

Hills Showground Station Precinct

Response to RFI by Department of
Planning, Industry and Environment

November 2020



Artists Illustration of the future Doran Drive Plaza

O C U L U S C O X

Built Form

RFI:

“Further illustrate how future development within the proposed building envelopes would achieve satisfactory urban design outcomes and levels of amenity for the Doran Drive Precinct, particularly in respect to:

- ***the interface between the 4 storey podium fronting Andalusian Way/ Mandala Parade and the angled towers, Buildings G and F***
- ***the transition from a 2 storey to a 4 storey podium along Doran Drive to Andalusian Way.”***



Concept Masterplan

Built Form

Response:

Proposed controls applicable to the Mandala Parade and Andalusian Way interfaces, podiums and towers above.

4.2.4.2

The southern, northern and eastern street walls of the Doran Drive Precinct may be a minimum of 2-storeys high and a maximum of 4-storeys high to allow for variation in the podium in response to topographical conditions on the site and the location of communal open space areas on the podium and potential relationships to the public domain

4.2.5.1.b

3m secondary setback above the podium.

4.2.9.1

Development shall be designed to incorporate ground floor street zone, podium and upper level elements that are clearly defined by horizontal articulation.

4.2.9.2

Corner buildings are to address both

street and corner elements, to emphasize significant key intersections and enhance public domain legibility. Street corners shall be addressed by giving visual prominence to those parts of the building façade, such as a change in building articulation, material or colour, roof expression or height.

4.2.9.3

Facade treatments are to create visual variety and interest while contributing to the continuity of the streetscape.

4.2.9.4

Walls should comprise a variety of colours to reduce monotony and add variety to the streetscape.

4.2.9.5

Ground level articulation is to ensure universal access to all tenancies and properties from the public domain. A mid-point in the topographical change may be used as a common access point where reduced terracing to the public domain is desired (eg colonnade or outdoor dining areas).

4.2.9.6

Provide architectural features in the façade that give human scale at ground floor level, such as entry porches, pergolas and so on.

4.2.9.7

A sense of address and visual interest from the street is to be provided through the use of insets and projections and, where relevant, the appearance of finer grain buildings, however ground floor recesses that undermine the safety of the public domain are to be avoided.

