

# THE PALMS

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167 HUME HWY, GREENACRE

—  
URBAN DESIGN REPORT

September 2021



squillace

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# INTRODUCTION

# 1

## PURPOSE OF REPORT

This Urban Design Report supports the planning proposal for the site at 167-183 Hume Highway, Greenacre. This report explores the opportunity for redevelopment of the site and provides a concept design which is based on detailed site analysis and which fits within the built form parameters proposed by the planning proposal. The report provides conceptual illustrations of the proposed development and how it responds to Council’s strategic directions for the locality.

The vision for the site is to transform the existing ageing The Palms Hotel into a high quality mixed use development with multiple building forms, a large and prominent commercial tenancy, high amenity residential apartments, basement parking, and extensive landscaping.





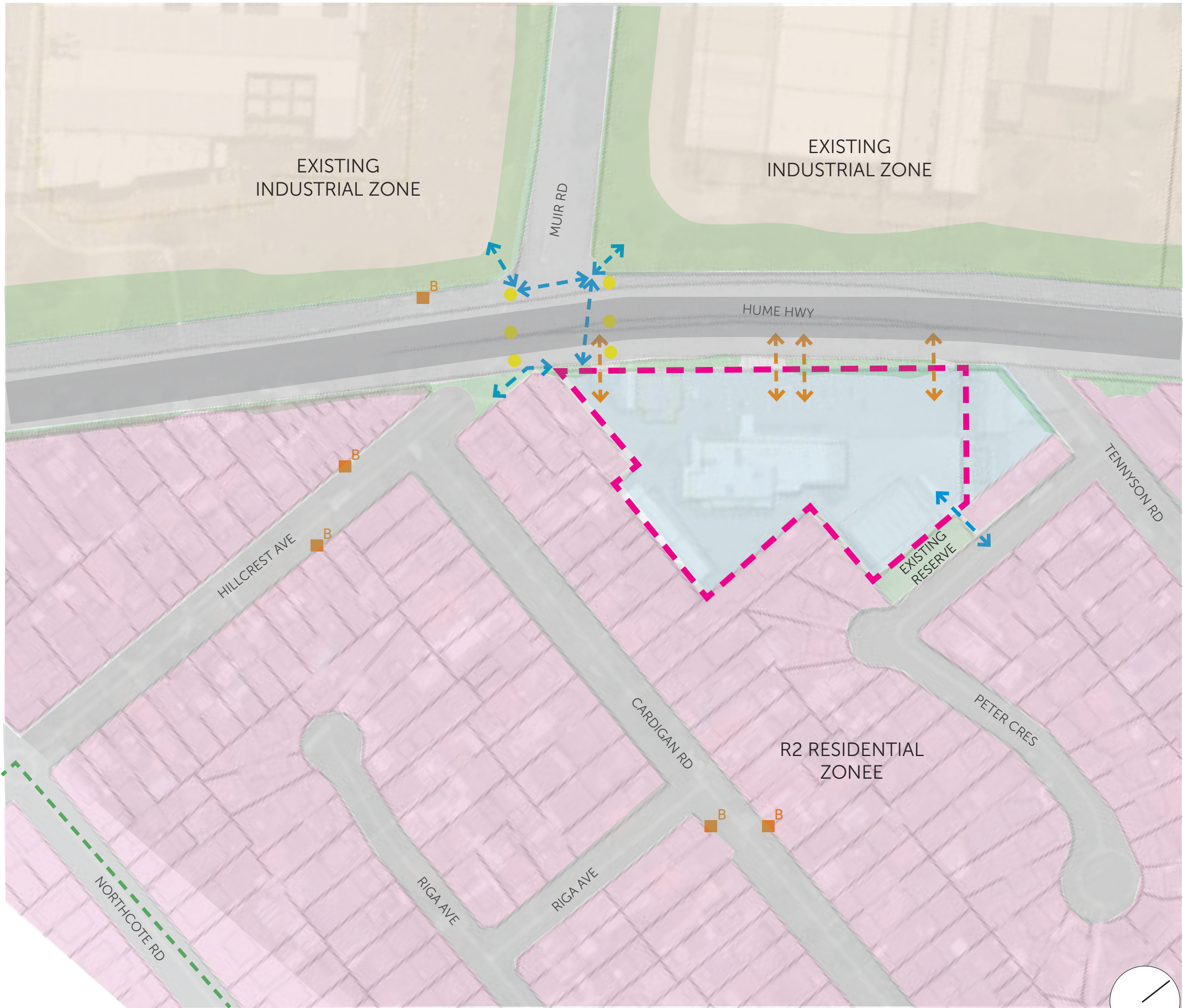




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# URBAN CONTEXT

- KEY
- Site Boundary
  - State Road
  - Street Network
  - Industrial Uses
  - Low Density Residential
  - Commercial Uses
  - Existing Reserve
  - Vehicular Access
  - Pedestrian Links
  - Landscaped Verge
  - Traffic Lights
  - Bus Stop
  - Proposed Cycle Route (As per North-East LAP Regional Network Plan)





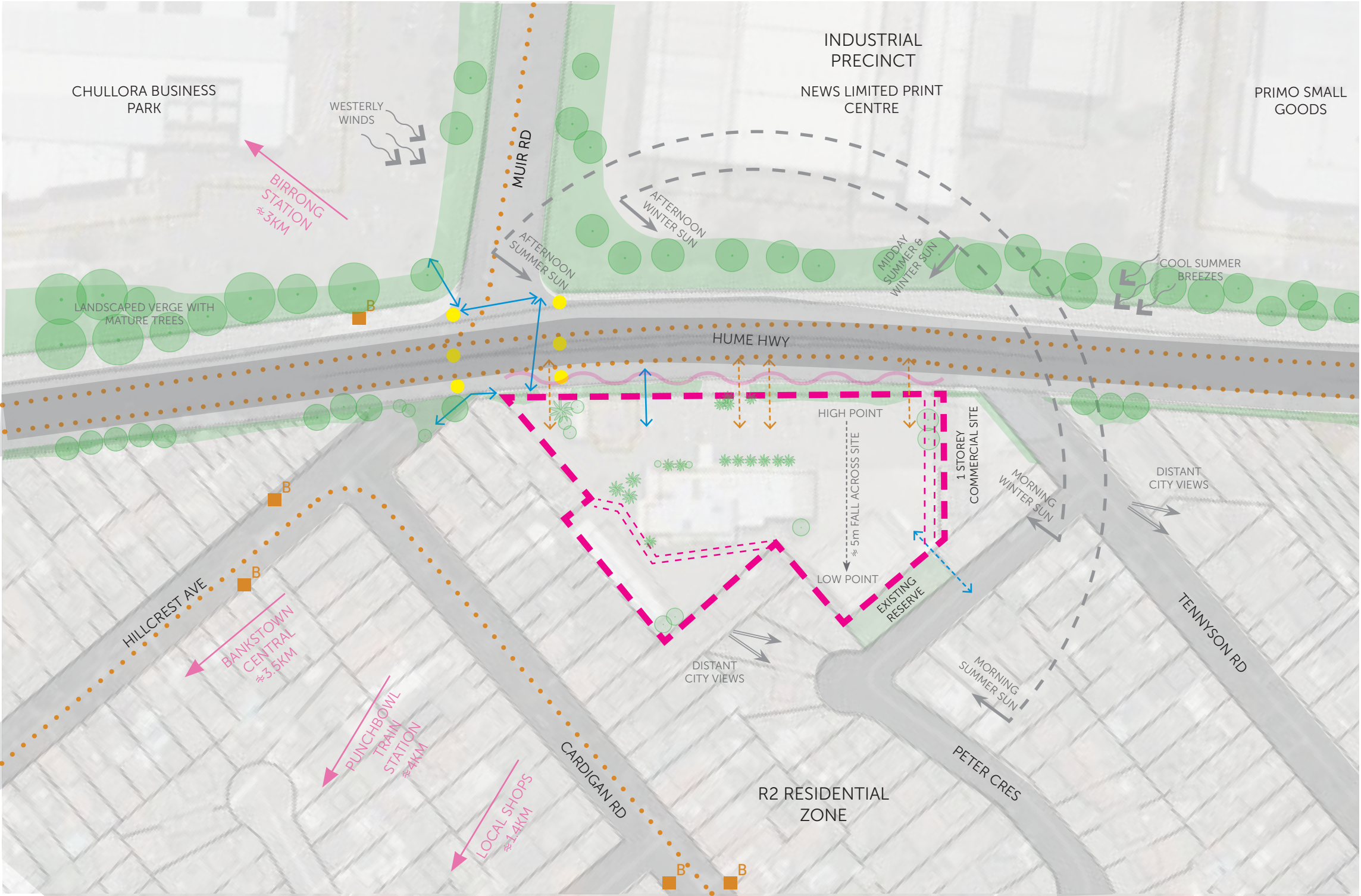
# 1

## SITE

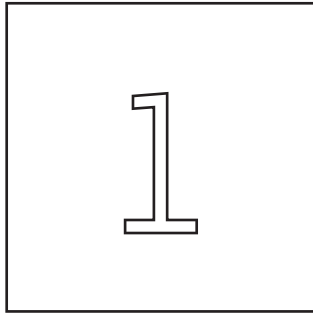
This site is located at 167 Hume Highway, Greenacre. The site area is 11,114 sqm, taking into account the dedication of a portion of the site to the southern public reserve. It is located on the south side of the Hume Highway between Tennyson Road and Cardigan Road. It is bounded to the North West by an industrial/ business park precinct, a commercial building to its direct North-East and low density residential to its South-East and South-West.

### KEY

- Site Boundary
- Street Network
- Primary Road
- Landscaped Verge
- Stormwater Easements
- ~ Noise Impact To Site
- <--> Vehicular Access
- <--> Existing Pedestrian Links
- - - Potential Pedestrian Links
- ... Bus Routes
- B Bus Stop
- Traffic Lights
- Existing Site Trees
- ✱ Existing Palm Trees





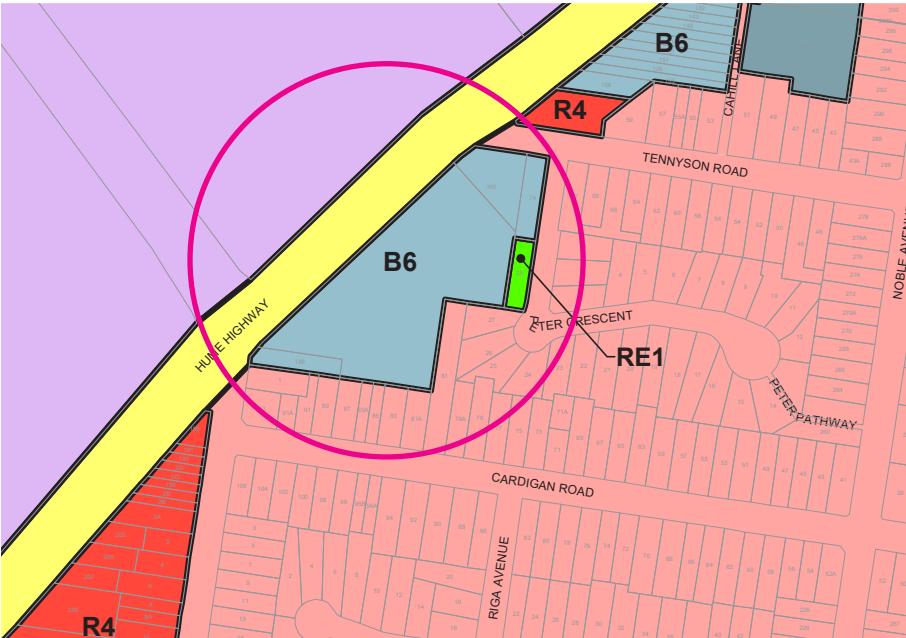


# KEY PLANNING CONTROLS

Current controls:

- The site is currently subject to the following key planning controls:
- Zone: B6 Enterprise Corridor
  - Maximum FSR: 1:1
  - Maximum height: Part 14m and part 11m

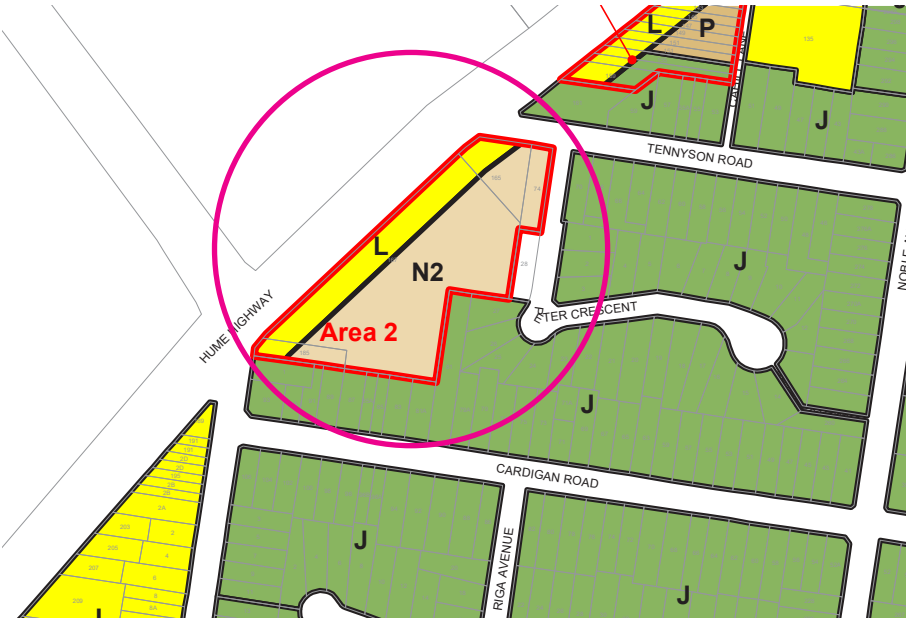
LAND ZONING MAP  
Bankstown Local Environmental Plan 2015



KEY:

B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
B7	Business Park
E1	National Park and Nature Reserves
IN1	General Industrial
IN2	Light Industrial
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU4	Primary Production Small Lots
SP1	Special Activities
SP2	Infrastructure
W1	Natural Waterways

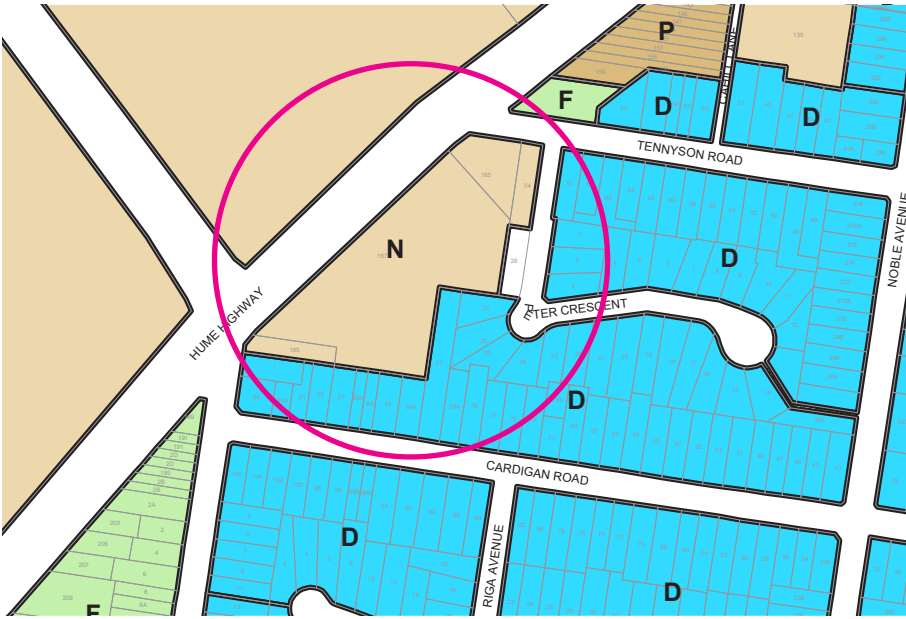
HEIGHT OF BUILDINGS MAP  
Bankstown Local Environmental Plan 2015



KEY:

J	9.0
K	10.0
L	11.0
N1	13.0
N2	14.0
O	16.0
P	17.0
Q1	19.0
Q2	20.0
S	23.0
T1	25.0
T2	26.0
T3	29.0

FLOOR SPACE RATIO MAP  
Bankstown Local Environmental Plan 2015



KEY:

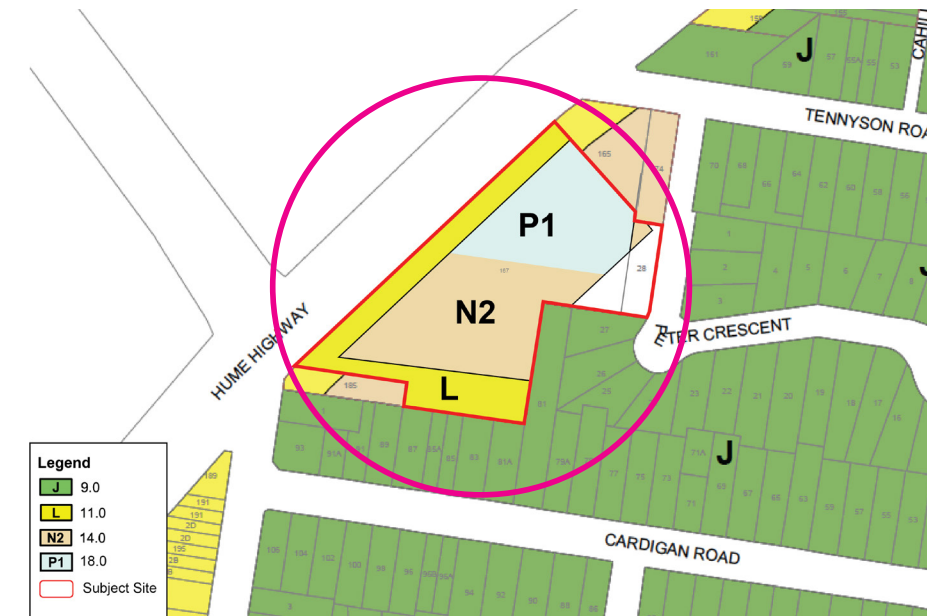
D	0.5
F	0.6
H	0.7
I	0.75
N	1
P	1.25
S1	1.5
S2	1.75
T	2
U	2.5
V	3

Proposed controls:

The planning proposal seeks to change the planning controls as follows:

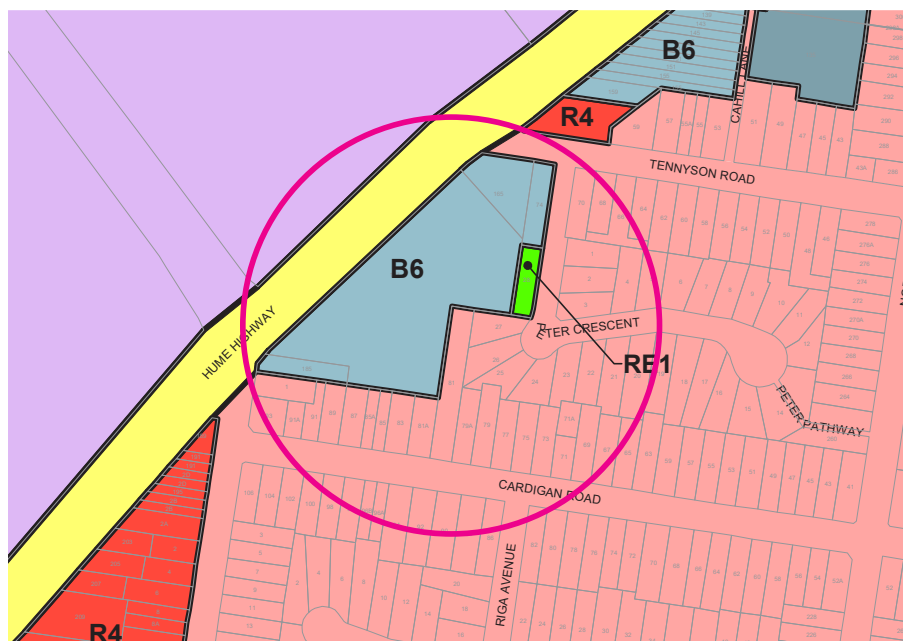
- Zone: No change
- Maximum FSR: 1.30:1 with minimum 0.30:1 commercial uses
- Maximum height: Part 11m, Part 17m and part 20m

