

THE PALMS

167 HUME HWY, GREENACRE

—
URBAN DESIGN REPORT

May 2020



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.

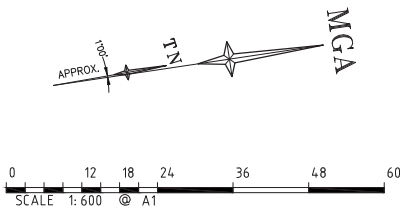
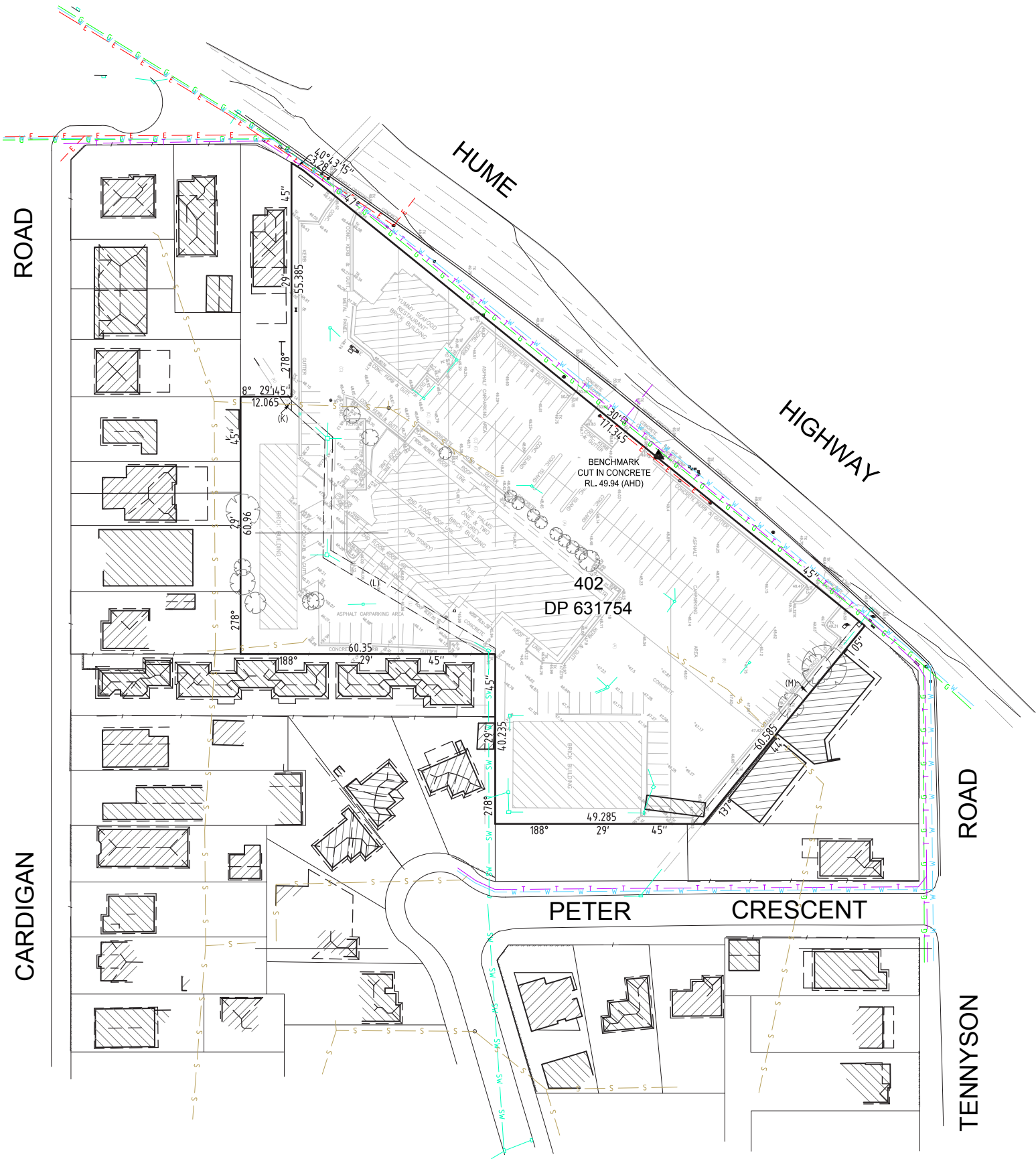
The vision for the site is to transform the existing ageing The Palms Hotel into a high quality mixed use development with multiple building forms, a large and prominent commercial tenancy, high amenity residential apartments, basement parking, and extensive landscaping.



LEGEND

BENCH MARK	▲
TELSTRA PIT	■ TEL
ELECTRIC LIGHT POLE	● ELP
ELECTRIC LIGHT BOLLARD	● LB
POWER POLE	● PP
PIT WITH CONCRETE LID	□ CLID
PIT WITH METAL LID	□ MLID
TRAFFIC LIGHT	■ TL
ROAD TRAFFIC AUTHORITY	⊠ RTA
STORMWATER PIT	□ SWPIT
SEWER INSPECTION POINT	○ SIP
SEWER MANHOLE	○ SMH
STOP VALVE	⊠ SV
HYDRANT	■ HYD
WATER METER	▶ WM
GAS VALVE	⊠ GAS
RIDGE LEVEL	RL
GUTTER LEVEL	GL
AWNING LEVEL	AL
PARAPET LEVEL	PL
BALCONY LEVEL	BL
INVERT LEVEL	IL
WINDOW	W
DOOR	D
HEAD/SILL	H/S
GAS (DBYD)	— G —
TELSTRA (DBYD)	— T —
WATER (DBYD)	— W —
SEWER (DBYD)	— S —
ELECTRICITY (U'GROUND) (DBYD)	— E —
ROADS & MARITIME SERVICE (DBYD)	— RTA —
STORMWATER	— SW —

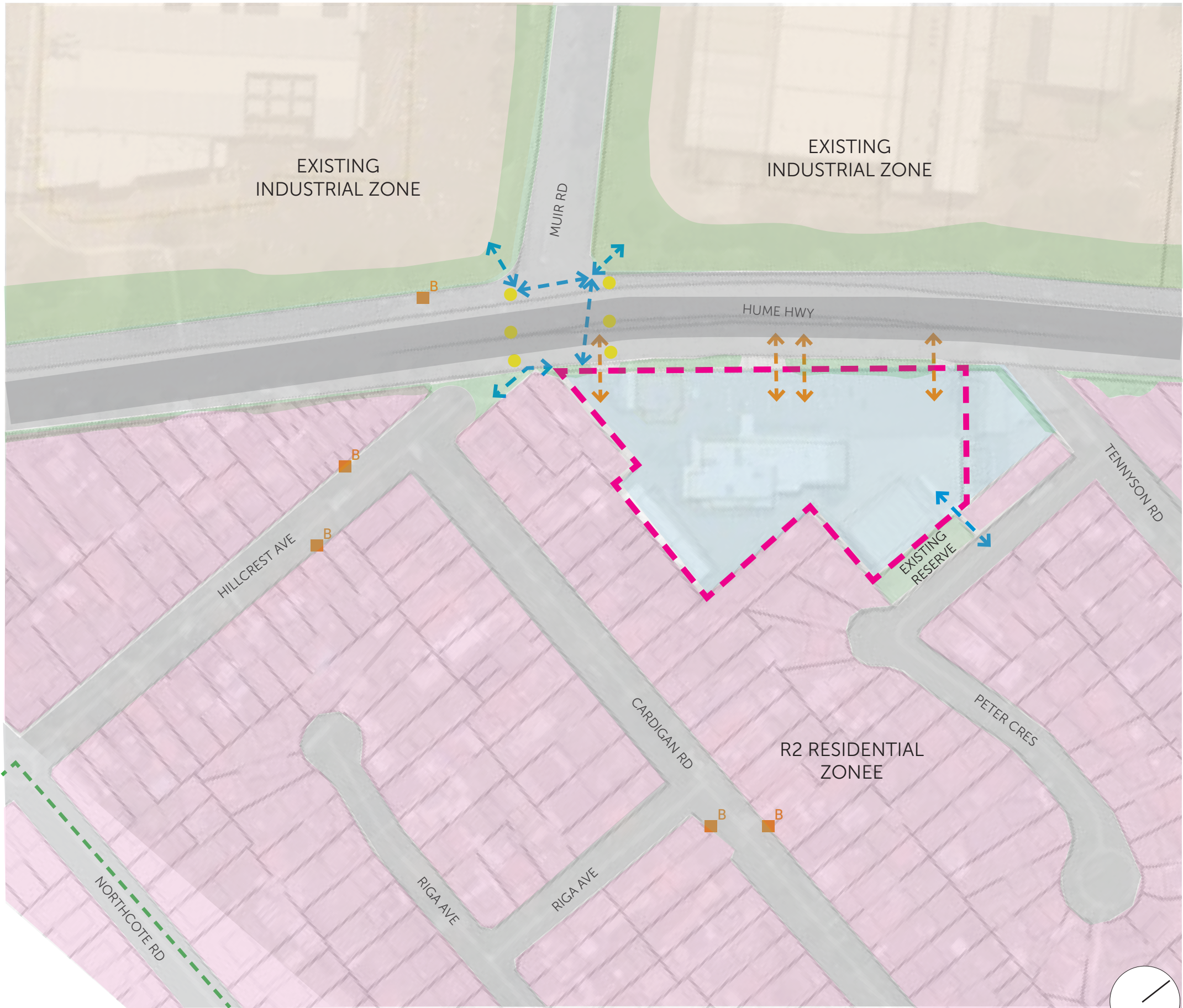
SITE SURVEY
LTS Lockley



1

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)



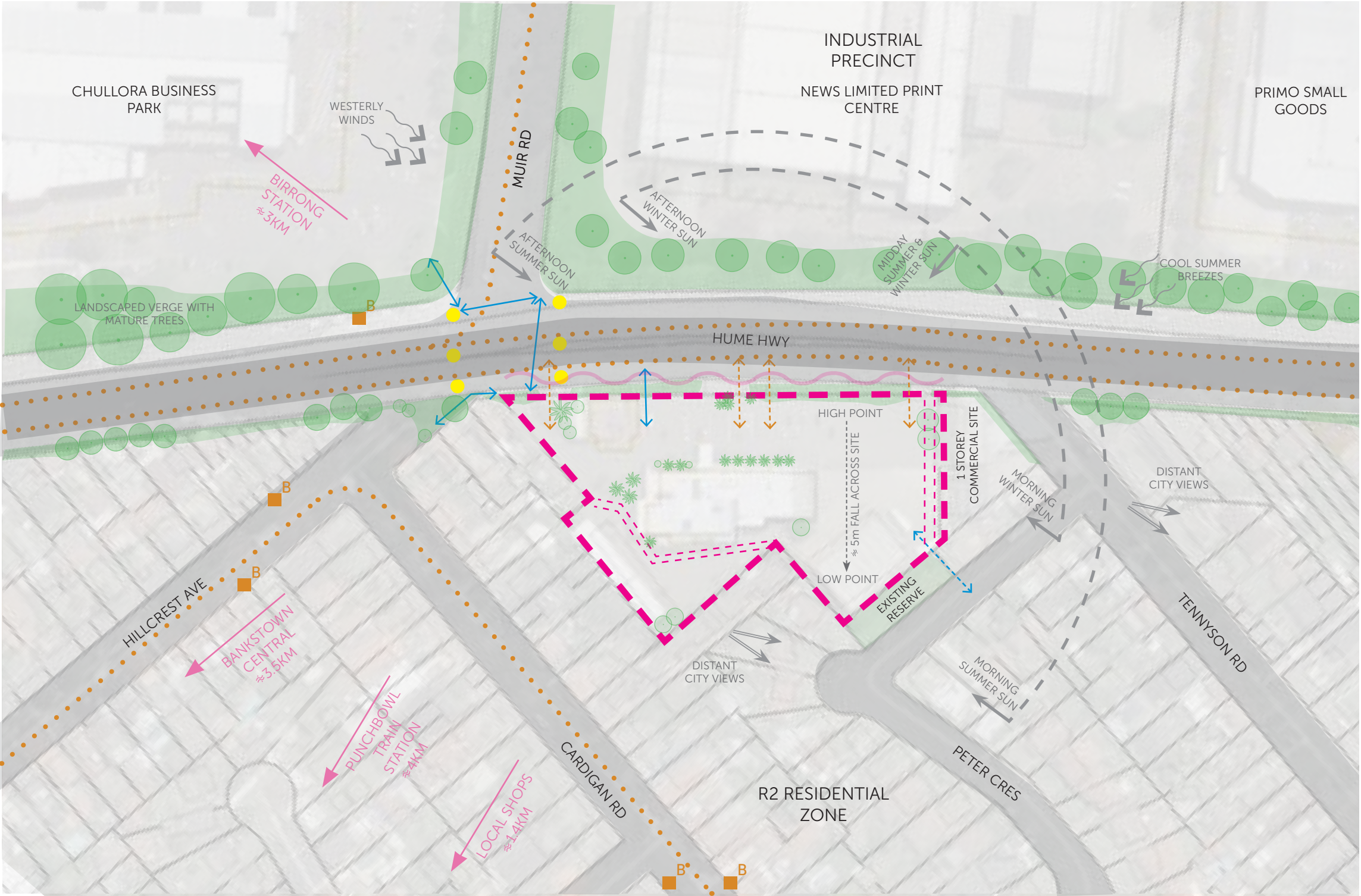
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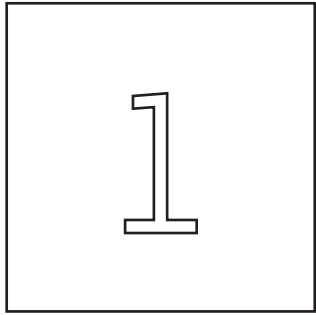
SITE

This site is located at 167 Hume Highway, Greenacre. The site area is 11,744 SQ.M. 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





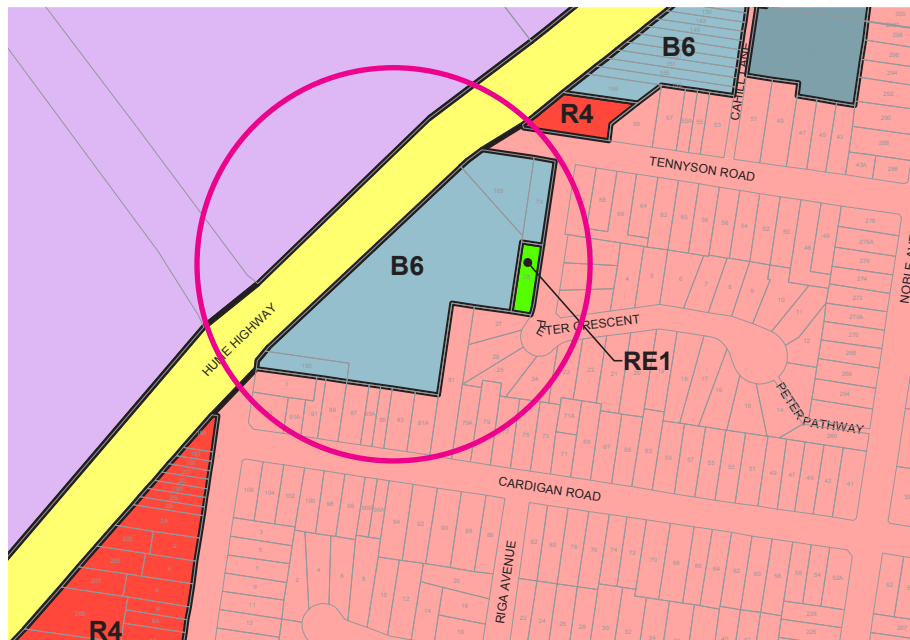
KEY PLANNING CONTROLS

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

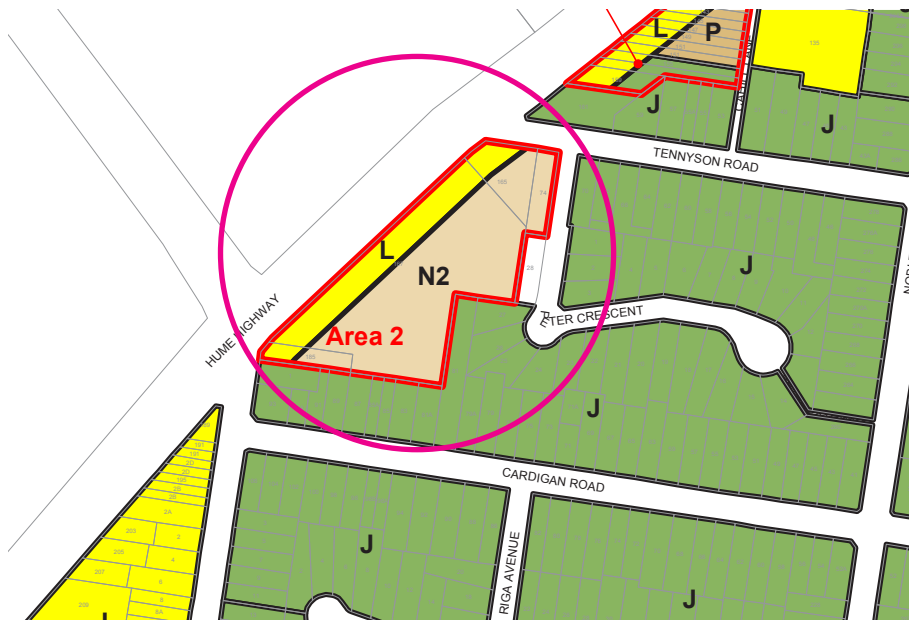
LAND ZONING MAP
Bankstown Local Environmental Plan 2015



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

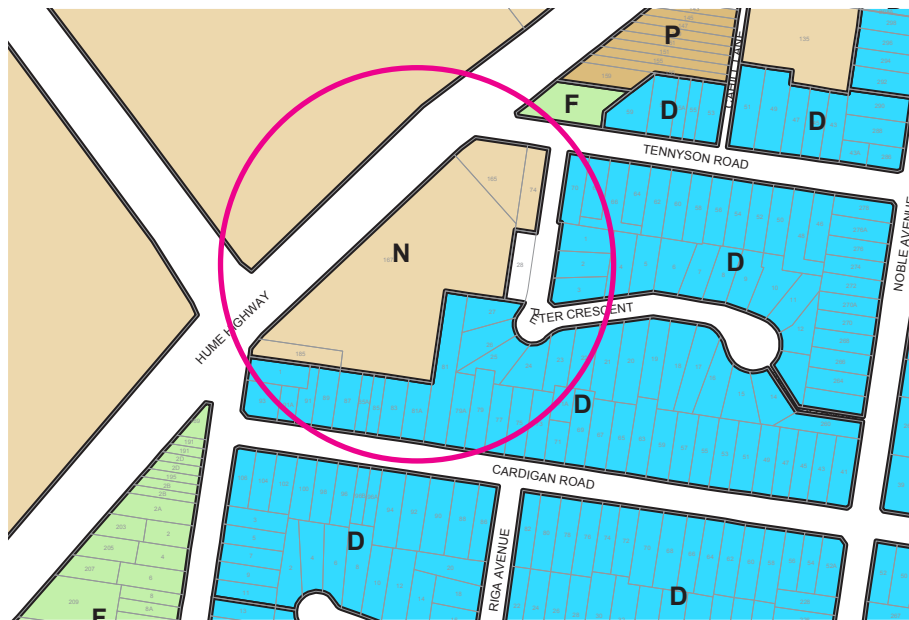
HEIGHT OF BUILDINGS MAP
Bankstown Local Environmental Plan 2015