4.2.9.8

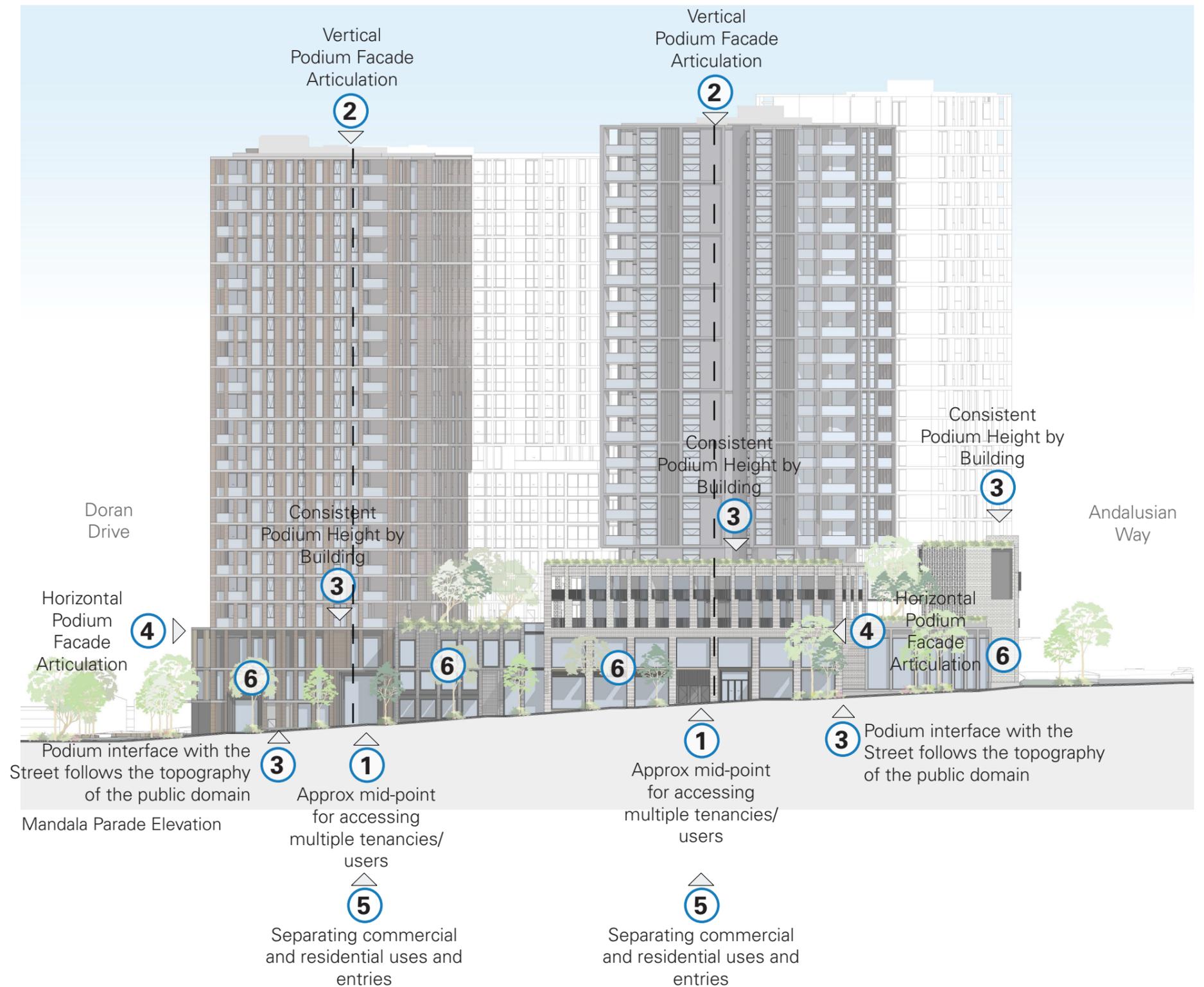
Fine grain retail and commercial frontages are to be provided to ensure an interesting street edge and support human scale streetscapes. Finer detail to identify individual tenancies and different building levels are to be used to add richness to the architectural design.

Built Form

Design Guidance

The following elevation to Mandala Parade demonstrates how the built form can address urban design controls relating to articulation and facades by:

1. Using a mid-point in the topographical change as a common access point where reduced terracing to the public domain is desired (eg colonnade or outdoor dining areas).
2. Aligning vertical façade elements from the podium to the tower above, accentuating building entries.
3. Maintain a consistent podium height while stepping along surrounding streets, responding to topography
4. Defining non-residential uses with horizontal façade articulation.
5. Separating commercial and residential uses and using entry porches and pergolas.
6. Finer detail and materials and finishes to identify individual tenancies and different building levels