PROPOSED HEIGHT OF BUILDINGS MAP

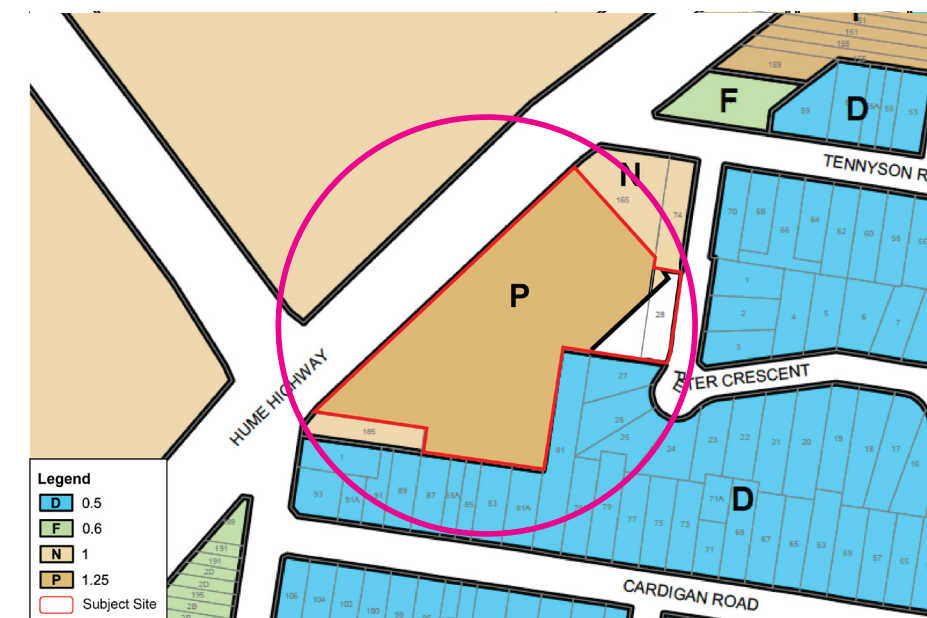


UPDATE - COUNCIL TO  
PROVIDE MAPS

PROPOSED ZONING MAP



PROPOSED FLOOR SPACE RATIO MAP



UPDATE - COUNCIL TO  
PROVIDE MAPS



ANALYSIS



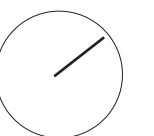
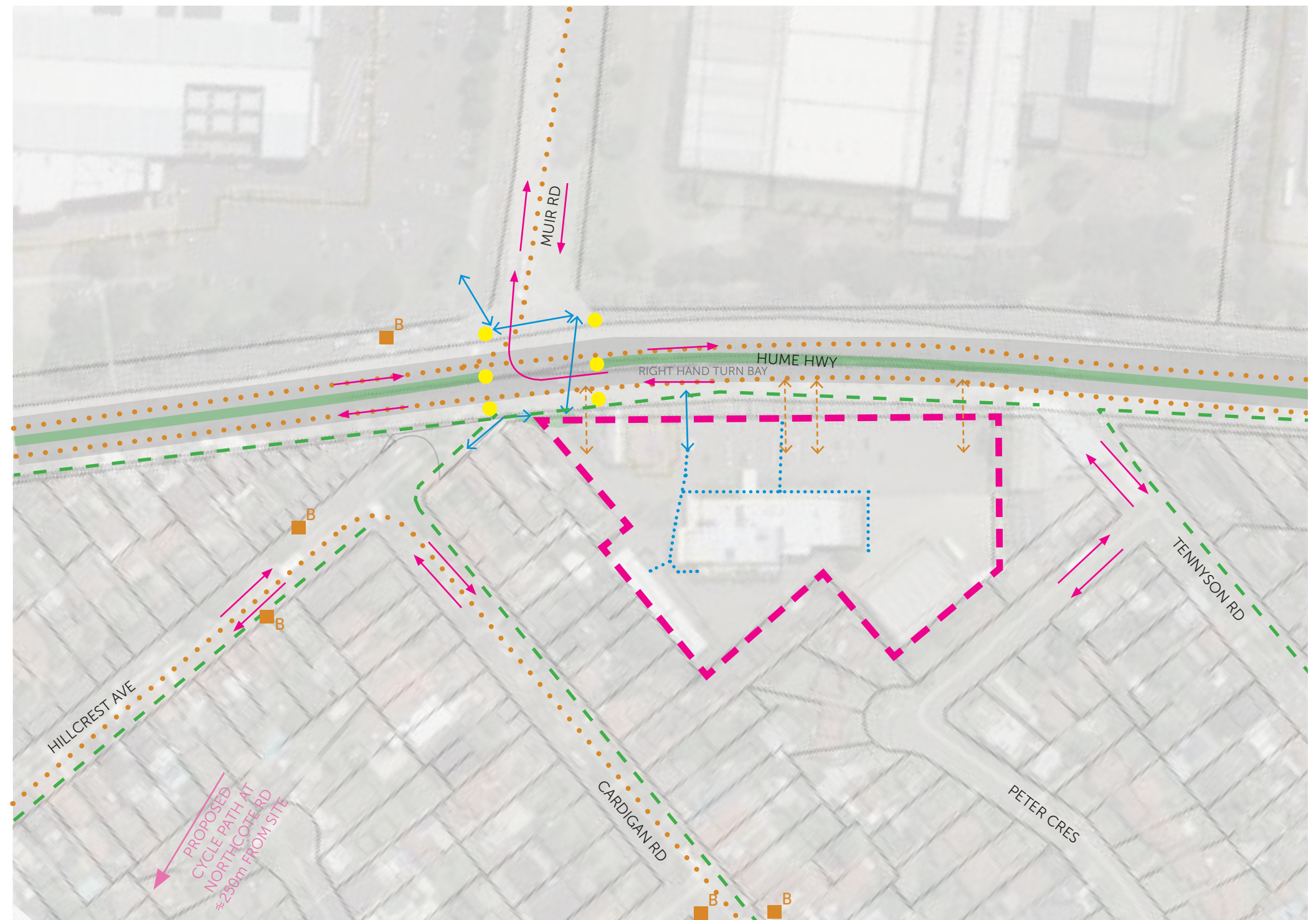
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## MOVEMENT AND ACCESS

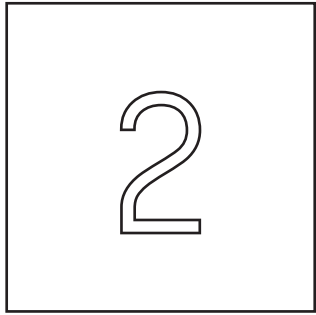
- Site is bounded to the North-West by the Hume Highway which is a state, arterial road
- Vehicular access to the site is currently via a series of 4 driveways off the Hume Highway, located at the middle of this boundary length and at each end
- Current position of southern and middle vehicular exits result in minimal distance to right hand turning bay for existing cars intending to turn right into Muir Rd
- Large area of the site comprises of on grade car parking
- One formalised pedestrian entry off the council footpath is defined to the North of the existing Yummy Restaurant. Informal pedestrian access is via the carpark entries.
- Pedestrian access through the site is currently through the expansive on-grade car parking without a formalised route.

### KEY

	Site Boundary		Bus Route
	State Road		Direction of Traffic
	Grassed Median Strip		Bus Stops
	Vehicular Access		Traffic Lights
	Existing Pedestrian Links		
	Informal Pedestrian Access		
	Footpath		







## PUBLIC DOMAIN AND LANDSCAPE

- North-West boundary of site along the Hume Highway forms part of the remembrance drive landscape corridor
- A grassed council verge exists along the Hume highway with intermittent, small (approximately 3m tall) trees lining the street
- A landscaped verge with mature trees stretches along the North-Western side of the Hume Highway, adjacent to the industrial precinct
- Council reserve and associated play zone sits adjacent to the eastern boundary of the site and provides opportunities for pedestrian connection to peter crescent
- The surrounding streetscape to the North-East and North-West of the site comprises of low traffic residential streets generally characterised by footpaths along one side and grassed council verges with minimal fencing along street-facing property boundaries

1



4



3



2



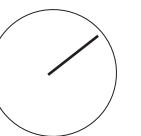
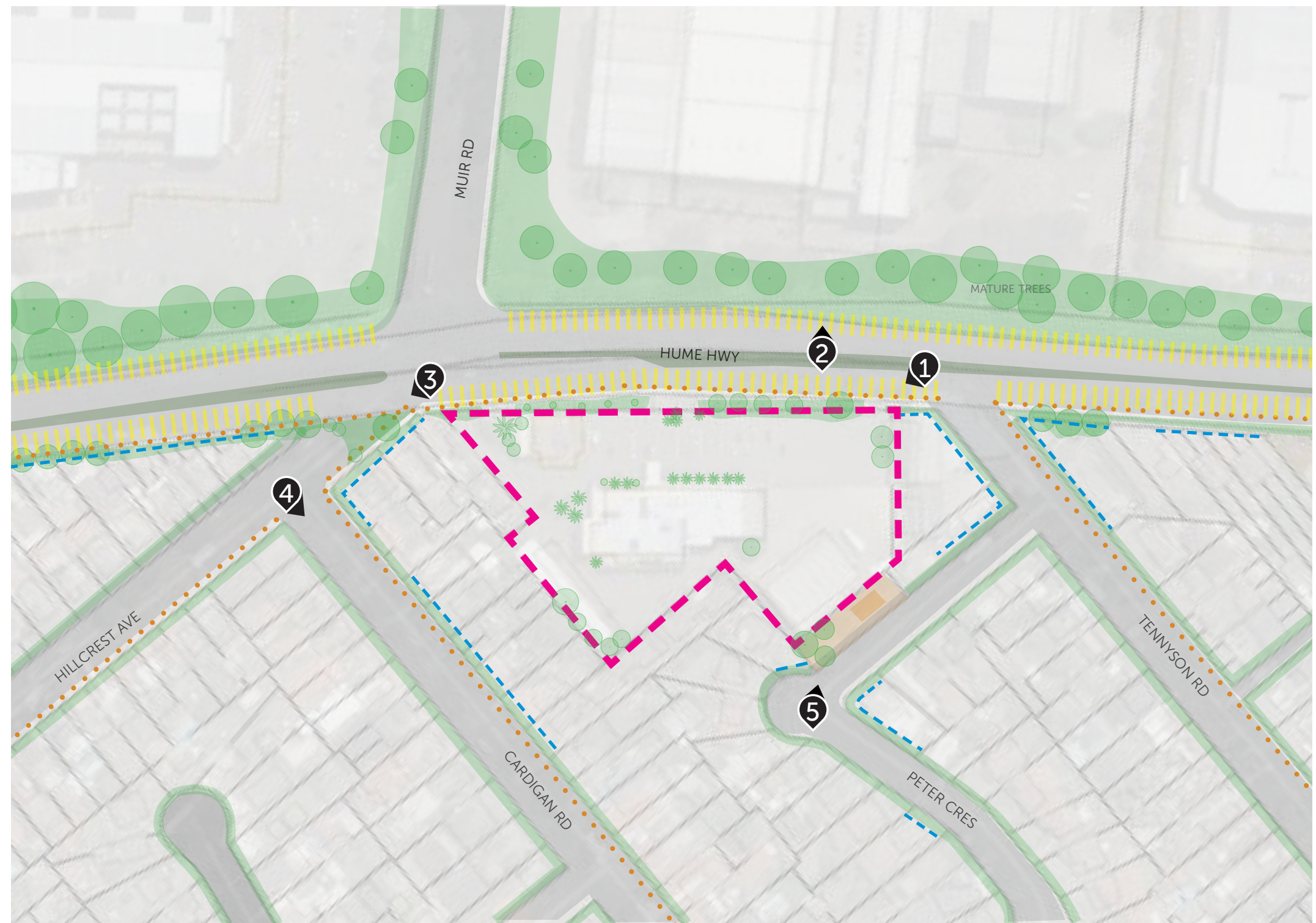
5





# KEY

- Site Boundary
- Street Network
- Grassed Median Strip
- Grass Verge
- Reserve & Play zone
- Footpath
- Fence Along Streetscape
- Remembrance Drive Landscape Corridor
- Existing Site Trees
- Existing Palm Trees





2

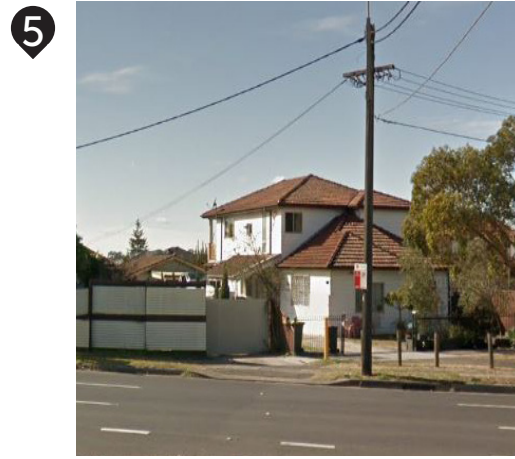
BUILT FORM AND LANDUSE



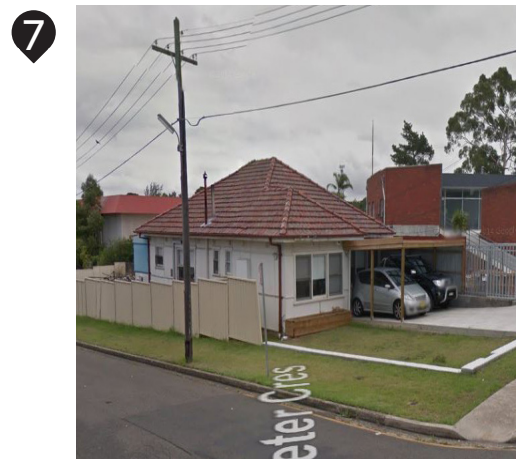
62 Hume Hwy, Greenacre



18 Hume Hwy, Greenacre



185 Hume Hwy, Greenacre



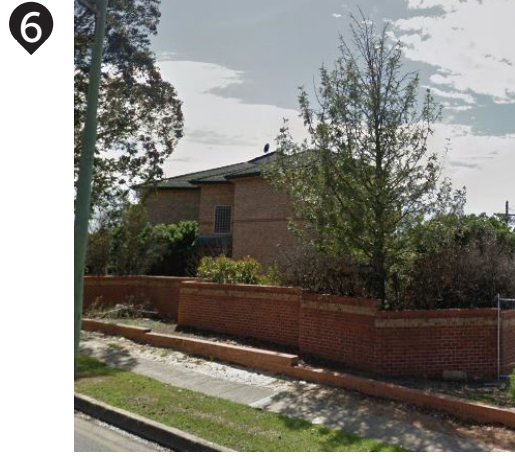
74 Tennyson Rd, Greenacre



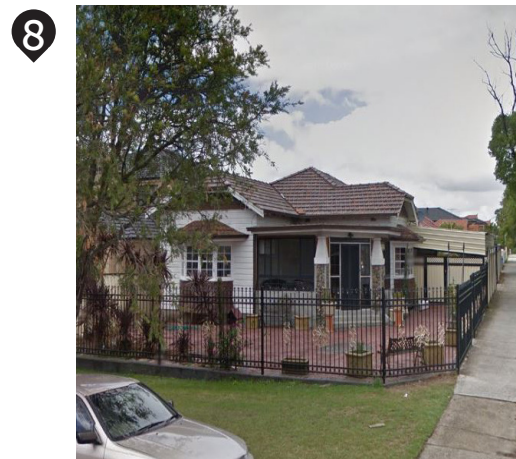
26 Hume Hwy, Greenacre



28 Peter Cres, Greenacre



161 Hume Hwy, Greenacre



106 Cardigan Rd, Greenacre

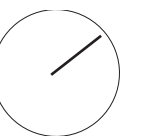


# KEY

- Site Boundary
- State Road
- Street Network
- Industrial Uses
- Low Density Residential
- Commercial Uses
- Existing Reserve

## PROPOSED HEIGHT OF BUILDINGS MAP

- P 18m
- N2 14m
- L 11m





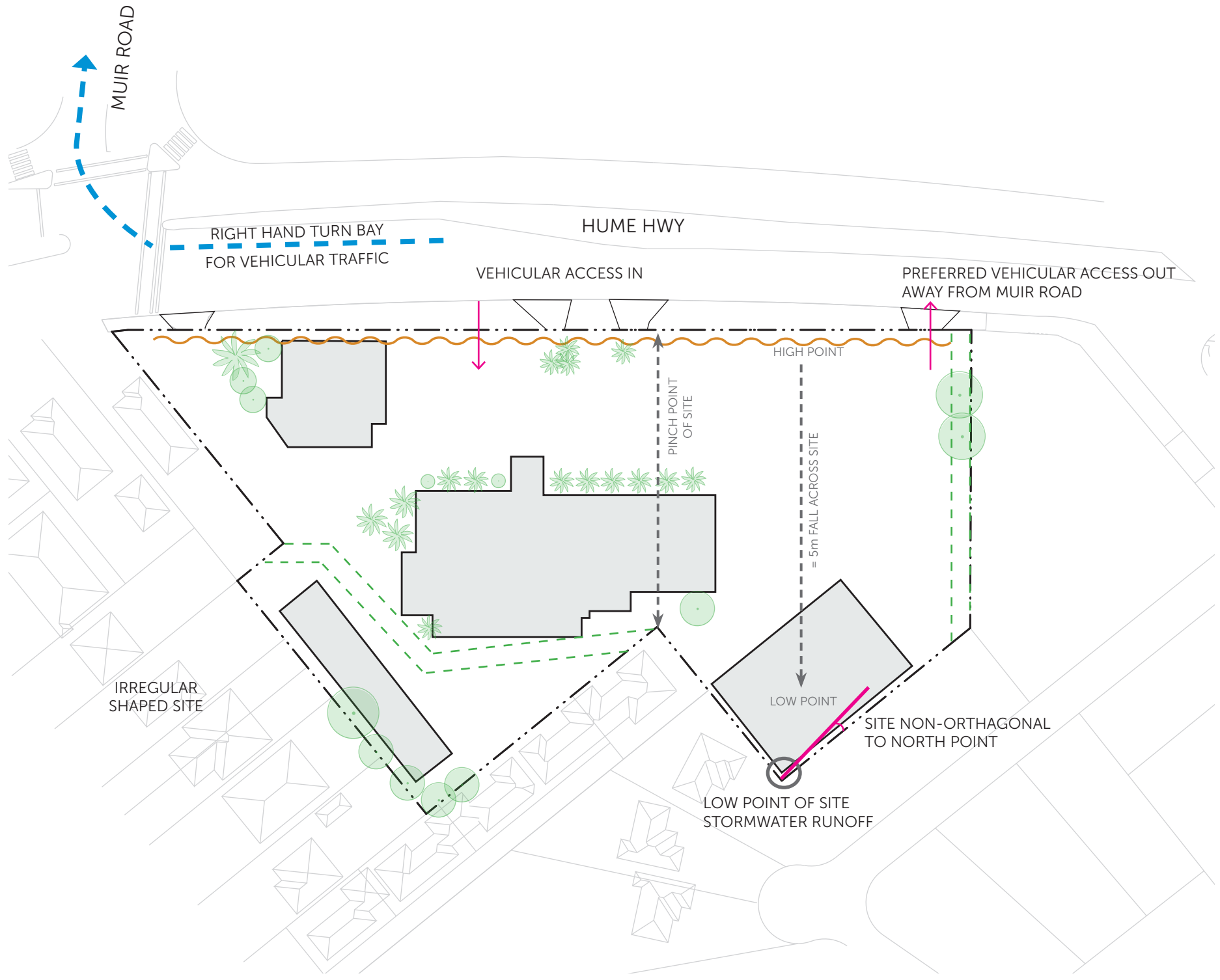
2

# SITE CONSTRAINTS

- Irregular geometry of site present separation challenges when siting the buildings
- Approximate 5m slope to south-east corner of site.
- Existing stormwater easement to NE & S of site

## KEY

-  Acoustic attenuation to Hume Highway
-  Existing easement





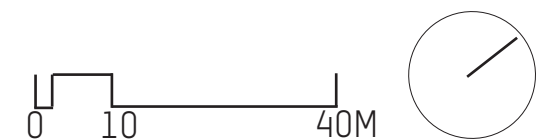
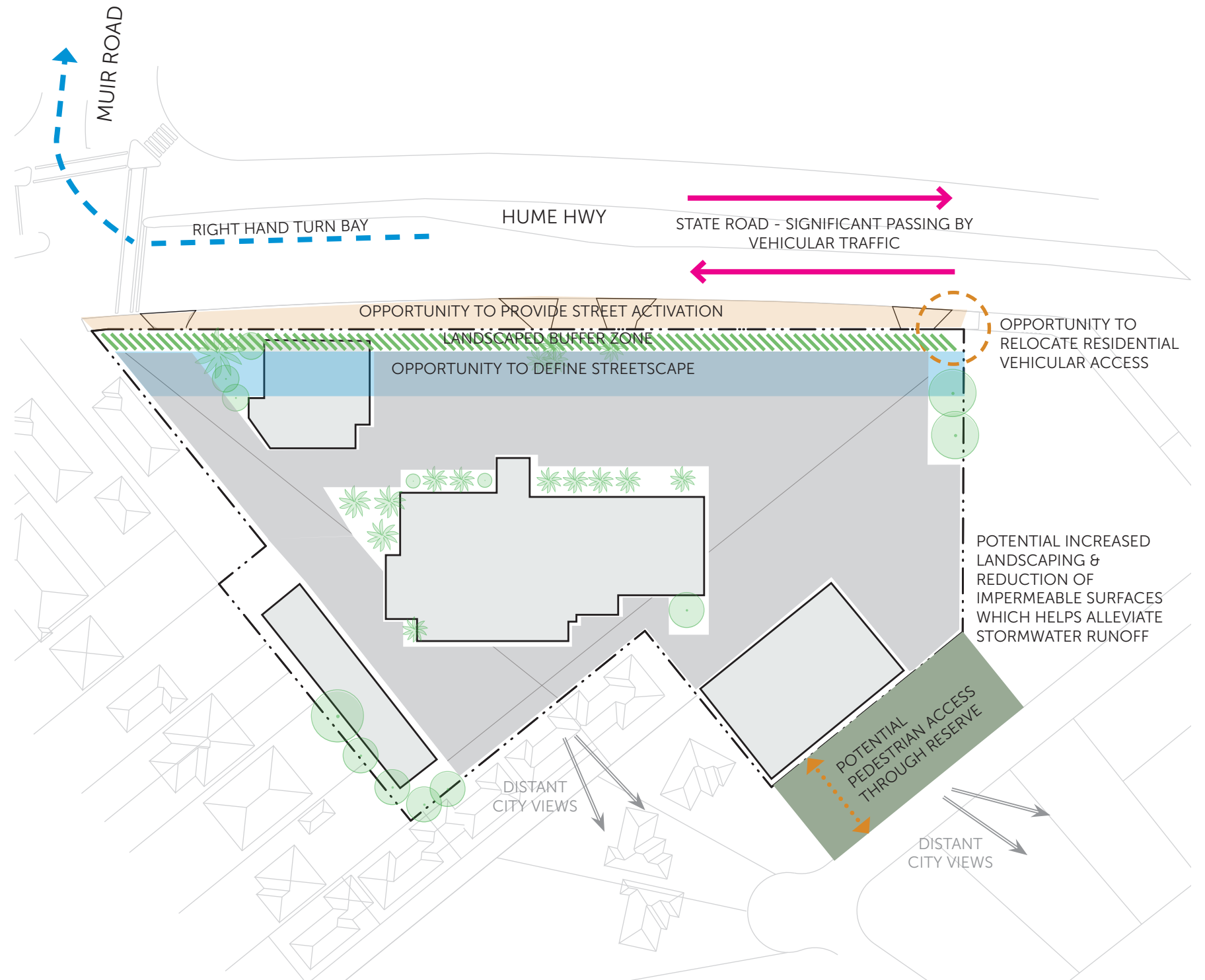
2

## SITE OPPORTUNITIES

- Opportunity to define streetscape
- Opportunity to provide street activation
- Potential increased landscaping and reduction of impermeable surfaces which helps alleviate stormwater runoff.
- Opportunity to improve site stormwater system
- Opportunity to increase setbacks to southern boundaries
- Located on a state road with significant passing by traffic
- Opportunity to acoustically attenuate site from Hume Highway
- Opportunity to relocate car parking underground and increase landscaping

### KEY

-  Opportunity to provide street activation
-  Landscaped buffer zone
-  Opportunity to provide street frontage
-  Existing reserve
-  Existing impermeable surfaces





## VISION AND DESIGN PRINCIPLES





# VISION AND DESIGN PRINCIPLES

## VISION

The vision for the site is to transform the existing ageing The Palms Hotel into a high quality mixed use development with multiple building forms, a large and prominent commercial tenancy, high amenity residential apartments, basement parking, and extensive landscaping.