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:

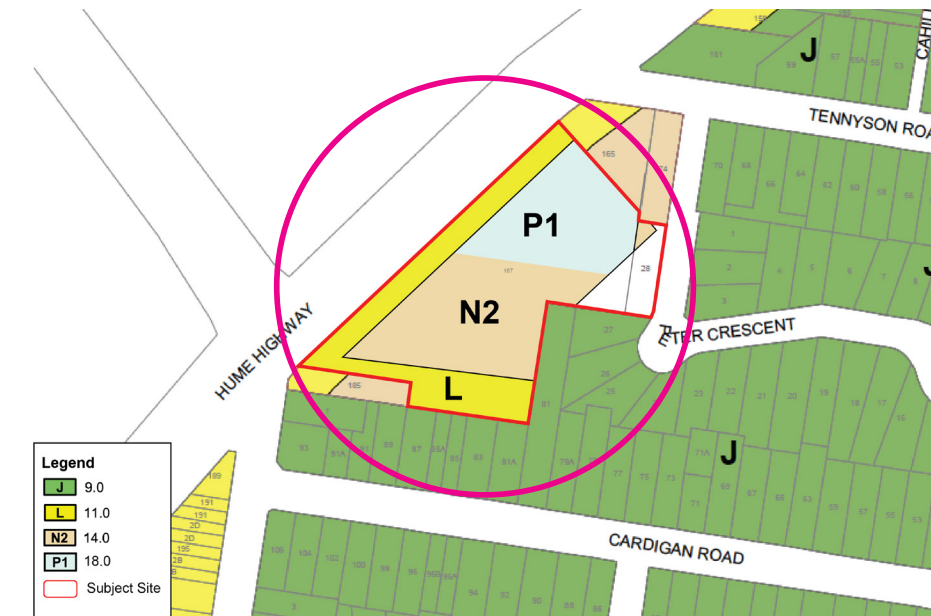
D	0.5
F	0.6
H	0.7
I	0.75
N	1
P	1.25
S1	1.5
S2	1.75
T	2
U	2.5
V	3

Proposed controls:

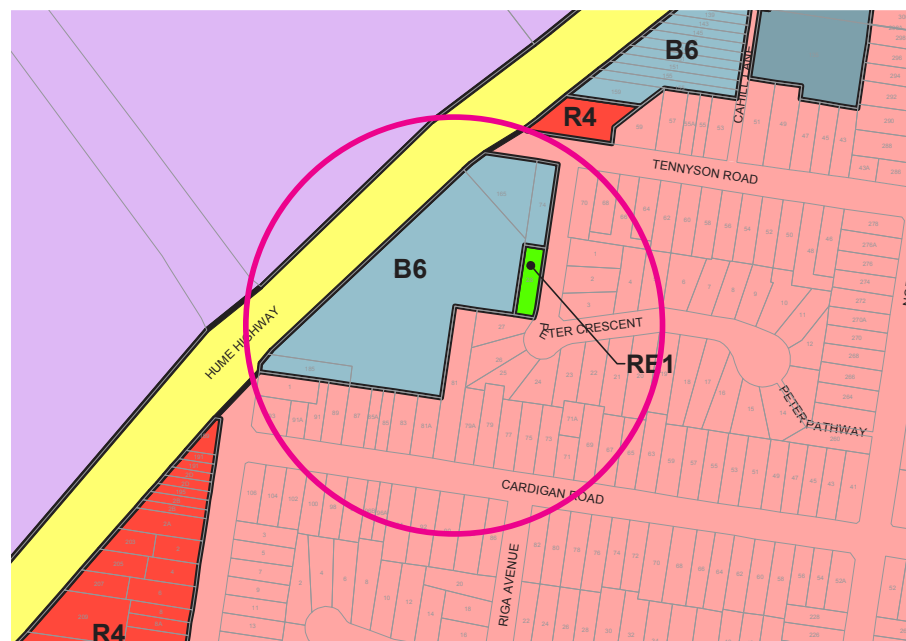
The planning proposal seeks to change the planning controls as follows:

- Zone: No change
- Maximum FSR: 1.25:1 with minimum 0.25:1 commercial uses
- Maximum height: Part 11m, Part 18m and part 14m

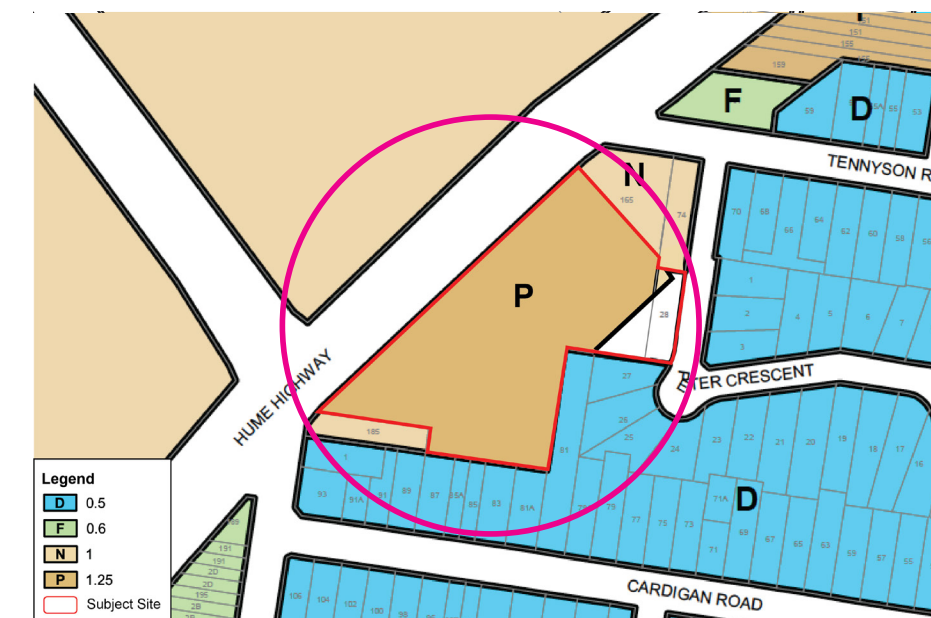
PROPOSED HEIGHT OF BUILDINGS MAP



PROPOSED ZONING MAP



PROPOSED FLOOR SPACE RATIO MAP





ANALYSIS

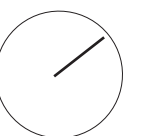
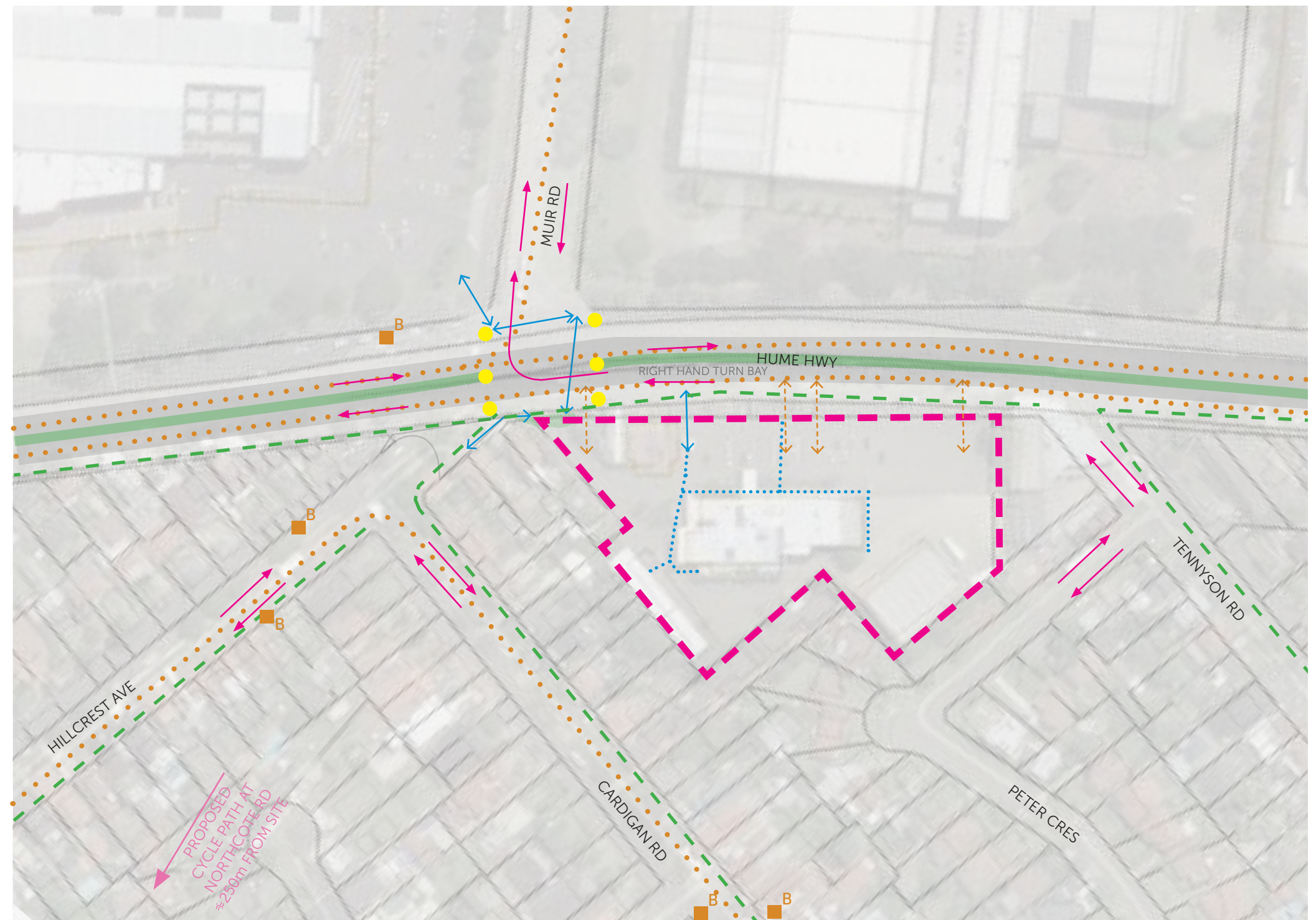
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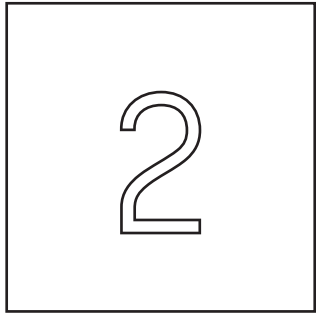
MOVEMENT AND ACCESS

- 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

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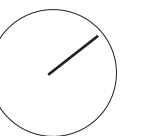
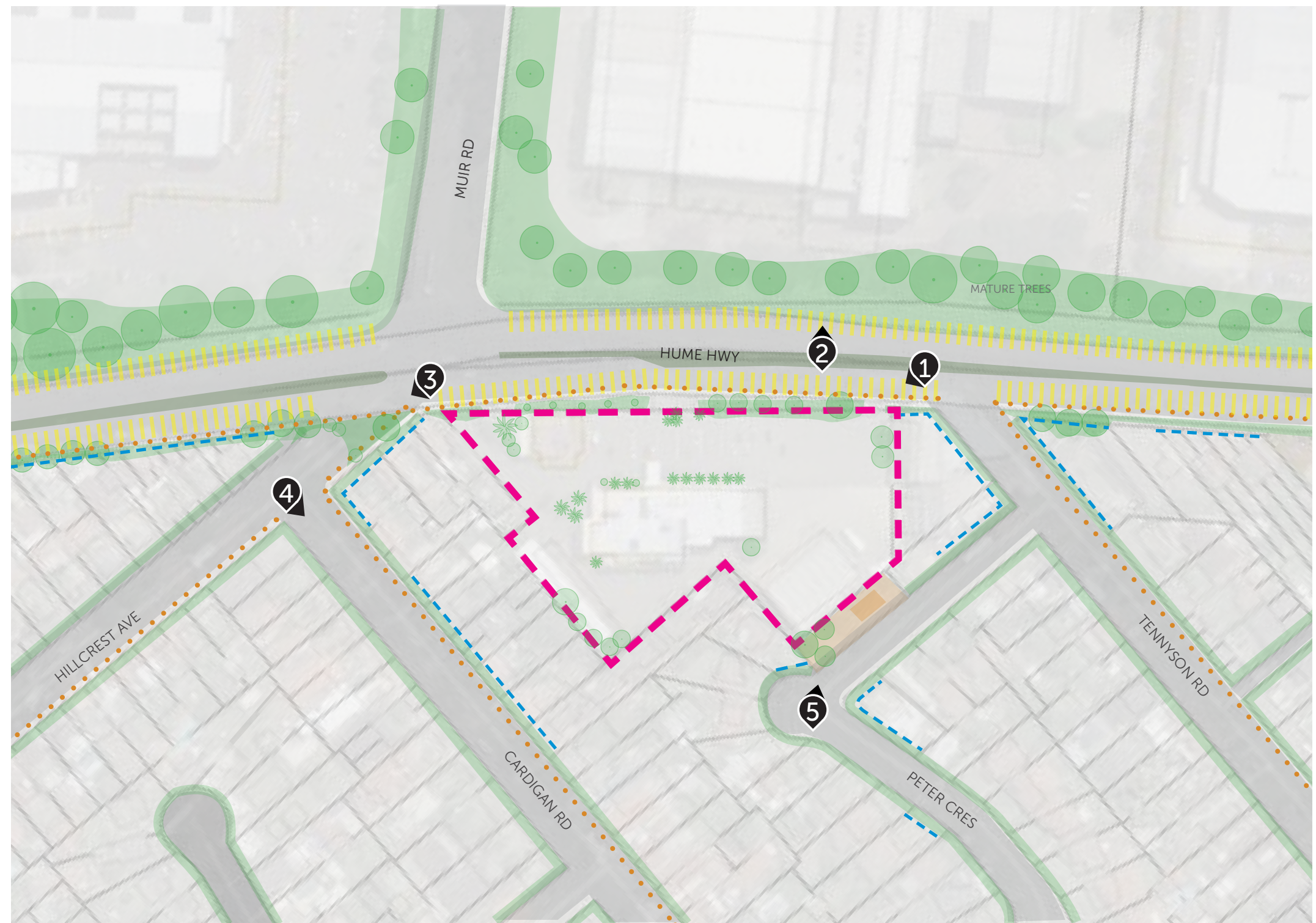


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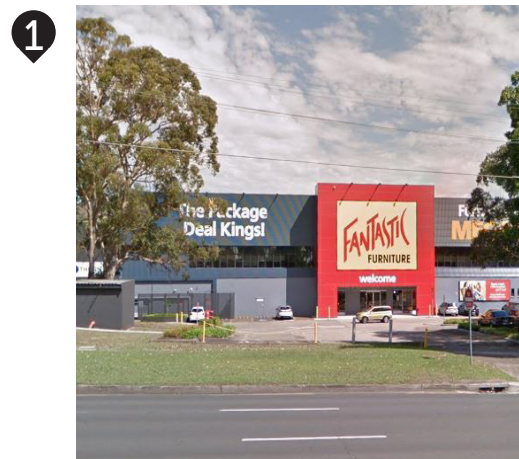
KEY