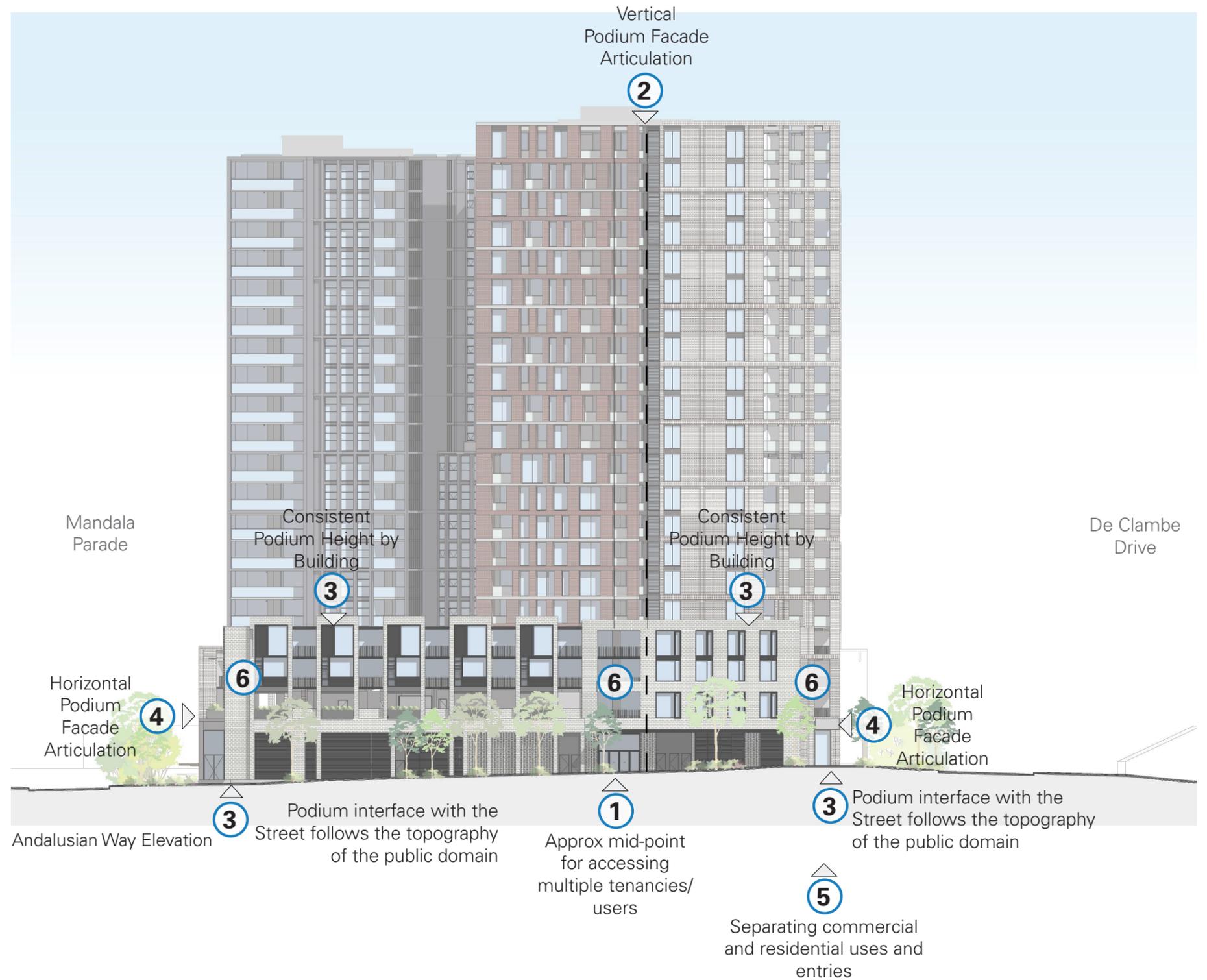


Built Form

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3. Maintain a consistent podium height while stepping along surrounding streets, responding to topography
4. Defining non-residential uses with horizontal façade articulation.
5. Separating commercial and residential uses and entries and using entry porches and pergolas.
6. Finer detail and materials and finishes to identify individual tenancies and different building levels



Built Form

Amendments to Proof of Concept and 3D modelling to align

Doran Drive Precinct Massing



BEFORE



AFTER

Doran Drive Precinct Proof of Concept Level 3



BEFORE

AFTER



BEFORE

AFTER



BEFORE

AFTER

Built Form

RFI:

“Demonstrate the building separation distance between the proposed townhouses fronting Andalusian Way and Buildings P & R in Precinct East are sufficient to support good levels of residential amenity..”



Concept Masterplan

Built Form

Response / Proponent Response:

In reviewing the Urban Design Guidelines for Precinct East, and in light of the RFI, we recommend that the 3m building separation between the townhouse apartments addressing the new local street and the new local park and apartment buildings P and R be removed.

Instead we propose to increase the building separation from 3m to 6m between the townhouse apartments and Buildings Q and M.

This ensures that there is greater residential amenity for residents of the townhouse apartments, and overall residents will benefit from a wider access way to the communal open space and any dwellings that are accessed from the communal open space.