## DESIGN PRINCIPLES

### Scale

- The building scale reflects the desired future character of the site, positioned as a key site along the Hume Highway corridor
- Articulated apartment elevations along the Hume Highway and site boundaries help reduce bulk, address the street and respond to the adjacent southern massing of the R2 residential
- Top storey of the 5-storey apartment building along the Hume Highway (Building B) is recessed to reduce impact of built form and minimise the visual appearance of the building height

### Density

- Apartment building typology provides localised density within each building, opening up greater portions of the site to landscaping opportunities and public access
- The proposed development provides a variety of dwelling types in the form of 1, 2 and 3 bedroom apartments along with dual key apartments above the GF commercial uses on the north west portion of the site along the hume highway
- Increase the built form and density of the site via the inclusion of approximately 127 apartments (Buildings A, B, C & D), along with one level plus mezzanine of hospitality uses at the south-west corner of the site (Building A) and one level of commercial uses at the ground floor of Building B, adjacent to the Hume Highway.

### Built Form

- Provide a higher quality architectural outcome through a series of considered and articulated buildings.
- Articulated apartment elevations help reduce bulk, address the street and respond to the adjacent massing of the low density to the south-east and south-west of the site
- Vertical articulation, in the form of framed balconies, screens and façade detailing counterbalance the horizontally of buildings along the Hume Highway.
- An additional fifth level to the north east corner of the site to provide a visual cornerstone of the site and clearly announce the site to passing traffic.
- Building envelope articulation and landscaping contribute to the softening of the built form, aiding the transition to the surrounding lower density dwellings.

- Building setback from the property boundary along the Hume Highway of 12m for the residential uses (Building B and upper levels of Building A) and 5m for the ground floor hospitality and commercial uses (Building A & B) allows for a generously proportioned streetscape whilst still providing street activation along the Hume Highway.
- The site naturally slopes no to north-west to south-east which is addressed via terraced landscaping to the rear of the southern apartment buildings

### Landscape

- Tall vertical tree planting along the Hume Highway establishes a coherent character either side of the street, mirroring the mature planning located along the north-western verge of the Hume Highway and softening the visual appearance of the site.
- Tree planting aids screening and privacy for residential dwellings along the Hume Highway
- Proposal seeks to increase landscaping/permeable surfaces and upgrade the existing on-site stormwater system
- Proposed tree planting along the Hume Highway aids screening and visual/acoustic privacy for residential dwellings.

### Security

- Vistas through the site are key in establishing public access through the site. External private spaces are delineated via landscaped buffer zones at the ground plane, protecting the private external spaces from visual intrusion but allowing visual permeability for inhabitants
- High visibility of public corridors from surrounding residential buildings ensure 'eyes on the street' and help create safe zones for the public occupants
- Street lighting will aid nighttime visibility through site

### Social Dimensions

- Access through the site provides a rich and varied experience through the provision of multiple paths, constantly changing vistas and opportunities for localised recreational activities and casual interaction at the centre of the site
- Public and residents are provided opportunities to take different routes through the site to benefit from diverse experiences of the site



CONCEPT

4

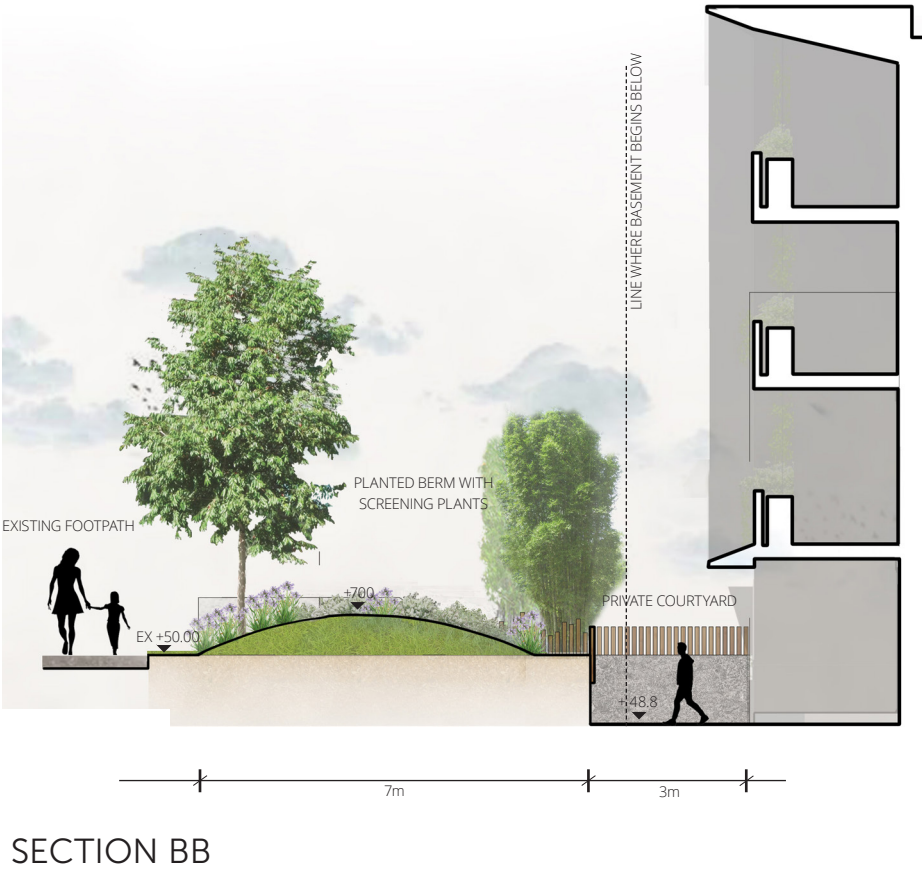
HUME HIGHWAY

# CONCEPT PLAN SITE PLAN AND LANDSCAPING



4

# CONCEPT PLAN LANDSCAPING





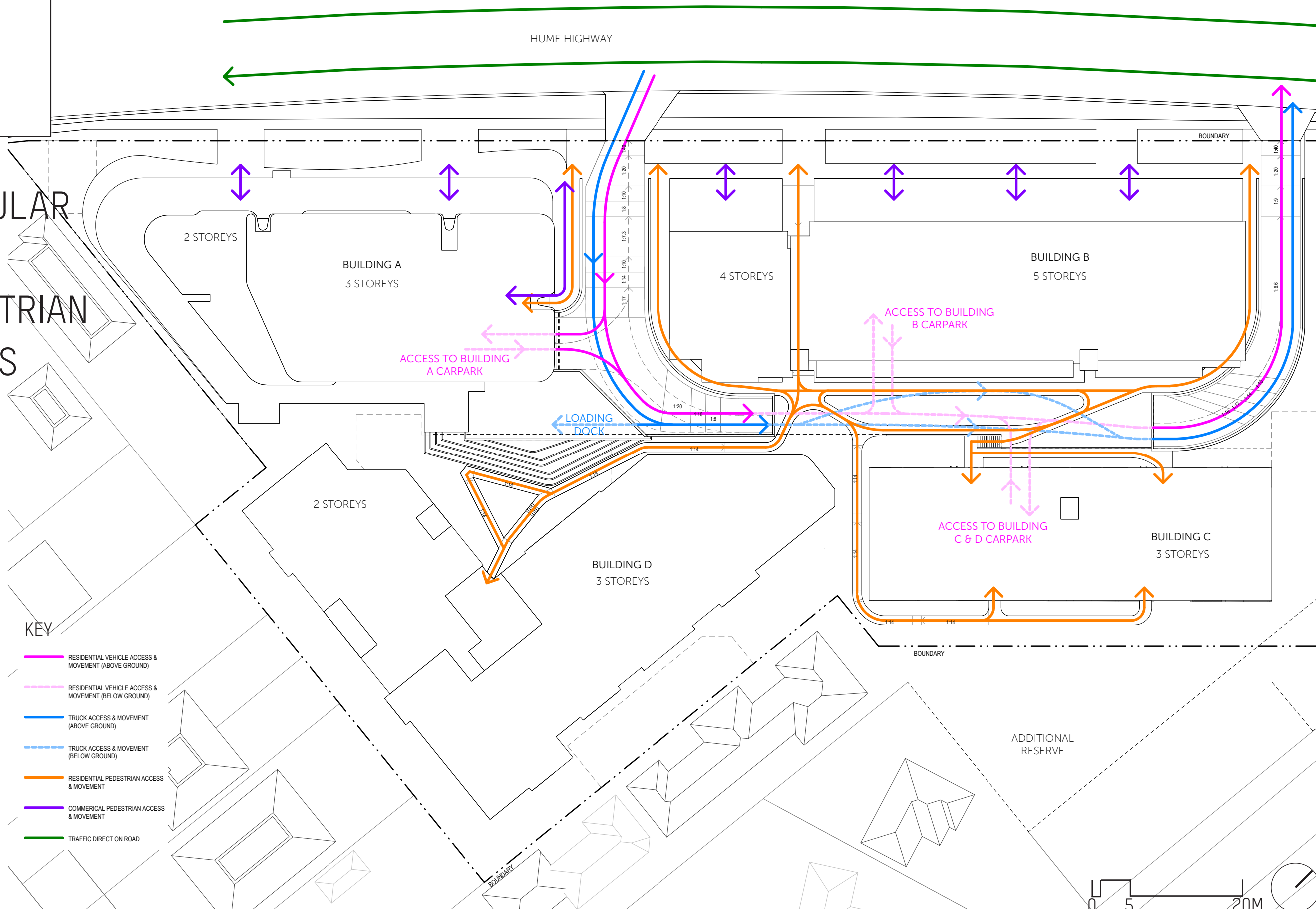


SECTION CC

0 1 4M

4

# VEHICULAR AND PEDESTRIAN ACCESS



## KEY

- RESIDENTIAL VEHICLE ACCESS & MOVEMENT (ABOVE GROUND)
- RESIDENTIAL VEHICLE ACCESS & MOVEMENT (BELOW GROUND)
- TRUCK ACCESS & MOVEMENT (ABOVE GROUND)
- TRUCK ACCESS & MOVEMENT (BELOW GROUND)
- RESIDENTIAL PEDESTRIAN ACCESS & MOVEMENT
- COMMERICAL PEDESTRIAN ACCESS & MOVEMENT
- TRAFFIC DIRECT ON ROAD



BUILT FORM

DEVELOPMENT SUMMARY

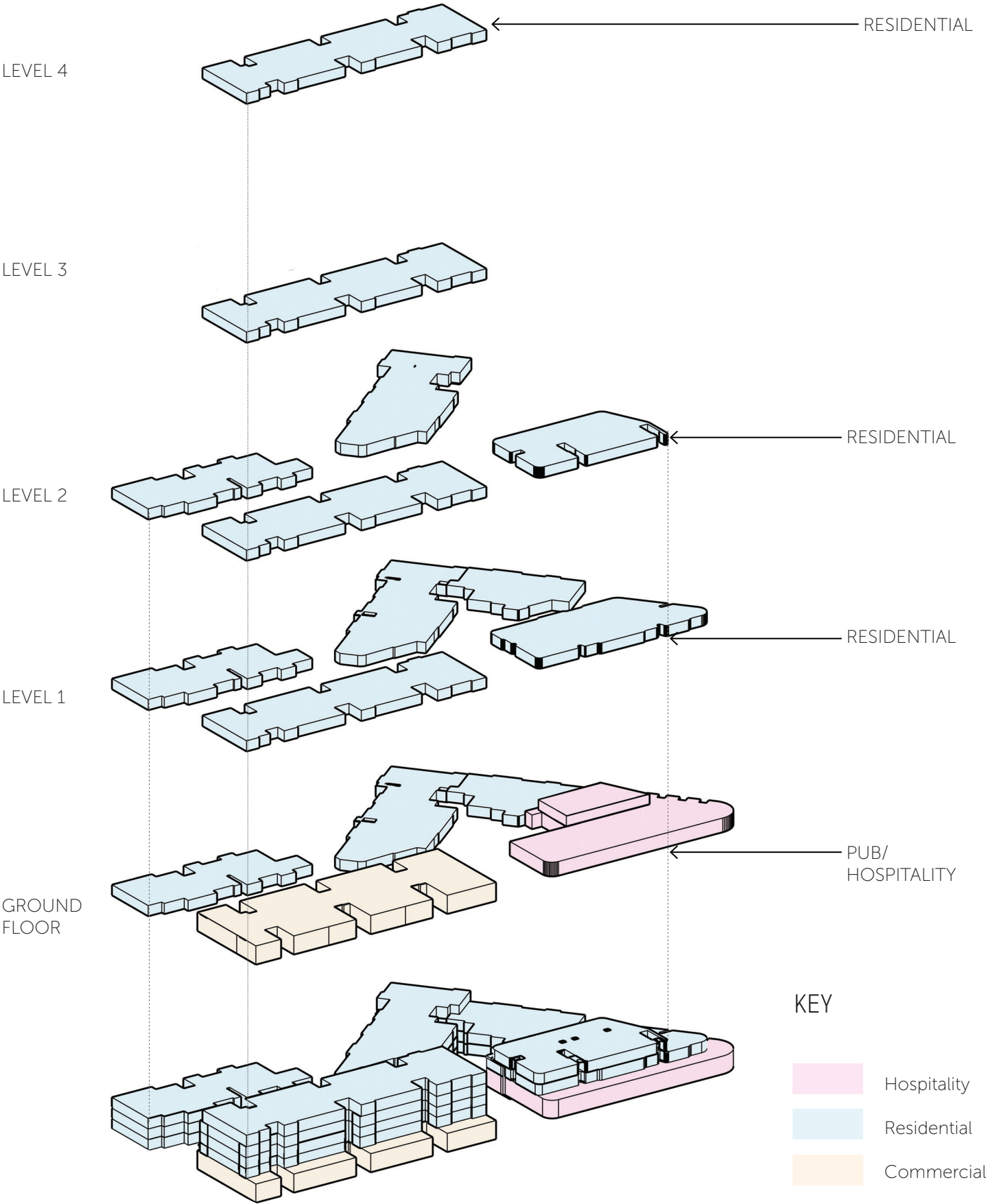
Apartments	
Total No. of Apartments	127

UNIT MIX (Building A)		
1 bed	6	37.50%
2 bed / 2 bed dual key	10	62.50%
Total	16	

UNIT MIX (Building B, C & D)		
1 bed	20	18.02%
2 bed	83	74.77%
3 bed	8	7.21%
Total	111	

Carparking			
	DCP	Proposed	Visitor
Total Residential Parking	150	150	25
Total Residential Parking incl. Visitor	175	175	

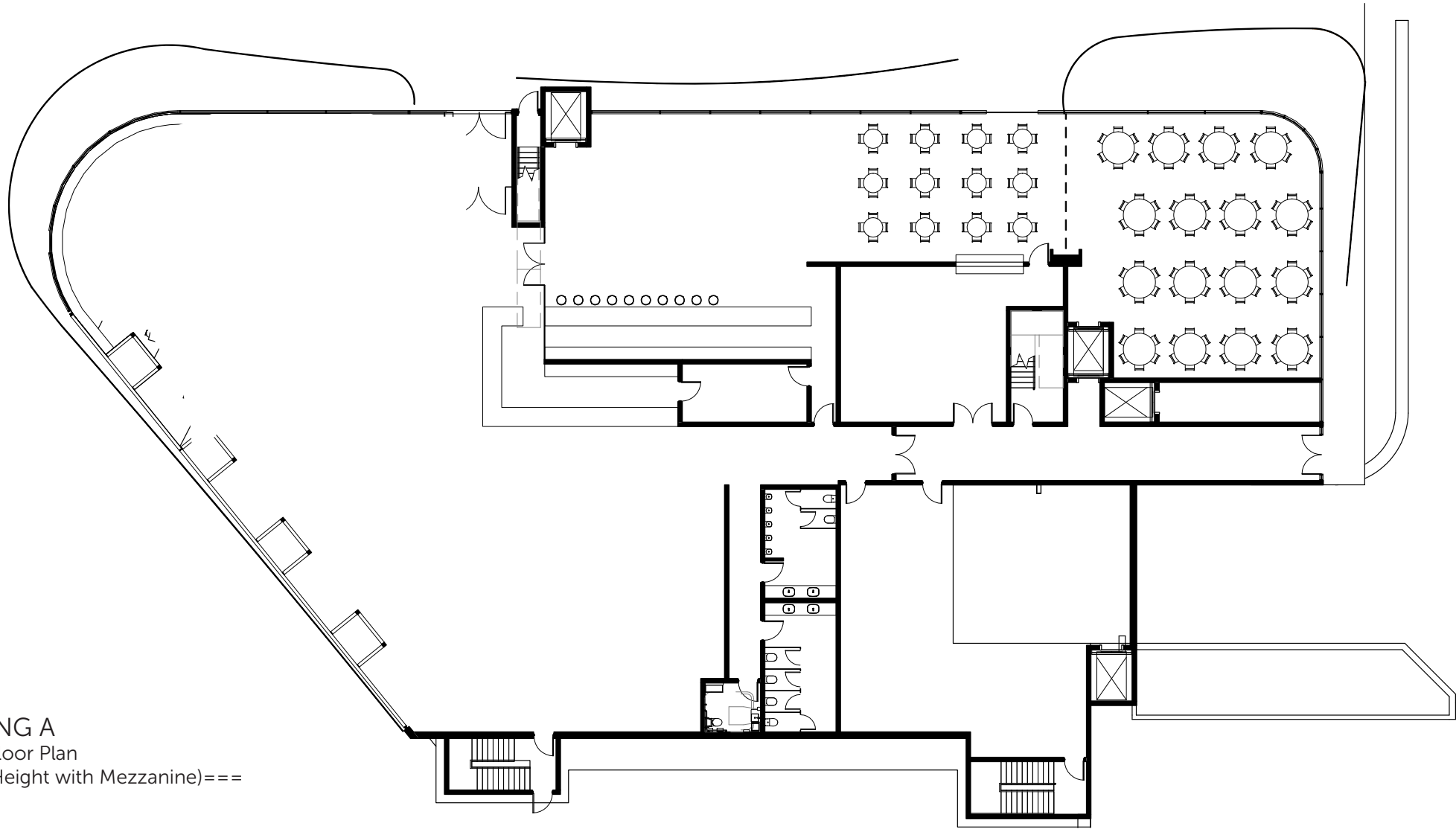
Area Compliance Table	
	Area (sq.m)
Site	11,744
Proposed Maximum FSR 1.3:1	15,267
Minimum Commercial FSR 0.3:1	3,523
Compliance of Proposal	YES