- 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

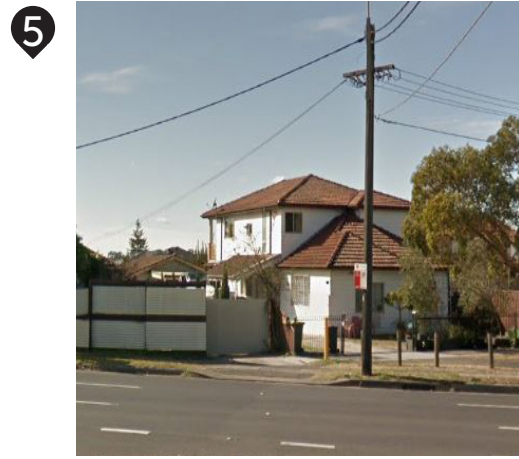
BUILT FORM AND LANDUSE



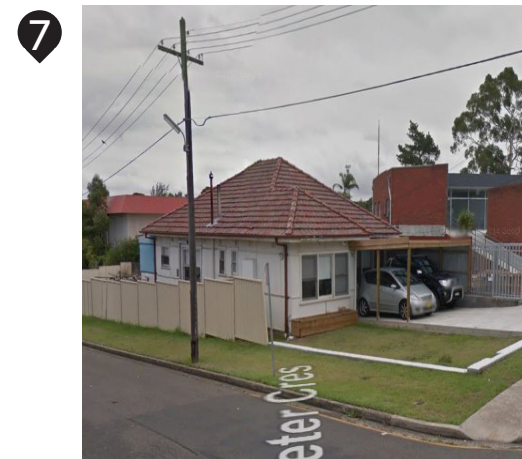
62 Hume Hwy, Greenacre



18 Hume Hwy, Greenacre



185 Hume Hwy, Greenacre



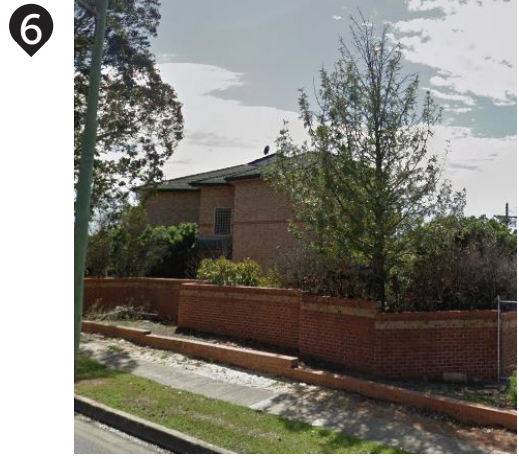
74 Tennyson Rd, Greenacre



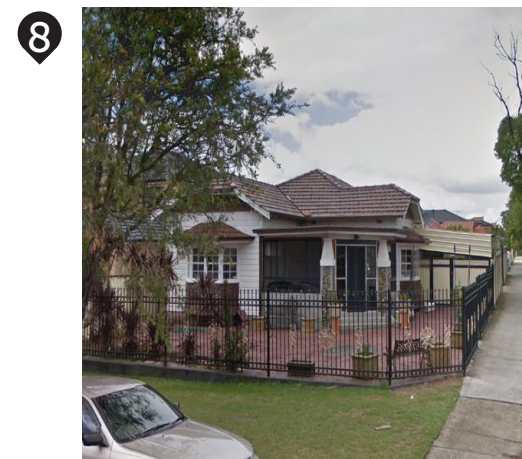
26 Hume Hwy, Greenacre



28 Peter Cres, Greenacre



161 Hume Hwy, Greenacre



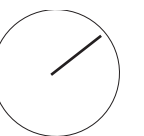
106 Cardigan Rd, Greenacre

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





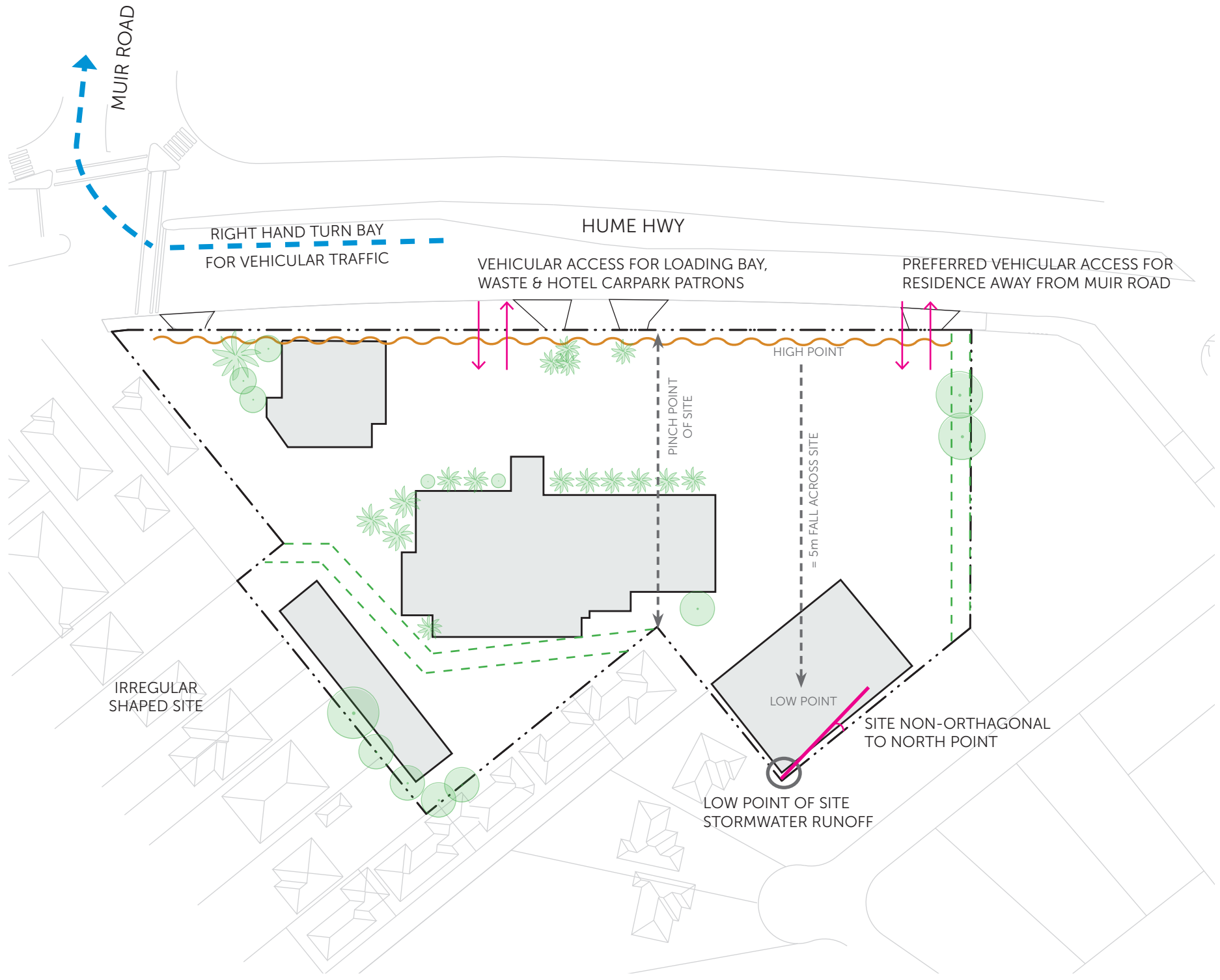
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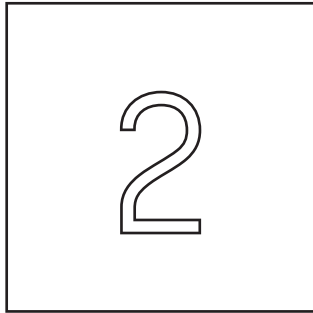
SITE CONSTRAINTS

- 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





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

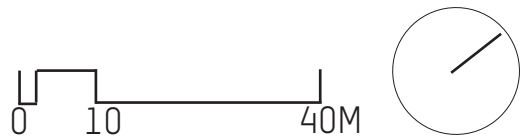
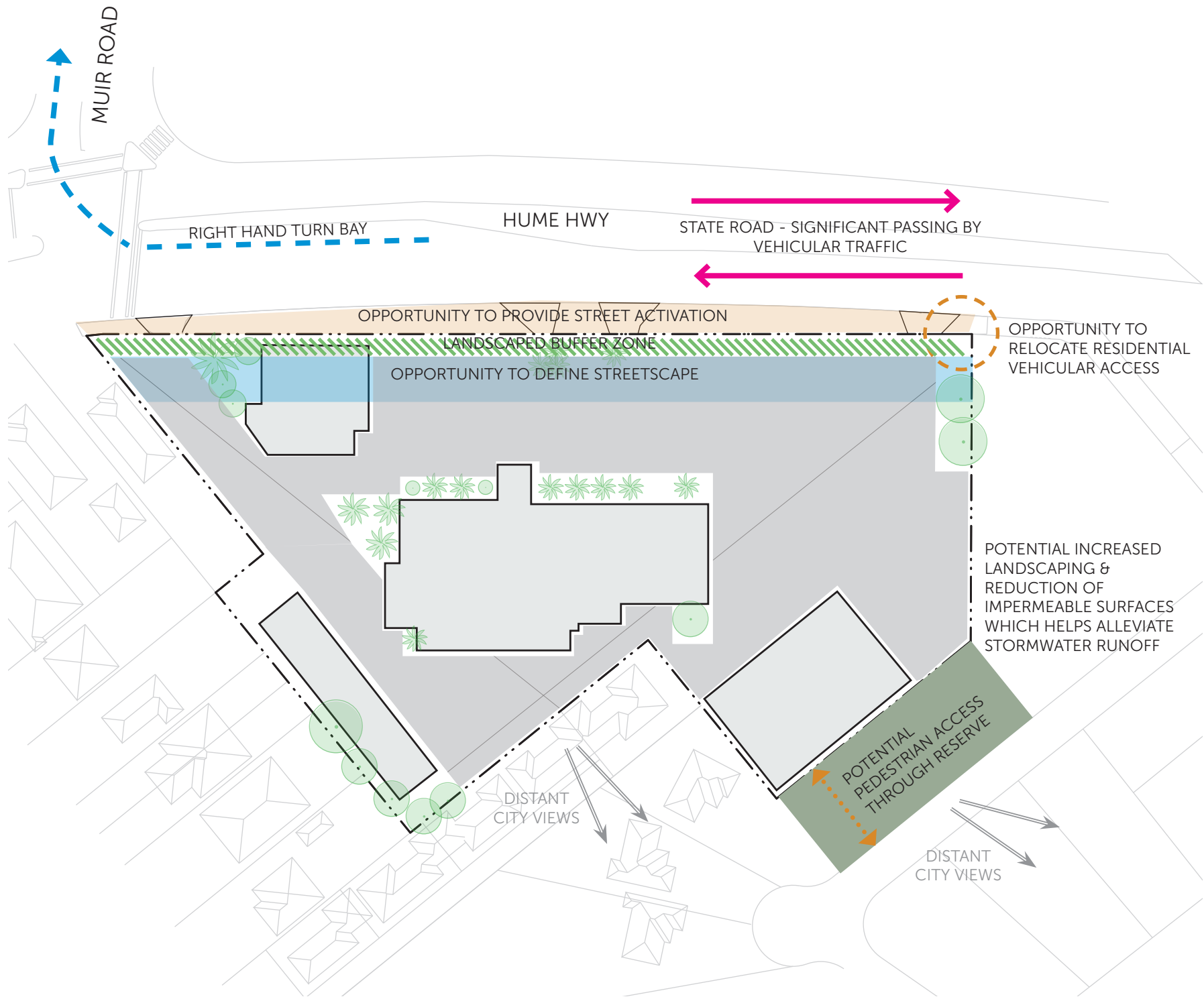
Opportunity to provide street activation

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 129 apartments (Buildings A, B, C & D), along with one level 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 10m 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

HUME HIGHWAY

4

CONCEPT PLAN SITE PLAN AND LANDSCAPING

KEY

- Paved Surface
- Planting
- Planting
- Lawn
- Decorative Gravel
- Shelter With Picnic Settings
- Deciduous Tree
- Palm Tree
- Evergreen Tree

2 STOREYS

BUILDING A
3 STOREYS

4 STOREYS

BUILDING B
5 STOREYS

2 STOREYS

BUILDING D
3 STOREYS

BUILDING C
4 STOREYS

ADDITIONAL COMMUNAL OPEN
SPACE TO ROOFTOP OF
BUILDING C

FUTURE PARK TO
BE DEDICATED AND
UPGRADED

0 5 20M

4

CONCEPT PLAN LANDSCAPING





SECTION CC



4

VEHICULAR
AND
PEDESTRIAN
ACCESS

HUME HIGHWAY

ACCESS FOR
BUILDINGS
B, C & D

2 STOREYS

BUILDING A
3 STOREYS

4 STOREYS

BUILDING B
5 STOREYS

CARPARK
ENTRY
LOADING
BAY

TRUCK REVERSE BAY

TO
BASEMENT
CARPARK

2 STOREYS

BUILDING D
3 STOREYS

BUILDING C
4 STOREYS

KEY

- Resident Vehicle Access & Movement for buildings B, C & D
- Truck (Loading & Waste) Reverse Bay
- Building A Parking, Building B Retail Customers, & Truck Access & Movement
- Commercial Pedestrian Access & Movement
- Residential Pedestrian Access & Movement
- Direction Of Traffic
- Basement Carpark

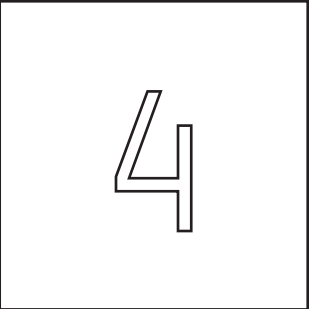
REVISED BOUNDARY EXTENT

ADDITIONAL RESERVE

EXISTING SITE BOUNDARY

0 5 20M

PETER CRES.



BUILT FORM

DEVELOPMENT SUMMARY

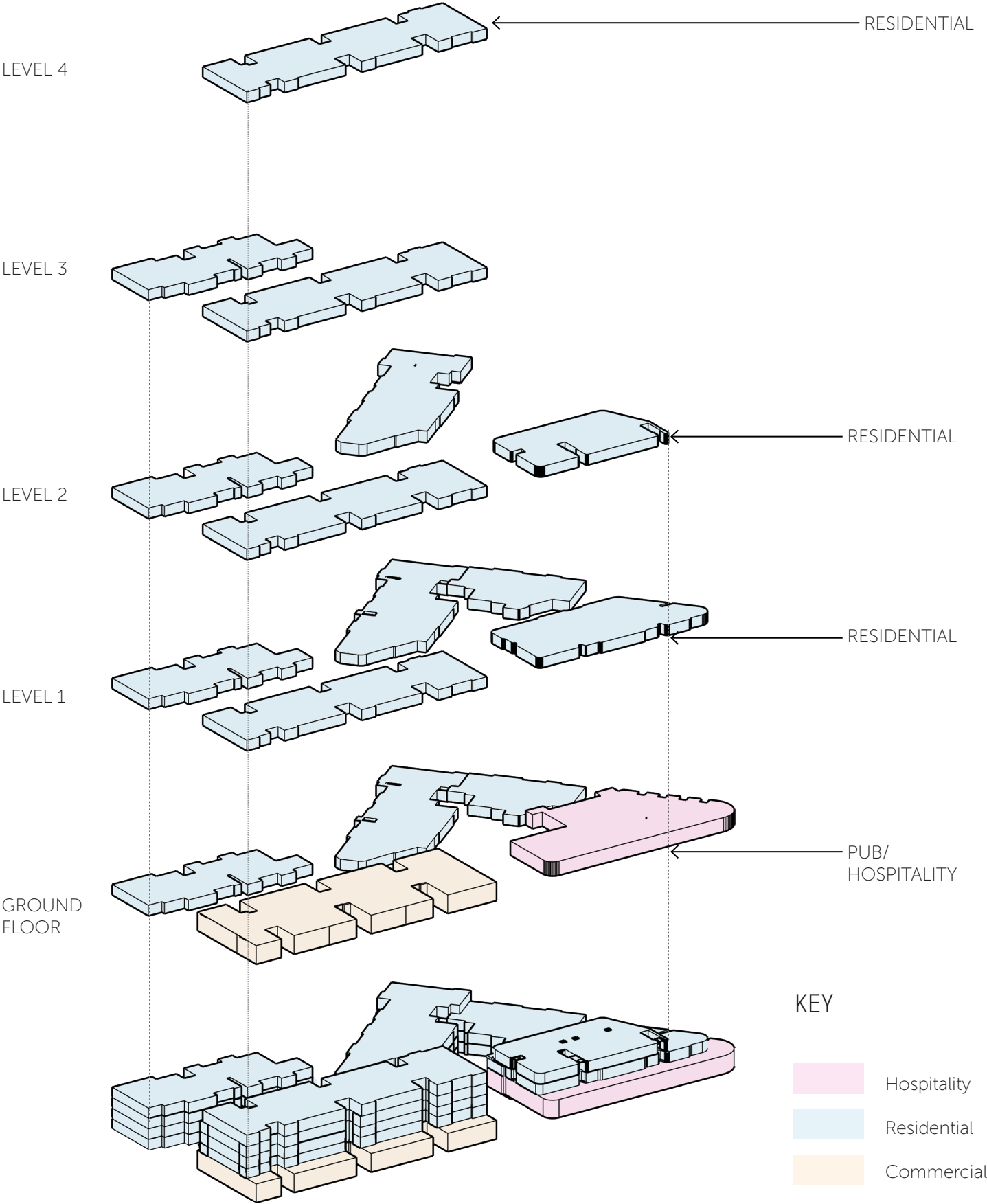
Apartments	
Total No. of Apartments	129

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	12	10.62%
2 bed	89	78.76%
3 bed	12	10.62%
Total	113	

Carparking			
	DCP	Proposed	Visitor
Total Residential Parking	156	232	28
Total Parking incl. Visitor	184	260	

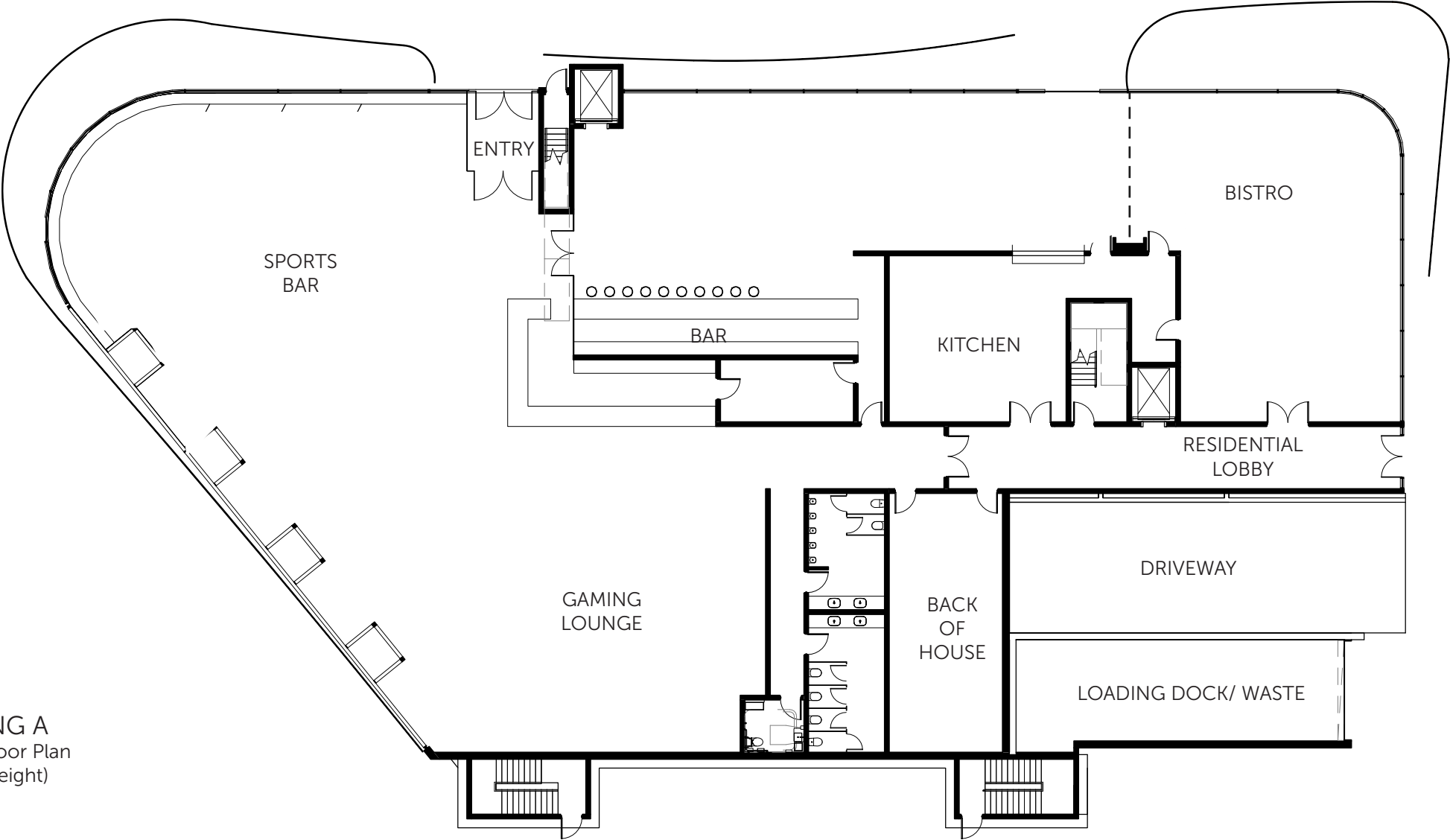
Area Compliance Table	
	Area (sq.m)
Site	11,744
Proposed Maximum FSR 1.25:1	14,680
Minimum Commercial FSR 0.25:1	2,936
Compliance of Proposal	YES