Precinct East Building Separation

Built Form

“Connecting” the townhouse apartments to Buildings P and R via a party wall for the first 3 storeys;

- delivers housing choice and diversity of built form within Precinct East
- maintains ADG compliance for cross-ventilation and solar access with townhouses ventilated via a rooftop terrace
- does not result in any additional GFA, or dwelling yield
- does not impede the ability for the development lots to achieve deep soil requirements

We have also included design guidance for townhouse apartments that are accessed via the public domain and that have a rear interface with the communal open space of each development lot

BEFORE



Precinct East Townhouse Apartments Building Separation Before

AFTER



Precinct East Townhouse Apartments Building Separation After

Built Form

BEFORE

Design Guidance

Figure 206 shows how the layout of townhouse apartments and adjoining apartment buildings can be planned so that openable windows and habitable rooms can be located within the interface area hatched in orange if both typologies are designed together



AFTER

Design Guidance

Figure 206 shows how the layout of single loaded townhouse apartments and adjoining apartment buildings can be planned so that openable windows, an upper level terrace and operable roof ventilation can be located so both typologies can be designed together. Figure 207 shows the layout of a double loaded townhouse apartment with openable windows, north facing upper level terrace and a front and rear courtyard.



Figure 206: Potential Single Loaded Townhouse Apartment Layout



Figure 207: Potential Double Loaded Townhouse Apartment Layout

Design Guidelines

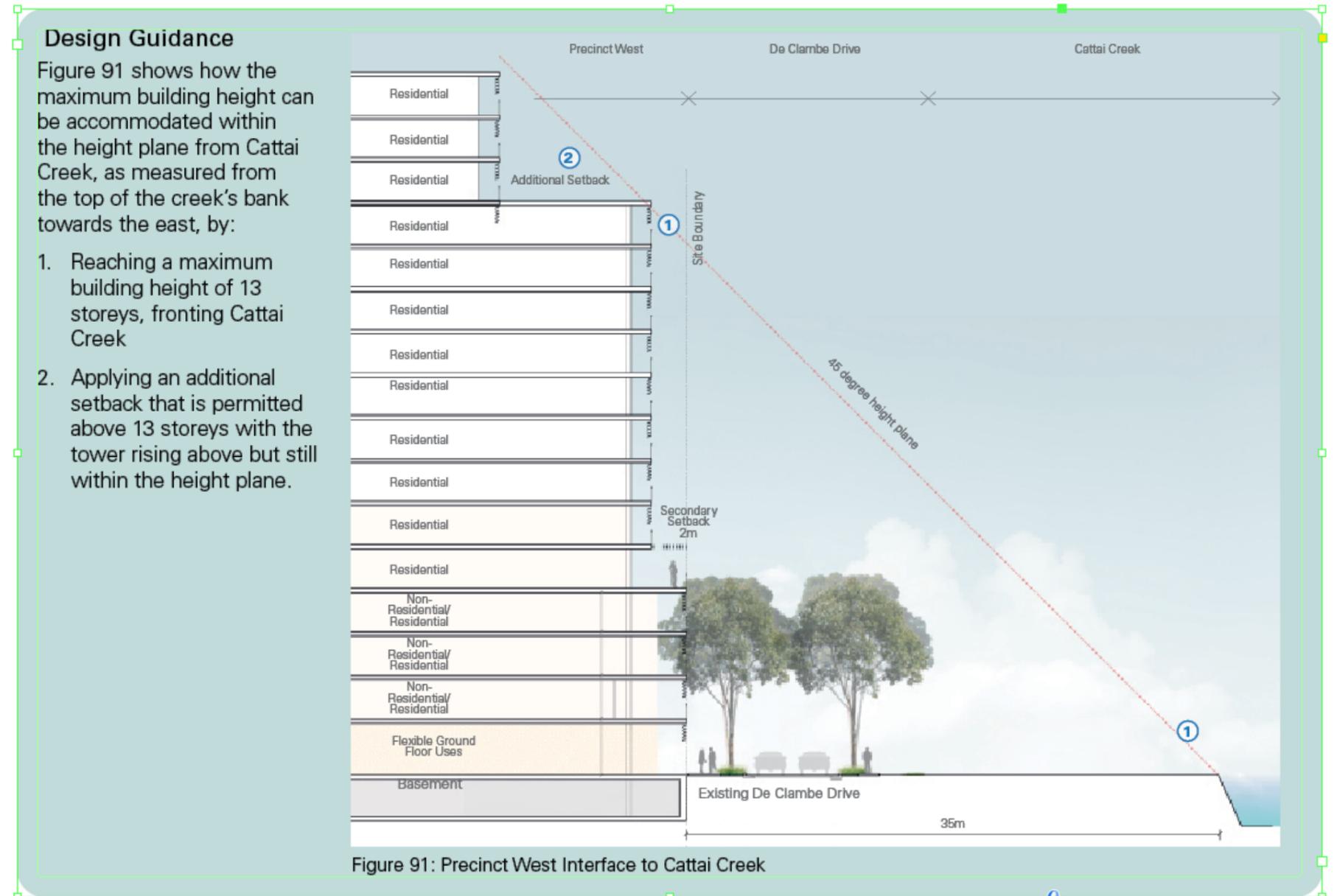
RFI:

