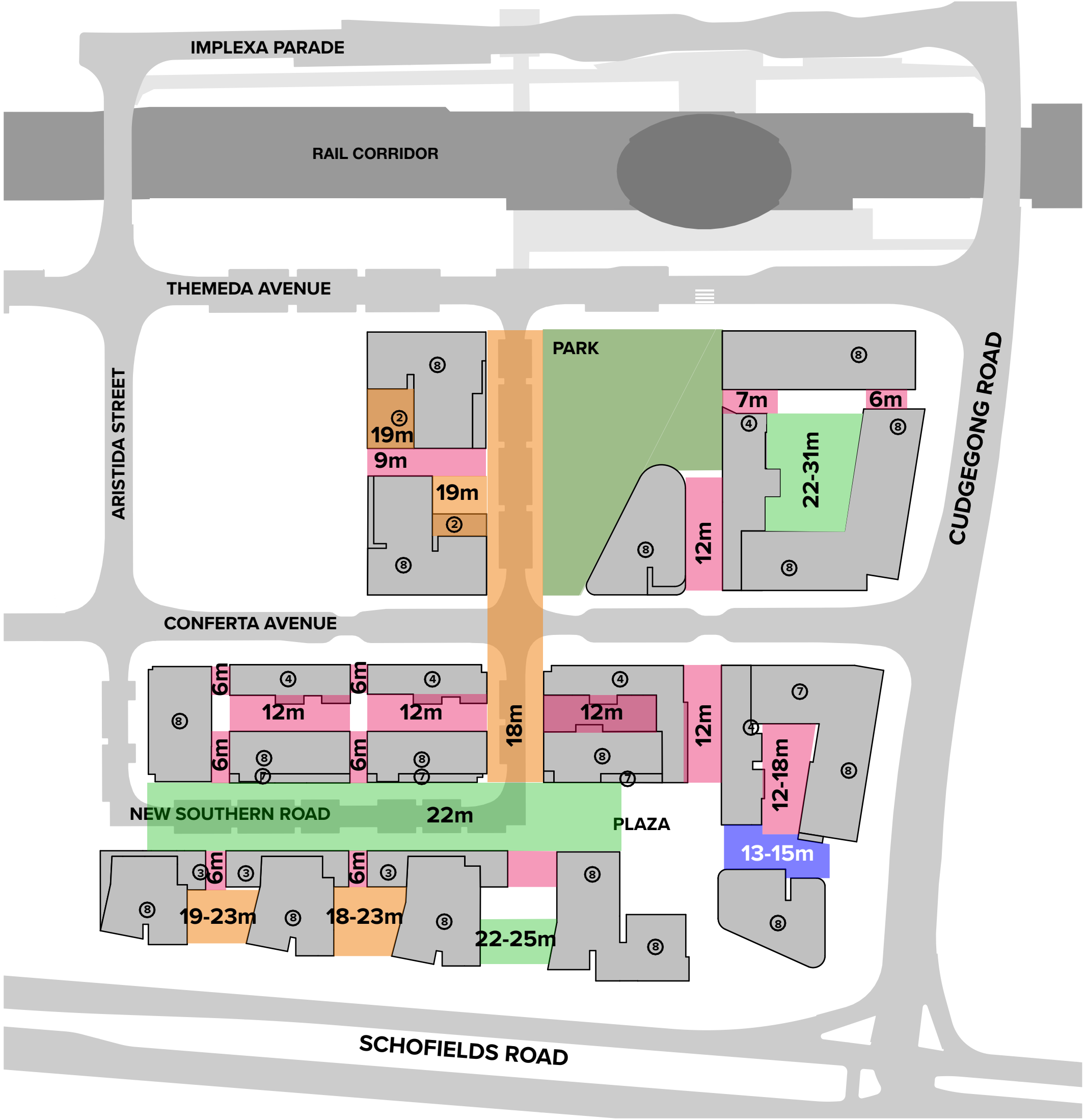
CONCEPT APPROVED SCHEME



### OBJECTIVES

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

DA SCHEME



### IMPROVEMENTS

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

**LEGEND**

<span style="display:inline-block; width:15px; height:10px; background-color: #FF69B4; border: 1px solid black;"></span>	6-17m building separation
<span style="display:inline-block; width:15px; height:10px; background-color: #FF8C00; border: 1px solid black;"></span>	18-21m building separation
<span style="display:inline-block; width:15px; height:10px; background-color: #32CD32; border: 1px solid black;"></span>	>22m building separation



Apt A.310



Units with courtyards and windows facing common open space areas  
Apt A.310





Units with courtyards and windows facing common open space areas  
Apt D.205





Units with courtyards and windows facing common open space areas  
Apt E.208





Large private courtyards on top of Podiums  
Apt Q.406



Adjustable sliding privacy screens added

Apt R.401

Privacy screens added

Planting on edge



Large private courtyards on top of Podiums  
Apt R.401





Large private courtyards on top of Podiums  
Apt S.403





Apartments above non-residential tenancy  
Bldg 1A.1