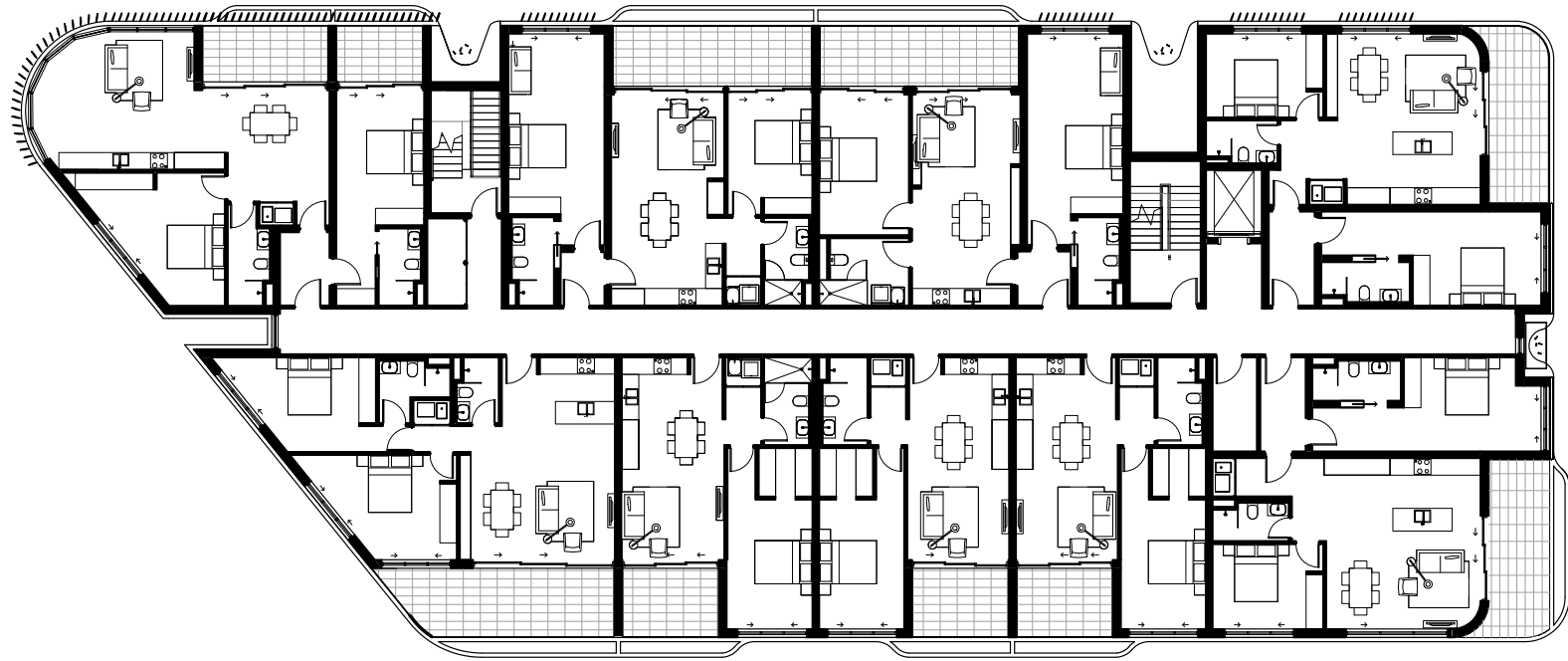
4

INDICATIVE  
FLOOR PLANS

BUILDING A  
Ground Floor Plan  
(Double Height with Mezzanine)====



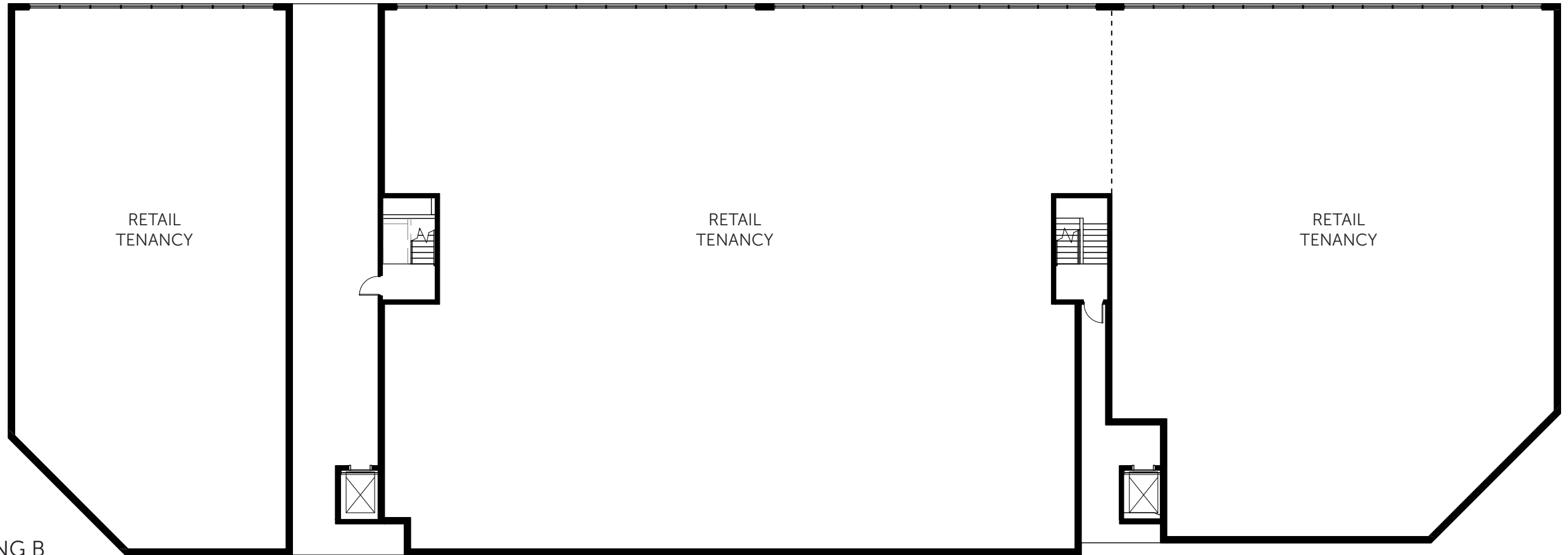
BUILDING A  
First Floor Plan



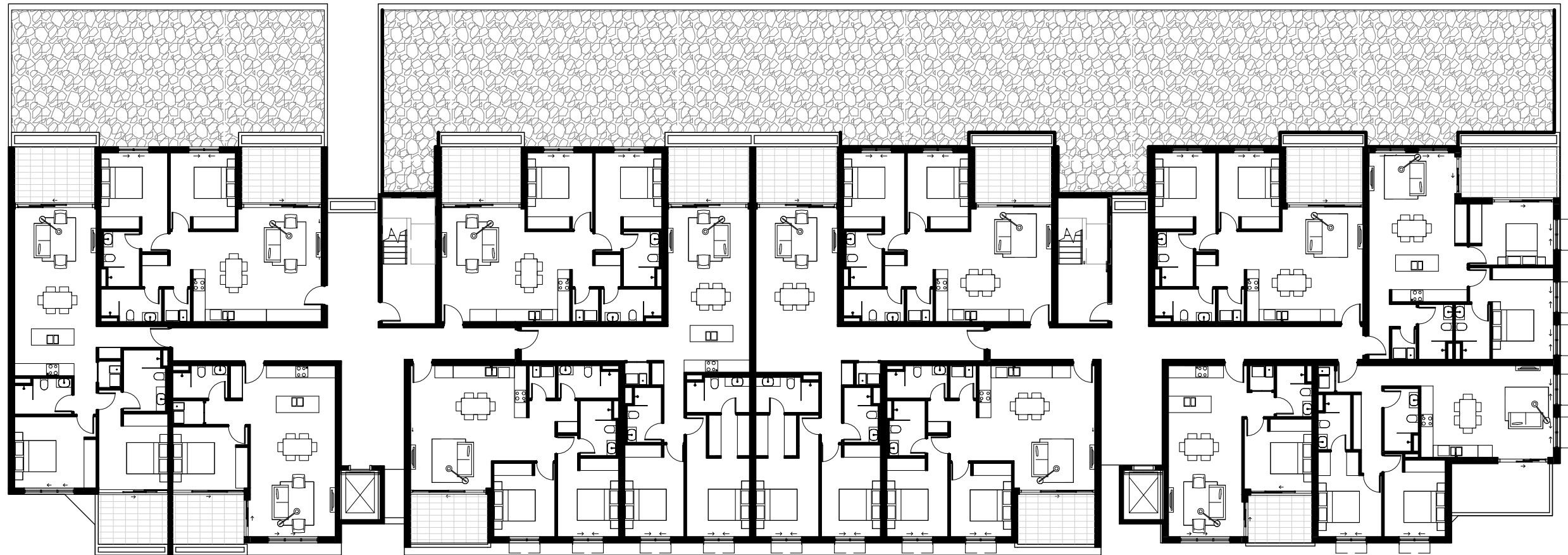
SCALE BAR  
0 5 10M







BUILDING B  
Ground Floor Plan

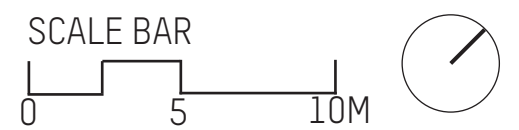


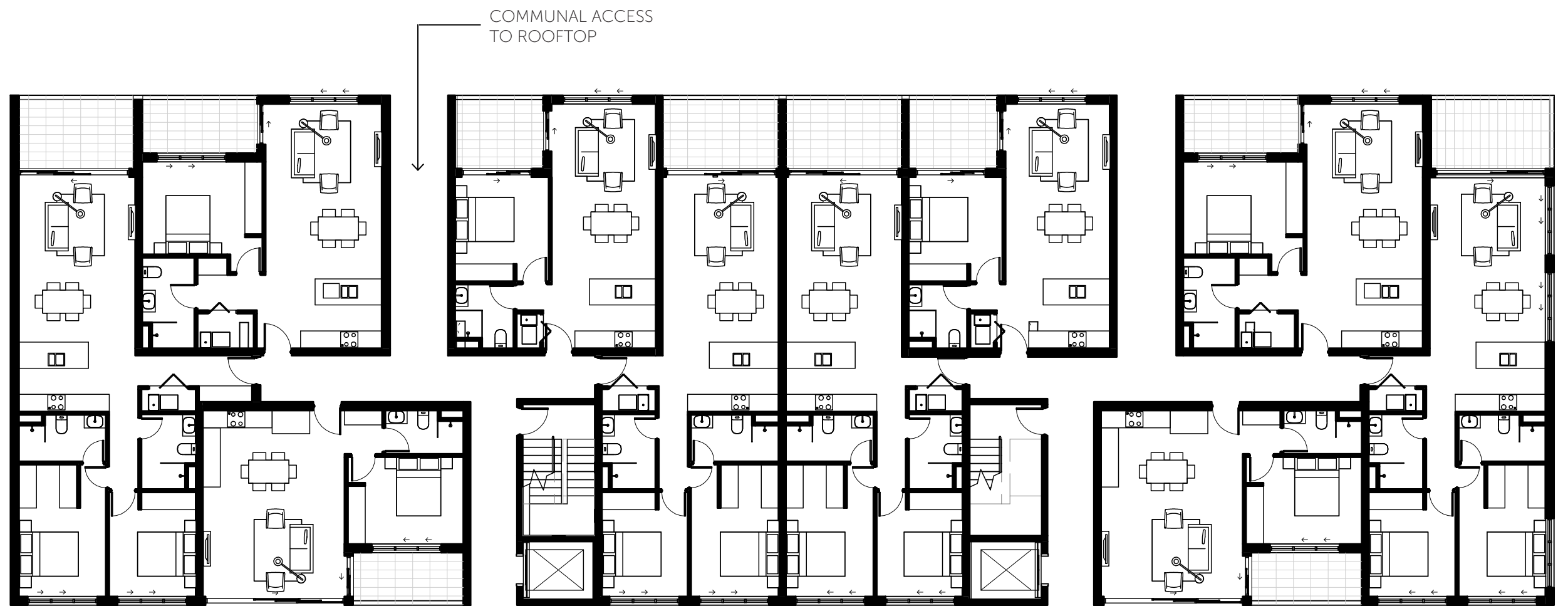
BUILDING B  
First, Second & Third Floor Plan



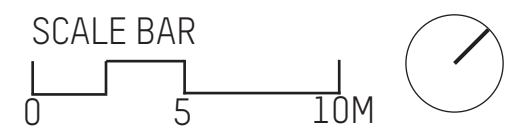


BUILDING B  
Fourth Floor Plan

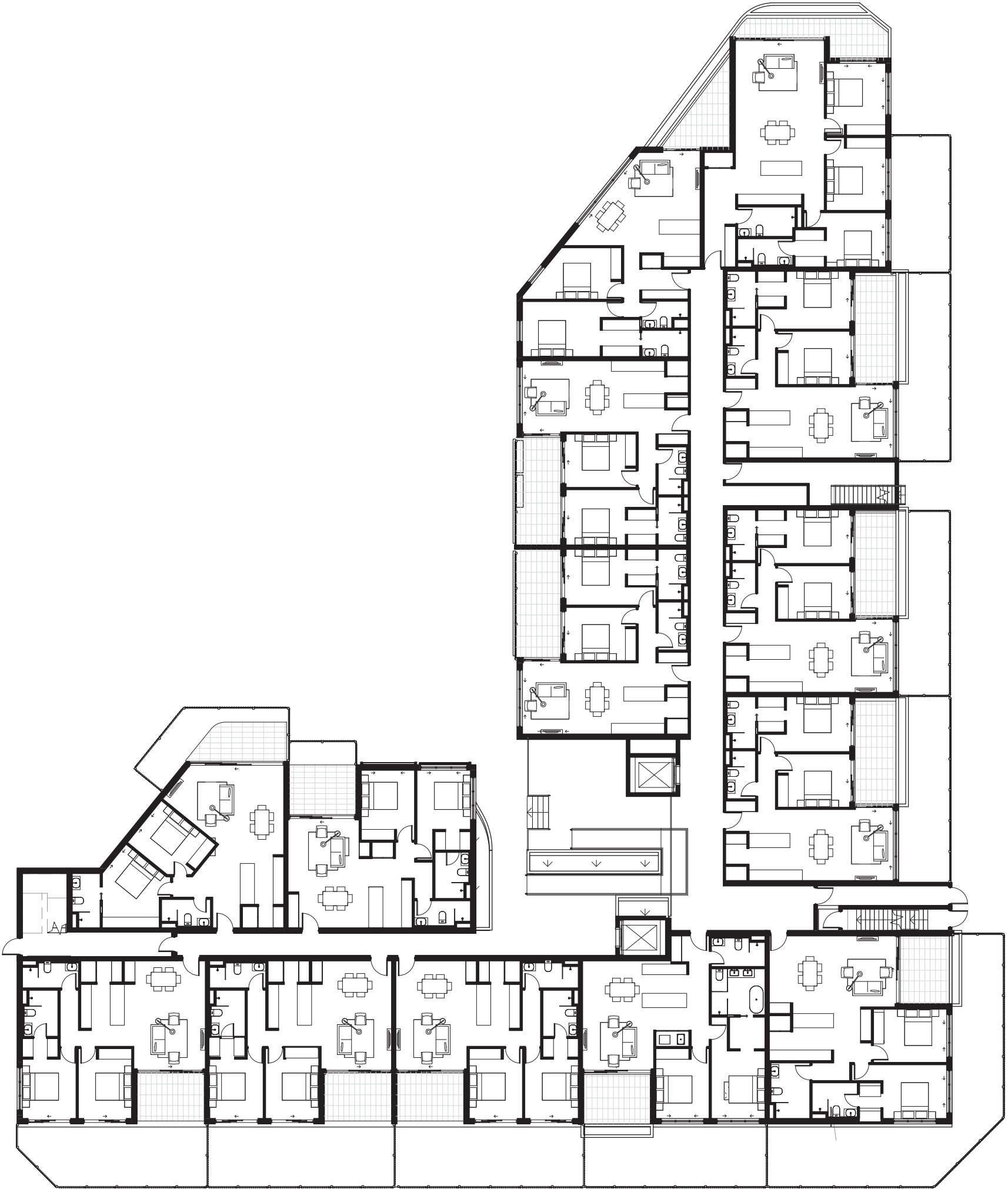




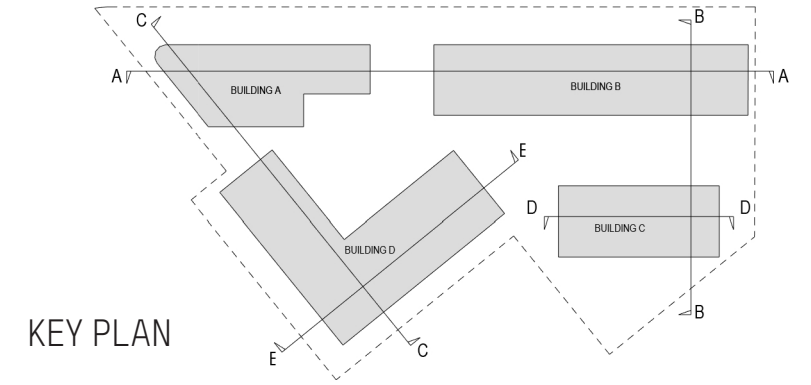
BUILDING C  
Typical Floor Plan



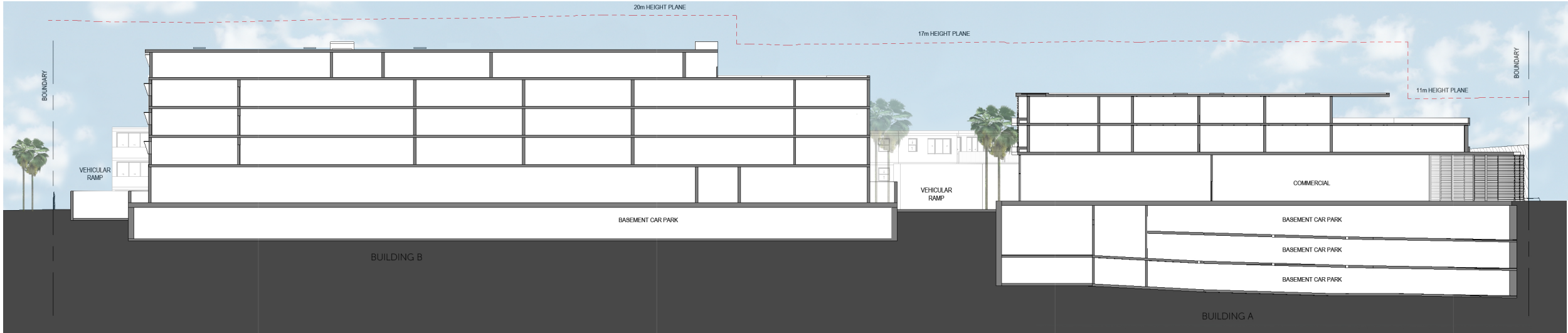
BUILDING D  
Typical Floor Plan



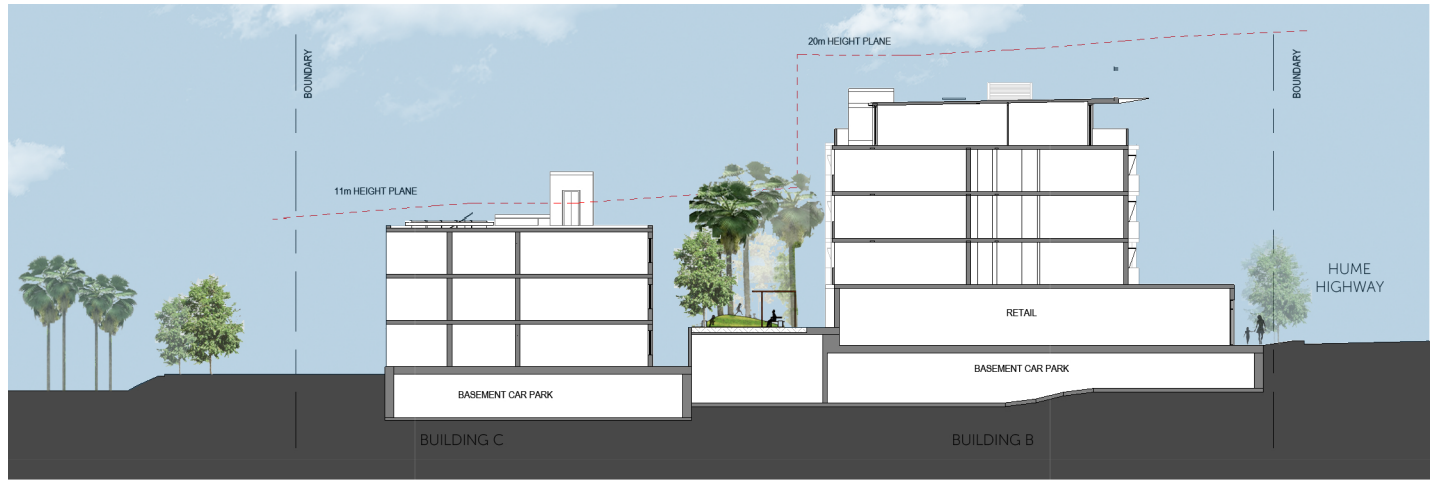
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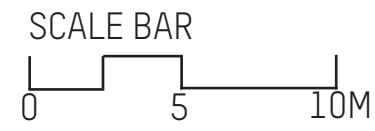
# INDICATIVE BUILDING SECTIONS