“Confirm where the top of the bank is measured from in Part 3.2.6 Control 1.”

A 35m metric has now replaced the “top of bank” from which the height plane is to be measured.

The 35m is to be measured to the east of the site boundary for Precinct West where it interfaces with De Clambe Drive and the Cattai Creek corridor.

AFTER



Precinct West Interface with Cattai Creek

Design Guidelines

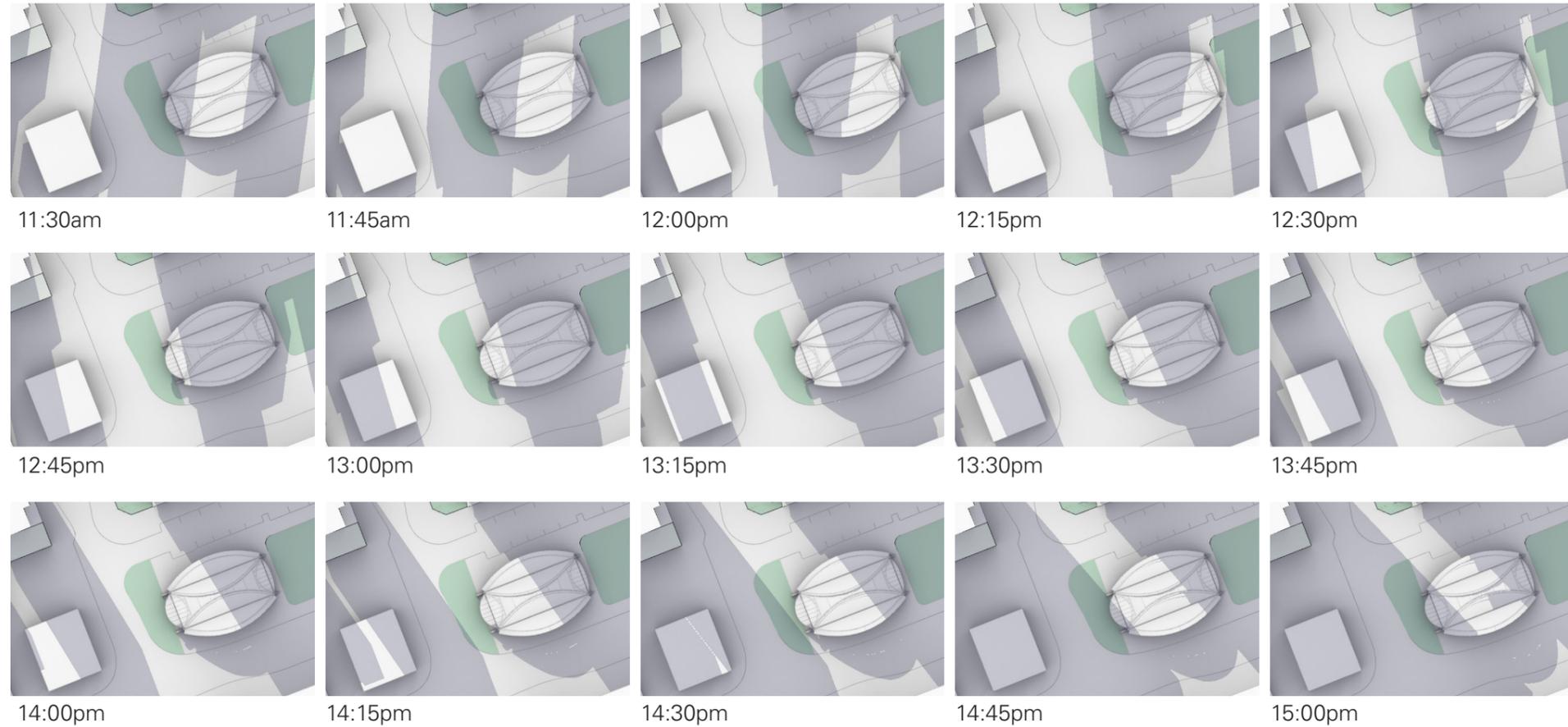
RFI:

