

Appendix 1

Urban Design Report

Prepared by DEM – architects/urban designers



dem

EAST QUARTER STAGE 3

93 Forest Road Hurstville

URBAN DESIGN REPORT



Project no. 4282-04

DEM (Aust) Pty Ltd
Level 8 15 Help Street
Chatswood NSW 2067
T: (02) 8966 6000 F: (02) 8966 6111



ISSUE REGISTER

Date	Reason for Issue	Prepared by	Checked by	Signed
19.09.14	Final Report	JH	JP	

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1.0 Introduction

DEM (Aust) Pty Ltd has been engaged by East Quarter Hurstville Pty Ltd (EQH) to undertake a detailed Urban Design analysis and thorough examination of the site and the previously submitted DA design (November 2013) to determine the site's capacity to accommodate additional height and density.

Our review has determined the following key site attributes which lend the site and its location to a different Urban Design approach to the site's development.

The East Quarter Site has been nominated in Hurstville Council's Draft DCP No.2 as an important "Bookend" site which forms an important part of the eastern gateway to the Hurstville Town Centre.

The site fronts the western side of Kempt Field one of Hurstville's major public open space areas and is positioned within short walking distance of two major rail stations

This urban design report has been prepared to support the Planning Proposal for the site requesting a variation to the planning controls for the East Quarter Hurstville development.

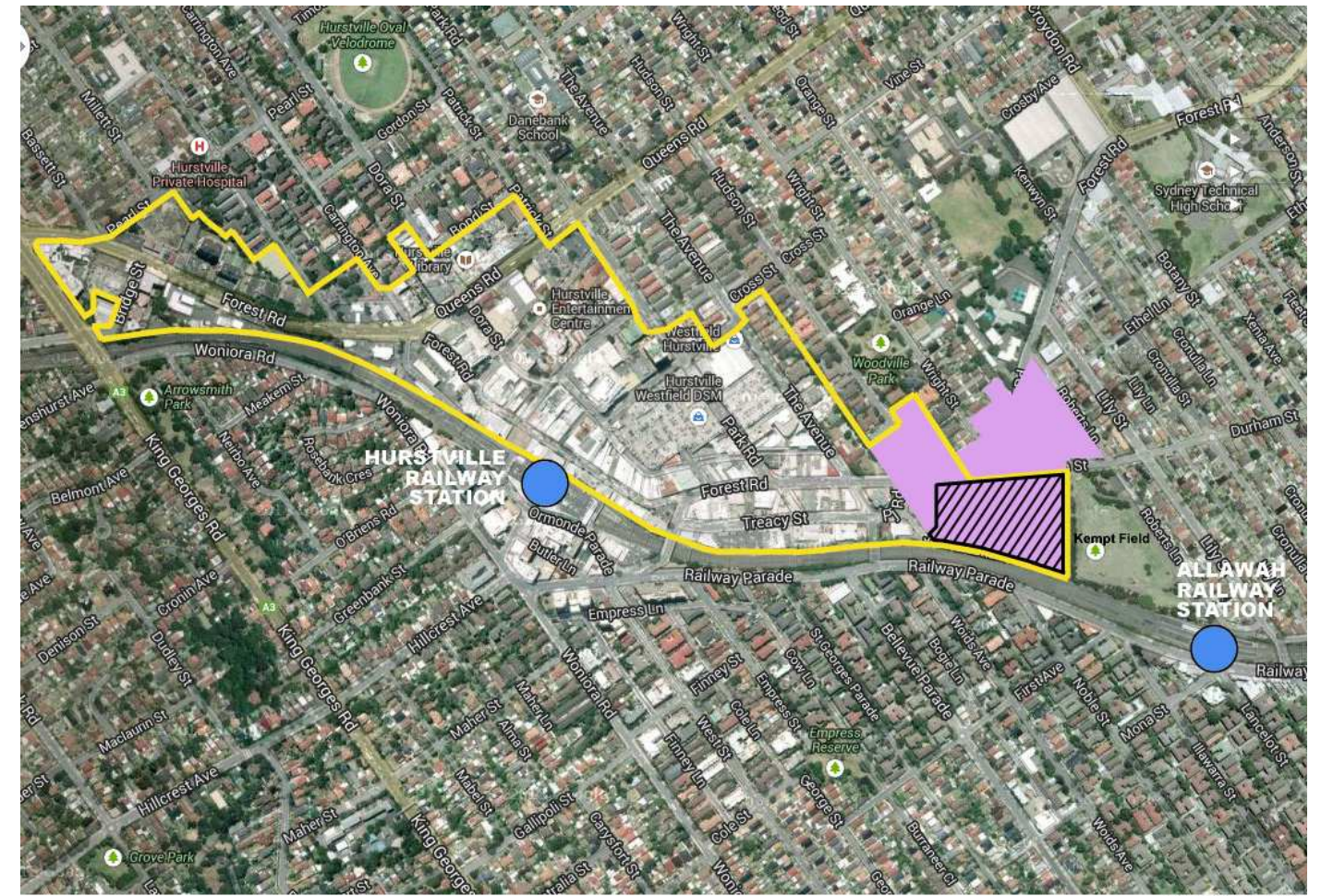
The report evaluates the site in relation to the public realm, building massing and scale, pedestrian and vehicular connectivity and adjoining recreational open space.

1.1 Background

- The Draft Metropolitan Strategy for Sydney 2031 identifies the Hurstville City Centre as a "Major Centre".
- As the East Quarter site is located within one kilometre of the Hurstville City Centre, it is included within Hurstville Major Centre.
- East Quarter is located within the Eastern Bookend Precinct as defined by Draft DCP No. 2 - Hurstville City Centre.
- East Quarter is located within approximately 600m of Hurstville Railway Station (which equates approximately to an eight minute walk) and 250 - 300m of Allawah Railway Station (which equates approximately to a three minute walk).

1.2 Eastern Bookend Precinct – Hurstville City Centre

- The Eastern Bookend Precinct will provide a sense of entry and the eastern gateway to the city.
- The precinct provides the opportunity to achieve high density residential development within a short walking distance of Allawah Railway Station.
- This mixed use gateway precinct incorporates Forest Road which provides a regional traffic corridor linking the Hurstville City Centre to the southern side of the rail line via Durham and Lily Streets.
- The East Quarter site is adjacent to Kempt Field Park which is a major recreation open space destination for the Hurstville City Centre.
- The precinct is designated to accommodate a higher intensity of built form.
- East Quarter provides the opportunity to introduce landmark architecture to create points of interest along the axis of Forest Road.



Source: Google Maps

LEGEND

-  HURSTVILLE CITY CENTRE BOUNDARY
-  EASTERN BOOKEND PRECINCT
-  EAST QUARTER

2.0 Previous DA (Nov2013) Design Issues

2.1 Design Review Panel Comments

A number of issues were raised by the St George Design Review Panel on 30 January 2014 in relation to DA2013/0385 submitted for East Quarter Stage 3. The issues were incorporated in the DA report prepared by Hurstville City Council's Senior Development Assessment Officer which recommended refusal of the DA.

Comments and issues raised by the Design Review Panel (DRP) included the following:

1. Context

- Substantial areas of on-grade carparking detracted from the quality of the public domain.
- Visual impact and overshadowing impact to residential areas to the south of the railway line are critical considerations.
- Building F did not satisfactorily respond to its context.

2. Scale

- The scale of Building F was unacceptable.

3. Built Form

- The addition of 6 levels to Building F was not acceptable due to potential negative impacts including:
 - Compromising the landmark presence of Building E on the axis of Forest Road.
 - Additional overshadowing of the park, public domain and residential development on the south side of Railway Parade.
 - Potential increase in wind and impact on the amenity of public spaces.
 - Increased demand for parking onsite reducing the potential for deep soil planting.
 - Strong adverse visual impact particularly when seen from the south.
 - Increasing scale and appearance of built form as seen from Kempt Field.

4. Density

- The DRP noted the proposed increase of density over the entire site from the current approved site density of 2.88:1 to 3.19:1 (noting that the current LEP density is 2.5:1)

5. Resource, Energy and Water Efficiency

- Consideration should be given to inclusion of major ESD initiatives.

6. Landscape

- The streetscape and ground level offer little open space amenity.
- A significant level change occurs adjacent to Kempt Field.
- There is no provision of deep soil.

7. Amenity

- Retail configuration requires resolution.
- Communal rooftop spaces should work effectively.
- Carparking to the north of Building F creates an inactive street edge.
- Proposed south facing communal open spaces at level 18 of Building F are in shade.
- Balconies of Building F to be more equitable in size.

8. Safety and Security

- Lobbies of Building F, at the at the back of the building, are potentially insecure.

9. Aesthetics

- Façade treatments of Building F do not alleviate the aesthetic impacts of such a large, bulky building.
- Public domain appears treated as residual space.