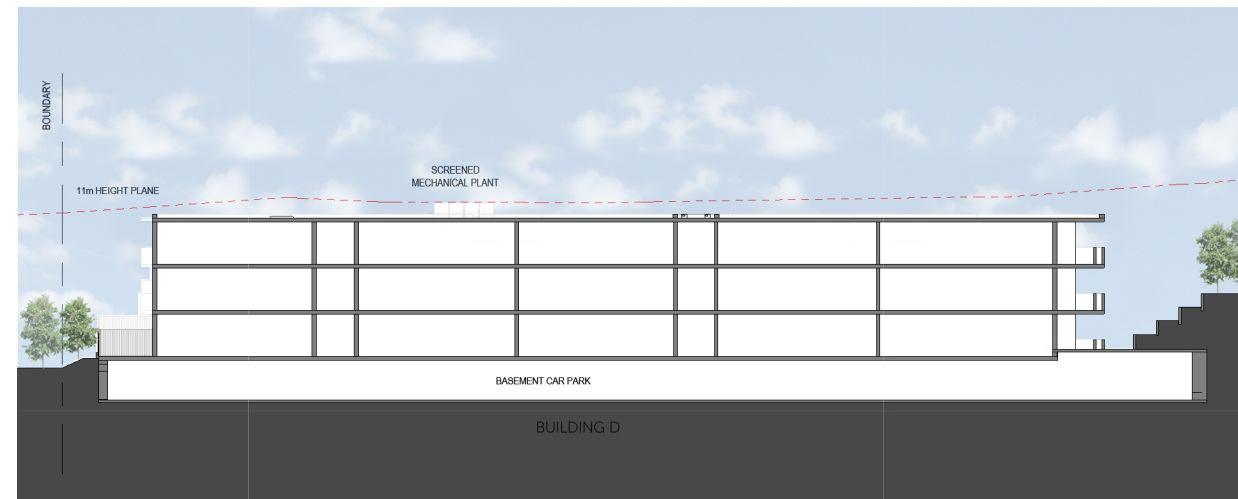
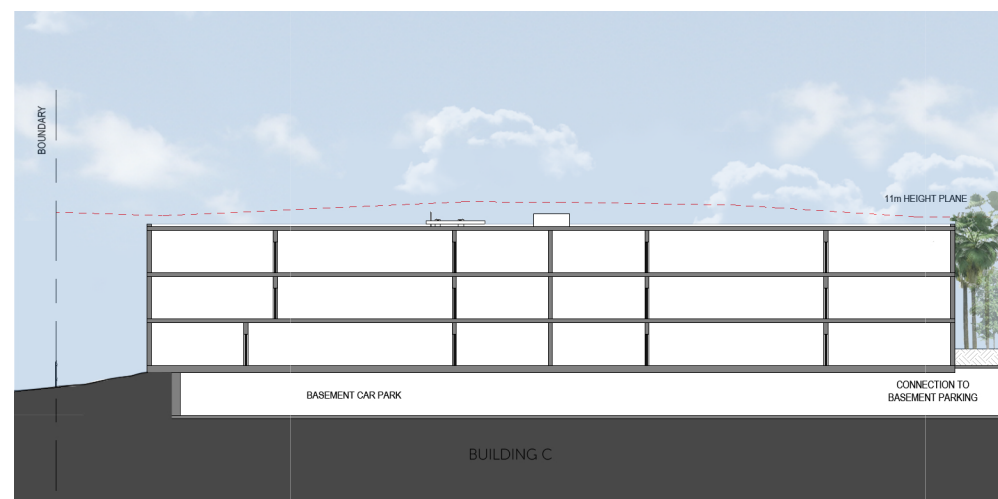
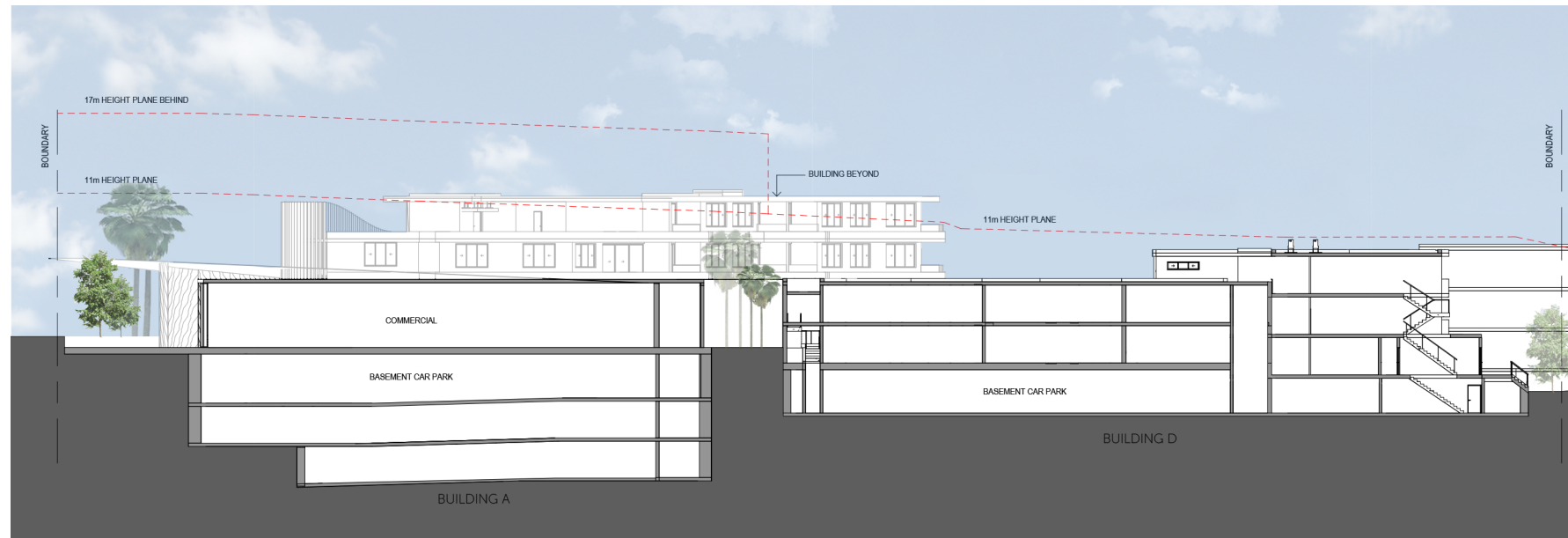
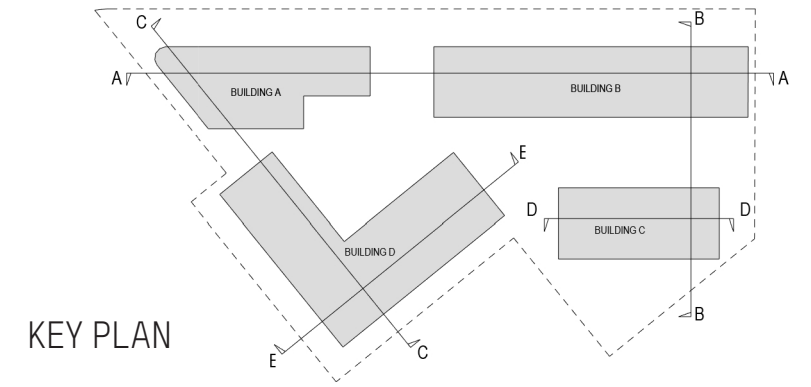


SECTION AA



SECTION BB







4

BUILT FORM  
MASSING



LOOKING SOUTH-EAST FROM THE  
HUME HIGHWAY



LOOKING NORTH-EAST FROM THE  
HUME HIGHWAY



LOOKING NORTH-EAST FROM THE  
HUME HIGHWAY



LOOKING SOUTH-EAST FROM THE  
HUME HIGHWAY

5

SEPP 65 / ADG COMPLIANCE



5

HUME HIGHWAY

AREA AND SOLAR  
ACCESS  
COMMUNAL OPEN  
SPACES

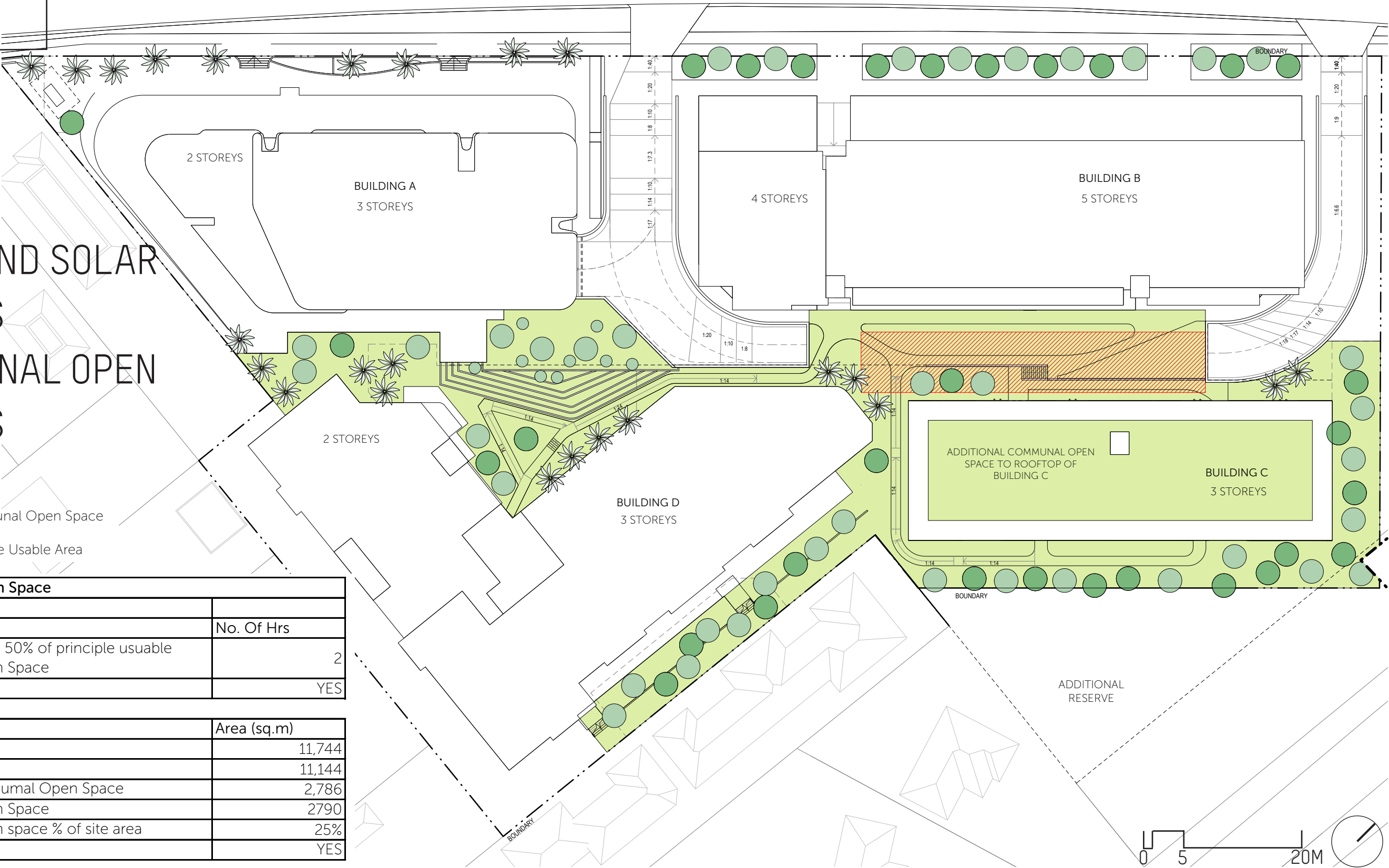
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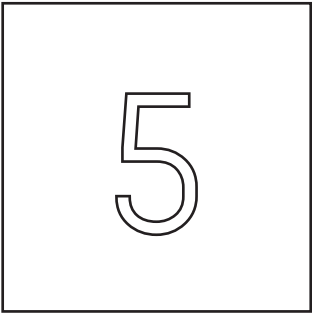
Communal Open Space

Principle Usable Area

Communal Open Space	
Solar Access	No. Of Hrs
Direct sunlight to 50% of principle usable Communal Open Space	2
Meets ADG Req.	YES

Area	Area (sq.m)
Site	11,744
Revised Site	11,144
Minimum Communal Open Space	2,786
Communal Open Space	2790
Communal Open space % of site area	25%
Meets ADG Req.	YES





# SOLAR ACCESS RESIDENTIAL

The diagram shows that the proposal provides adequate solar access, exceeding the minimum of 70% of units as outlined in the apartment design guide. This has been achieved through the strategic placement of living area and balcony locations to maximise access to natural sunlight.

Building A	No. Of Apts
Total Apartments	16
Apts with 2hrs or more solar access	9
Apts with less than 2hrs solar access	7
% of apts with 2h of solar access	56%
Meets ADG Req.	NO
Building B	No. Of Apts
Total Apartments	44
Apts with 2hrs or more solar access	31
Apts with less than 2hrs solar access	13
% of apts with 2h of solar access	70%
Meets ADG Req.	YES
Building C	No. Of Apts
Total Apartments	30
Apts with 2hrs or more solar access	21
Apts with less than 2hrs solar access	9
% of apts with 2h of solar access	70%
Meets ADG Req.	YES

Building D	No. Of Apts
Total Apartments	37
Apts with 2hrs or more solar access	28
Apts with less than 2hrs solar access	9
% of apts with 2h of solar access	76%
Meets ADG Req.	YES
SUMMARY	No. Of Apts
Total Apartments within development	127
Total Apartments with 2hrs or more solar access	89
% of apts with 2h of solar access	70%
Meets ADG Req.	YES





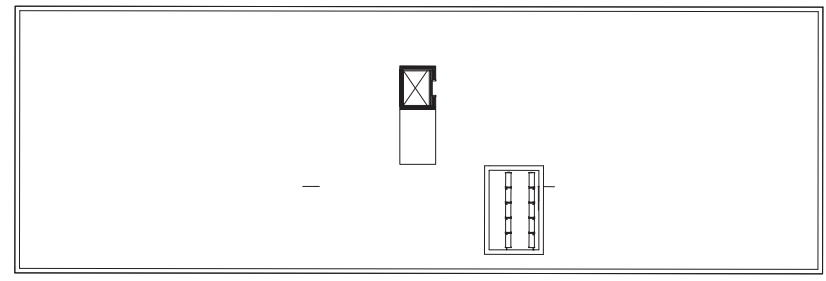
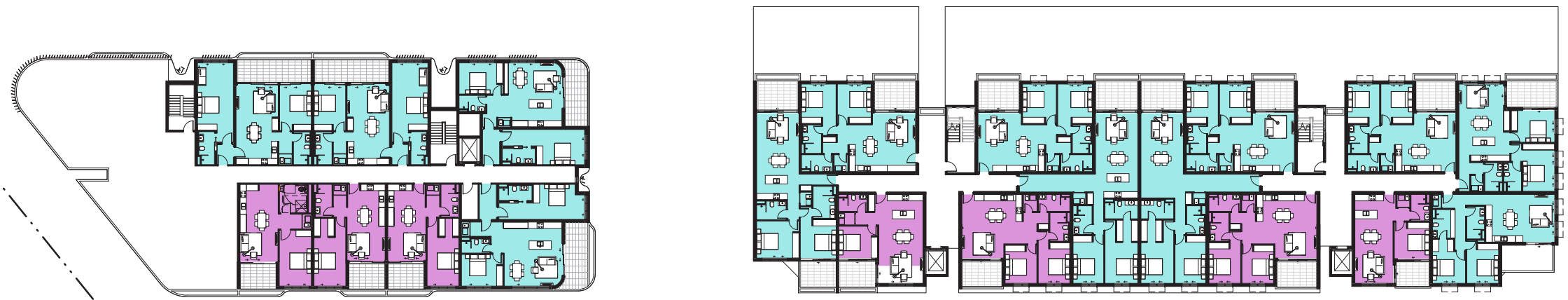
# LEVEL 1 FLOOR PLAN