“Illustrate how the open space to the west of the Metro station can achieve the stated 2 hours of solar access to 80% of the open space.”

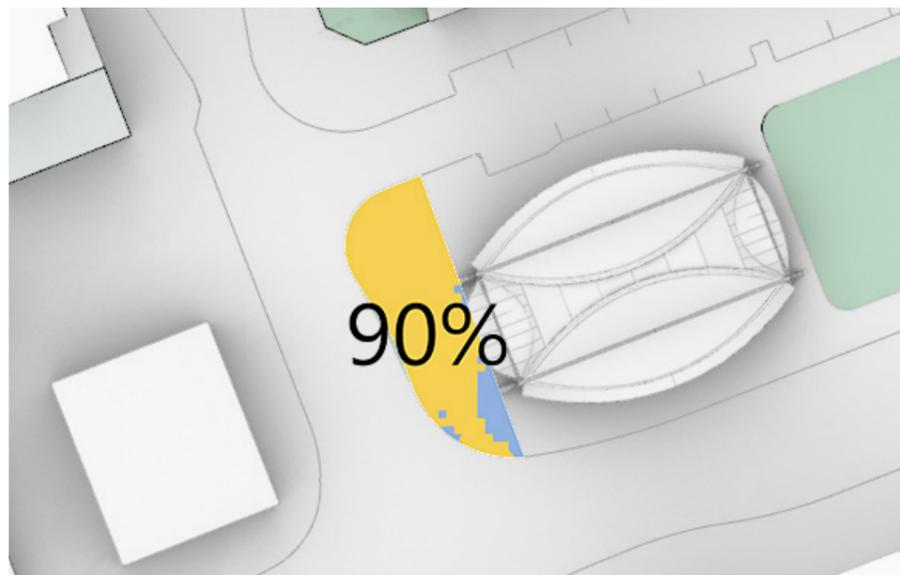
90% of the station forecourt achieves the minimum 2 hours of solar access between 9am and 3pm during the winter solstice.

The control has been rounded down to 80% to allow for some flexibility in design resolution whilst ensuring high levels of amenity to the station forecourt.

15 minute intervals of the shadow study will be included in the Proof of Concept.



Metro Station Solar Access during Winter Solstice (June 21st)



Metro Station Solar Access

Design Guidelines

RFI:

“Clarify the application of the proposed maximum car parking cap and maximum car parking rates for the proposed housing and commercial uses.”

The reference to parking cap numbers has been removed from the Urban Design Guidelines.

The parking rates remain on pages; 90, 130 and 164 in the Hills Showground Station Precinct Urban Design Guidelines.