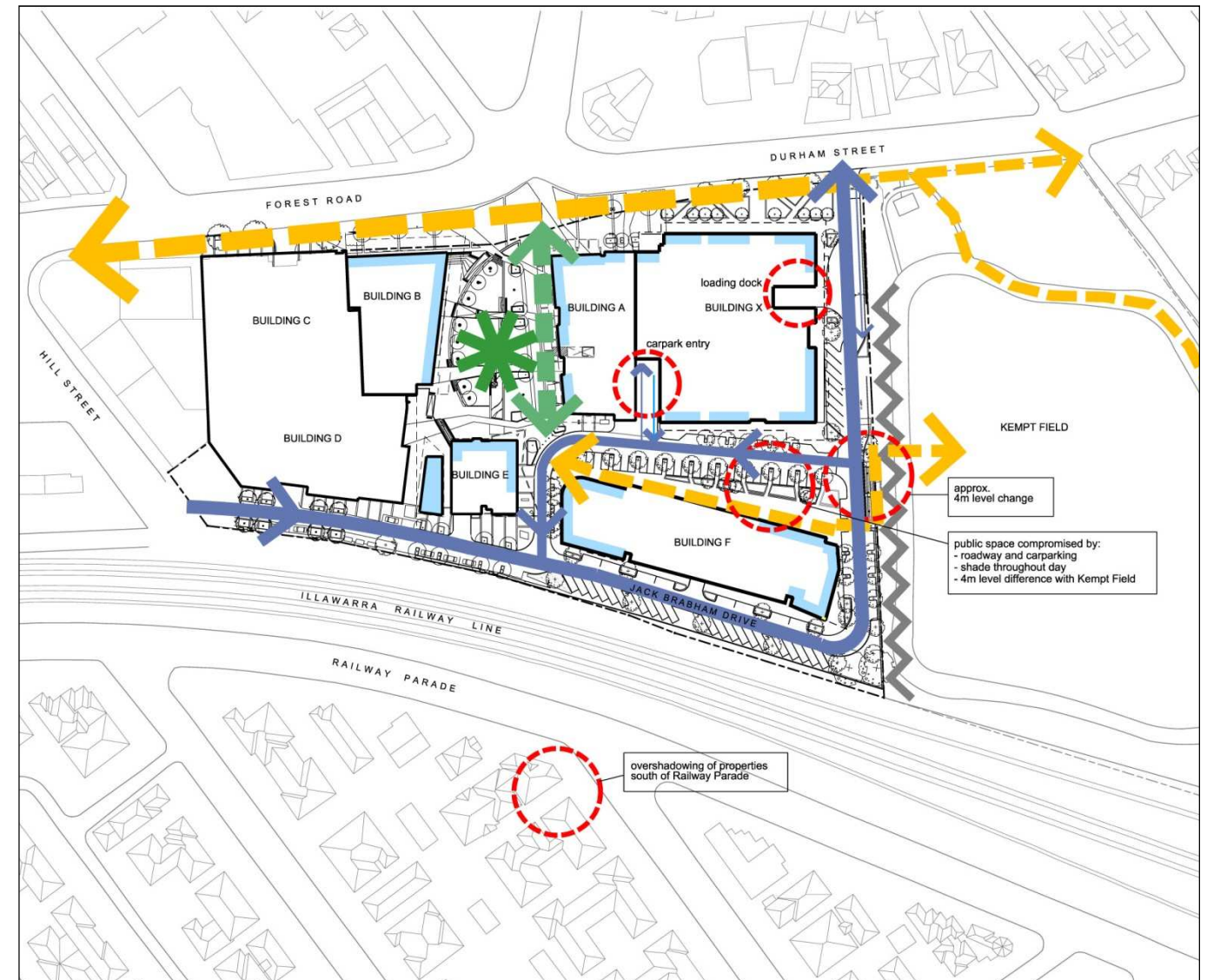


FIGURE 3-1: REVIEW OF FORMER DESIGN



3.0 Revised Urban Design Approach

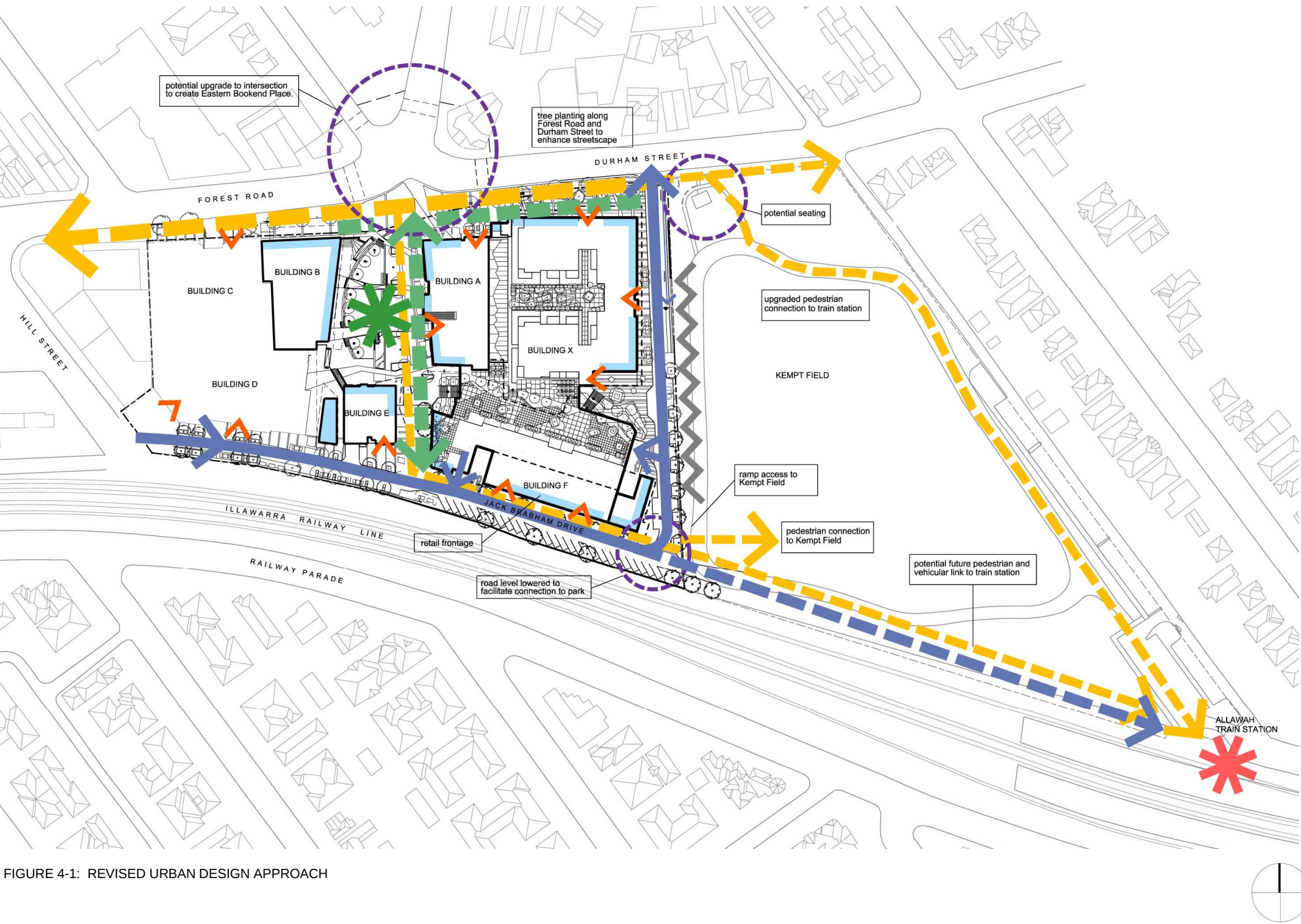


FIGURE 4-1: REVISED URBAN DESIGN APPROACH

As part of our Urban Design analysis and site investigations undertaken DEM has reviewed the issues raised by Council in relation to the previous DA design (November 2013). Our review has identified that a revised design approach could be adopted for the site which would largely address Council's concerns and which would lead to a higher quality and more vibrant urban outcome.