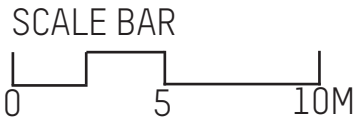
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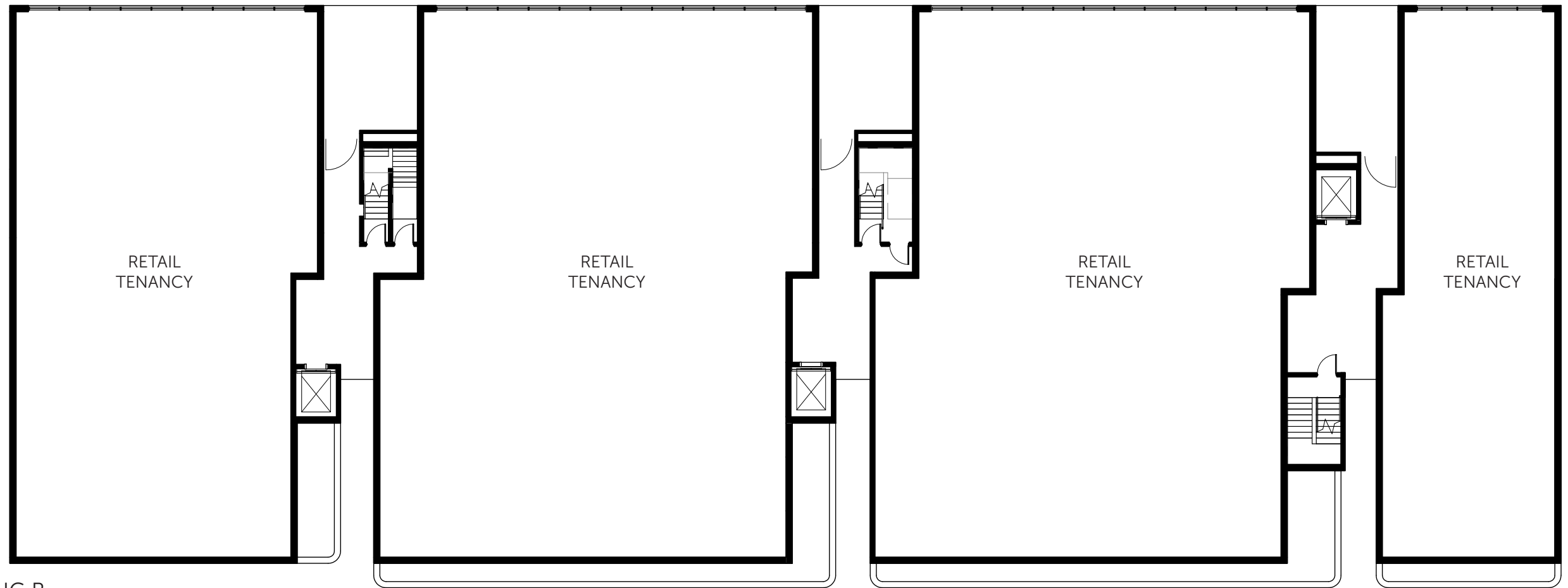
INDICATIVE FLOOR PLANS

BUILDING A
Ground Floor Plan
(Double Height)

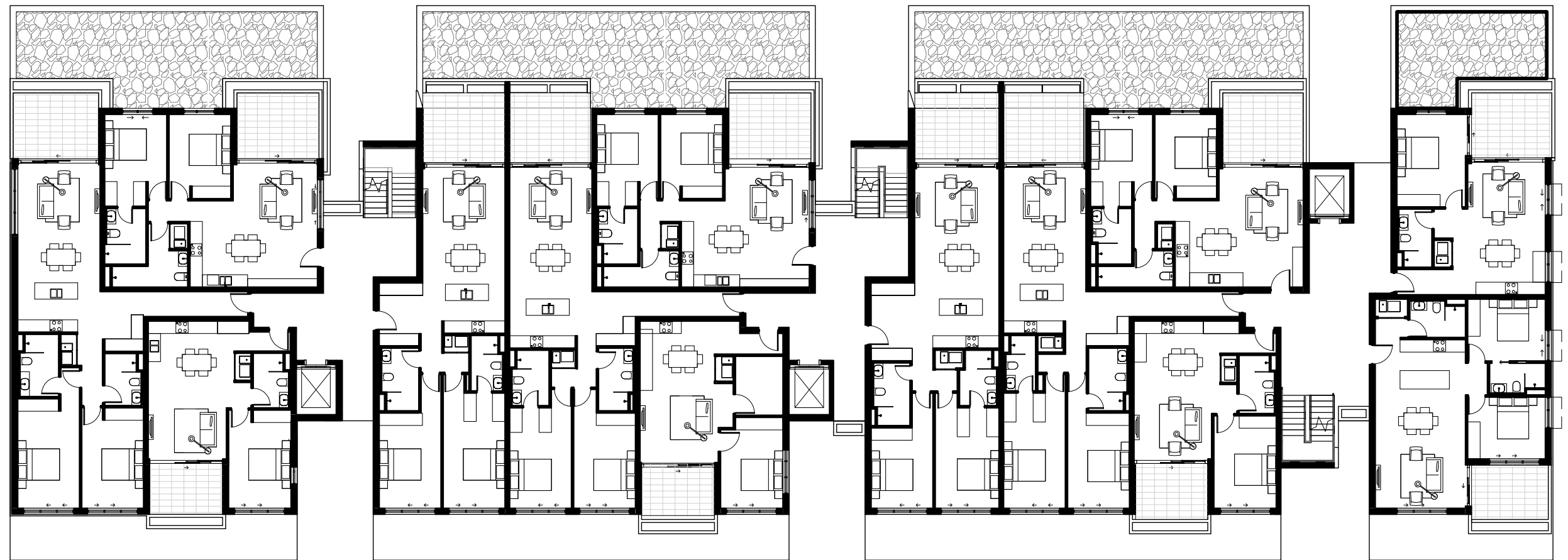


BUILDING A
First Floor Plan



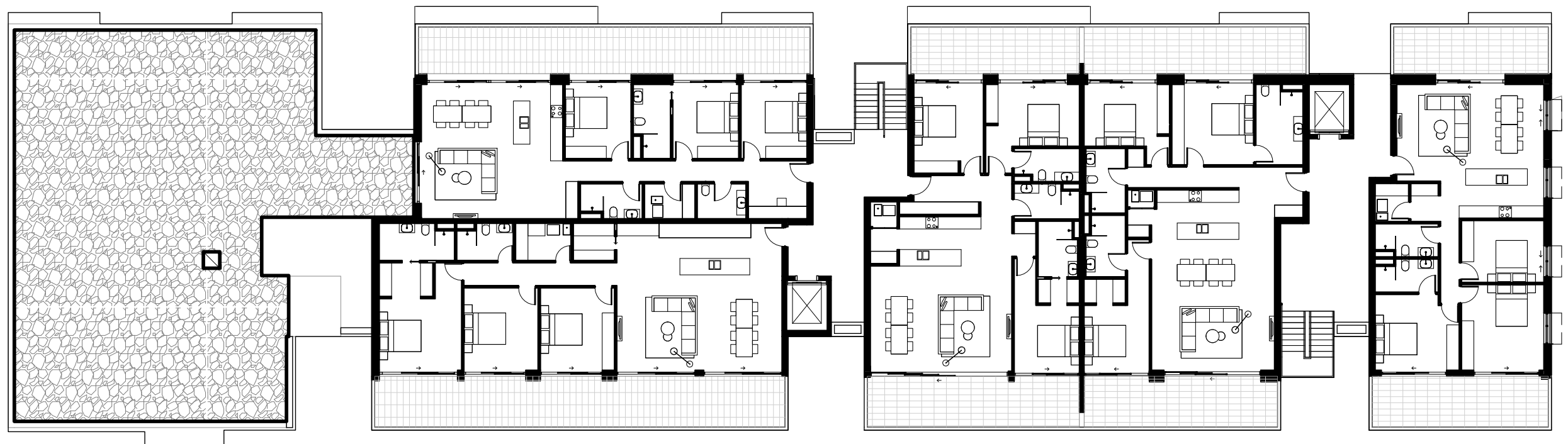


BUILDING B
Ground Floor Plan

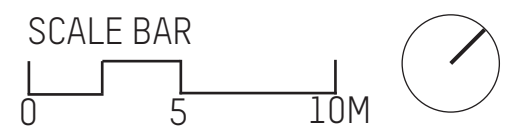


BUILDING B
First, Second & Third Floor Plan



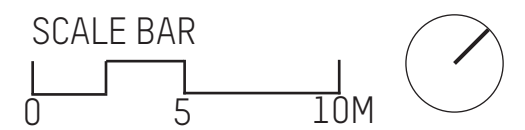


BUILDING B
Fourth Floor Plan

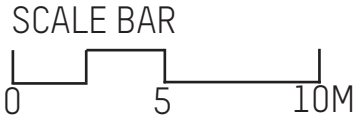
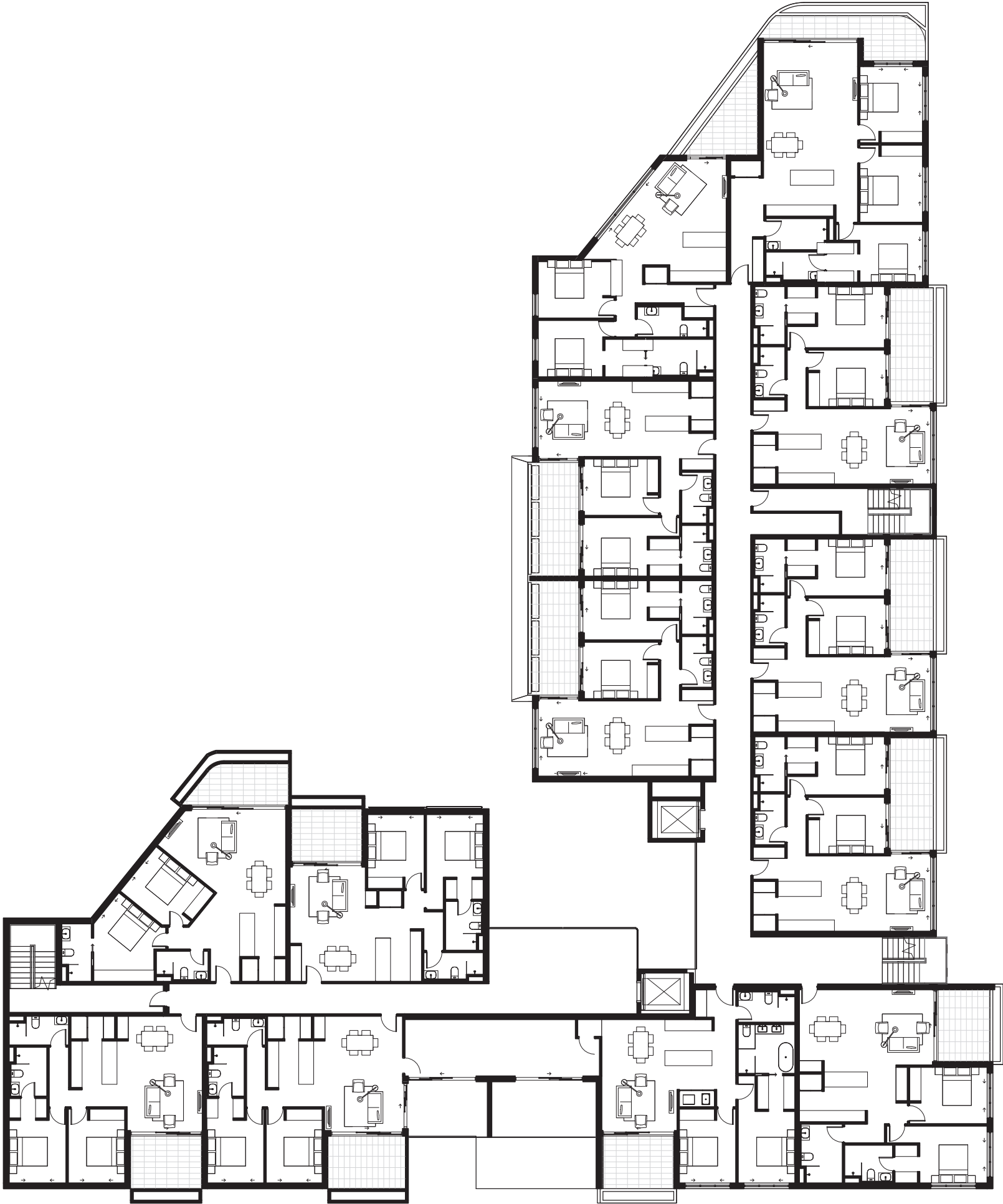




BUILDING C
Typical Floor Plan

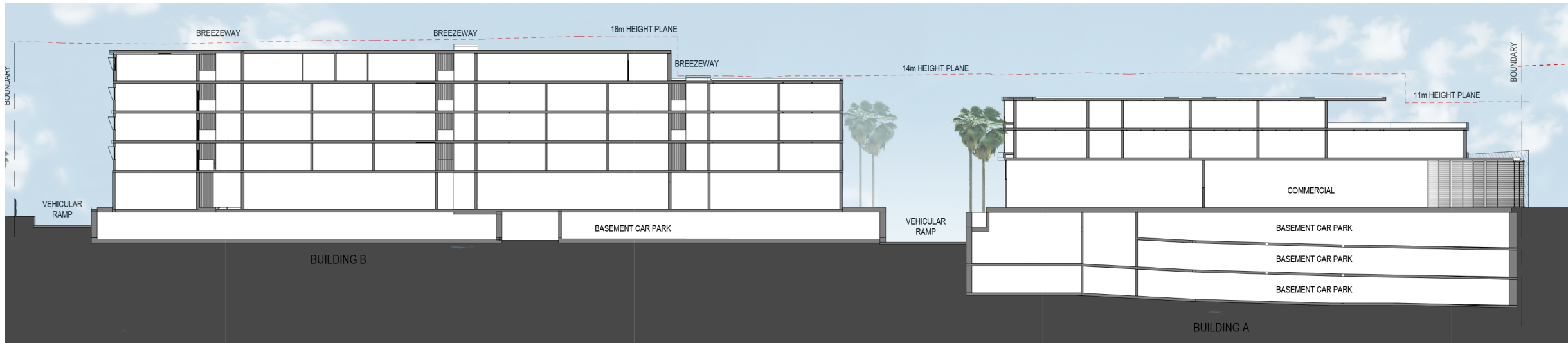
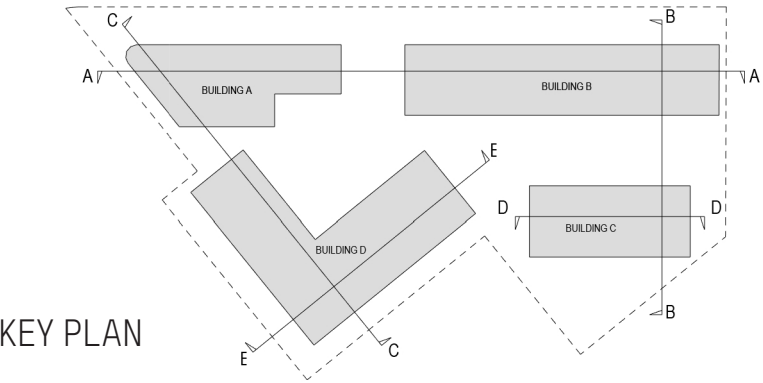


BUILDING D
Typical Floor Plan

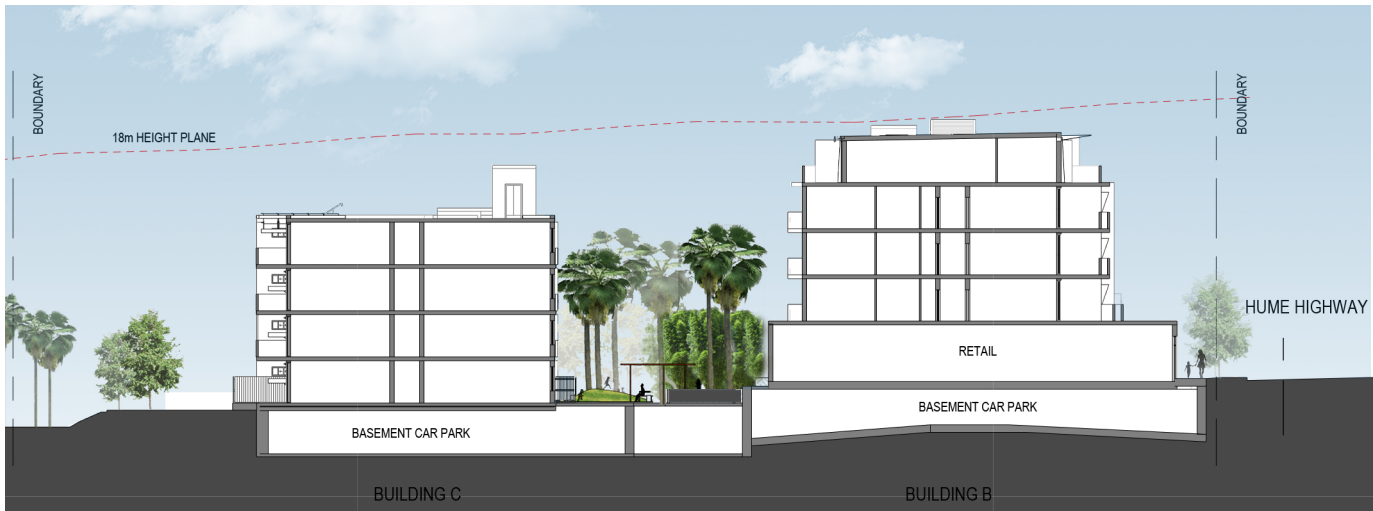


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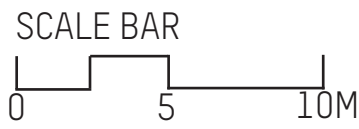
INDICATIVE BUILDING SECTIONS