5.2.16. Car Parking and Access

Objectives

- To ensure access does not compromise the activity and pedestrian movements within the Precinct.
 - To ensure entries and structures do not impinge upon pedestrian amenity and streetscape quality.
 - To encourage car share spaces within residential flat buildings for the exclusive use of car share scheme vehicles.
 - To future proof the development via the provision of electric vehicle charging stations.
 - To ensure residential parking rates allow for flexibility to meet the future demographic needs and ongoing modal shift towards more sustainable transport outcomes.
- Secure, conveniently located bicycle parking facilities are to be provided at the rates specified in Table 10.
 - Driveways and vehicular access to carparks shall not be located on Showground Road, De Clambe Drive, Andalusian Way or Carrington Road.
 - Vehicular access is to be limited to a maximum of 1 two-way driveway per superlot.
 - Vehicular entry and exit is to be in accordance with Figure 225.
 - Driveways are to be appropriately set back from corners and intersections. Ramps are to be located within the primary setback only and shall not intrude in to the public domain.
 - Driveways are to have a minimum width of 6 metres at the property boundary for a distance of 6 metres (measured along the centreline of the driveway) within the development to ensure easy entry/exit of vehicles.
 - The driveway ramp for the eastern-most superlot shall not extend beyond the facade of the building to maintain pedestrian priority from the park to the pedestrian through-site link.

Controls

- Residential car parking spaces are to be provided at the rates specified in Table 9. For any use not specified, the car parking rates in The Hills Development Control Plan 2012 (Part C Section 1 – Parking) shall apply.

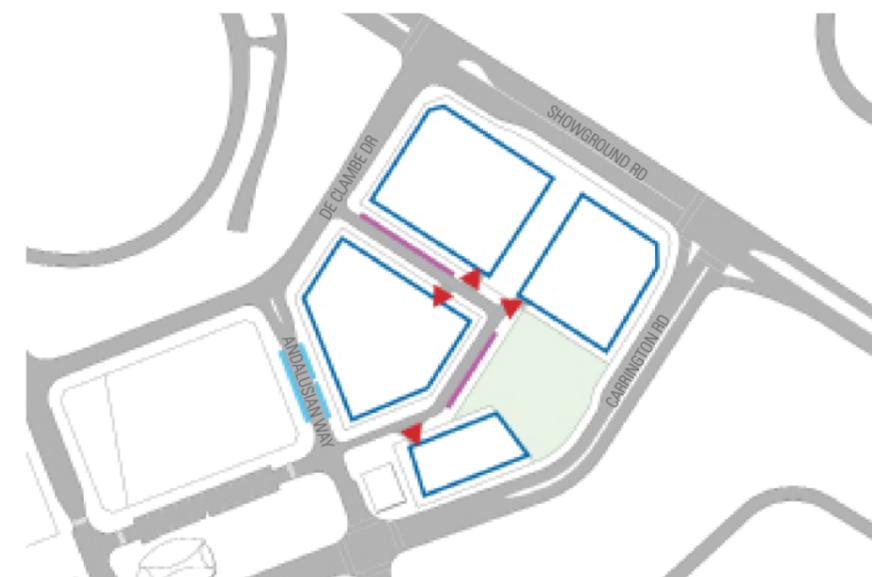


Figure 225: Precinct East - Car parking Configuration and Access

▶ Proposed parking entries ■ Basement car park envelope — Existing on-street parking — Proposed on-street parking

Table 9: Precinct East Residential Car Parking Spaces

	Minimum (per unit)	Maximum (per unit)	Affordable Housing Minimum (per unit)	Affordable Housing Maximum (per unit)
1 bedroom units	0.4	Average of 1 across all bedroom apartment mix	0.4	0.4
2 bedroom units	0.7		0.5	0.5
3 bedroom units	1.0		1	1
Visitor Parking	0.1	0.1	-	0.1
	Minimum (per area)	Maximum (per area GFA)		
Retail	1 space per 130m ² GFA	1 space per 60m ² GFA		
Commercial	1 space per 145m ² GFA	1 space per 100m ² GFA		