The key aspects of the revised design approach that we have identified are as follows:

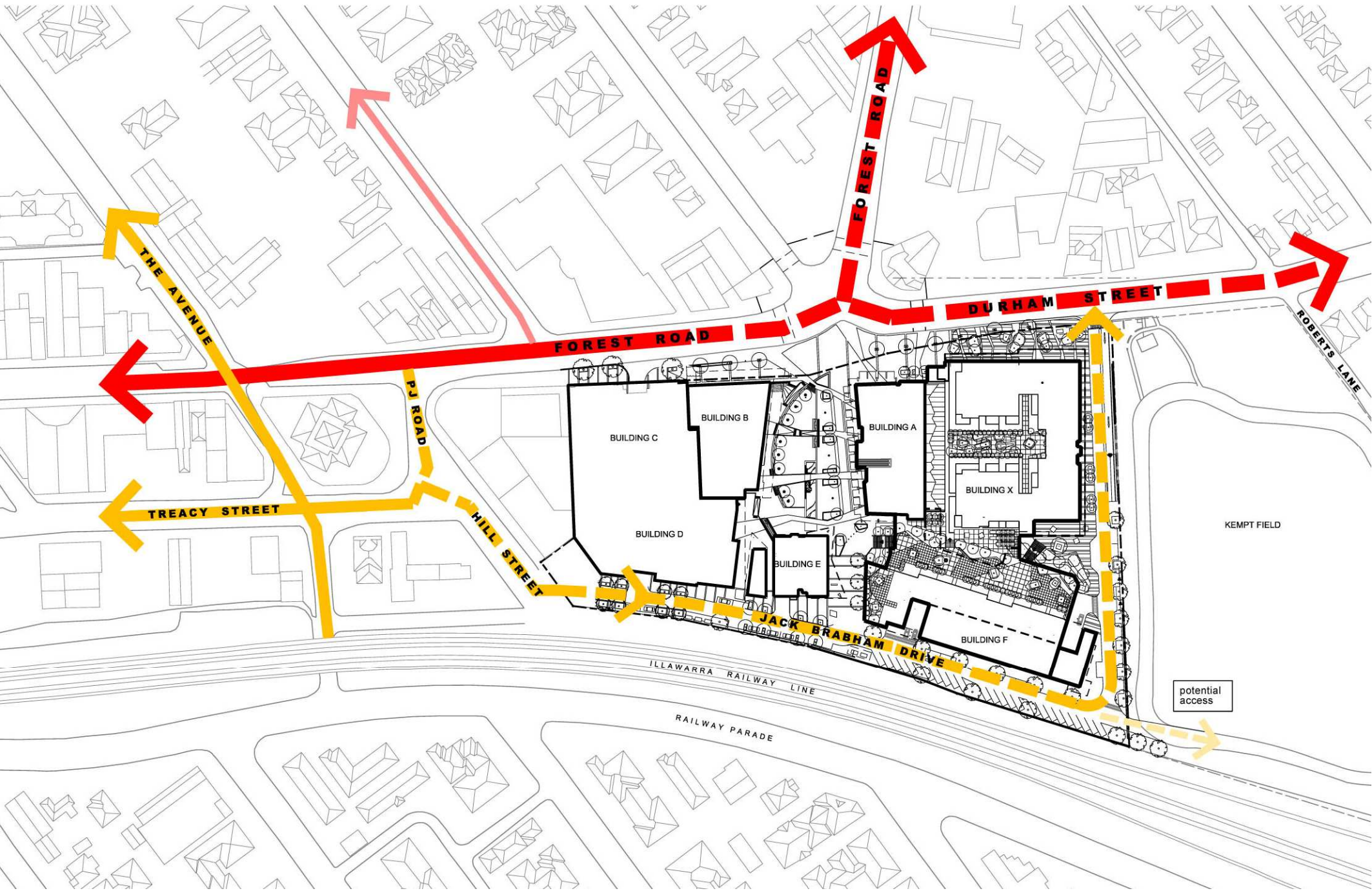
- The revised design incorporates major pedestrian east/west linkages along Durham Street and Jack Brabham Drive. These new linkages provide safe and well activated pedestrian routes from both the Hurstville Town Centre and from within the site to Kempt Field and Allawah Railway Station for the public, local commuters and residents.
- An active street plaza space is located along Durham Street adjacent to Building X.
- The previously proposed service road link road is now deleted and replaced with an additional open space area as an extension of the central plaza constructed in Stage 2. This creates the a major pedestrian link between Durham Street and Jack Brabham Drive.
- Communal / public open space is provided through a combination of roof top terraces and a new centrally located landscape podium area created between Buildings F and X.

Refer to Appendix A for a more detailed description of design improvements suggested as part of the revised Urban Design approach for the site.

LEGEND	
	PRIMARY PUBLIC PEDESTRIAN CIRCULATION
	MAIN VEHICULAR CIRCULATION
	GREENSPACE / GREENSPACE LINK
	RETAIL FRONTAGE
	RESIDENTIAL LOBBY



3.1 Street Hierarchy – Revised Design Approach



- Forest Road and Durham Streets incorporate wide footpaths to allow for high volumes of pedestrian movement.
- Landscaped open spaces fronting these key roads provide an enhanced streetscape as well as seating / milling / transition spaces for adjoining retail including a supermarket.
- Jack Brabham Drive functions as a Second Order Street extension to Treacy Street. The Drive, in association with PJ Road and Hill Street, which are nominated as Third Order Streets in Draft DCP No. 2, funnel pedestrian movement to and from Forest Drive and to Kempt Field.