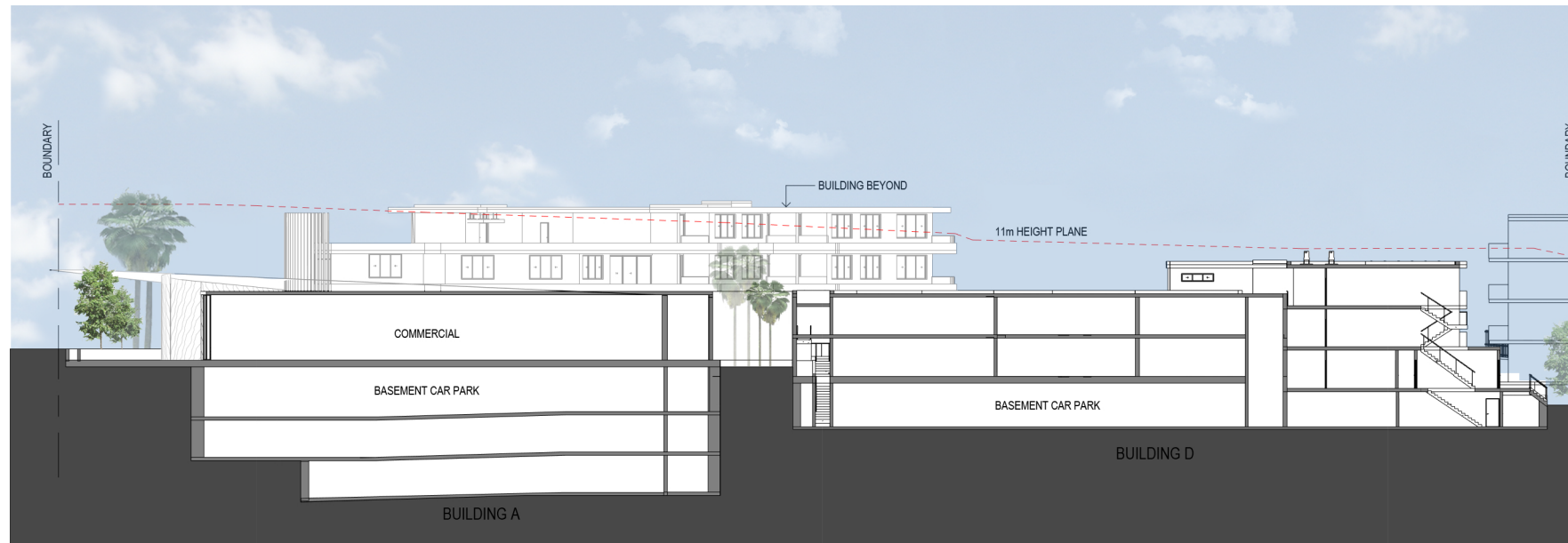
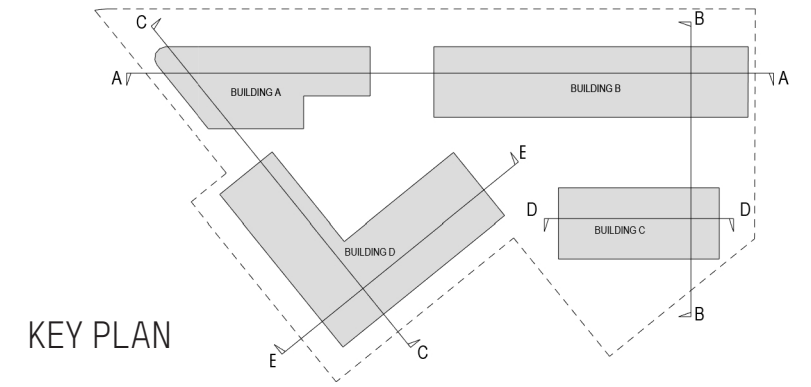


SECTION AA

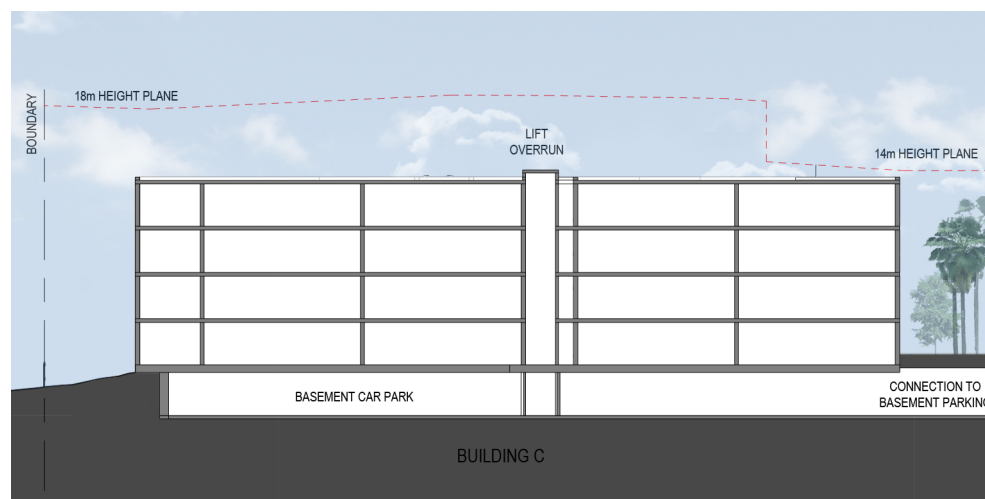


SECTION BB

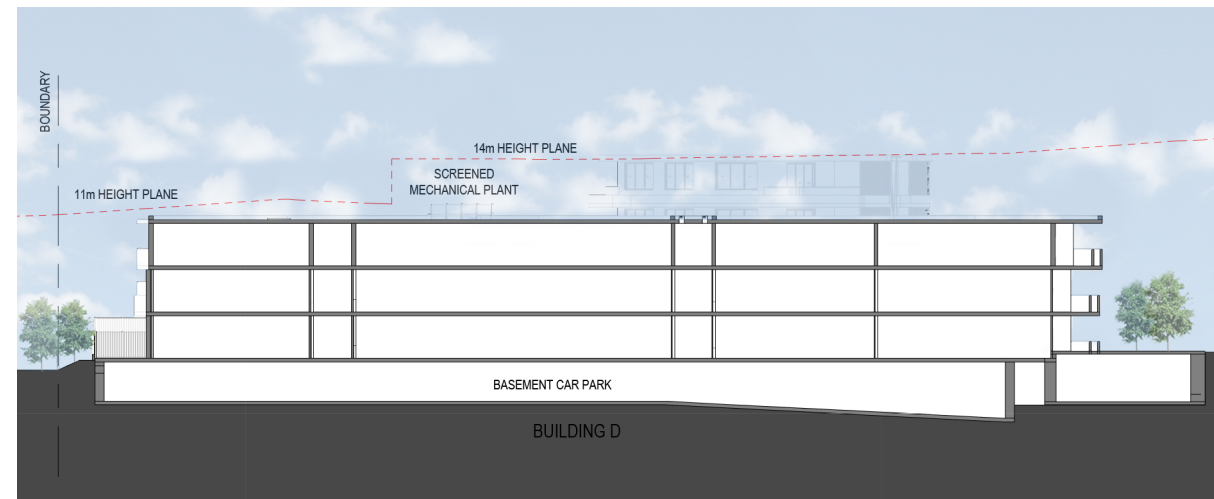




SECTION CC



SECTION DD



SECTION EE



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

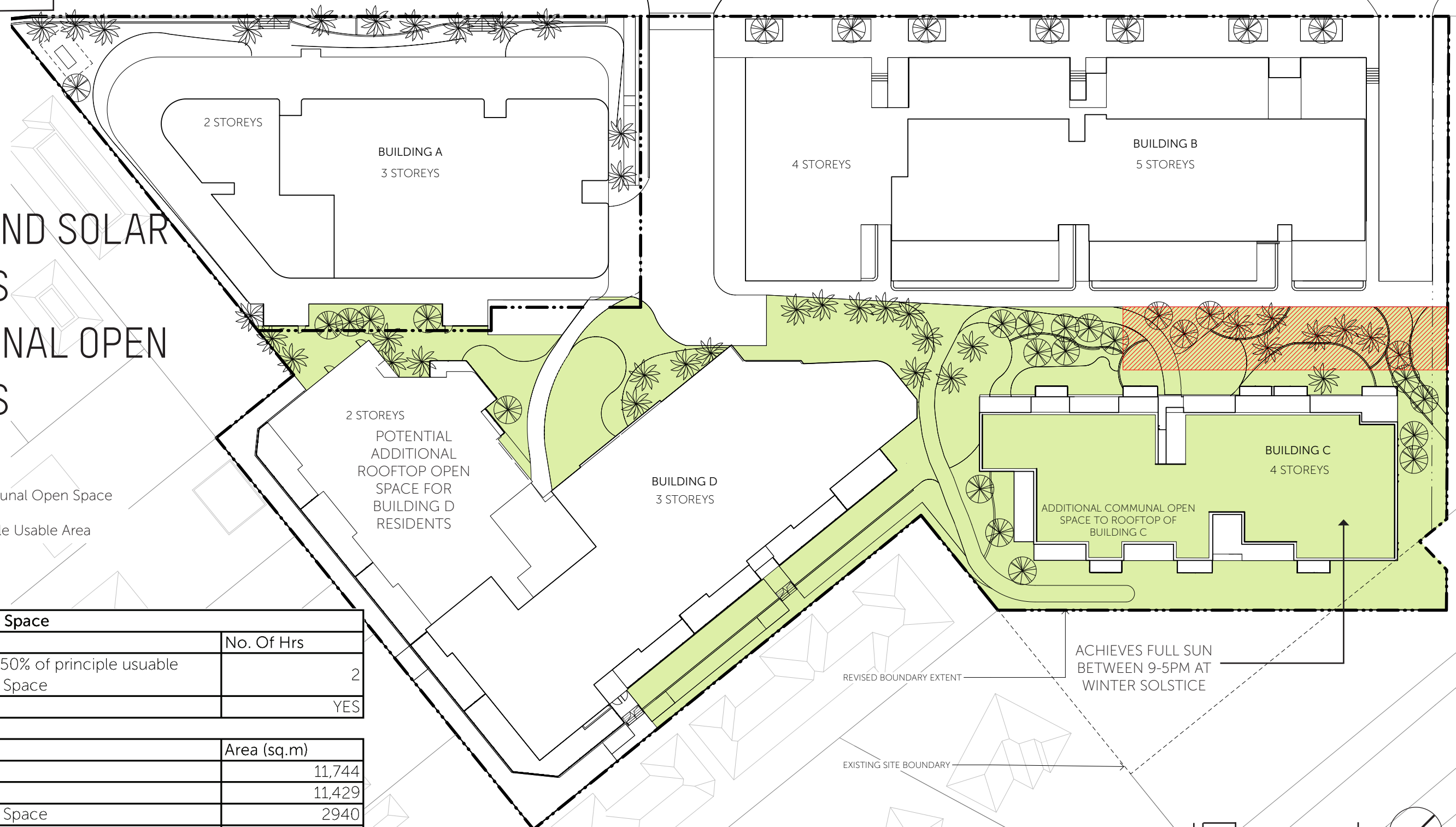
AREA AND SOLAR ACCESS COMMUNAL OPEN SPACES

KEY

- 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	11,429
Communal Open Space	2940
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	34
Apts with less than 2hrs solar access	10
% of apts with 2h of solar access	77%
Meets ADG Req.	YES
Building C	No. Of Apts
Total Apartments	32
Apts with 2hrs or more solar access	20
Apts with less than 2hrs solar access	12
% of apts with 2h of solar access	63%
Meets ADG Req.	NO

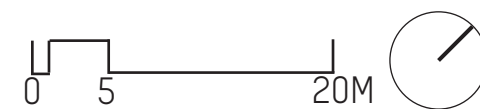
Building D	No. Of Apts
Total Apartments	37
Apts with 2hrs or more solar access	29
Apts with less than 2hrs solar access	8
% of apts with 2h of solar access	78%
Meets ADG Req.	YES
SUMMARY	No. Of Apts
Total Apartments within development	129
Total Apartments with 2hrs or more solar access	92
% of apts with 2h of solar access	71%
Meets ADG Req.	YES



GROUND FLOOR PLAN

KEY

- 2hrs or More
- Less Than 2hrs





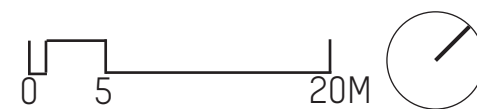


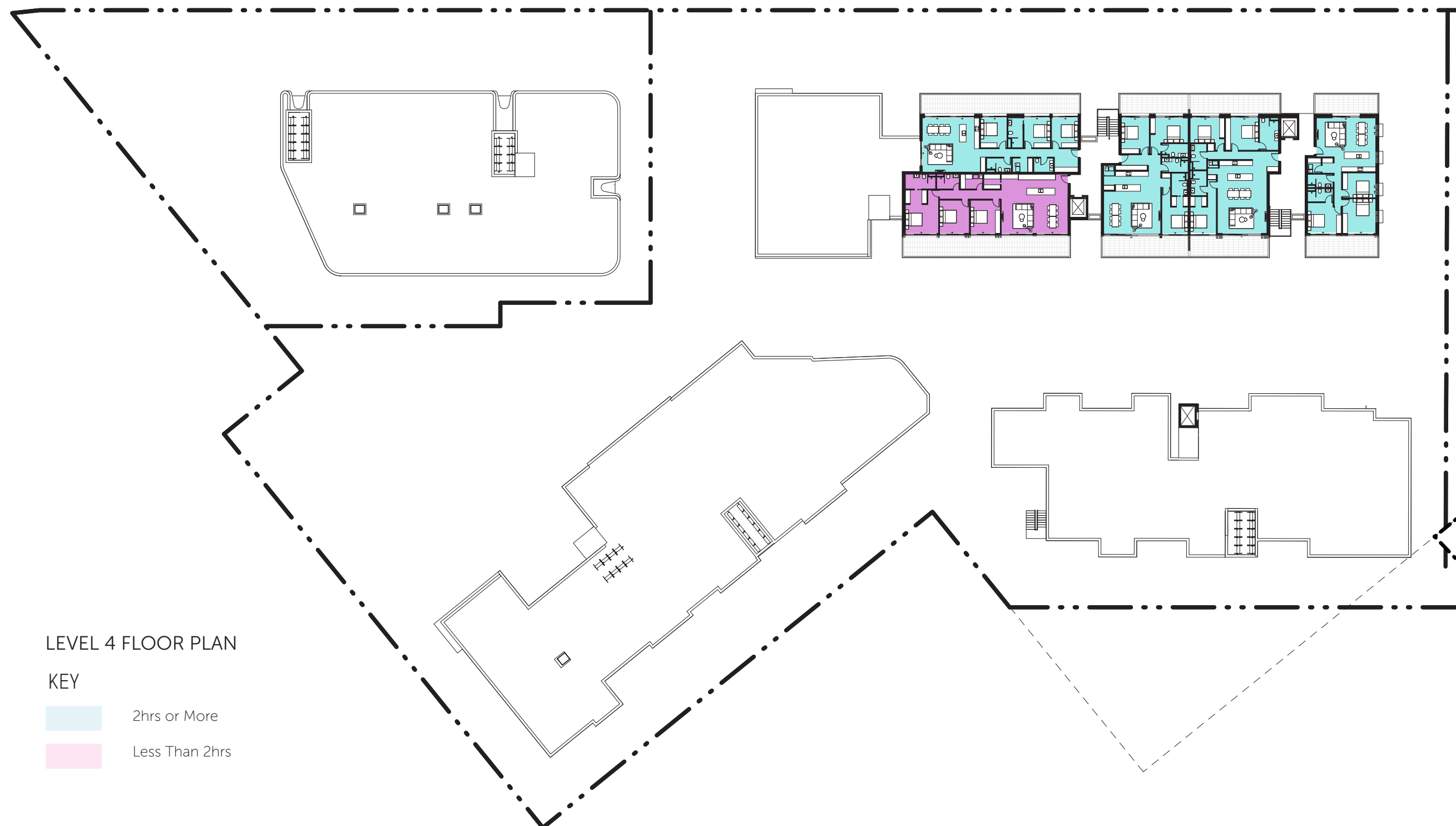
LEVEL 2 FLOOR PLAN

KEY

- 2hrs or More
- Less Than 2hrs









SOLAR ACCESS RESIDENTIAL ALTERNATIVE FLOOR PLANS

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 areas and balcony locations to maximise access to natural sunlight.