160

Table 10: Precinct East Bicycle Parking Facility Rates

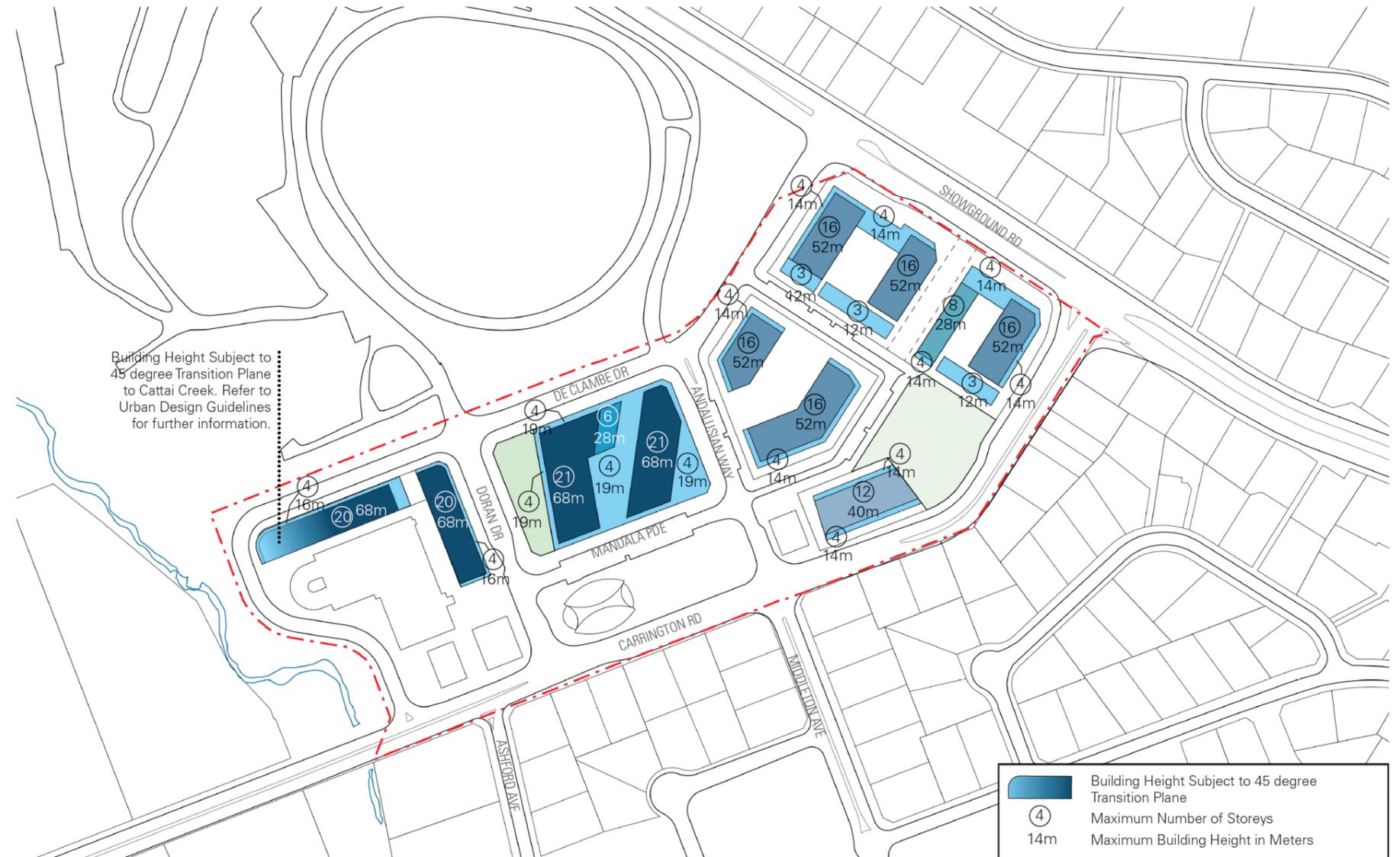
	Rate (minimum)
Residential flat buildings	1 resident space per 3 apartments 1 visitor space per 12 apartments
Commercial use	1 space per 600m ² GFA for staff
Retail use	1 space per 450m ² GFA for staff

Other

RFI:

“Amend the Building Heights Plan to include both height in storeys and metres to be consistent with the proposed Design Guidelines.”

The drawings for approval - Building Heights Plan - has been amended to include heights in storeys and metres



Building Heights Plan in Drawings for Approval