FIGURE 4-1-1: REVISED DESIGN APPROACH - PROPOSED STREET HIERARCHY



3.2 Pedestrian Access– Revised Design Approach

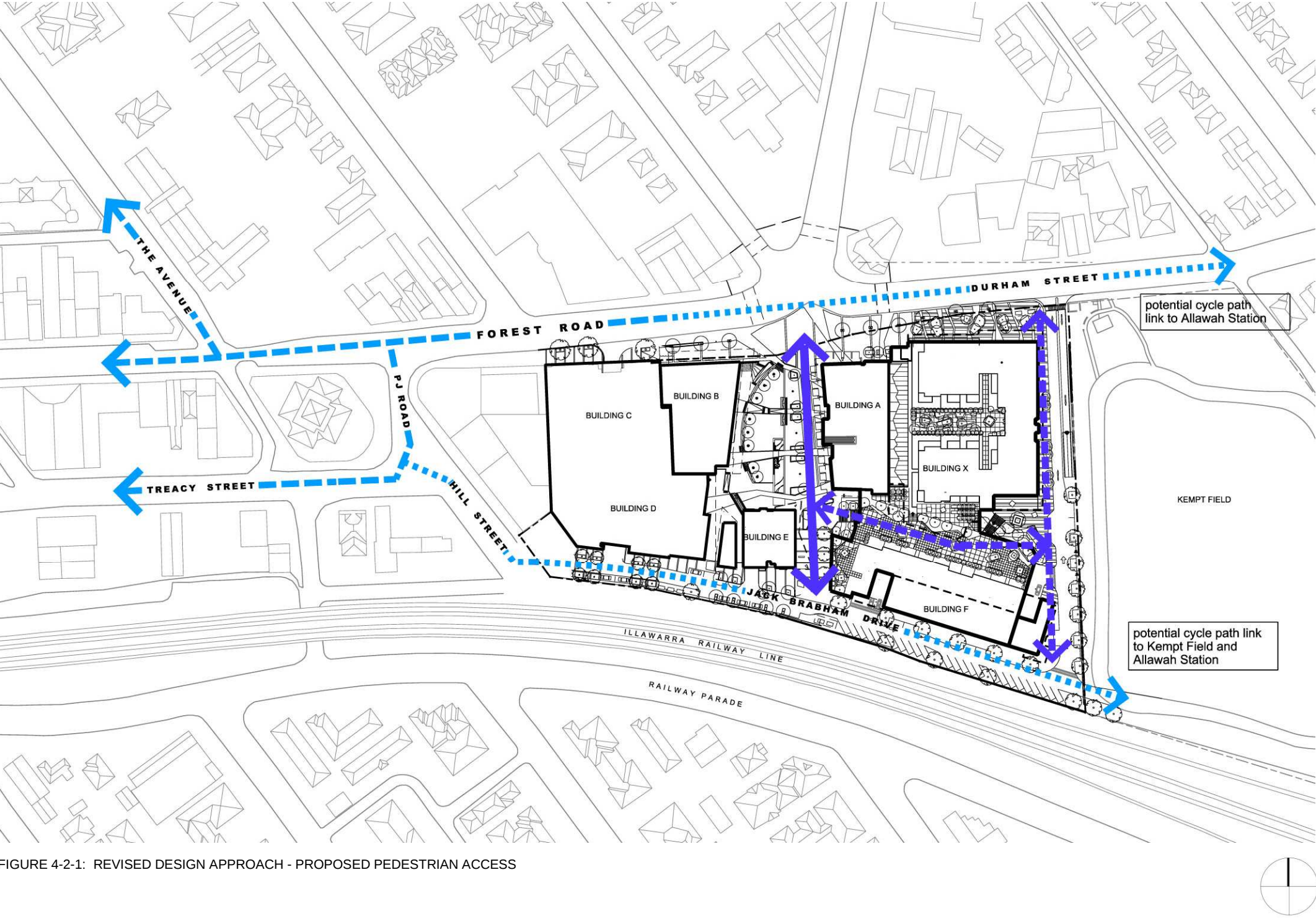


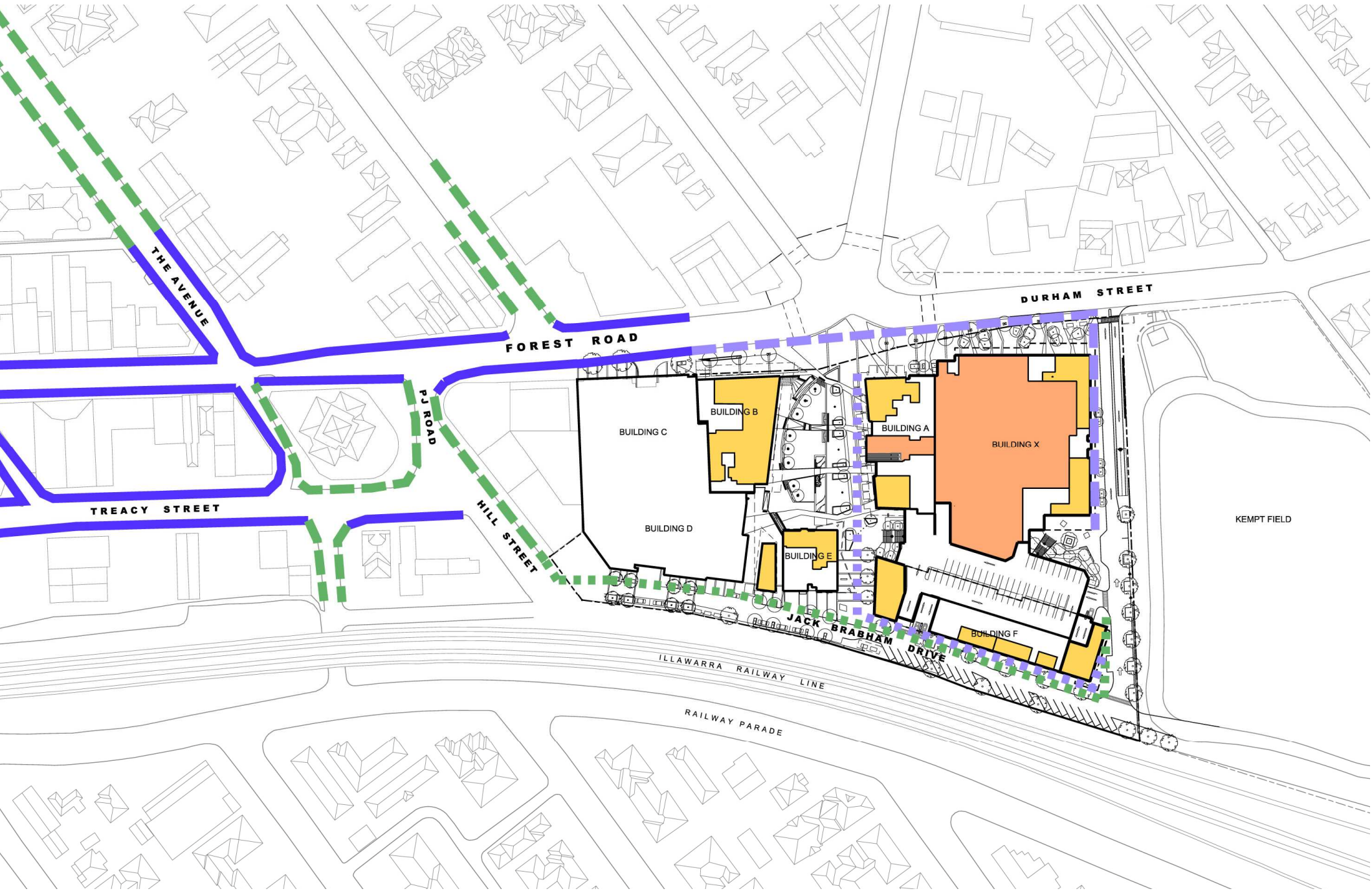
FIGURE 4-2-1: REVISED DESIGN APPROACH - PROPOSED PEDESTRIAN ACCESS

- The proposed scheme provides a pedestrian link in a north-south direction across the site between Forest Road and Jack Brabham Drive.
- The pedestrian link is through landscaped public open space activated by retail.
- All on-grade carparking and roadways are separate to the open space and pedestrian link.
- A secondary north-south pedestrian link is created long the internal link road interfacing with the Kempt Field frontage of the site which is enhanced via the introduction of active retail and residential uses fronting this linkage.
- Jack Brabham Drive, via Hill Street, provides an extension to the cycle path network shown in Draft DCP No.2. and a potential connection to Kempt Field and Allawah Railway Station.
- The pedestrian linkage along Jack Brabham Drive is enhanced via the introduction of active retail and residential uses fronting this linkage. Road gradients have been structured to allow for this pedestrian linkage to extent into Kempt Field and potentially onto to the nearby Allawah Rail Station.

LEGEND	
	Pedestrian access in accordance with Draft DCP No. 2 Hurstville City Centre
	CYCLE PATHS
	Proposed pedestrian access
	CYCLE PATHS
	NEW PEDESTRIAN LINK - Major
	NEW PEDESTRIAN LINK - Secondary



3.3 Street Activation – Revised Design Approach



- Small and large scale retail facilities provide activated frontages along Forest Road and Durham Street as well as the central public open space within the development.
- Jack Brabham Drive is activated by retail as well as residential lobbies.
- The central pedestrian plaza area is extended to link into Jack Brabham Drive and activated by additional retail spaces.
- The western side of the internal link road adjacent to the Kemp Field is to be activated with retail and residential uses.

LEGEND

Street activation in accordance with Draft DCP No. 2 Hurstville City Centre

- BUILD TO BOUNDARY 70% MIN. (active frontage, predominantly retail, commercial)
- BUILD TO BOUNDARY 30%-70% MAX. (active lobbies, foyers)

Proposed street activation

- RETAIL ACTIVATED FRONTAGE
- SECONDARY RETAIL ACTIVATED FRONTAGE
- BUILD TO BOUNDARY 30%-70% MAX. (active lobbies, foyers)

RETAIL (specialty)

RETAIL (supermarket)

FIGURE 4-3-1: REVISED DESIGN APPROACH - STREET ACTIVATION

4.0 Revised Building Design Approach

4.1 Design Evolution



FIGURE 4-1-1: PREVIOUSLY SUBMITTED DA DESIGN: VIEW FROM SOUTH



FIGURE 4-1-2: NEW DESIGN APPROACH: VIEW FROM SOUTH



FIGURE 4-1-3: PREVIOUSLY SUBMITTED DA DESIGN: VIEW FROM NORTH-EAST



FIGURE 4-1-4: NEW DESIGN APPROACH: VIEW FROM NORTH-EAST



FIGURE 4-1-5: PREVIOUSLY SUBMITTED DA DESIGN: AERIAL VIEW OF BUILDING X AND F



FIGURE 4-1-6: NEW DESIGN APPROACH: AERIAL VIEW OF BUILDING X AND F

As part of our detailed Urban Design analysis of the site the following potential design enhancements have been identified for the proposed built form. Council's primary concerns with the previously submitted DA design (November 2013) focused on the bulk and scale of Building F and the lack of useable open landscape space within the site. Building X design was considered largely satisfactory.

Accordingly, we have identified the following key improvements that could be made to the previous design to address most of Council's concerns:

- The large scale of the original building form can be reduced by introducing a break within the building massing to create the appearance of two separated smaller scale buildings.
- The building mass can be lowered and stepped away from the existing adjacent Building E which is the high point of the development to provide a more sympathetic relationship between the two buildings and create a more interesting skyline.
- Introduction of terraced roof gardens would soften the building's massing and provide further useable open space and amenity for residents.
- Improved entry definition on southern (street address) and northern (plaza address) frontages of Building F would improve building legibility and activation.
- Creation of a central landscaped plaza between Building F and X would screen off undesirable service functions, eliminate pedestrian / vehicular conflicts and provide significant additional public / communal open space amenity.
- Creation of clear and legible activated pedestrian linkages through and around the site and the potential for pedestrian linkages to extend into Kempt Field and to the nearby Allawah Railway Station would significantly increase and enhance pedestrian activation through the site and around the surrounding precinct.



4.2 Building F – New Design Approach



FIGURE 4-2-1: AERIAL VIEW FROM SOUTH



FIGURE 4-2-2: AERIAL VIEW OF NORTH ELEVATION

- Building F can be substantially re-designed to address Council's concerns and SEPP compliance.
- The overall building mass can be split and broken into smaller scaled elements to step down and increase separation from Building E on the western portion of upper floors to significantly reduce the overall visual dominance of the proposed built form and to provide a far greater level of modulation, articulation and interest to the proposed skyline.
- The Building F design can be revised to significantly improve the building entries of Building F by articulating building entries more clearly in the building's external design and massing and by providing substantially more street level retail activation around the main residential lobbies along the southern side of the ground floor of Building F fronting Jack Brabham Drive. This significantly enhances street activation and passive surveillance opportunities around these lobbies.

Refer to Appendix A for a more detailed description of design improvements suggested as part of the revised Urban Design approach for the site.



FIGURE 4-2-3: VIEW OF BUILDING F FROM SOUTH-WEST



FIGURE 4-2-4: VIEW OF BUILDING F FROM SOUTH-EAST



4.3 Building X – New Design Approach



FIGURE 4-1-1: AERIAL VIEW FROM NORTH-EAST



FIGURE 4-1-2: VIEW OF BUILDINGS X AND F FROM NORTH-EAST

- Building X remains similar as per former DA's which was generally supported by Council. Only minor additional plant space has been added within the roof void space to facilitate building services.
- Building depths for Buildings X and F can be designed to facilitate natural ventilation, natural daylight and solar access into apartments and common lobby spaces.

Refer to Appendix A for a more detailed description of design improvements suggested as part of the revised Urban Design approach for the site.