Building A	No. Of Apts
Total Apartments	18
Apts with 2hrs or more solar access	13
Apts with less than 2hrs solar access	5
% of apts with 2h of solar access	72%
Meets ADG Req.	YES
Building B	No. Of Apts
Total Apartments	44
Apts with 2hrs or more solar access	34
Apts with less than 2hrs solar access	10
% of apts with 2h of solar access	77%
Meets ADG Req.	YES
Building C	No. Of Apts
Total Apartments	40
Apts with 2hrs or more solar access	28
Apts with less than 2hrs solar access	12
% 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	29
Apts with less than 2hrs solar access	8
% of apts with 2h of solar access	78%
Meets ADG Req.	YES
SUMMARY	No. Of Apts
Total Apartments within development	139
Total Apartments with 2hrs or more solar access	104
% of apts with 2h of solar access	75%
Meets ADG Req.	YES

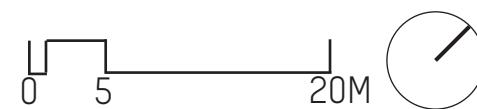




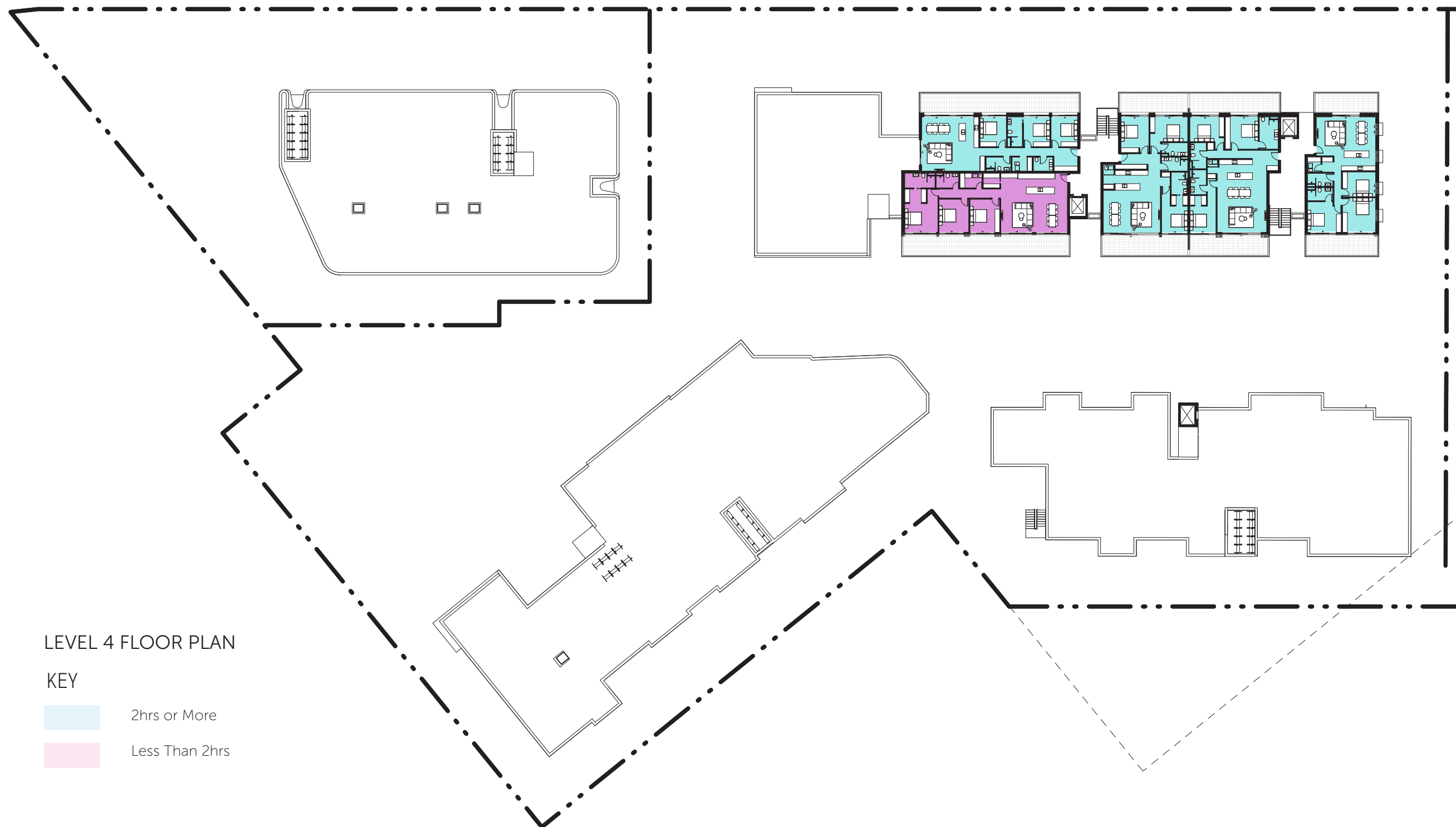
LEVEL 1 FLOOR PLAN

KEY

- 2hrs or More
- Less Than 2hrs





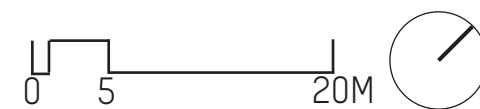




LEVEL 4 FLOOR PLAN

KEY

-  2hrs or More
-  Less Than 2hrs

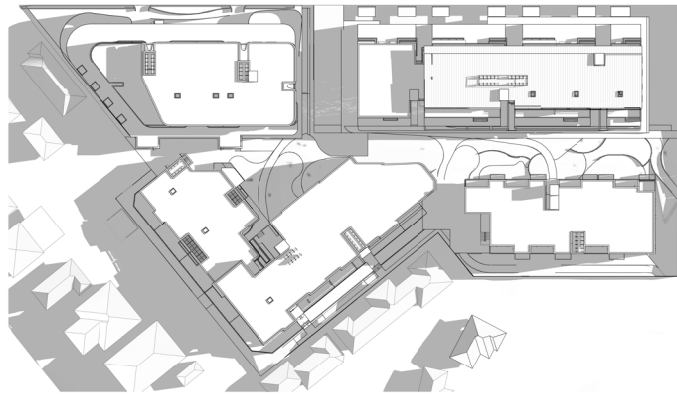




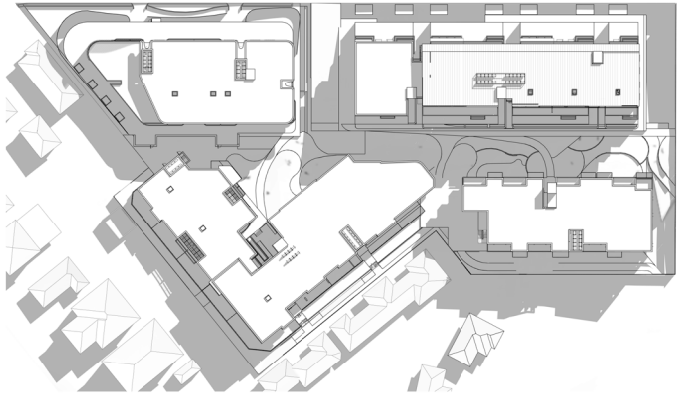
SOLAR ACCESS WITHIN DEVELOPMENT SHADOW DIAGRAMS

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.

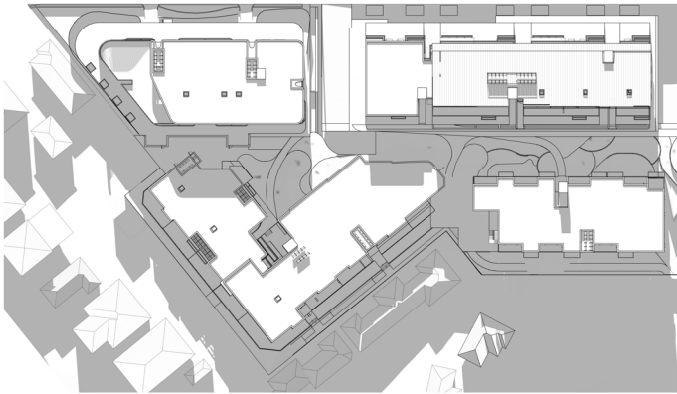
Despite awkward site geometry and orientation, 70% of apartments achieve 2hrs of sun on June 21, in compliance with SEPP 65.



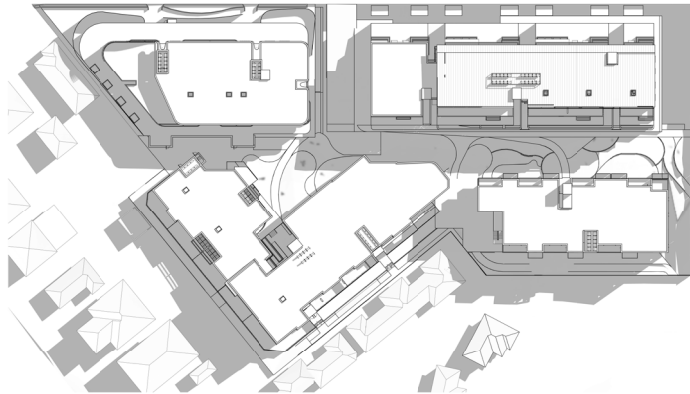
21 JUNE 9am



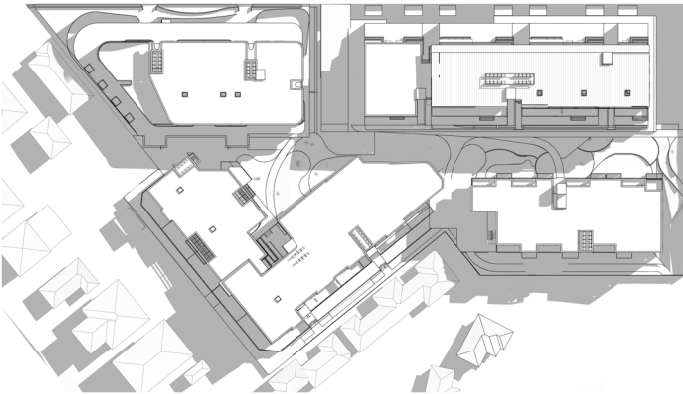
21 JUNE 12pm



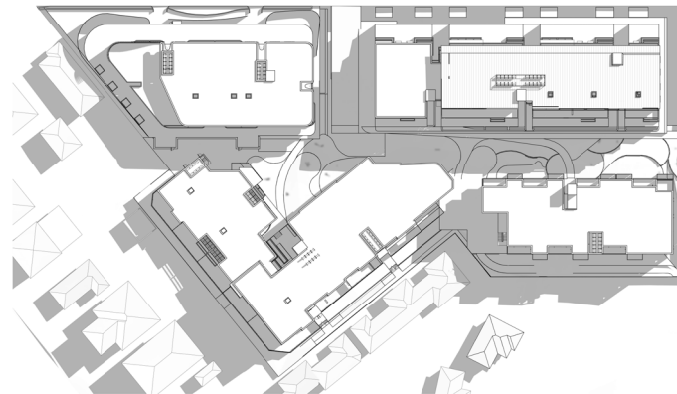
21 JUNE 3pm



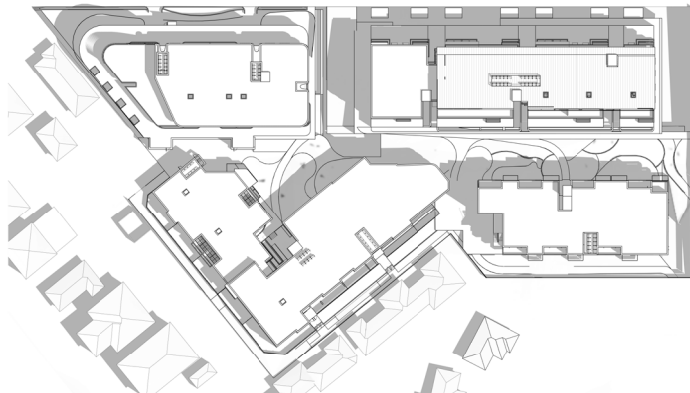
21 MARCH 9am



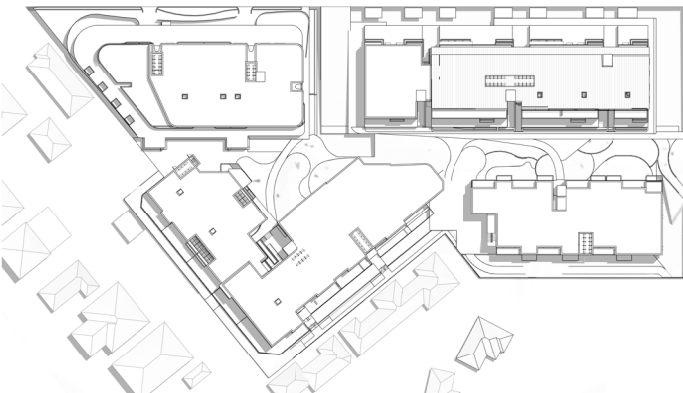
21 MARCH 12pm



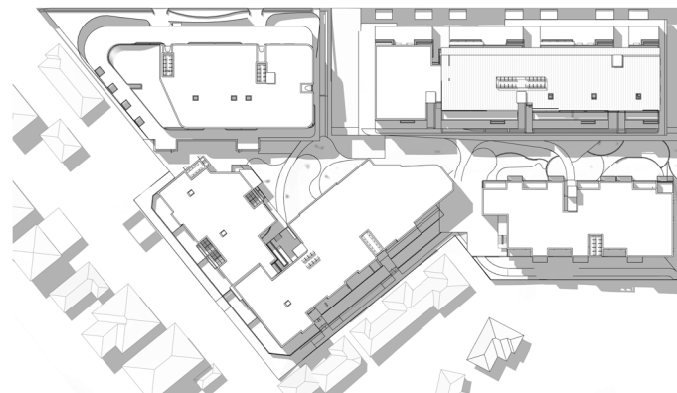
21 MARCH 3pm



21 JANUARY 9am



21 JANUARY 12pm



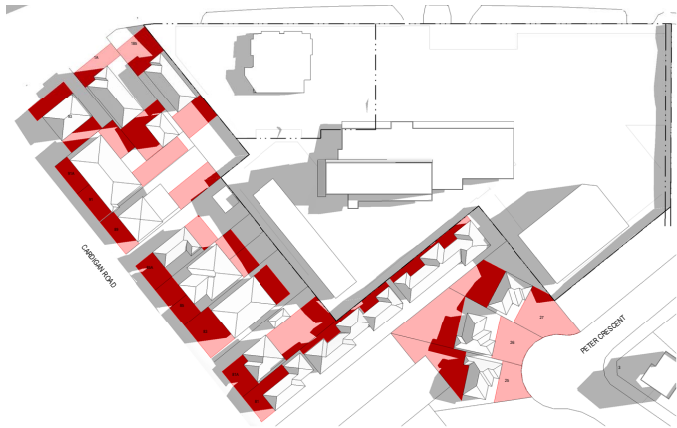
21 JANUARY 3pm



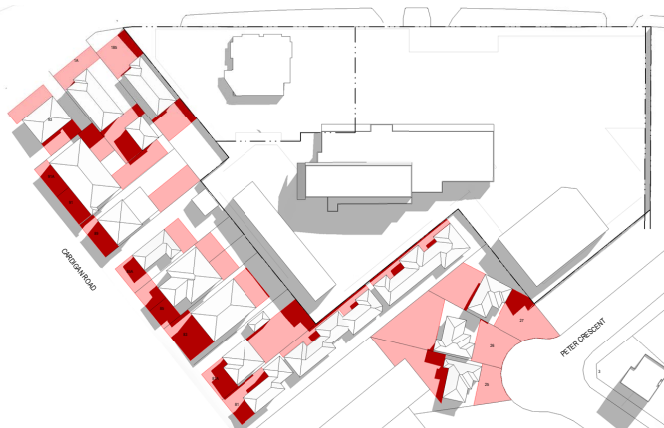
5

SOLAR ACCESS NEIGHBORING PROPERTIES SHADOW DIAGRAMS

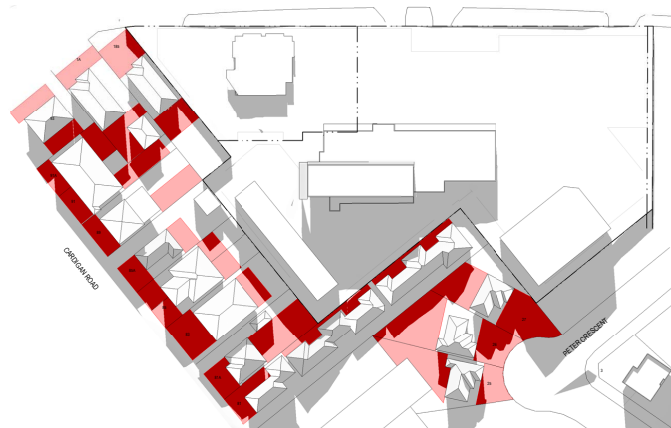
The proposal seeks to minimize the impact of overshadowing to the neighbouring properties. This has been achieved by increased setbacks of 9m at the South-Eastern section of the site and with the articulation of the built form at the sites most southern edge. The proposal ensures that the principal, 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



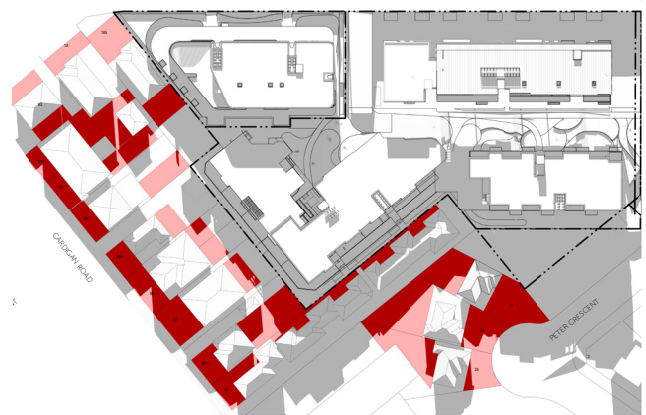
21 JUNE 3pm
Existing Conditions



21 JUNE 9am
New Development



21 JUNE 12pm
New Development



21 JUNE 3pm
New Development

KEY

- Neighbouring open space
- Overshadowing



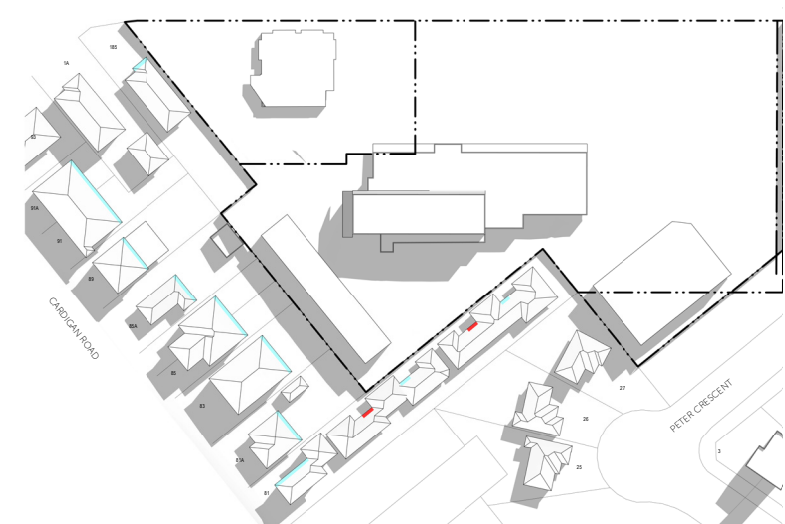
5

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.