## KEY

- 2hrs or More
- Less Than 2hrs



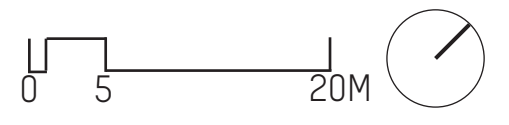
BOUNDARY



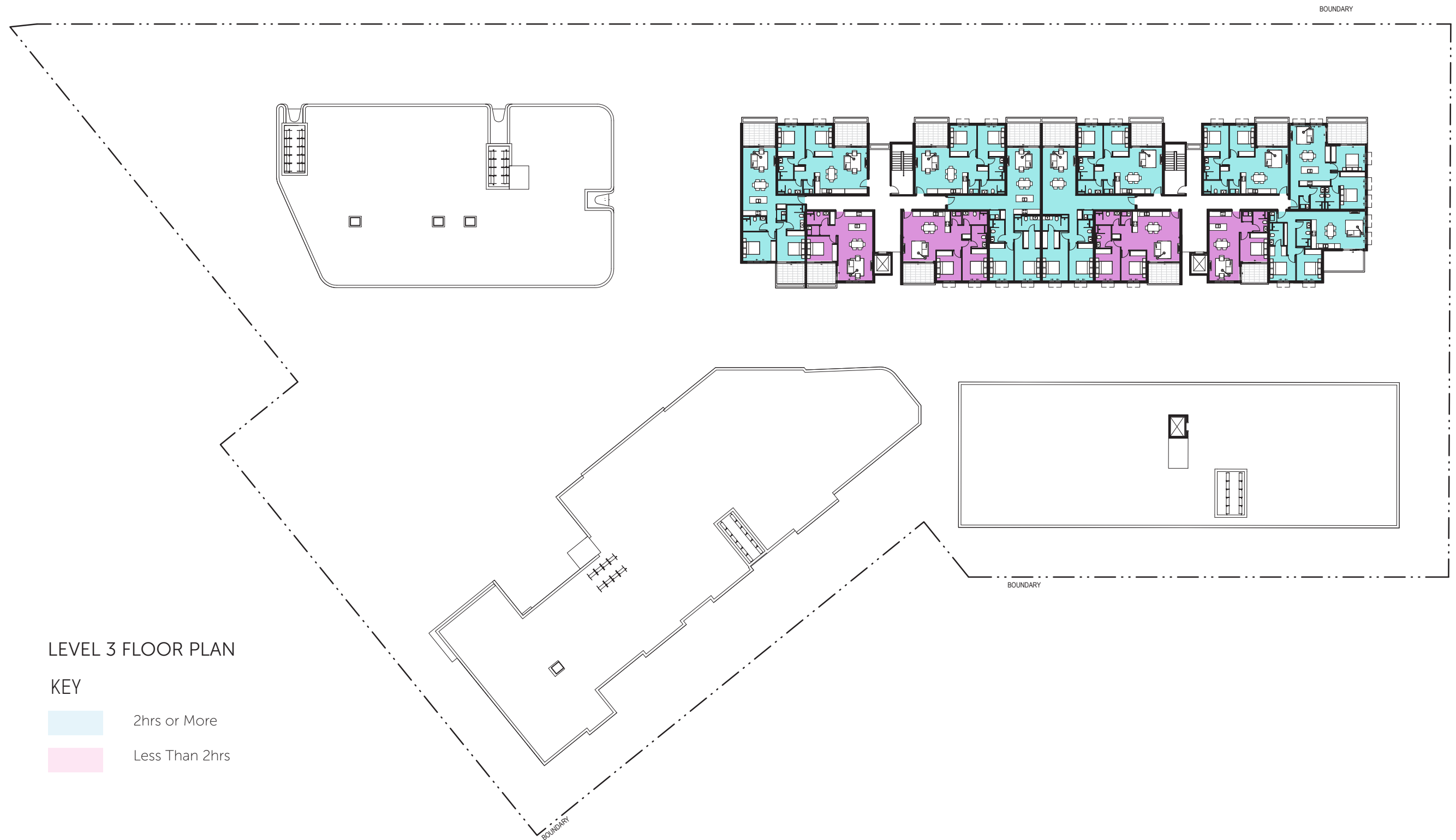
# LEVEL 2 FLOOR PLAN

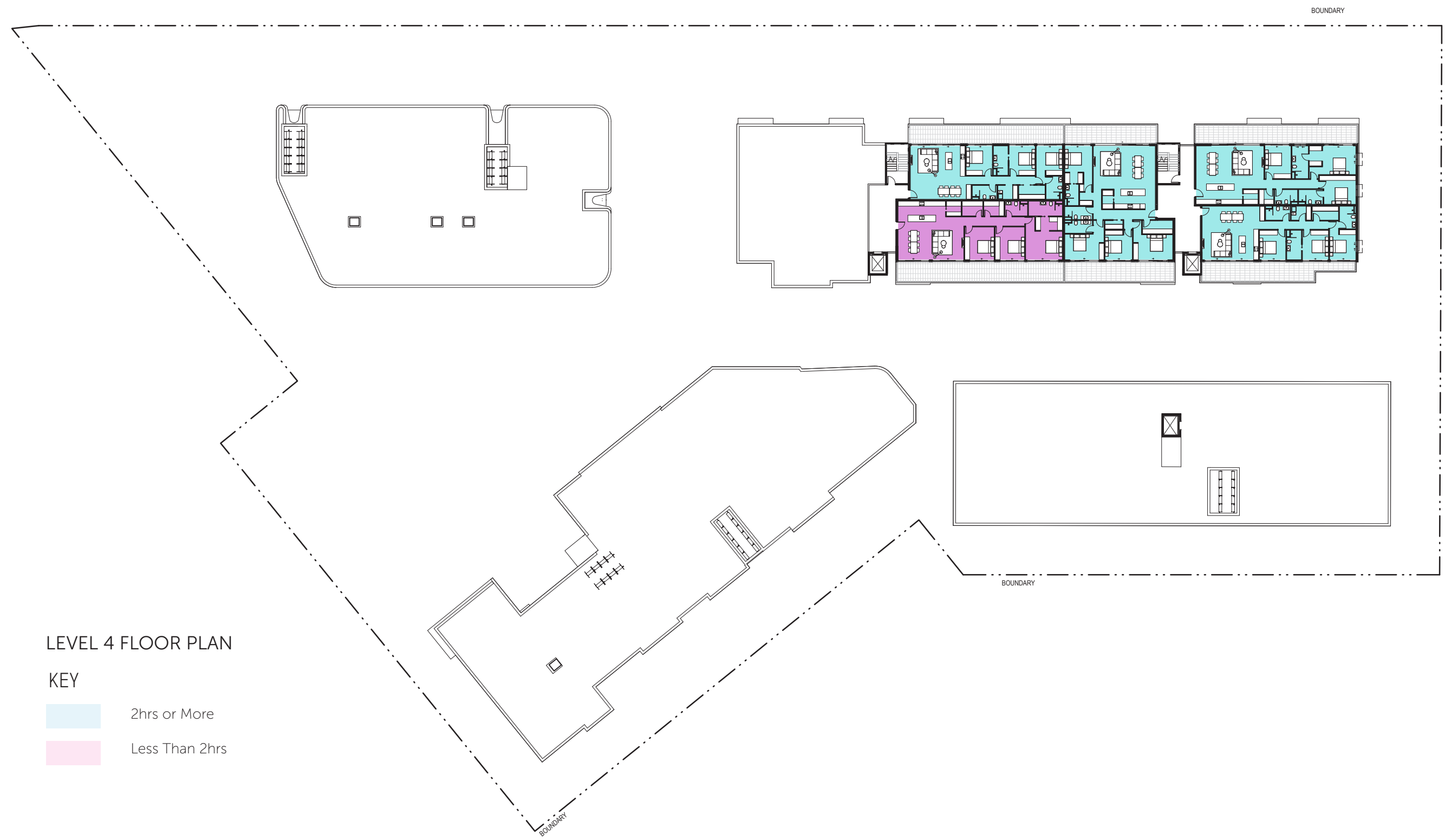
## KEY

- 2hrs or More
- Less Than 2hrs





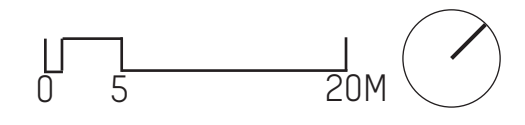




LEVEL 4 FLOOR PLAN

KEY

- 2hrs or More
- Less Than 2hrs

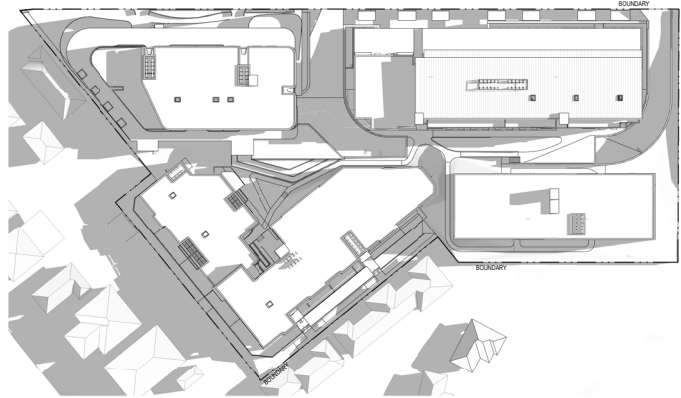




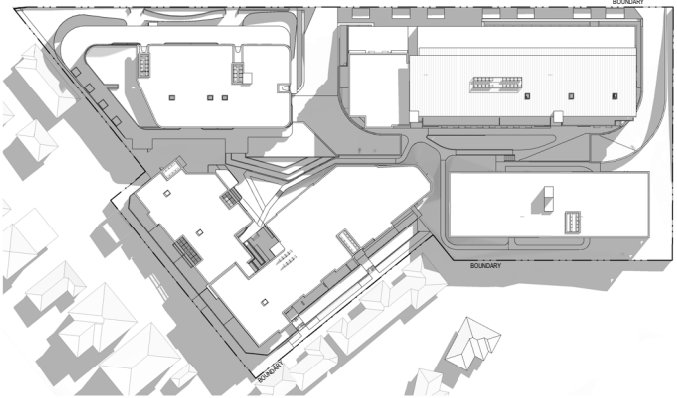
# SOLAR ACCESS WITHIN DEVELOPMENT SHADOW DIAGRAMS

The proposal seeks to maximise solar access to the apartments. This has been achieved by building separation and orientation. The majority of the apartments to the South-Eastern portion of the site face North and allowing for dual aspect apartments along the Hume Highway where the built form runs parallel to the boundary echoing the existing site conditions.

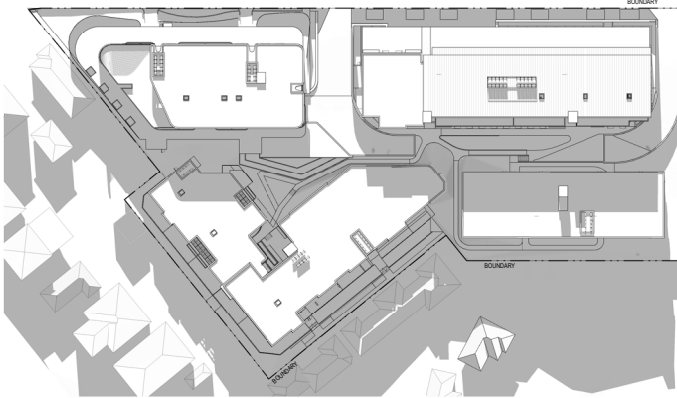
Despite awkward site geometry and orientation, 70% of apartments achieve 2hrs of sun on June 21, in compliance with SEPP 65.



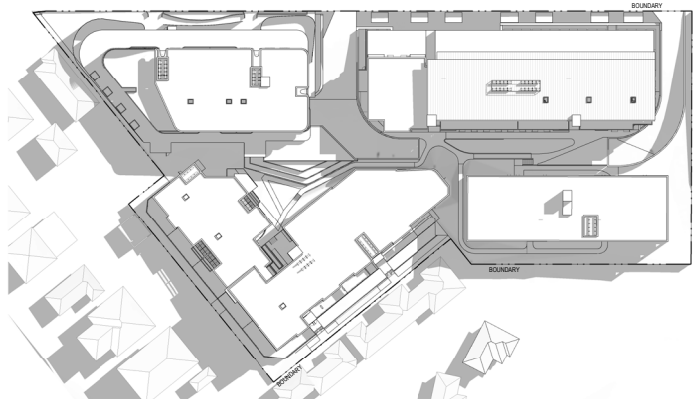
21 JUNE 9am



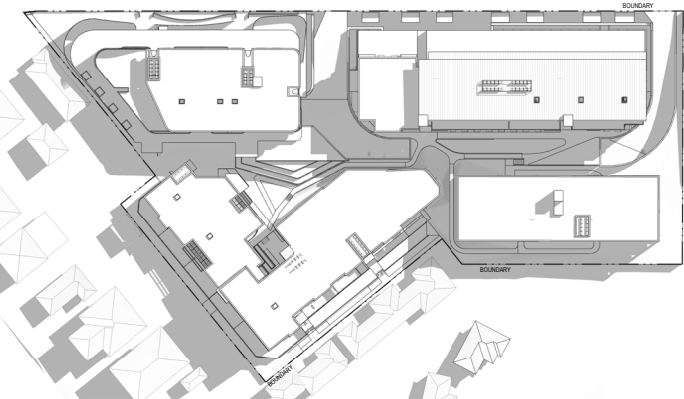
21 JUNE 12pm



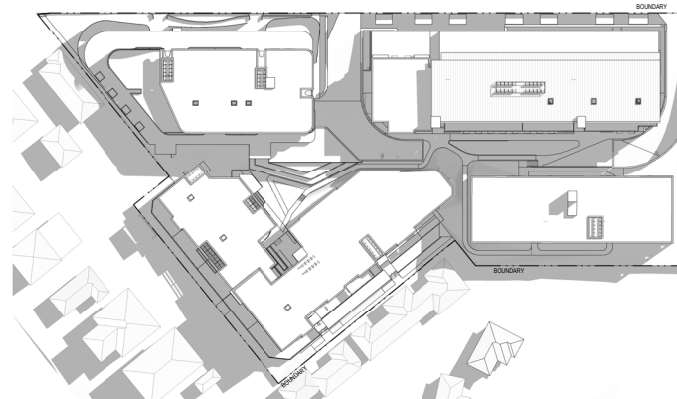
21 JUNE 3pm



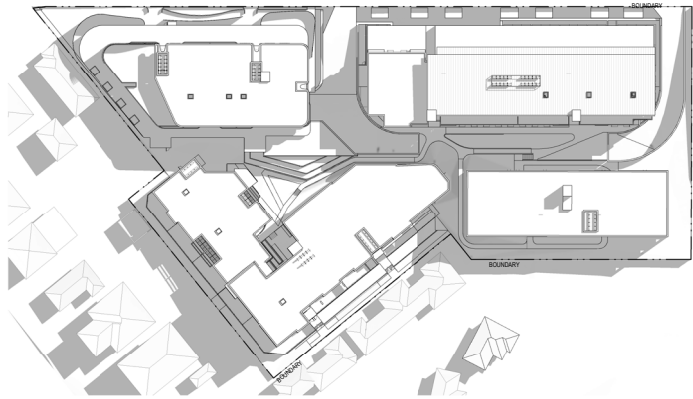
21 MARCH 9am



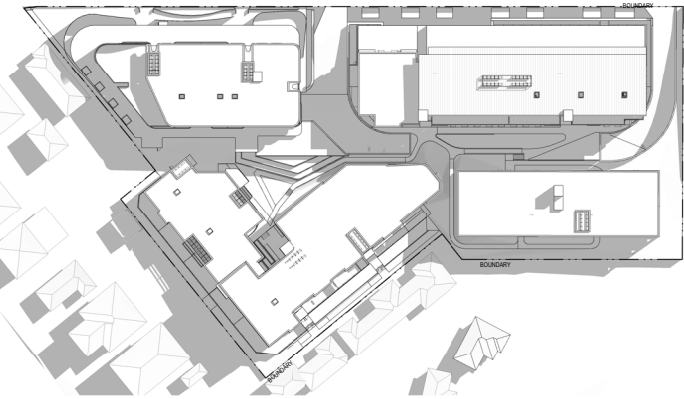
21 MARCH 12pm



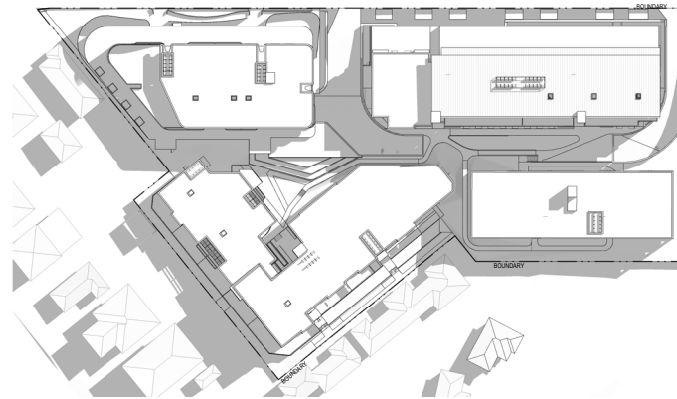
21 MARCH 3pm



21 JANUARY 9am



21 JANUARY 12pm



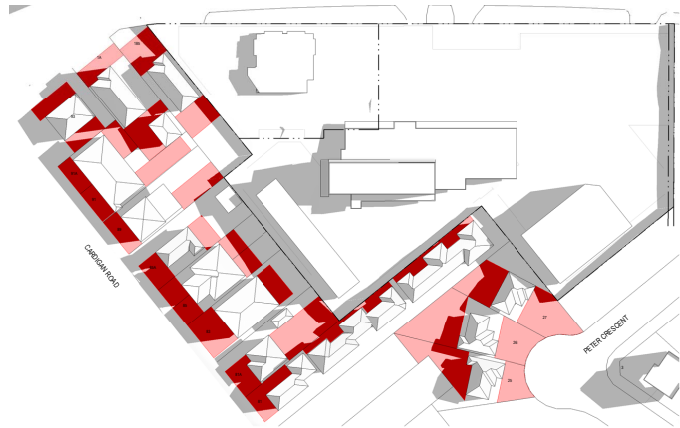
21 JANUARY 3pm



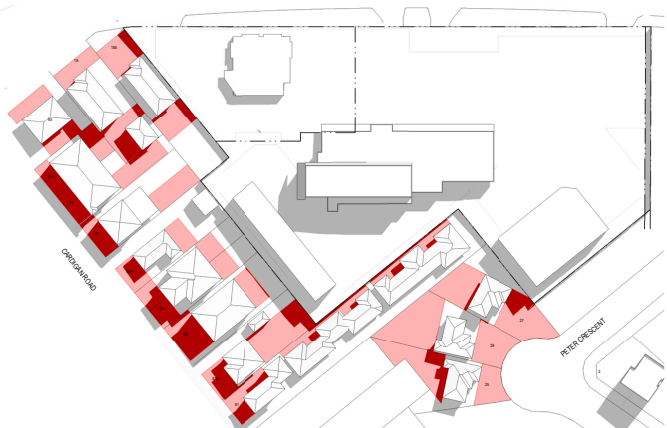
5

# SOLAR ACCESS NEIGHBORING PROPERTIES SHADOW DIAGRAMS

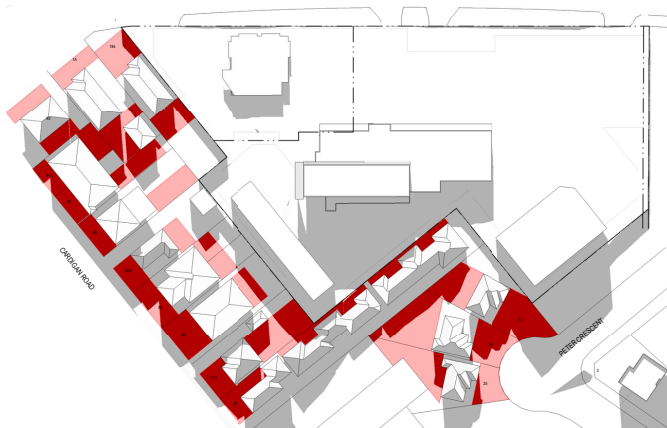
The proposal seeks to minimize the impact of overshadowing to the neighbouring properties. This has been achieved by increased setbacks of 9m at the South-Eastern section of the site and with the articulation of the built form at the sites most southern edge. The proposal ensures that the principal, usable open space to adjoining properties maintains solar access at the winter solstice (June 21) for at least 2hrs.



21 JUNE 9am  
Existing Conditions



21 JUNE 12pm  
Existing Conditions



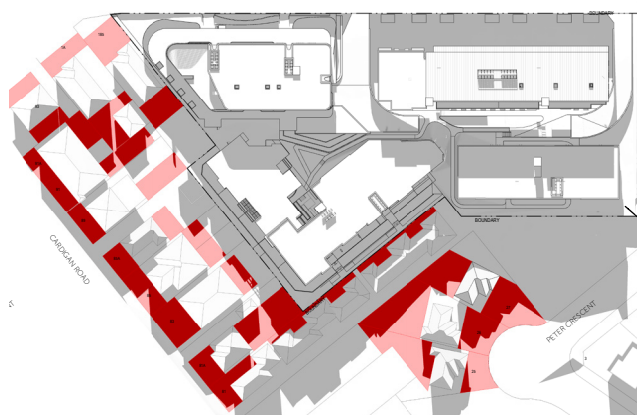
21 JUNE 3pm  
Existing Conditions



21 JUNE 9am  
New Development



21 JUNE 12pm  
New Development



21 JUNE 3pm  
New Development

## KEY

- Neighbouring open space
- Overshadowing





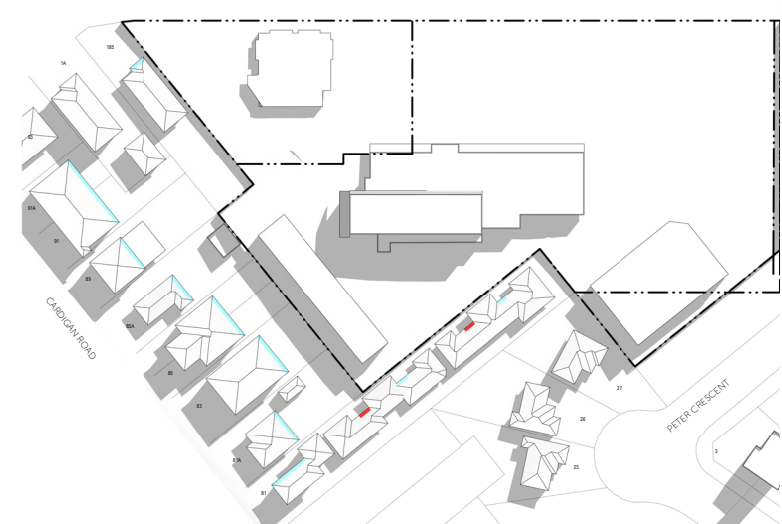
5

# SOLAR ACCESS FOR NEIGHBORING PROPERTIES SHADOW DIAGRAMS

The proposal seeks to minimise the impact of overshadowing to the neighbouring properties. This has been achieved by increased setbacks of 9m at the South-Eastern section of the site and with the articulation of the built form at the sites most southern edge. The proposal ensures that living spaces to adjoining properties maintains solar access at the winter solstice (June 21) for at least 2 hrs.



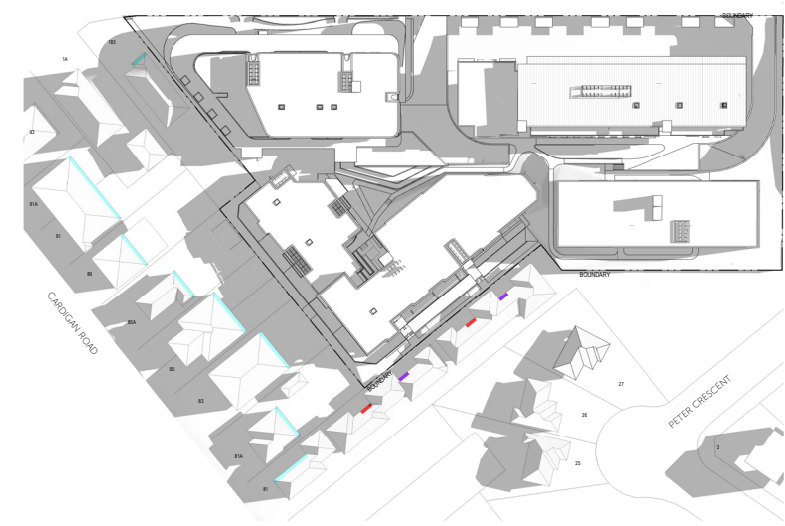
21 JUNE 9am  
Existing Conditions



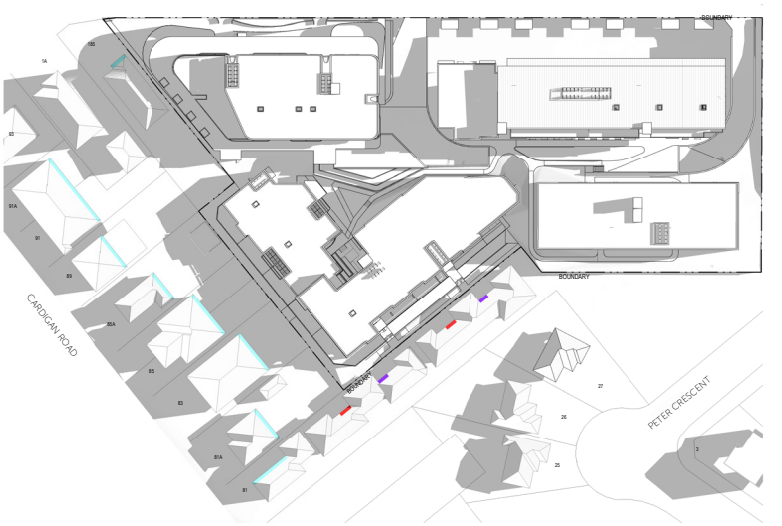
21 JUNE 12pm  
Existing Conditions



21 JUNE 3pm  
Existing Conditions



21 JUNE 9am  
New Development



21 JUNE 12pm  
New Development



21 JUNE 3pm  
New Development

## KEY

■ Living spaces with at least 2hrs solar access  
(between 9AM and 3PM on the 21st of June)\*





5

HUME HIGHWAY

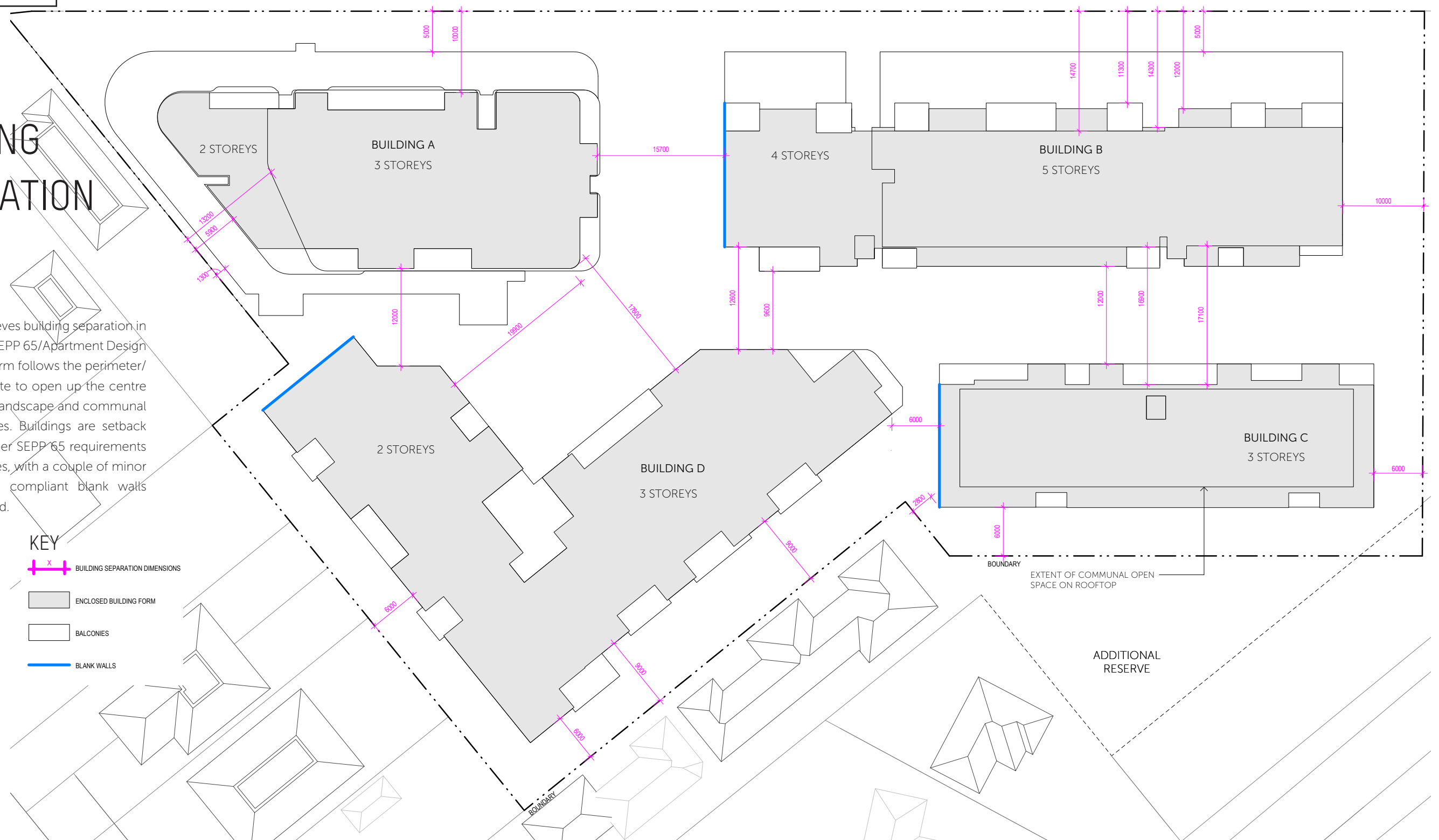
BOUNDARY

# BUILDING SEPARATION

The proposal achieves building separation in accordance with SEPP 65/Apartment Design Guide. The built form follows the perimeter/boundary of the site to open up the centre of site and create landscape and communal space opportunities. Buildings are setback from boundaries per SEPP 65 requirements for habitable spaces, with a couple of minor exceptions where compliant blank walls have been provided.