FIGURE 4-1-3: EAST ELEVATIONS OF BUILDINGS X AND F



FIGURE 4-1-4: AERIAL VIEW OF BUILDING X AND F



4.4 Shadow Diagrams – New Design Approach



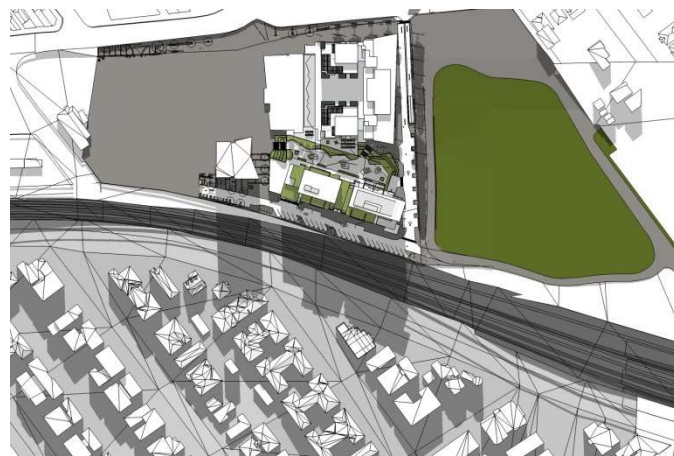
JUNE 21 – 9AM



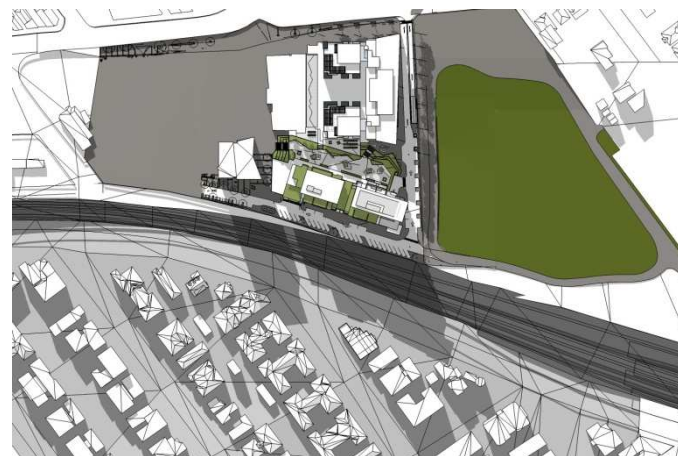
JUNE 21 – 10AM



JUNE 21 – 11AM



JUNE 21 – 12PM



JUNE 21 – 1PM



JUNE 21 – 2PM



JUNE 21 – 3PM

- The western end of building F can be been lowered to reduce overshadowing impacts to residential properties on the southern side of the railway line.
- Building separation in the form of an elevated roof terrace can be introduced between the east wing and west wing of Building F from Level 11 up which would further reduce overshadowing impacts to those properties located on the southern side of the railway.
- There is no overshadowing of Kempt Field.

Refer to Steve King report for detailed shadow analysis.



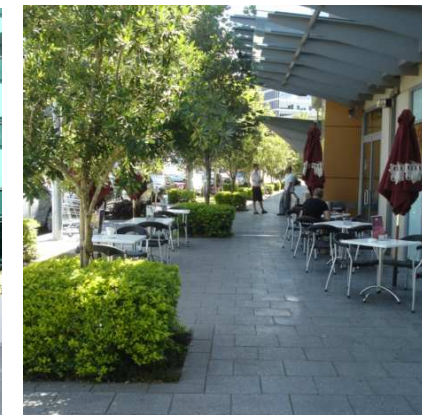
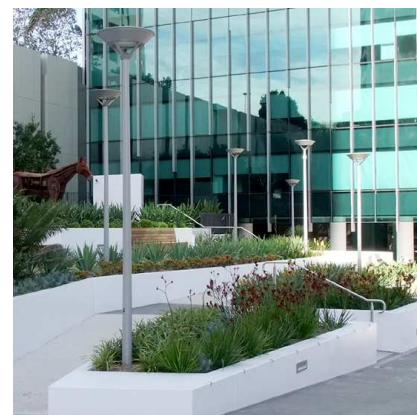
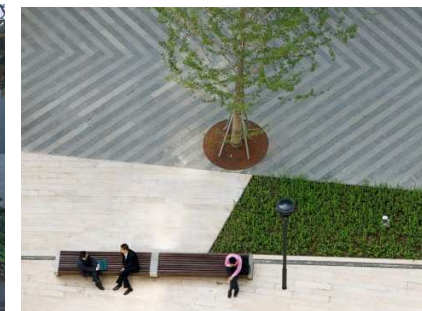
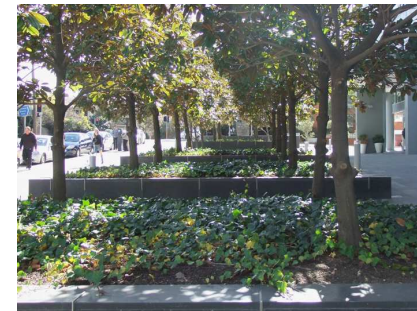
5.0 New Landscape Design Approach

5.1 Public Open Space

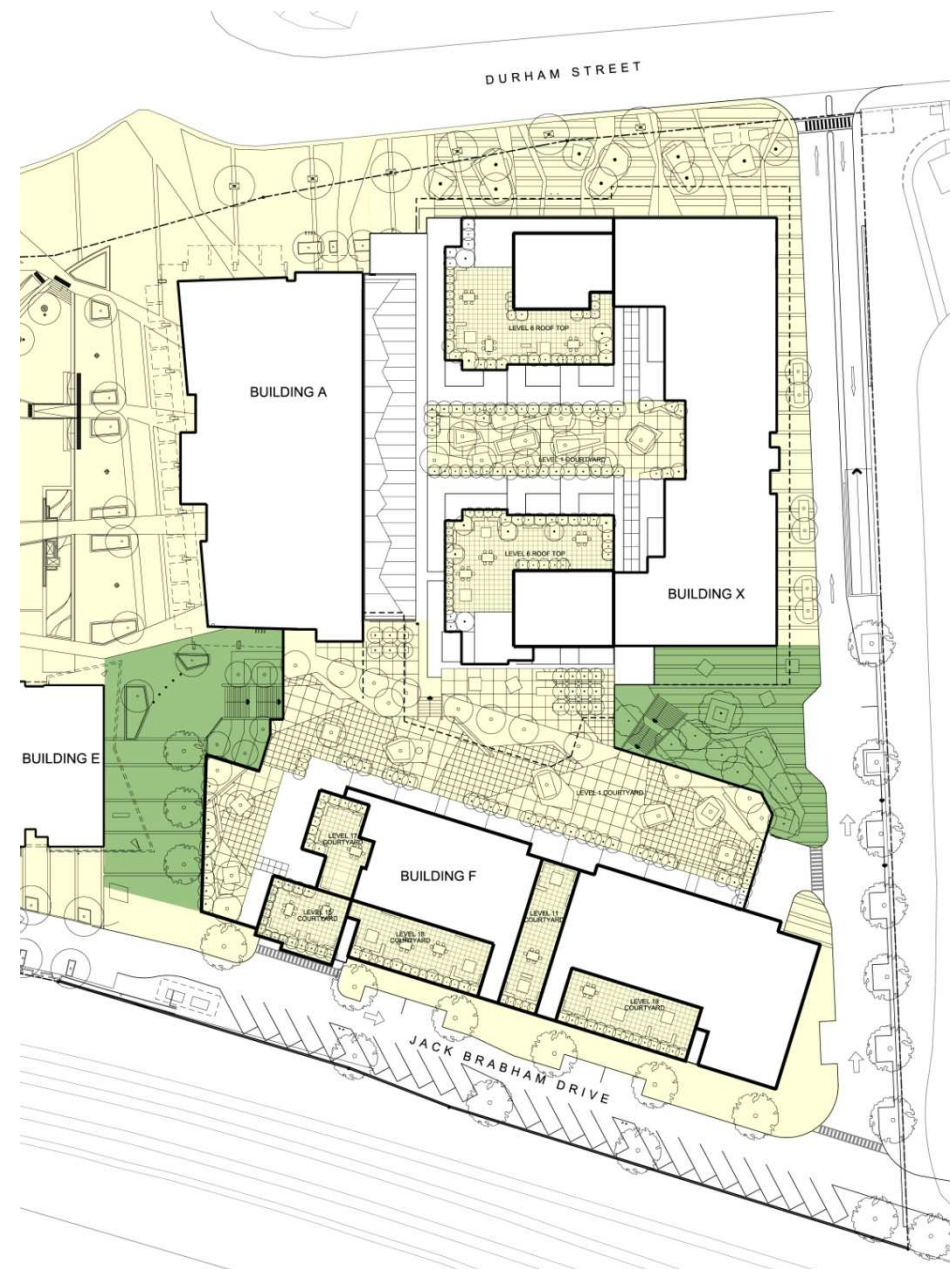


We have identified the following enhancements that could be made to the previous DA landscape design (November 2103):

- The revised landscape design approach can provide significantly more landscaped open space and landscape treatments increasing public and private realm amenity.
- An active street plaza space is located along Durham Street adjacent to Building X. The plaza incorporates raised planters with tree, shrub and groundcover planting and provides areas for seating, milling and gathering.
- The plaza also provides a forecourt to adjoining buildings, accommodating a variety of pedestrian movement, and enhances the streetscape.
- The retail edge and wide pedestrian plaza space contribute to the provision of an activated pedestrian linkage from Hurstville Town Centre to Kemp Field and Allawah Railway Station.
- Street level retail is provided around the main residential lobbies along the southern side Building F fronting Jack Brabham Drive. This significantly enhances street activation and passive surveillance opportunities around the lobbies which addresses Council's concerns.
- The open space is to be defined and unified by a consistent use of materials, finishes and design approach.