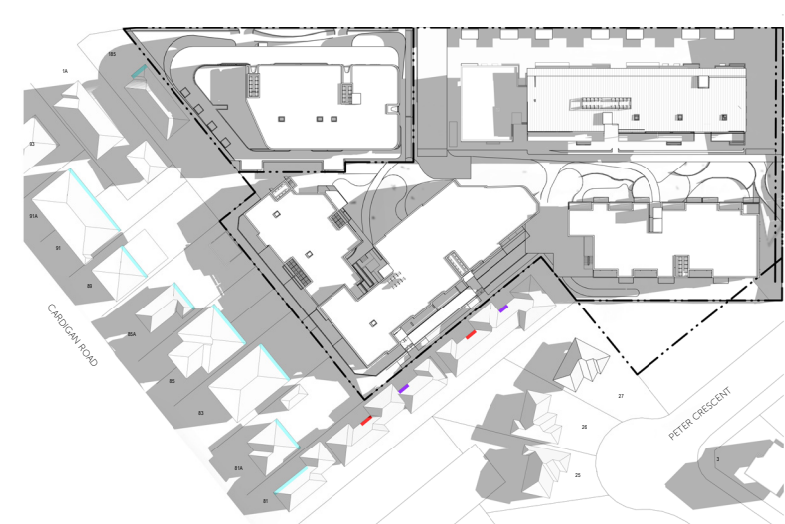
21 JUNE 9am
Existing Conditions



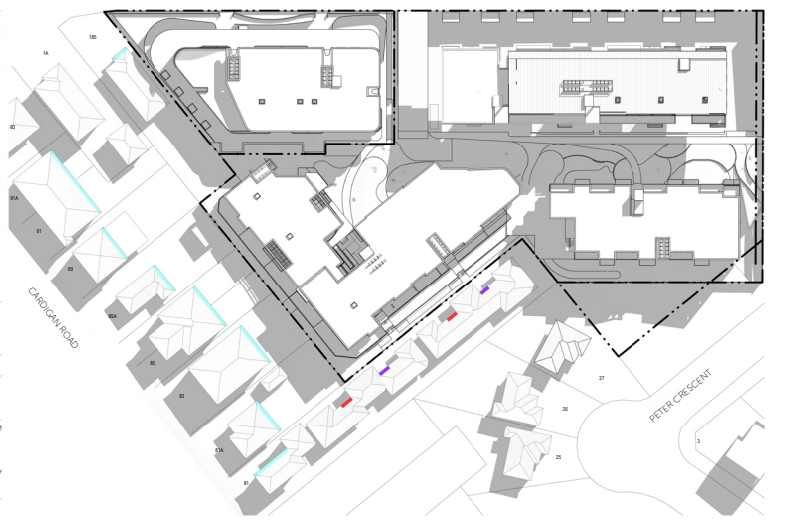
21 JUNE 12pm
Existing Conditions



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

*All dimensions in millimetres

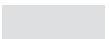


HUME HIGHWAY

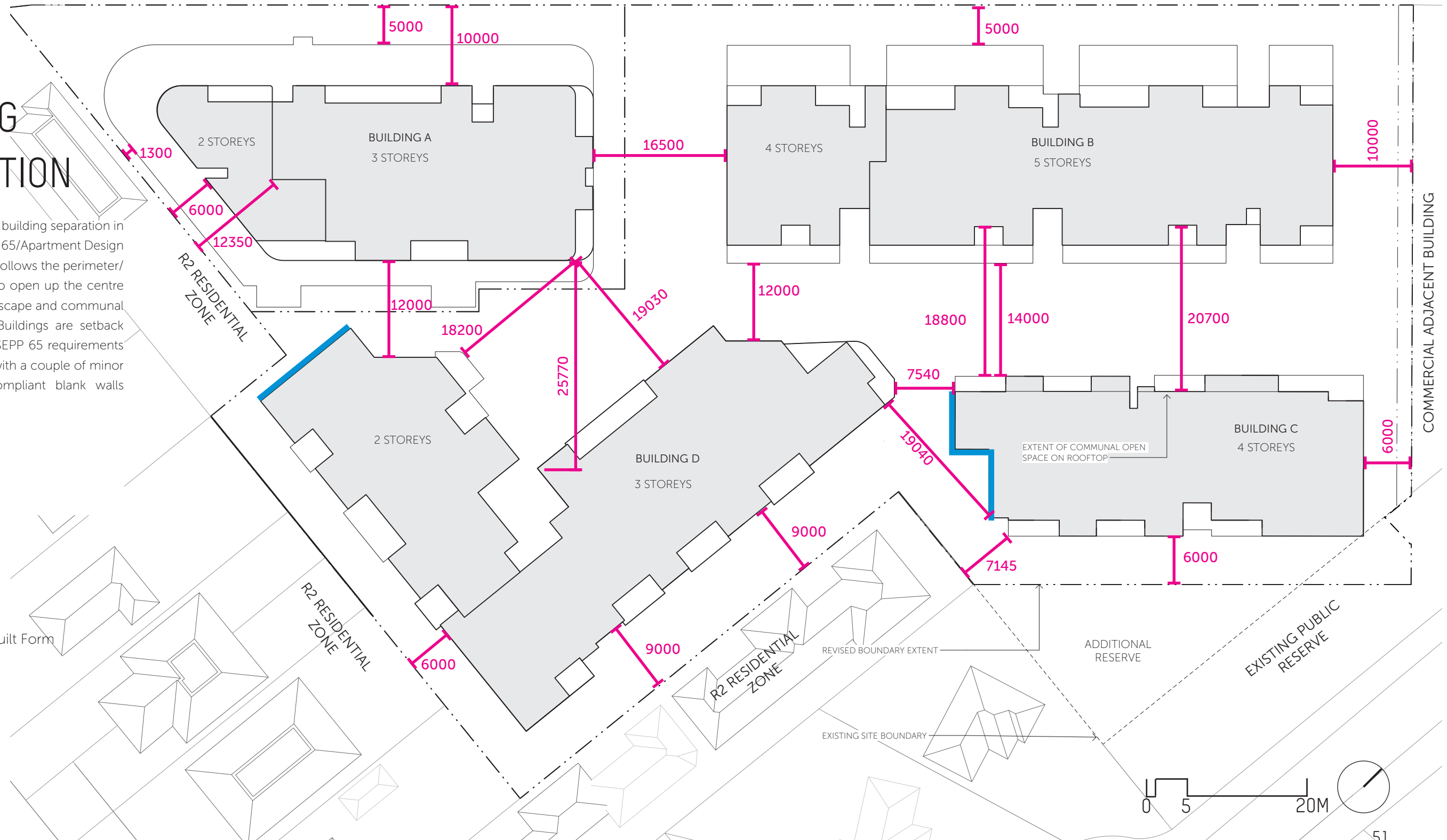
HUME HWY

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

-  Enclosed Built 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	10
Apts with single aspect	6
% of apts with dual aspect cross ventilation	63%
Meets ADG Req.	YES
Building B	No. Of Apts
Total Apartments	44
Apts with dual aspect	35
Apts with single aspect	9
% of apts with dual aspect cross ventilation	80%
Meets ADG Req.	YES
Building C	No. Of Apts
Total Apartments	32
Apts with dual aspect	20
Apts with single aspect	12
% of apts with dual aspect cross ventilation	63%
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	129
Total Apartments with dual aspect cross ventilation	84
% of apts with dual aspect cross ventilation	65%
Meets ADG Req.	YES