## KEY

- BUILDING SEPARATION DIMENSIONS
- ENCLOSED BUILDING FORM
- BALCONIES
- BLANK WALLS





# CROSS VENTILATION

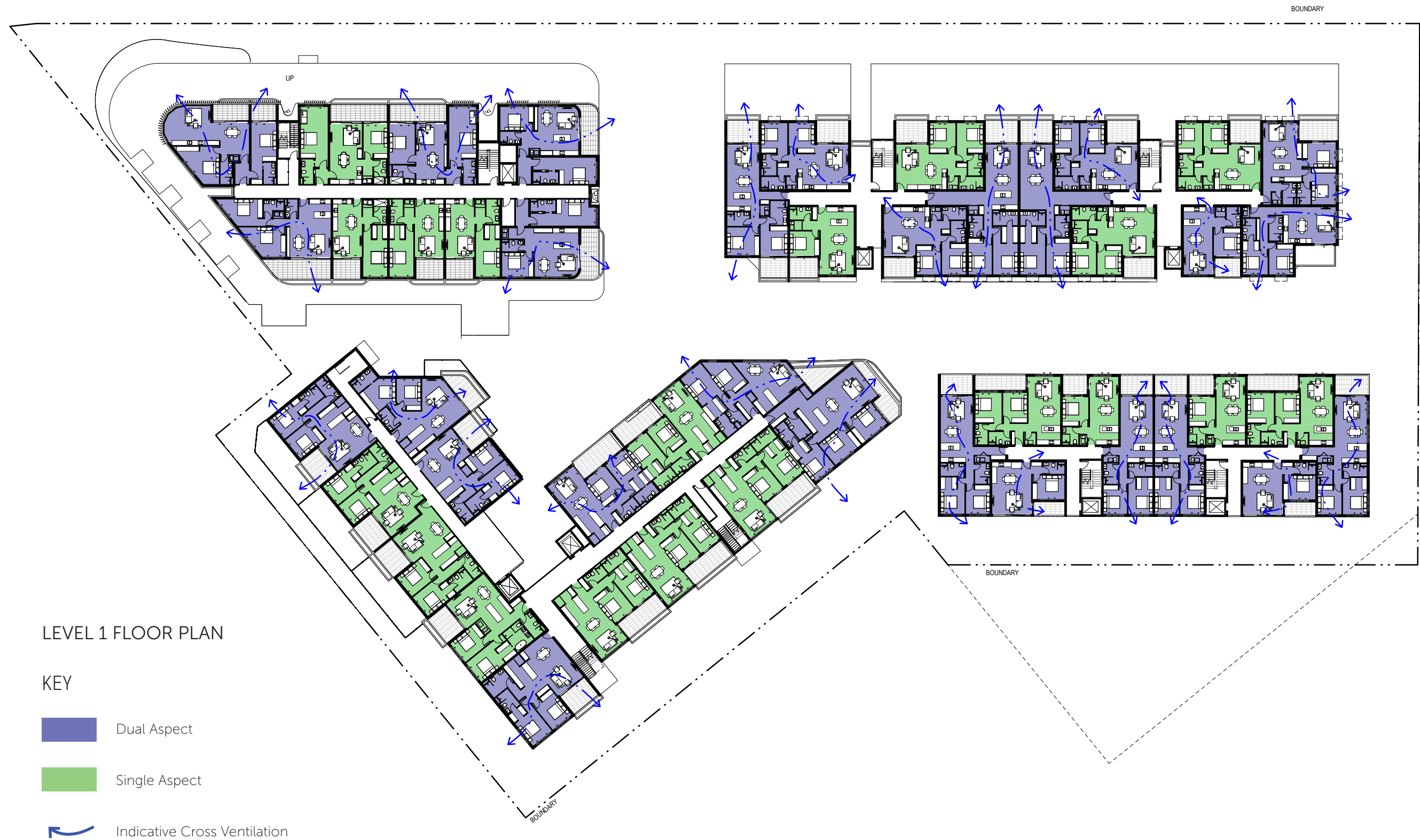
The diagram shows that the proposal provides predominantly dual aspect units exceeding the minimum of 60% of the total units within the entire development as outlined in the apartment design guide. This has been achieved by the inclusion of cross through and corner apartments along with open corridors and large centralized voids at entry points.

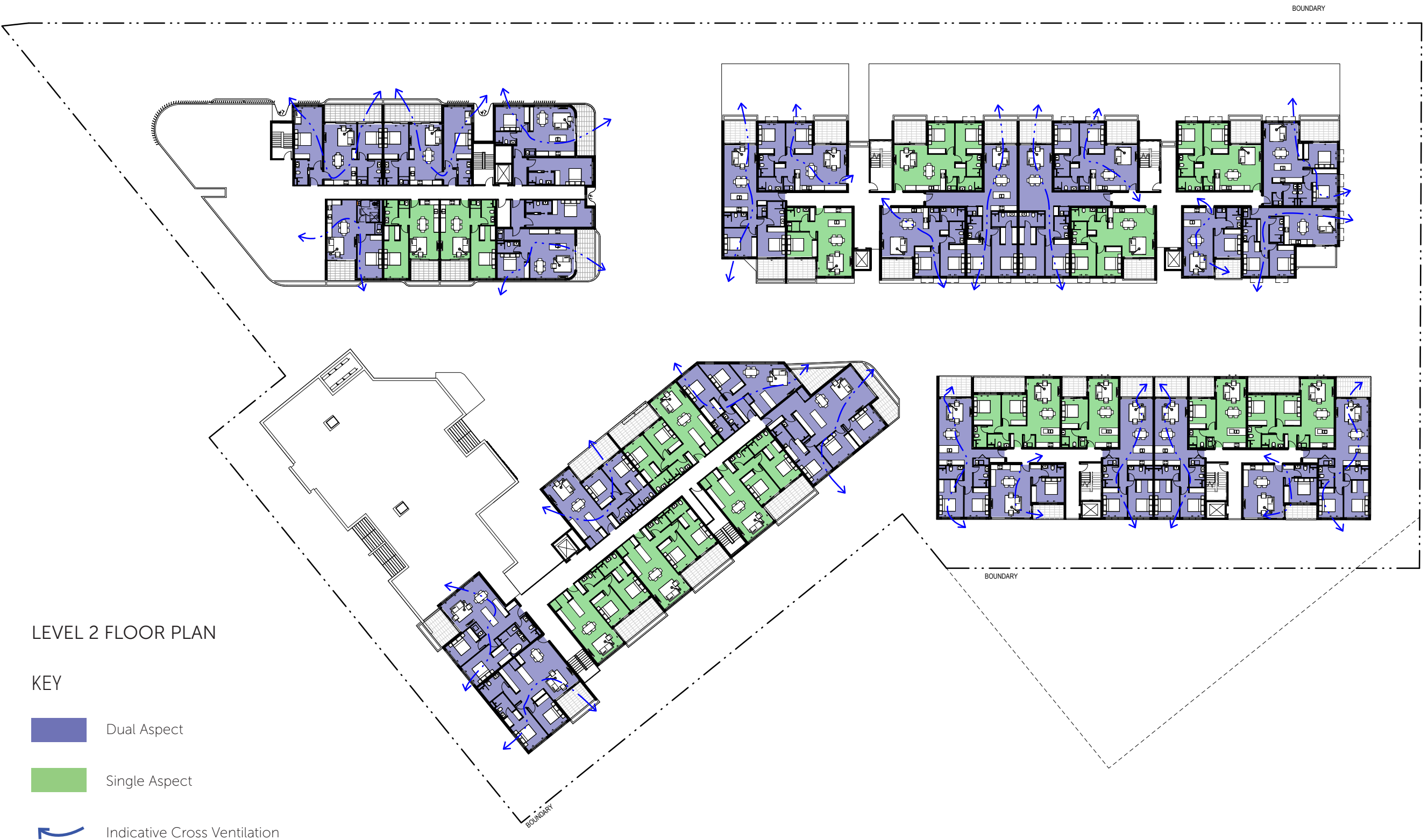
Building A	No. Of Apts
Total Apartments	16
Apts with dual aspect	12
Apts with single aspect	4
% of apts with dual aspect cross ventilation	75%
Meets ADG Req.	YES
Building B	No. Of Apts
Total Apartments	44
Apts with dual aspect	32
Apts with single aspect	12
% of apts with dual aspect cross ventilation	73%
Meets ADG Req.	YES
Building C	No. Of Apts
Total Apartments	30
Apts with dual aspect	18
Apts with single aspect	12
% of apts with dual aspect cross ventilation	60%
Meets ADG Req.	YES

Building D	No. Of Apts
Total Apartments	37
Apts with dual aspect	19
Apts with single aspect	18
% of apts with dual aspect cross ventilation	51%
Meets ADG Req.	NO
SUMMARY	No. Of Apts
Total Apartments within development	127
Total Apartments with dual aspect cross ventilation	81
% of apts with dual aspect cross ventilation	64%
Meets ADG Req.	YES

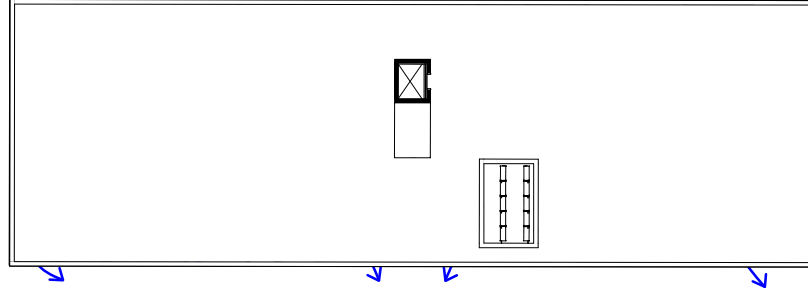
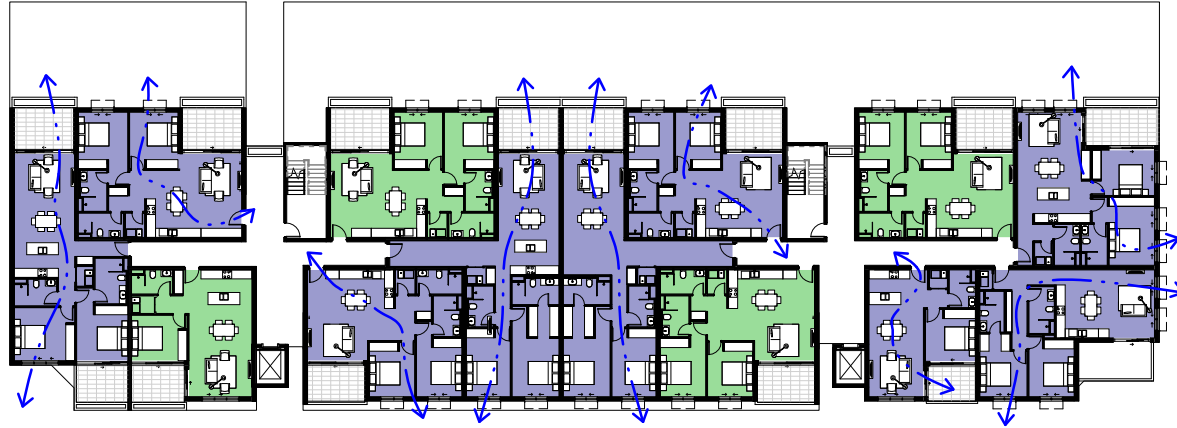
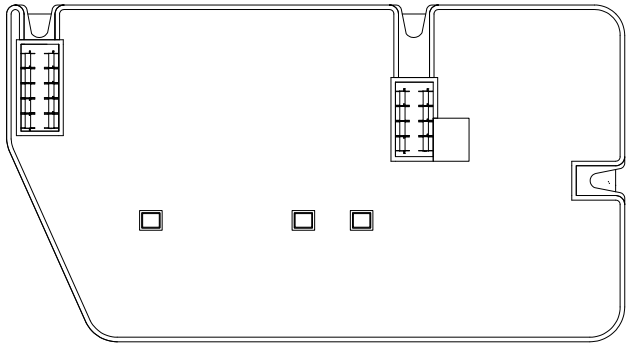