5.2 Communal / Public Open Space – Lower Ground Floor

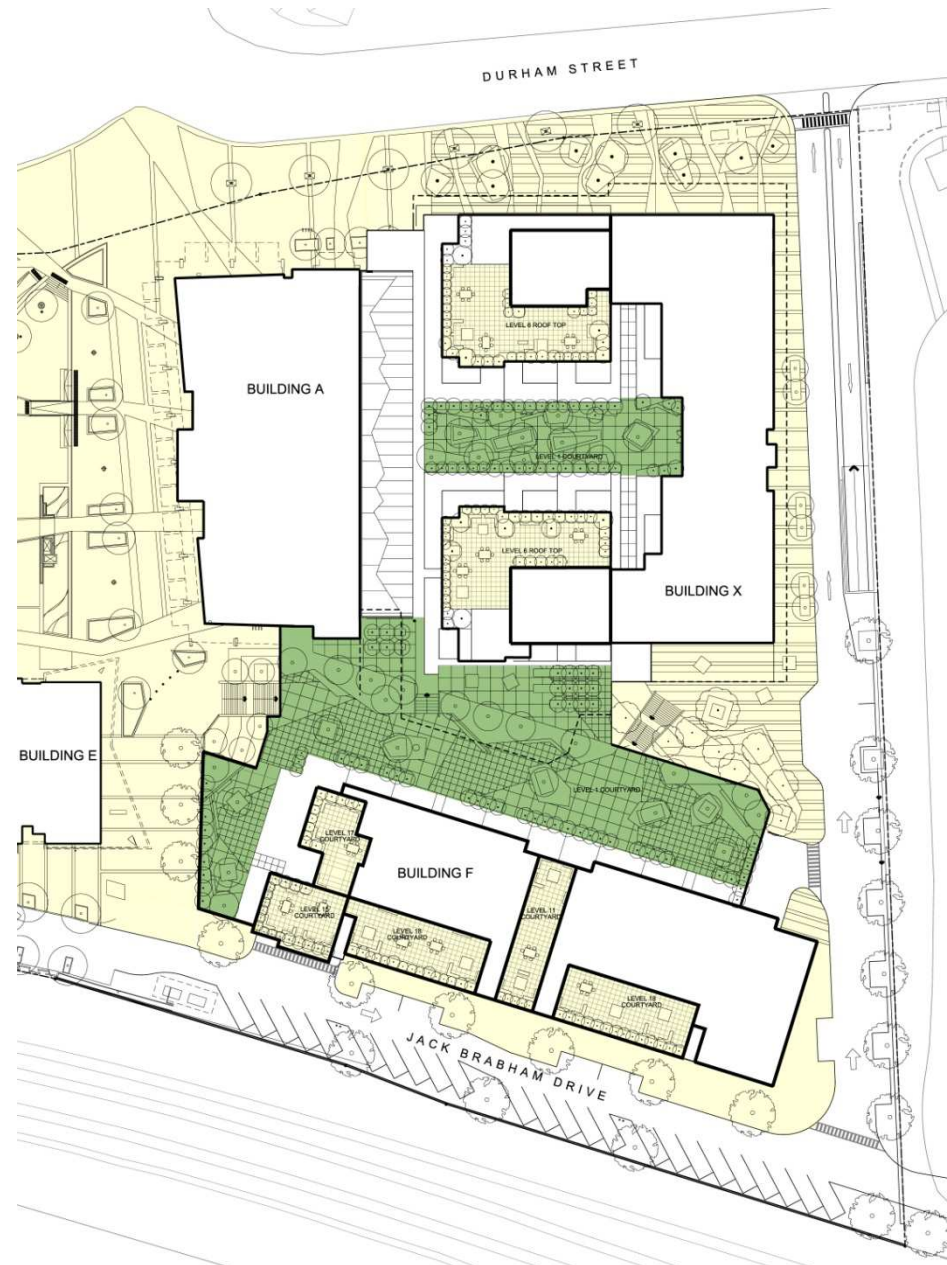


- Open space provides a forecourt to Building X residential entry.
- Planted terraces and stairs form a transition between the lower ground level and podium open spaces.
- The terraces provide visual interest through the use of defined structural forms and accent planting.
- Seating is incorporated on planter walls and as sculptural elements within the open space.
- The deletion of the previously proposed service road link road between Buildings X and F creates the opportunity for significant additional open space area as an extension of the central plaza constructed in Stage 2.





5.3 Communal / Public Open Space – Upper Ground Floor

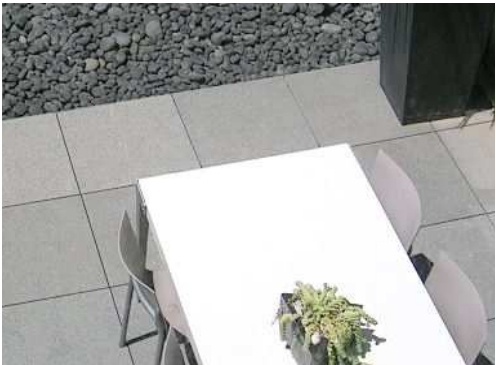


- The revised proposal incorporates significantly more podium landscape treatments than the former design providing increased open space amenity for residents.
- A significant new open space zone is provided between Buildings X and F.
- The landscape podium provides the opportunity to house all on grade car parking spaces and loading docks within a screened off undercroft area which eliminates the potential for noise nuisance and removes pedestrian / service vehicle conflicts.
- Paving treatments, seating and planters are arranged in a geometric pattern to provide spatial definition and a unique identity.
- Planters incorporate tree, shrub and groundcover planting.
- The upgraded landscape design approach provides enhanced open space and visual amenity for both residents and the public.





5.4 Communal Open Space – Roof Terraces



- The separation and stepping down of the Building F form allows for the introduction of terraced roof gardens which soften the building's massing and provide further useable open space and amenity for residents.
- Communal open spaces are provided through number of roof top terraces, as well as the central podium area.
- All communal open space areas are directly accessible from common lift / stair lobbies.
- Raised planters provide screening, visual interest and assist in delineation of seating and outdoor eating areas.



6.0 Conclusion

The detailed Urban Design analysis and through examination of the site carried out as part of this report clearly indicates the site's capacity to accommodate the additional height and density suggested.

This report outlines the following design improvements possible for the final implementation of Stage 3 of the East Quarter Hurstville development:

- an improved public realm;
- safer and more legible pedestrian and vehicular connectivity both around and within the site;
- the potential to facilitate future desirable pedestrian linkages and activity into Kempt Field and to the nearby Allawah Railway Station;
- an increase of approximately 2110 m² of usesble open space providing improved amenity for residents and the public;
- reduced building bulk and massing that minimises visual and overshadowing impact to the surrounding neighbourhood; and
- the creation of residential apartments which are compliant with the provisons of the SEPP 65 Residential Flat Design Code.

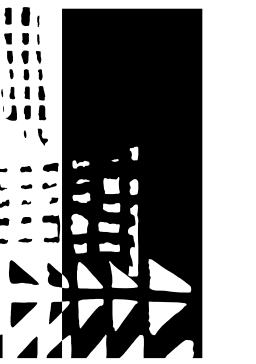
In addition, the proposal meets the objectives of the Eastern Bookend Precinct, as described in Draft DCP No.2, and positively contributes to the Hurstville City Centre.

It is believed that in light of the findings of our Urban Design analysis and thorough site investigations that there is justification for amendment of the LEP planning controls in relation to height and FSR to enable delivery of this project.