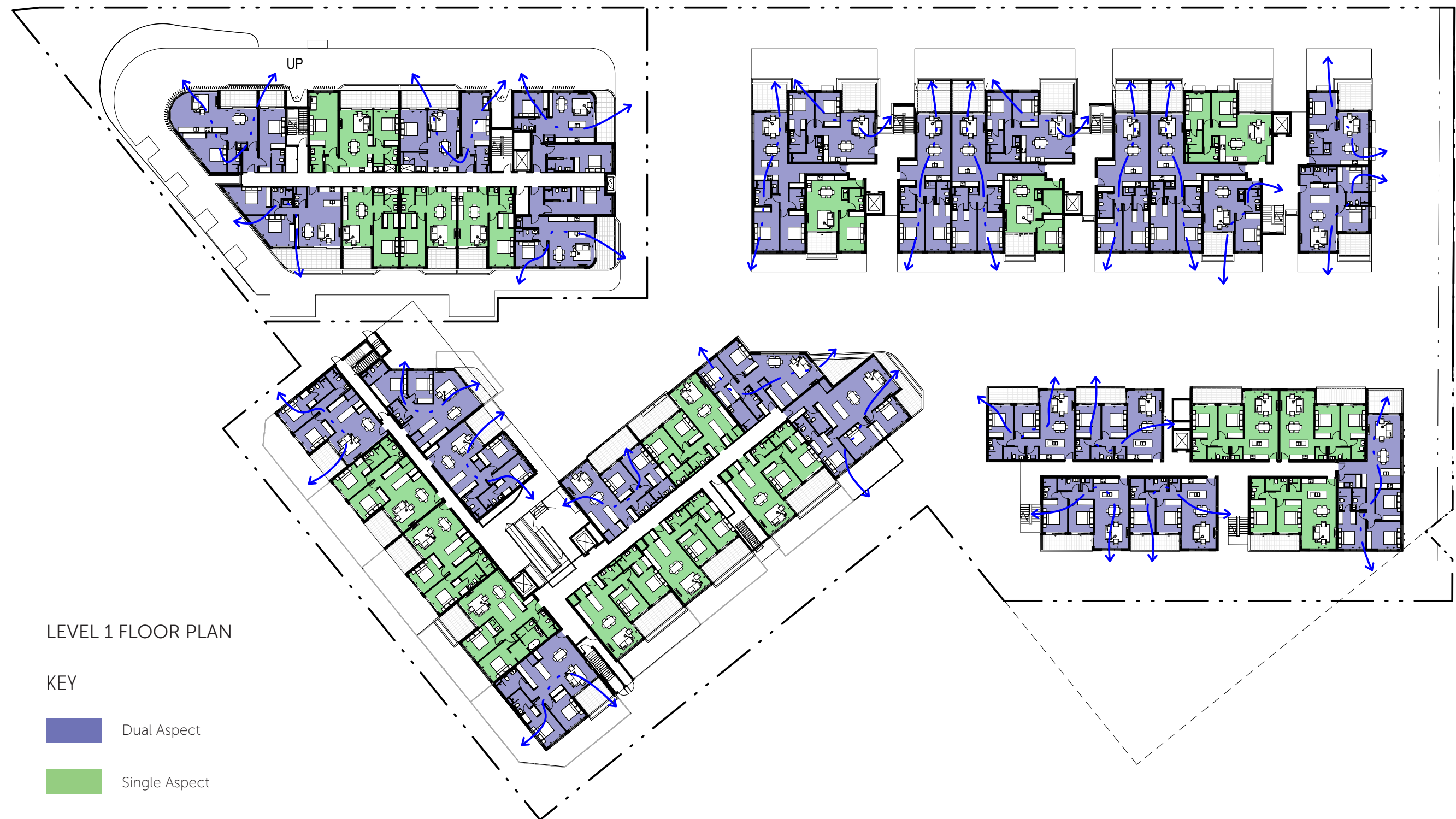


GROUND FLOOR PLAN

KEY

- Dual Aspect
- Single Aspect
- Indicative Cross Ventilation



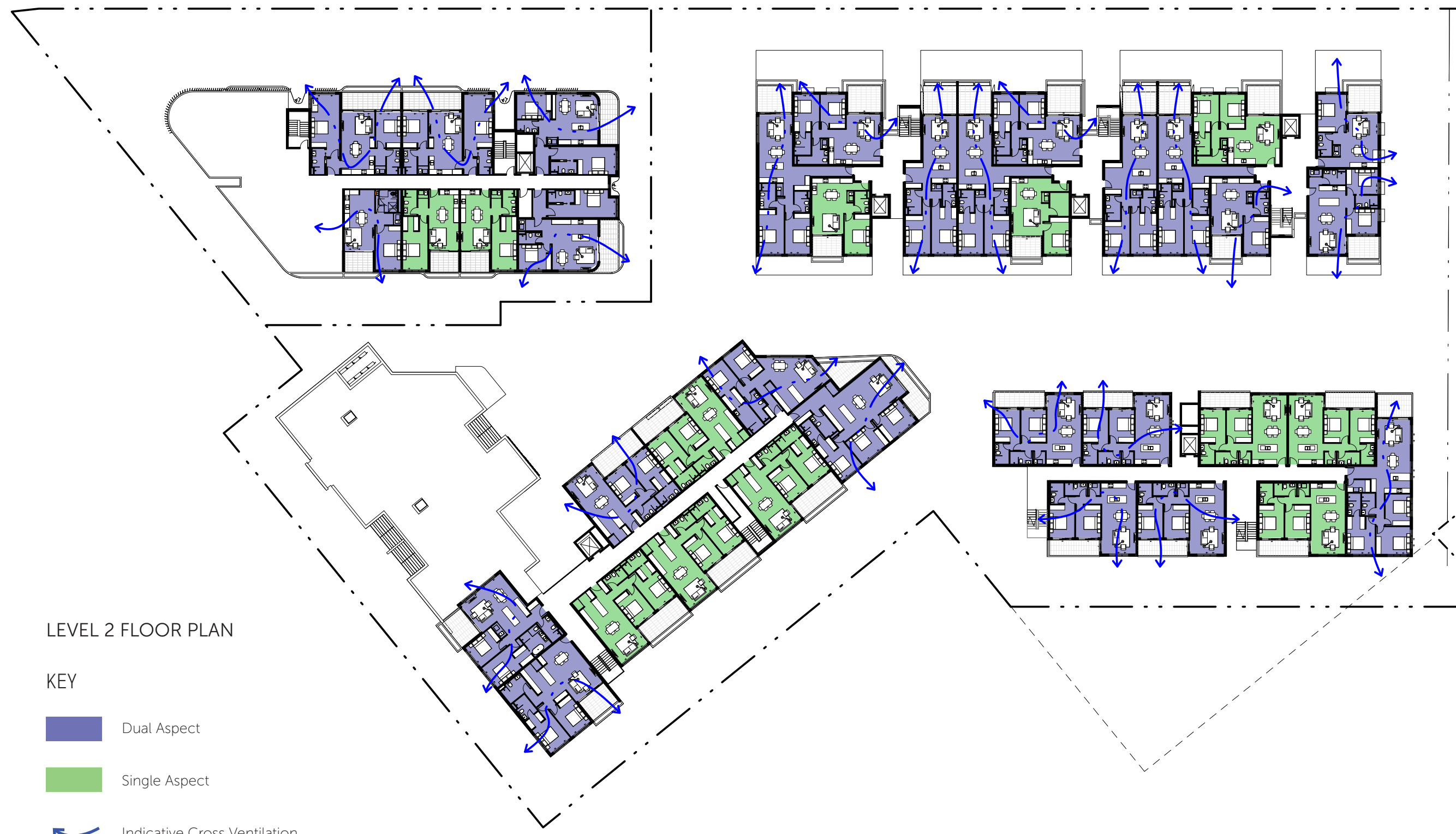


LEVEL 1 FLOOR PLAN

KEY




- Dual Aspect
- Single Aspect
- Indicative Cross Ventilation



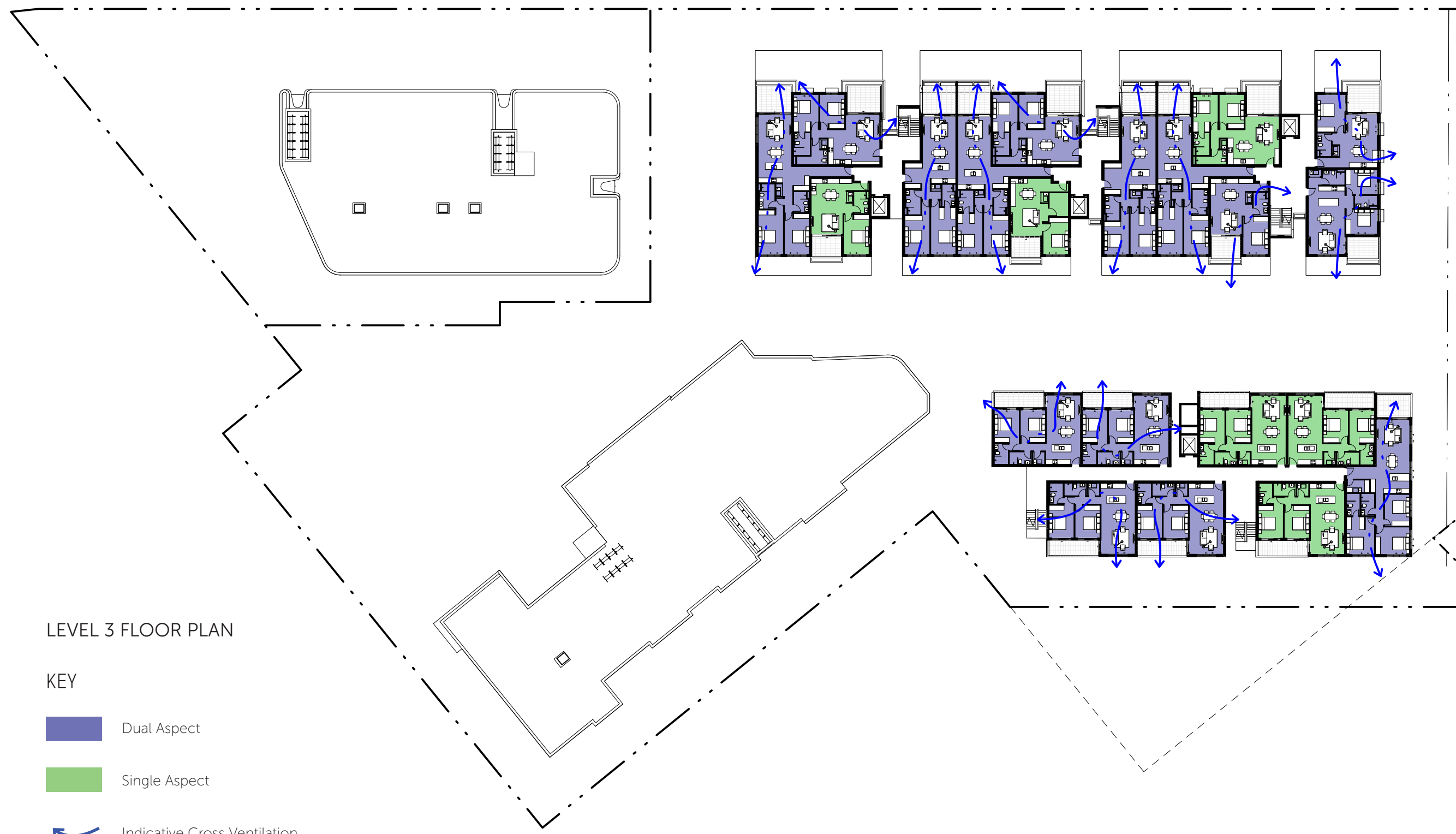


LEVEL 2 FLOOR PLAN

KEY

-  Dual Aspect
-  Single Aspect
-  Indicative Cross Ventilation



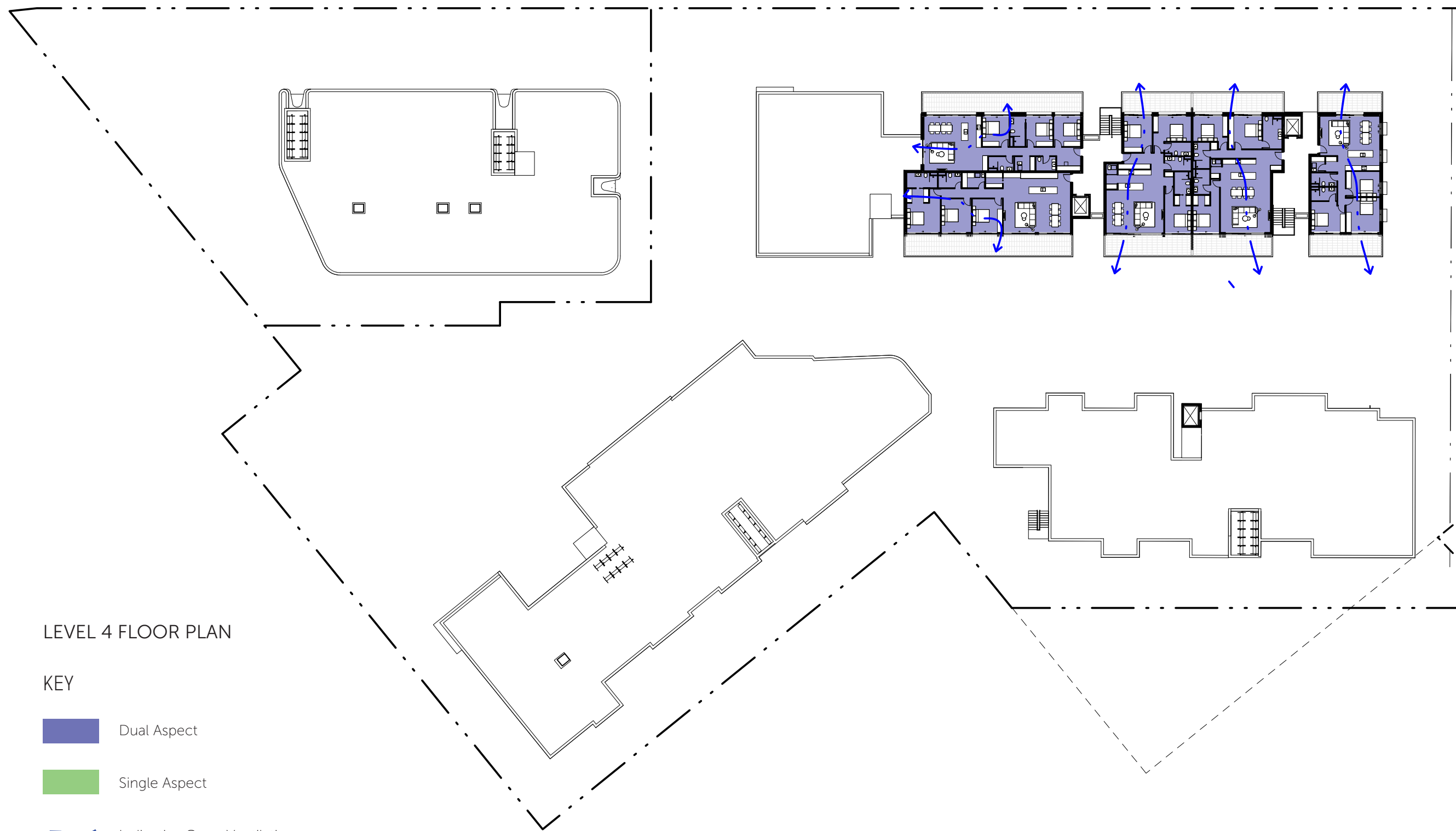


LEVEL 3 FLOOR PLAN

KEY

- Dual Aspect
- Single Aspect
- Indicative Cross Ventilation





LEVEL 4 FLOOR PLAN

KEY



Dual Aspect



Single Aspect

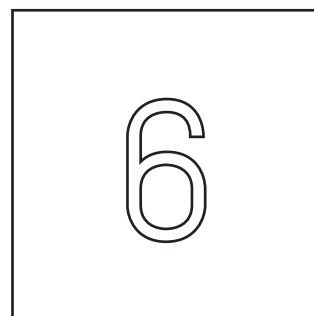


Indicative Cross Ventilation

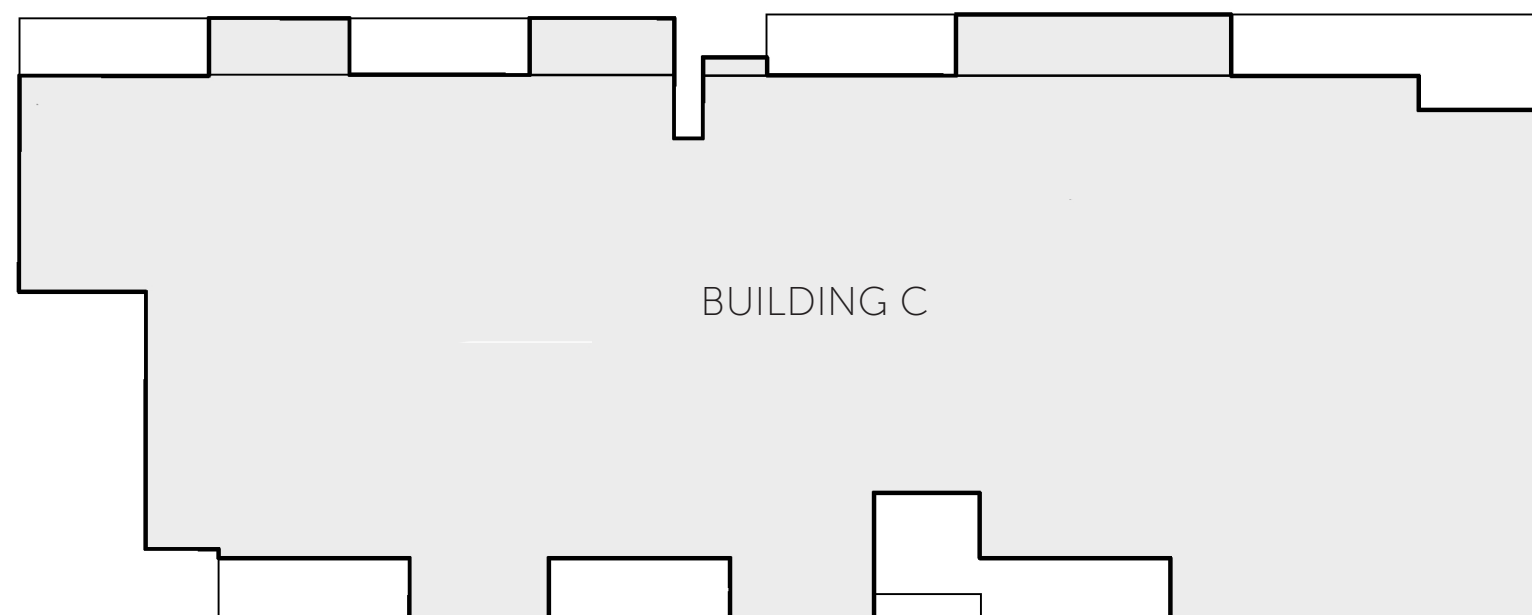




PUBLIC RESERVE



RESERVE
BOUNDARY



BUILDING C

NEW PROPOSED BOUNDARY TO SUBJECT SITE

ADDITIONAL PUBLIC RESERVE

399m²

NEW RESERVE AREA
947m²

EXISTING PUBLIC RESERVE

618m²

ADJOINING
PROPERTY

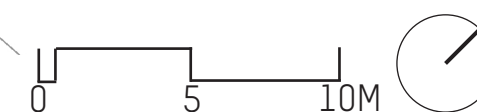
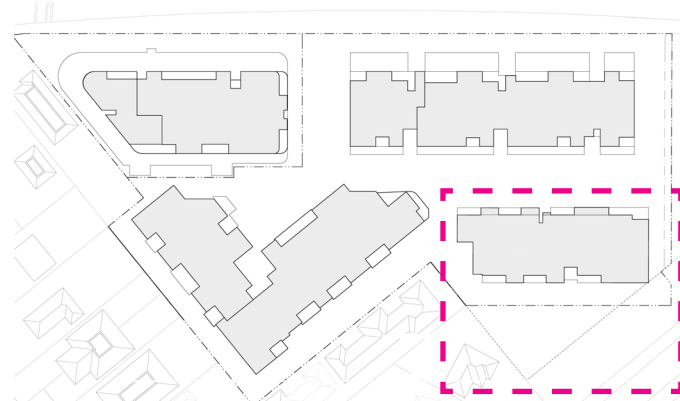
70m² REMOVED FROM
RESERVE, FORMS PART
OF NEW SITE AREA

BOUNDARY

PETER CRESCENT

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

KEY PLAN



6

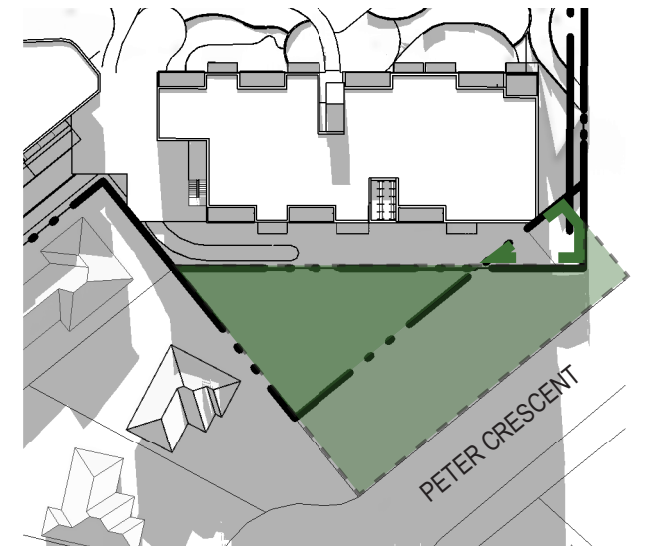
RESERVE SHADOW DIAGRAMS



21 JUNE 9AM



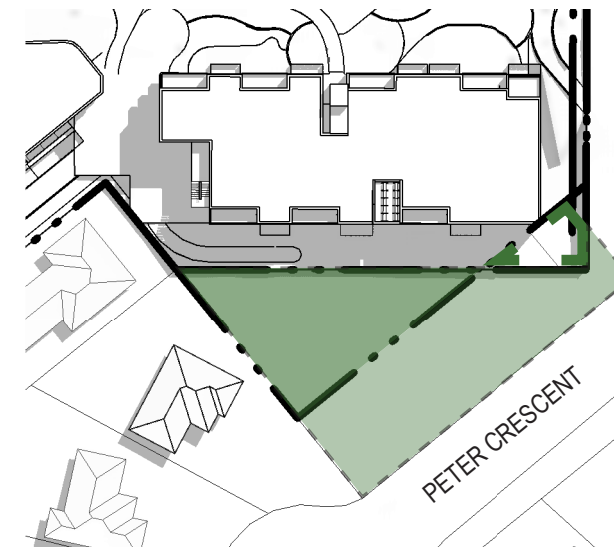
21 JUNE 12PM



21 JUNE 3PM



21 MARCH 9AM



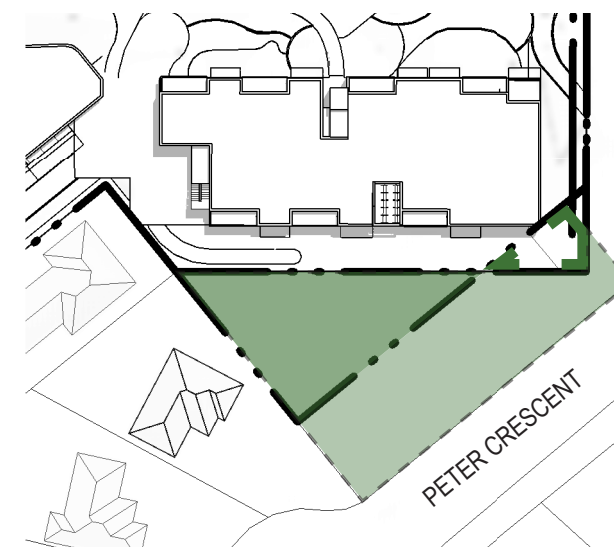
21 MARCH 12PM



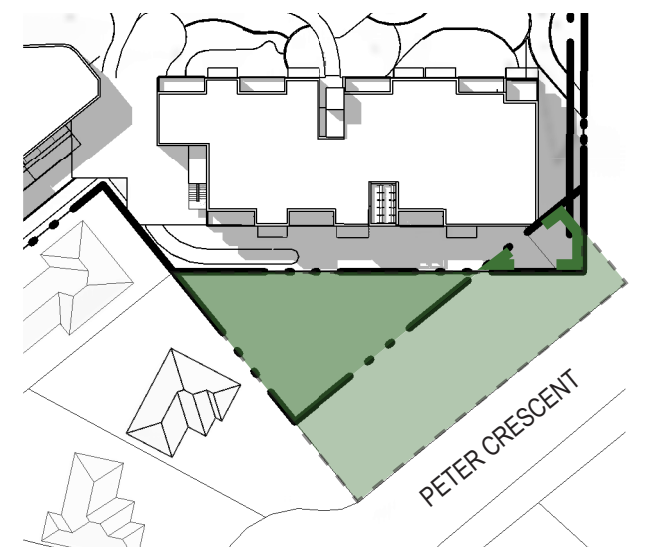
21 MARCH 3PM



21 DECEMBER 9AM



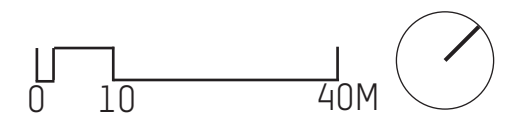
21 DECEMBER 12PM



21 DECEMBER 3PM

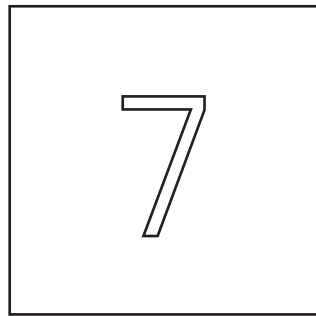
KEY

-  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:

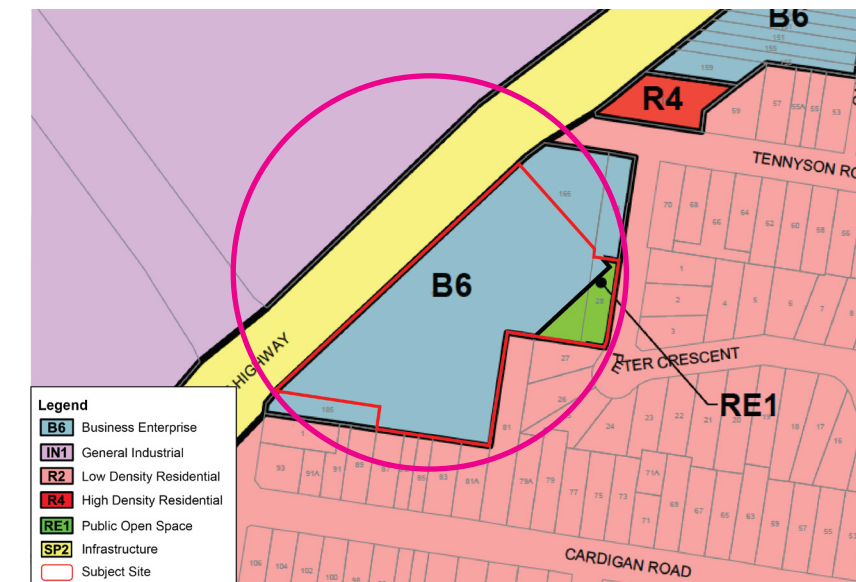
- A total 14,680 sq.m of GFA across the site representing an FSR of 1.25:1 (based on an area of 11744 sq.m). Site area has been revised to provide an additional area of approximately 329sqm to the public reserve.
- A minimum 2,936 sq.m of GFA across the site representing an FSR of 0.25:1
- A maximum building height of 18m at the north-east & north-west corner of the site to add visual interest and announce the site. A 14m height allowance elsewhere on the site and 11m for the first 10m parallel to Hume Highway and the first 12m to the south of the site
- A 10m setback for residential uses and 5m setback for commercial uses along the Hume Highway

Proposed controls:

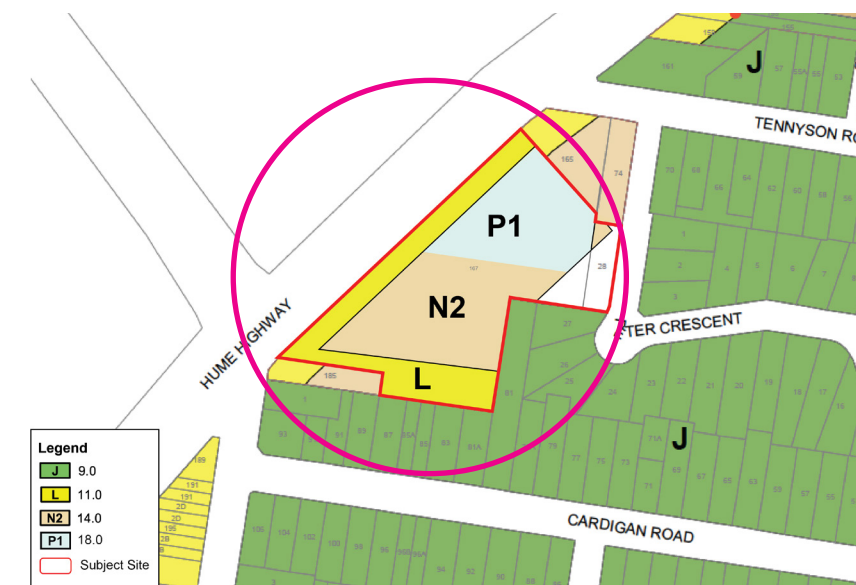
The planning proposal seeks to change the planning controls as follows:

- Zone: No change
- Maximum FSR: 1.25:1 & minimum 0.25:1 for commercial uses (based on an area of 11,744 sq.m)
- Maximum height: Part 11m, Part 18m and part 14m

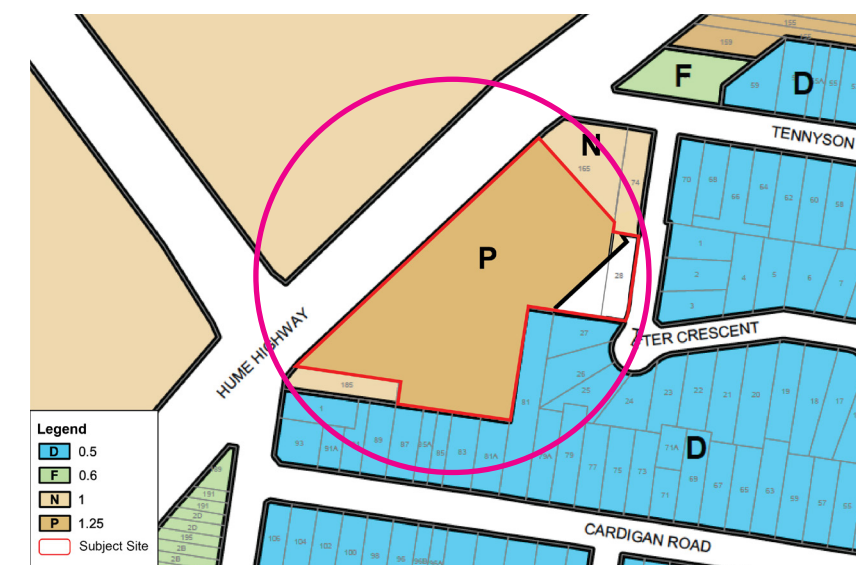
PROPOSED ZONING MAP



PROPOSED HEIGHT OF BUILDINGS MAP



PROPOSED FLOOR SPACE RATIO MAP



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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