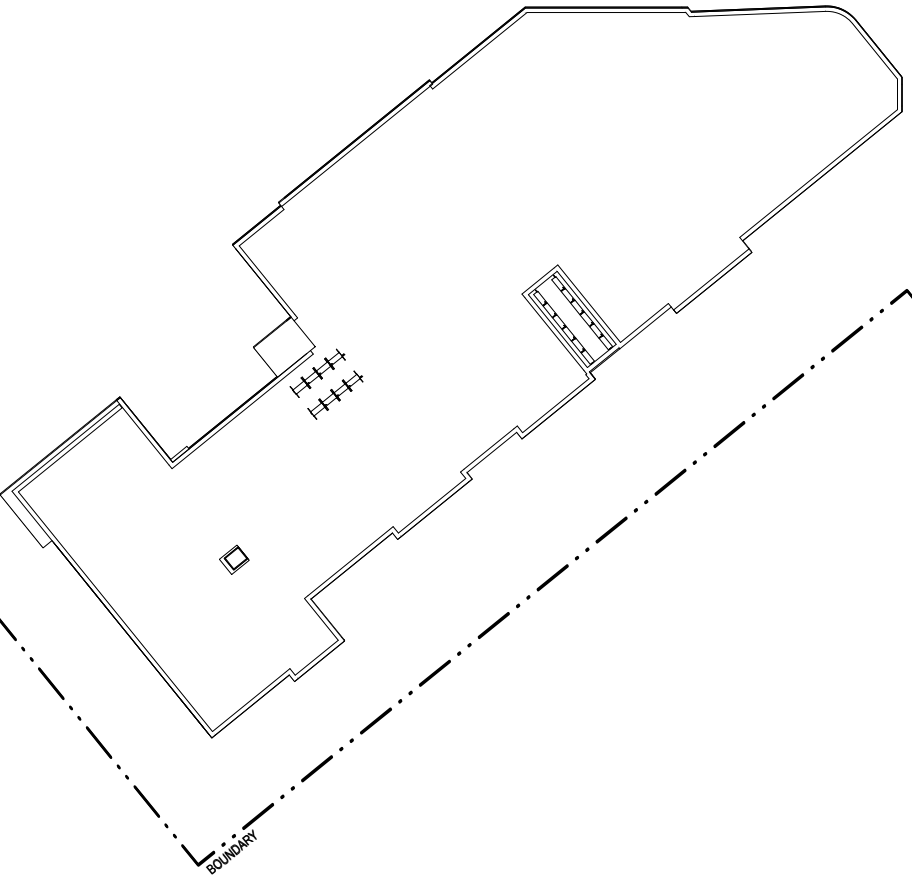




BOUNDARY






BOUNDARY



BOUNDARY

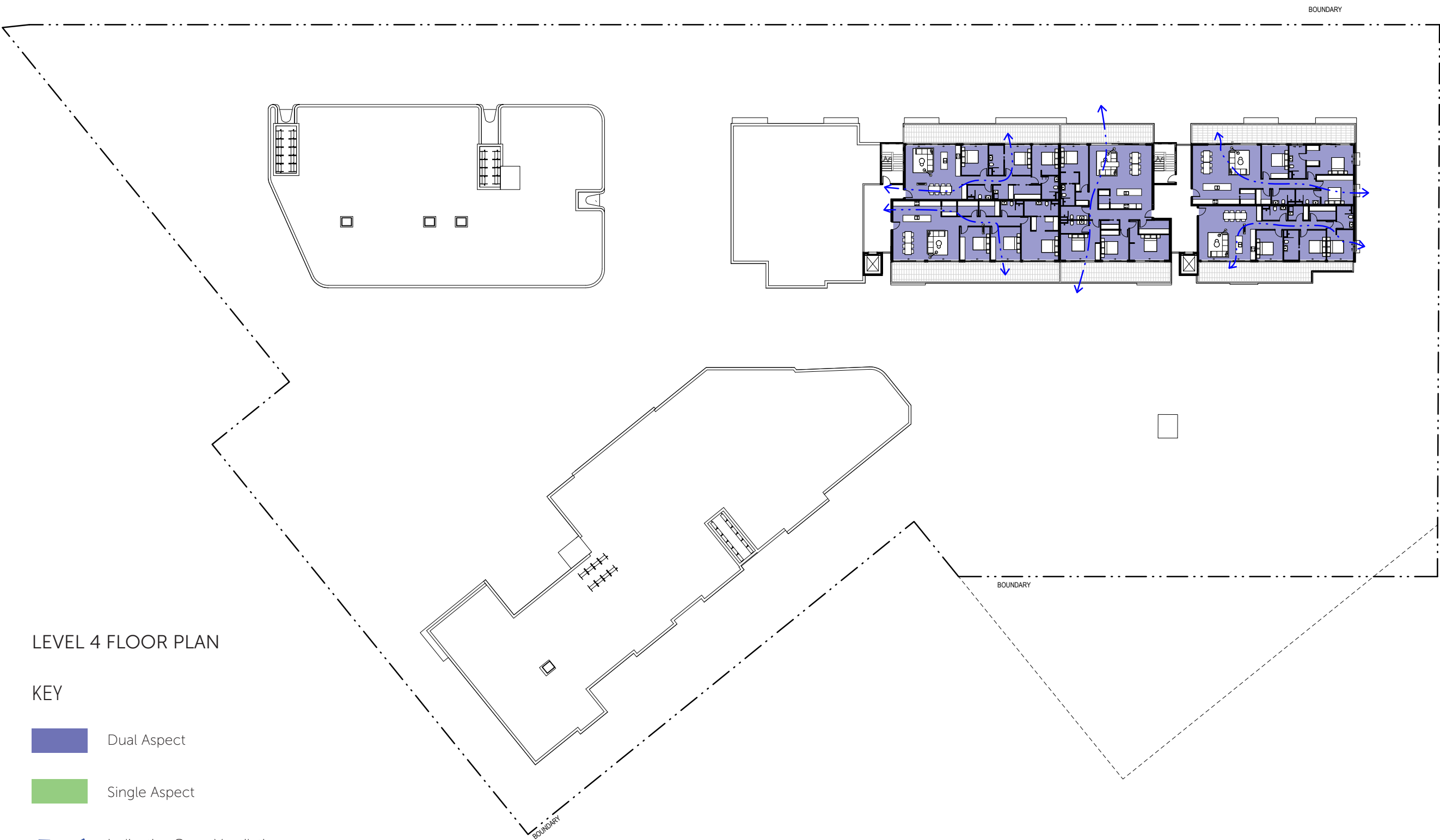
LEVEL 3 FLOOR PLAN

KEY

-  Dual Aspect
-  Single Aspect
-  Indicative Cross Ventilation










LEVEL 4 FLOOR PLAN

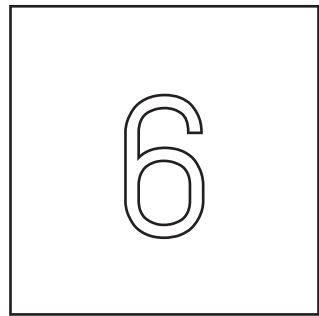
KEY

-  Dual Aspect
-  Single Aspect
-  Indicative Cross Ventilation

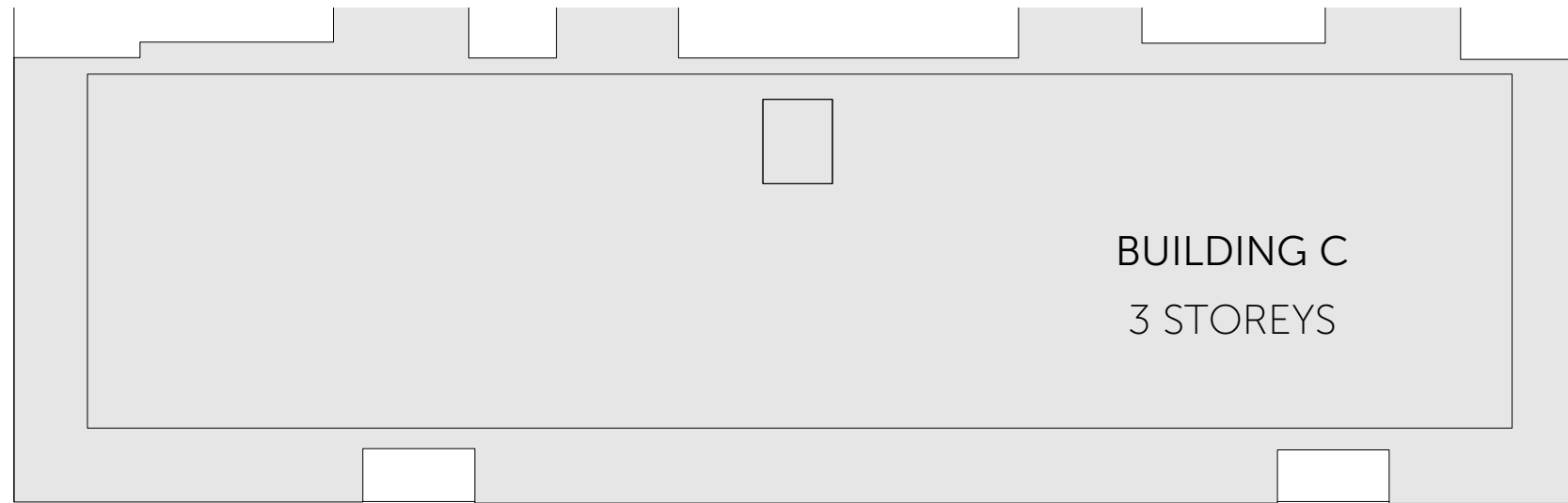




PUBLIC RESERVE



RESERVE  
BOUNDARY



BUILDING C  
3 STOREYS

ADJOINING  
PROPER

NEW PROPOSED BOUNDARY TO SUBJECT SITE  
BOUNDARY

17m<sup>2</sup> REMOVED FROM  
RESERVE, FORMS PART  
NEW SITE AREA

ADDITIONAL  
PUBLIC RESERVE  
618m<sup>2</sup>

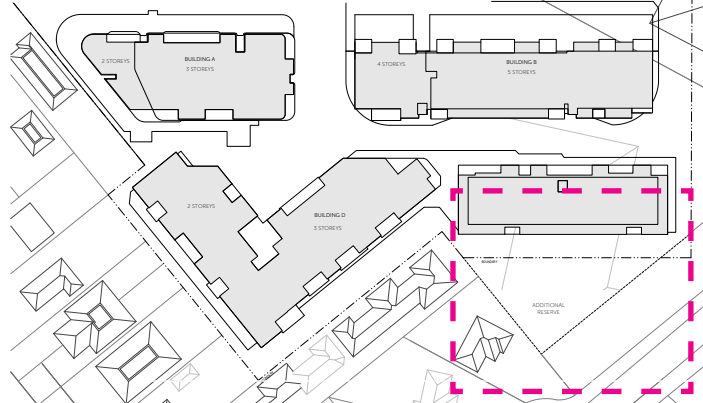
TOTAL NEW RESERVE  
AREA = 1217m<sup>2</sup>

EXISTING PUBLIC RESERVE  
599m<sup>2</sup>

PETER CRESCENT

Existing boundaries and areas  
interpolated from LTS Survey  
43606DT dated 09/08/2016

KEY PLAN



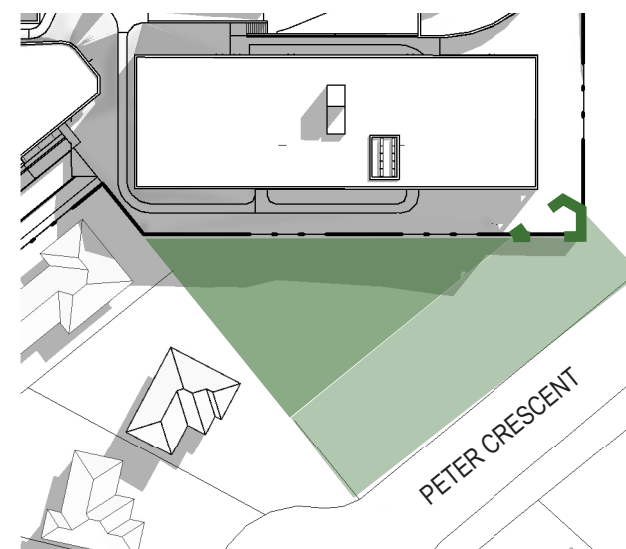


6

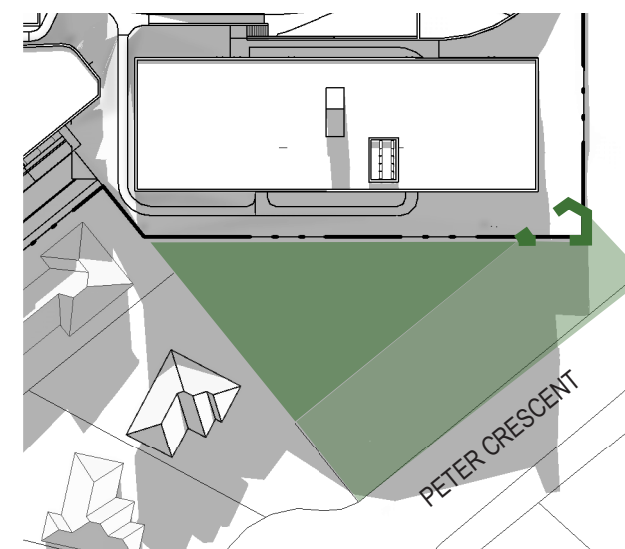
# RESERVE SHADOW DIAGRAMS



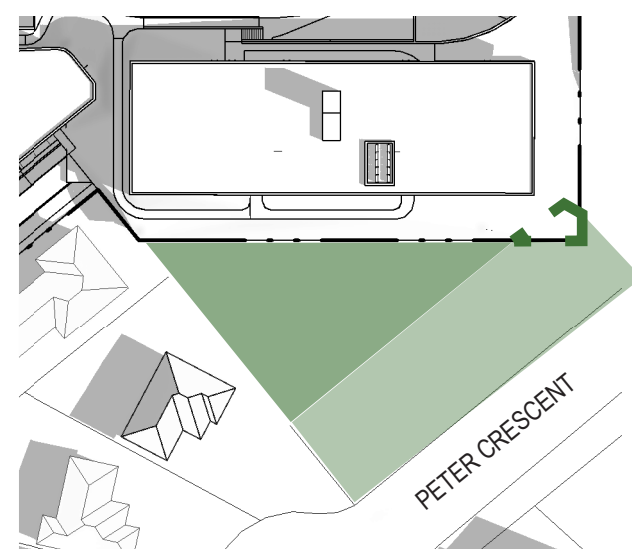
21 JUNE 9AM



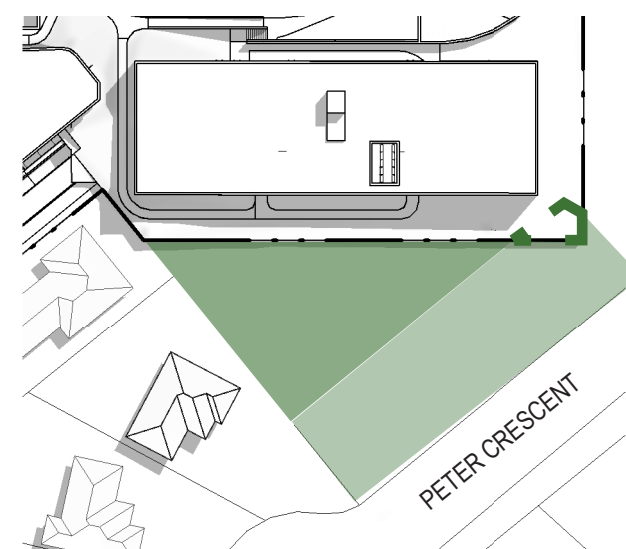
21 JUNE 12PM



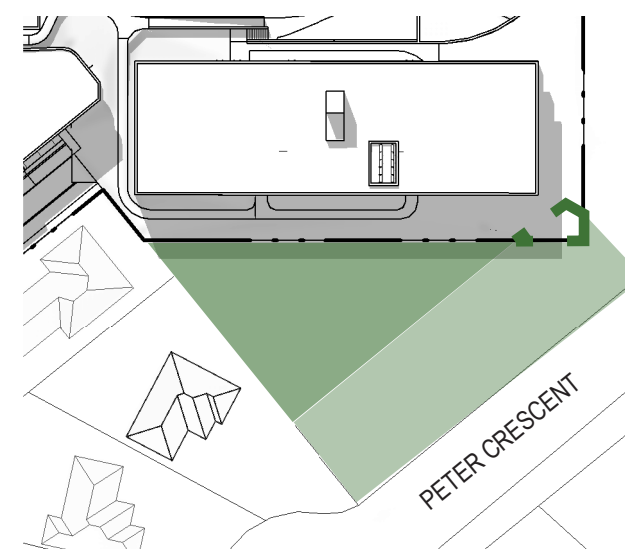
21 JUNE 3PM



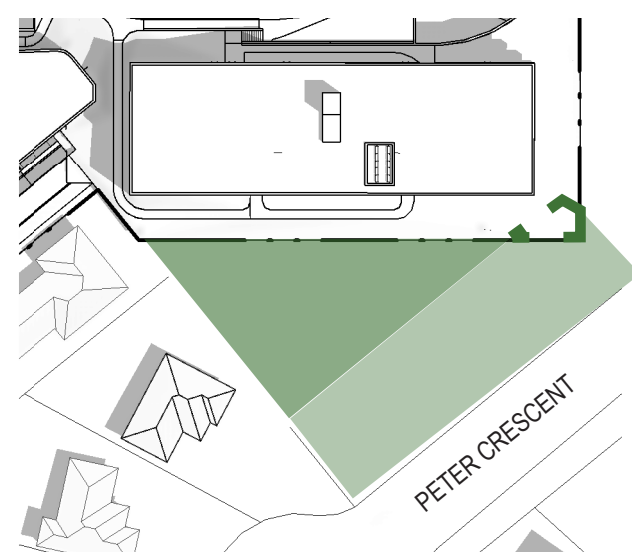
21 MARCH 9AM



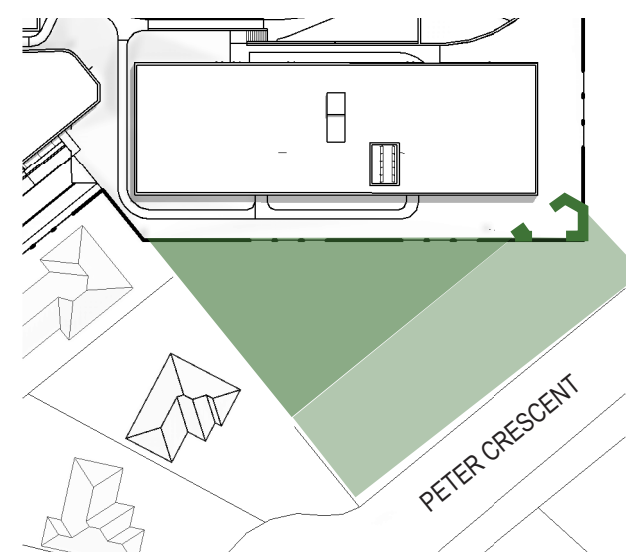
21 MARCH 12PM



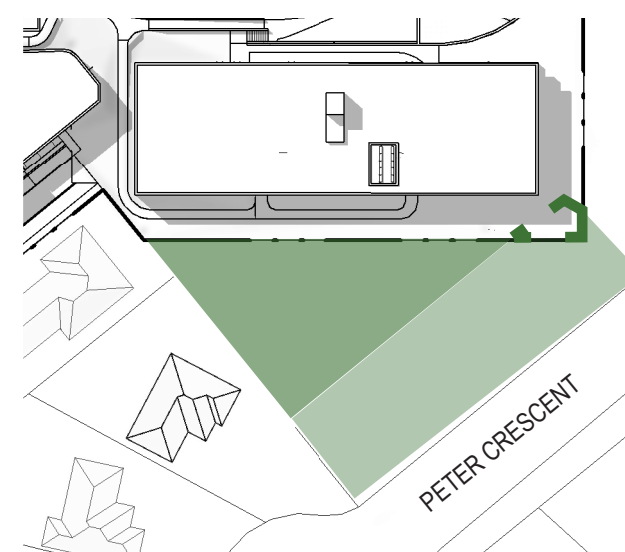
21 MARCH 3PM



21 DECEMBER 9AM



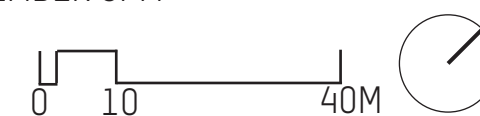
21 DECEMBER 12PM



21 DECEMBER 3PM

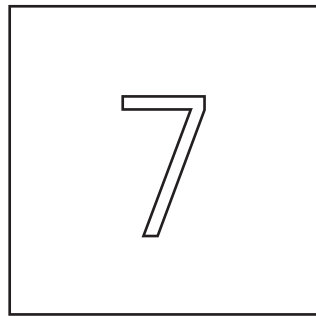
## KEY

-  New Reserve Area
-  Existing Reserve Area
-  Area Removed from Reserve





## RECOMMENDATIONS



## RECOMMENDATIONS

This report has presented a concept design for a high quality mixed use development which aligns with the site's planning proposal. The design responds sensitively to site constraints, contributes positively to the streetscape and locality, and demonstrates excellent amenity for residents, generally complying with key ADG design criteria relating to communal open space, private open space, overshadowing, solar access, building separation and natural cross ventilation. Therefore, it is recommended that the planning proposal be supported from an urban design perspective.

### Key Features:

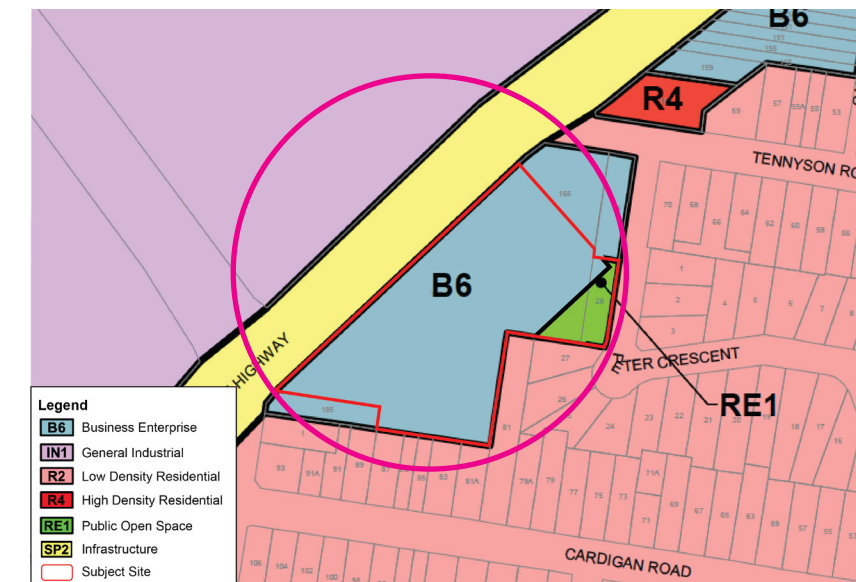
- A total maximum 15,267 sq.m of GFA across the site representing an FSR of 1.30:1 (based on an area of 11744 sq.m). Site area has been revised to provide an additional area of approximately 329sqm to the public reserve.
- A minimum of 23.08% of commercial GFA or 0.3:1 of the total 1.3:1 FSR
- A maximum building height of 20m at the north-east corner of the site setback 12m from the Hume Highway boundary to add visual interest and announce the site. A 17m height allowance to the north-west of the site setback 12m from the Hume Highway boundary. 11m elsewhere on the site
- A 12m setback for residential uses and 5m setback for commercial uses along the Hume Highway

### Proposed controls:

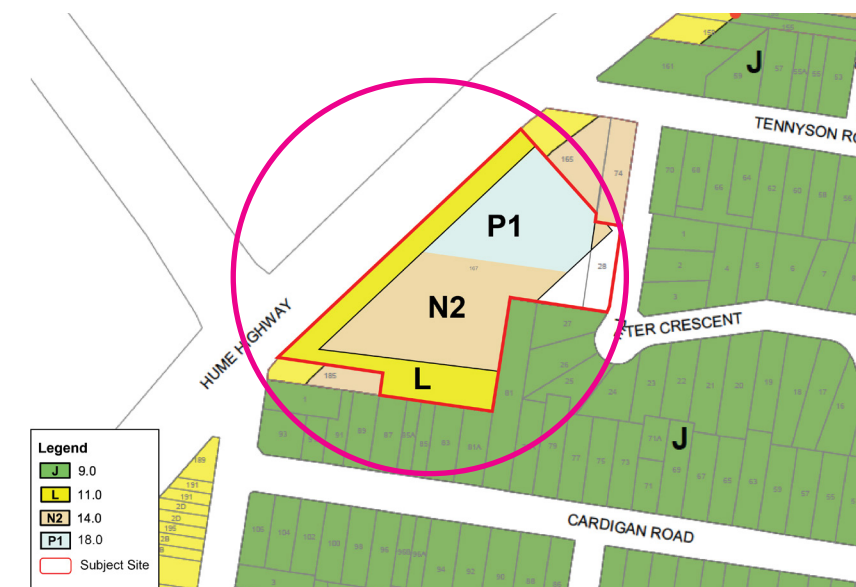
The planning proposal seeks to change the planning controls as follows:

- Zone: No change
- Maximum FSR: 1.30:1 & minimum 0.30:1 for commercial uses (based on an area of 11,744 sq.m)
- Maximum height: Part 11m, Part 17m and part 20m

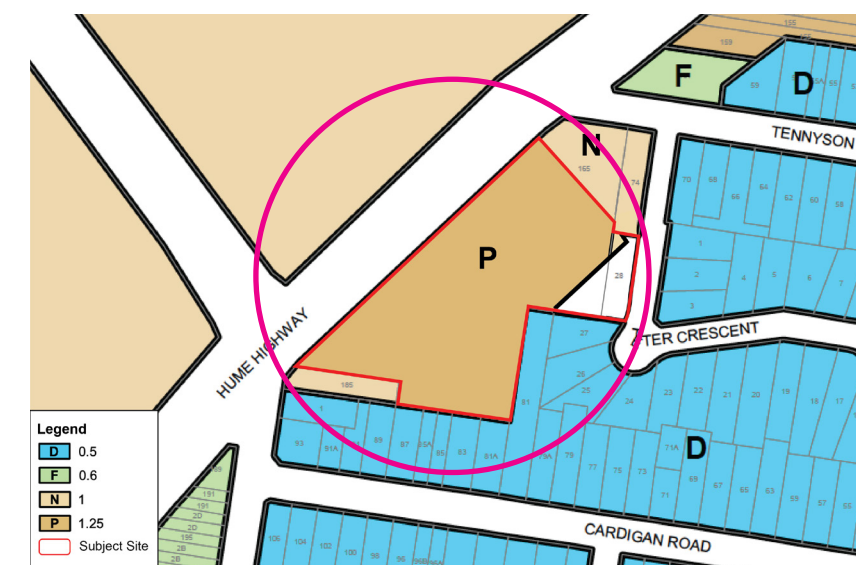
PROPOSED ZONING MAP



PROPOSED HEIGHT OF BUILDINGS MAP



PROPOSED FLOOR SPACE RATIO MAP



UPDATE - COUNCIL TO  
PROVIDE MAPS

UPDATE - COUNCIL TO  
PROVIDE MAPS



# squillace

—

Squillace are Architects and Interiors Designers.

We create design driven responses across a range of project types, including single dwellings, medium and high density residential, hospitality, commercial and adaptive re-use.

Our approach focuses on the holistic practice of architecture, incorporating a dynamic design aesthetic with a fundamental understanding of commercial realities.

We see opportunities in challenges and deliver architectural solutions that improve peoples lives, enhance communities and contribute to the fabric of our society.

—

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