Appendix A

Plans, Built Form Analysis and SEPP No. 65 Preliminary Schedule of Compliance



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East Quarter - Stage 3 - Building X & F

Preliminary

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New Master Plan
Lower Ground Floor

date 11-08-14
scale 1:500
proj no. 4282-04
rev no.
arsk0202 -07

planning, urban design, architecture,
landscape architecture, interior design
level 8 15 help street chatswood nsw 2067
t: (02) 8966 6000 f: (02) 8966 6111
e: sydney@dem.com.au



dem



East Quarter - Stage 3 - Building X & F

Preliminary

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New Master Plan
Upper Ground Floor

date
11-08-14
scale
1:500
drawg no.
arsk0203

proj no.
4282-04
rev no.
-06

planning, urban design, architecture,
landscape architecture, interior design
level 8 15 help street chatswood nsw 2067
t: (02) 8966 6000 f: (02) 8966 6111
e: sydney@dem.com.au



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East Quarter - Stage 3 - Building X & F

Preliminary

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New Master Plan
Typical Residential Floor

date 11-08-14 scale 1:500
proj no. 4282-04
drawg no. arsk0204
rev no. -03

planning, urban design, architecture,
landscape architecture, interior design
level 8 15 help street chatswood nsw 2067
t: (02) 8966 6000 f: (02) 8966 6111
e: sydney@dem.com.au

East Quarter Stage 3 Building X & F - New Master Plan

Built Form Analysis & SEPP No. 65 – Design Quality of Residential Flat Development Preliminary Schedule of Compliance

Revision: A

Date: 18th Sept 2014



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Revised Design Responses to DA2013/0385 Hurstville Council Development Assessment Report

DRP & DA Assessment Comments on Former DA Design

New Master Plan and Concept Design Responses

Rule of Thumb	Standard	Former DA Proposal Council Comments	Complies	New Concept Proposal	Complies
Building Height	Ensure future development responds to desired future scale and character of street and local area	The proposed development does not respond to the desired future scale and character of the street and local area under the current controls. The overall building significantly exceeds the floor space ratio applicable to the site and Building F, at 60.9m, exceeds the applicable height limit by approximately 20m. Although it is noted that Building E (to the west) has an overall height of 65.15m, Building F is far more dominant due to the size and scale of the building. Further, the excessive height of Building F relates poorly to the adjoining private open space at Kemp Field and will appear visually dominant from Railway Parade to the south. The development as proposed fails to appropriately respond to its context.	No	The East Quarter Site has been nominated in Council's Draft DCP No.2 as an important "Bookend" site which forms an important part of the Eastern Gateway to the Hurstville Town Centre. The site fronts the southern side of Kemp Field one of Hurstville's major public open space areas and is positioned within short walking distance of two major rail stations. As such this site is ideally positioned to accommodate increased height and density. The site already contains an approved building which exceeds the existing zoning height limits. Building X remains similar as per former DA s which was generally supported by Council. Only minor additional plant space has been added within the roof void space to facilitate building services. Building F has been substantially re-designed to address Council's concerns. The overall building mass has been split and broken into smaller scaled elements to step down and increase separation from Building E on the western portion of upper floors to significantly reduce the overall visual dominance of the proposed built form and to provide a far greater level of modulation, articulation and interest to the proposed skyline. The western end of building F has been lowered in scale to reduce overshadowing impacts to residential properties on the southern side of the railway line to an acceptable level. The building separation introduced between east wing and west wing of Building F from Level 11 up further reduces overshadowing impacts to those properties located on the southern side of the railway. As a result of the proposed Building F re-design those properties to the south of the railway line which were previously affected now maintained a minimum of 3 hours solar access onto their living area and private open spaces during the winter period. Due to the improved massing and modulation of building F, we feel that the increased height of 20m is justified for this high density mixed use Hurstville Town Centre site. Refer to DEM's Urban Design Report for further information on the merit arguments in support of an increased FSR and Building Height for the site in line with the objectives stated in Council's Draft LEP.	Yes - Detailed Urban Design Analysis demonstrates that the Site and its surrounds are capable of accommodating additional building height.

East Quarter Stage 3 Building X & F - New Master Plan

Built Form Analysis & SEPP No. 65 – Design Quality of Residential Flat Development Preliminary Schedule of Compliance

Revision: A

Date: 18th Sept 2014



dem

Revised Design Responses to DA2013/0385 Hurstville Council Development Assessment Report

DRP & DA Assessment Comments on Former DA Design

New Master Plan and Concept Design Responses

Rule of Thumb	Standard	Former DA Proposal Council Comments	Complies	New Concept Proposal	Complies
Building Depth	Maximum 18m (glass line to glass line). Wider buildings must demonstrate how satisfactory daylight and natural ventilation are achieved	Building F = 18.2m – 19.95m Building X = 14.5m – 23.5m	No	Proposed building depths remain similar or better than those proposed in the previous design as follows: Typical Floors: Building F = 16 - 20m / Building X = 10.5 - 23m Upper Floors: Building F = 11 - 20m / Building X = 8.5 - 18m The building footprints deliberately vary in depth either side of the 18m standard. Building depths have been designed to facilitate natural ventilation, natural daylight and solar access into apartments and common lobby spaces. (Refer Steve King Report for a more detailed description of specific compliance matters)	Yes, considered acceptable given that daylight and natural ventilation are satisfactory
Building Separation	For Building up to 4 storeys/12m: -12m between habitable rms/balconies; -9.0m between habitable/balconies and non-habitable rms; -6.0m between non-habitable rooms. 5 to 8 storeys/25m: -18m between habitable rooms/balconies to habitable rms/balconies -13m between habitable rooms/balconies to non-habitable rms -9m between non habitable rms to non habitable rooms 9 storeys and above -24m between habitable rms/balconies to habitable rms/balconies -18m between habitable rooms/balconies to non-habitable rms -12m between non habitable rms to non habitable rms	Between F & E = 17.8m at all levels Between F & X = 24.6 – 36.8m Between X & A = 12.335m – 12.635m (levels 1, 2, 3 and 5), 16.635m (level 6) 43.5m (level 7) Internal Building X = 14m (levels 1, 2, 3 & 5), 36m (level 6) Although the development does not strictly meet the building separation requirements specified in the code, windows and balconies between the buildings have been offset to minimise amenity impacts. Sufficient solar access and privacy is still maintained. The separation is therefore acceptable.	Acceptable	Building Separation has generally been improved as follows: - Building separation between Building F and Building E is increased to 18.5m from Levels 1 to 15 & increased 21.5m from levels 16 and 17 & increased to 30m on Level 18 - Building separation between Building F and Building X remains the same at 24.6 – 36.8m. - Building separation between Building X and Building A remains the same at 12.5 – 36.0m	Yes

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Rule of Thumb	Standard	Former DA Proposal Council Comments	Complies	New Concept Proposal	Complies
Street setbacks	Use different setback controls to differentiate between urban and suburban character areas. 5m -9m range is typical in suburban areas	The proposed street setbacks are consistent with the envisaged character for the edge of the Hurstville Town Centre.	Yes	The Kempt Field internal Street setbacks have been improved as follows: Building F Kempt Field Street setbacks increased by 0.5-2.0m to 11.5 - 19.0m. Building X Kempt Field Street setbacks increased by 0.0-16.5m to 13.5 - 35.0m. Other Building F street setbacks remain the same as the previous design proposal. Building X street setbacks have been marginally reduced as the ground floor footprint has been enlarged marginally to accommodate and provide flexibility for larger retail operators and anchor tenants which create the opportunity for greater retail activation along the streetscape. Durham street setback has been marginally reduced by 1.5 -2.2m but still provides a substantial active street plaza space with a 7.8-15.0m width for the entire frontage of Building X. The revised street edge configuration provides ample space for substantial street tree planting and north facing public seating/ dining/landscape area opportunities. The better activated retail edge and wide pedestrian plaza space provide an ideal opportunity for a safe and well activated major pedestrian linkage from the Hurstville Town Centre to Kempt Field and the nearby Allawah Railway Station. Accordingly the proposed street setbacks are still consistent with the envisaged character for the edge of the Hurstville Town Centre.	Yes
Side / rear setbacks	Relate side setbacks to existing streetscape patterns	The site setbacks are representative of the character envisaged for the location	Yes	Both building's side and rear setbacks remain similar to previous design proposal	Yes

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Floor Space Ratio (FSR)	To ensure that the developments is in keeping with the optimum capacity of the site and the local area. FSR is not specified in the Design Code	The proposed development significantly exceeds the maximum floor space ratio of 2.5:1 for the site. While it is noted that the development approved to date already exceeds the FSR control with a total FSR of 2.77:1, the current proposal for Stage 3 pushes the overall FSR up to 3.19:1. Further, the FSR for Stage 3 alone increases from 2.24:1 to 3.24:1. This departure from the control is excessive, and results in a development of such bulk and scale that it is inconsistent with the edge of the town centre location.	No	The East Quarter Site has been nominated in Council's Draft DCP No.2 as an important "Bookend" site which forms an important part of the Eastern Gateway to the Hurstville Town Centre. The site fronts the western side of Kempt Field one of Hurstville's major public open space areas and is positioned within short walking distance of two major rail stations. As such this site is ideally positioned to accommodate increased density. Building X proposes a similar Floor Space to the former DA s which was generally supported by Council. Only minor additional plant space has been added within the new service / parking undercroft & roof void space to facilitate building servicing. Building F Floor Space has been decreased by 3390m² as a result of a substantial re-design to address Council's concerns. The overall building mass has been split and reduced to step down and increase separation from Building E on the west to significantly reduce the overall visual dominance of the proposed built form & to provide a far greater level of modulation, articulation and interest to the proposed skyline. The western end of Building F has been lowered in scale to reduce overshadowing impacts to residential properties on the southern side of the railway line to an acceptable level. The building separation introduced between east wing and west wing of Building F from Level 11 up further reduces overshadowing impacts to those properties located on the southern side of the railway. As a result of the proposed Building F re-design those properties to the south of the railway line which were previously affected now maintained a minimum of 3 hours solar access onto their living area and private open spaces during the winter period. The urban form analysis has produced two buildings with excellent design and good building performance. The resultant FSR is likely to be as follow, From the previous DA submission the overall FSR for the development has been reduced from 3.19:1 to 3.10:1. From the previous DA submission the FSR for Stage 3 of the development has been reduced from 3.11:1 to 2.92:1. A separate planning proposal will be submitted to seek amendments on FSR in line with the objectives stated in Council's Draft LEP. Refer to DEM's Urban Design Report for further detailed Urban Design analysis which demonstrates the proposal for an increased FSR for the site is justified on a merit basis.	Yes - Detailed Urban Design Analysis demonstrates that the suggested Floor Space sought leads to building of a high standard which perform well and that the site is capable of accommodating additional FSR.

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Deep Soil Zones	A minimum of 25% of the open space area of a site should be a deep soil zone	No significant deep soil zones are provided across the site. As per the comments of the Design Review Panel above this is not acceptable.	No	The revised design proposal proposes a similar level of deep soil provision to the previous DA approvals on the site. The revised proposal does however provide significantly more useable landscaped podium area (Approx. 1720 m²) which provides a superior level of public and private realm amenity for the residential, retail and public open space components of the development. Strict compliance with this rule of thumb is considered unnecessary as the landscape and open space amenity provided in the overall development is of a high quality and worthy of support. The following factors support this merit based proposition: - the site's Hurstville Town Centre location within a high density mixed use zone ; - the fact that the Hurstville Town Centre DCP does not require a minimum deep soil planting provision; - the fact that the rule of thumb states that exceptions can be made in urban areas where sites are built out; - the site's close proximity to Kempt Field which is one of Hurstville's major open space parklands; - the fact the current design exceeds the rule of thumb provisions for landscape and communal open space provision resulting in a high quality landscape and open space development outcome.	N/A – Given the Site's urban Town Centre location, strict compliance with deep soil provisions in SEPP 65 is no warranted.
Fences and walls	Clearly delineate the public and private domain	Section 5.12 of the Urban Design Report prepared by Annand Associates Urban Design, dated 15 November 2013 indicates fences and walls are proposed along the boundaries of the site adjoining the railway line to the south and Kempt Field to the north. Fences and walls are also proposed within the vicinity of Building X. No elevations or detail has been provided to determine the treatment of such structures particularly as they relate to the public domain.	No	The revised design significantly improves the development's interface with Kempt Field by lowering the south-eastern corner of the development and by creating two major pedestrian grade connections to the park at the north-eastern and south-eastern corners of the site. This reduces the need for a 4.0m grade separated pedestrian connection at the centre of the site and a continuous retaining wall along the majority of the Kempt Field frontage. The revised design also creates the opportunity for major pedestrian east/west linkages along Durham Street and Jack Brabham Drive. These new linkages provide convenient, safe and well activated pedestrian routes from both the Hurstville Town Centre and from within the site to Kempt Field and the nearby Allawah Railway Station for the public, local commuters and residents. Details of fences and walls will be provided in the new DA submission but there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design.	Yes – details to be provided with revised DA

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Landscape Design	Landscape design should optimise useability, privacy, social opportunity, equitable access and respect neighbour's amenity	See comments by Design Review Panel above.	No	The revised proposal provides significantly more public / private open space and landscape treatments (Approx. 2110m² more) which provides a superior level of public and private realm amenity for the residential, retail and public open space components of the development. Refer to DEM's Urban Design Report for detail on new landscape concept design and additional open space areas provided.	Yes
Open Space	Communal open space should be generally 25% of the site area Min private open space for apartment at ground level/podium is 25sqm. Min preferred dimension in one direction is 4 metres	Building F – 255sqm of communal open space is located on Level 18 of the building. This area of communal open space is south facing and generally not supported by the Design Review Panel as discussed above. Building X – podium level communal open space is provided, as are two roof top terraces with access off level 6. Ground level communal space – extensive areas of communal open space are provided at ground level including landscaped areas in front Building X adjacent to the street frontage and also in front of Building F. Whilst these areas are provided across the site, they offer limited functionality for recreational use. Building F -where the units at first floor level have access to the podium, balconies of 86sqm and 158sqm are provided. Building X – the open space above the podium in Building X has been dedicated as communal open space rather than allocated to each individual unit. Each unit at this level will still achieve private open space more akin to a balcony in size. The use of the area as a communal open space in this instance is considered an acceptable design outcome	No Yes	37.9 % of Communal Open Space is provided across the entire development by the revised design proposal which exceeds the rule of thumb and Council's Draft LEP/DCP requirement. Communal Open Space for residential apartments has been increased to a total of 3410m² for Building F and 2090m² for Building X. These spaces are provided via a combination of roof top terraces and as part of the new centrally located landscape podium area created in between Buildings F and X. All communal open space areas for these building will be directly accessible for common lift / stair lobbies and meet minimum solar access requirements. The revised design proposal provides at total 2110 m² more public / private open space and landscape treatments which provides a superior level of public and private realm amenity for the residential, retail and public open space components of the development. A new significantly expanded communal open space zone is introduced via a new podium level in between Building X which expands the previously proposed 'Wedge Park' by 910m² and transforms it into a far more usable and attractive public and private open space area. The previously proposed service road link road is now deleted and replaced with an additional 1200m² of open space area as an extension of the central plaza constructed in Stage 2. This also creates the opportunity for a major pedestrian only major cross site linkage from Durham Street to Jack Brabham Drive. As identified in the DEM's Urban Design report the revised design also creates the opportunity for major pedestrian east/west linkages along Durham Street and Jack Brabham Drive. These new linkages provide convenient, safe and well activated pedestrian routes from both the Hurstville Town Centre and from within the site to Kempt Field and the nearby Allawah Railway Station for the public, local commuters and residents. In addition the revised design creates the opportunity to extend the Jack Brabham Drive pedestrian/cyclist access into Kempt Field park and to Allawah Railway Station. The overall communal open space provided across the entire East Quarter Development is over and above the minimum requirements. Refer to DEM's Urban Design Report for further info.	Yes

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Orientation	Position and orientate buildings to maximise solar access	Satisfactory	Yes	The orientation of both Building F and X remains generally unchanged	Yes
Planting on structures	Design for optimum conditions for plant growth	Insufficient information provided. See discussion by the Design Review Panel above	No	The revised proposal provides significantly more public / private open space and landscape treatments (Approx. 2110m² more) which provides a superior level of public and private realm amenity for the residential, retail and public open space components of the development. Details of podium landscape treatments will be provided in the new DA submission but there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design. Refer to DEM's Urban Design Report for new landscape design concept. Details will be provided in the new DA submission.	Yes
Storm water Management	Reduce the volume impact of stormwater on infrastructure by retaining it on site	Satisfactory	Yes	The stormwater management design for both Building F and X remains unchanged and will be provided in the new DA submission but there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design.	Yes
Safety	Undertake a formal crime prevention assessment of the development	See comments provided by the Design Review Panel above. The location of the lobbies and pedestrian entrances at the rear of building F are of particular concern in relation to safety and security as they are concealed from the primary pedestrian areas of the site. Building X is satisfactory. A formal crime prevention assessment has not been provided with the development application. However an assessment is undertaken later in this report under Hurstville Development Control Plan No.2.	No	Building X remains the same and considered to be satisfactory. The revised design significantly improves the safety of Building F entries by providing substantially more street level retail activation around the main residential lobbies along the southern side of ground floor of Building F fronting Jack Brabham drive. This significantly enhances street activation and passive surveillance opportunities around these lobbies which addresses Council's concerns. In addition as identified in the DEM's Urban Design report the revised design also creates the opportunity for a major through site link from Durham Street to Jack Brabham Drive as well as major secondary pedestrian east/west linkage along Jack Brabham Drive. This new linkage provides convenient, safe and well activated pedestrian routes from both the Hurstville Town Centre and from within the site to Kemp Field and the nearby Allawah Railway Station for the public, local commuters and residents hence significantly activating the Jack Brabham Drive streetscape. Further to this the revised design creates the opportunity to extend the Jack Brabham Drive pedestrian/cyclist access into Kemp Field park and to Allawah Railway Station.	Yes
Visual Privacy	Provide reasonable levels of visual privacy	Satisfactory	Yes	The visual privacy aspects of the design for both Building F and X remains unchanged	Yes

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Building Entry	Create entrance which provides a desirable residential identity for development	The entrances to Building F are located on the south side of the building opposite the Illawarra railway line. They are particularly poor from a pedestrian perspective in that they do not visually connect to the primary pedestrian areas within the site. It is considered that at the very least, the pedestrian entrances to Building F should be located on the northern side of the façade adjacent to the wedge park and at grade parking area. Building X is well designed with defined entrances on all frontages	No	Building X remains the same and considered to be satisfactory. The revised design significantly improves the building entries of Building F by articulating building entries more clearly in the building's external design and massing and by providing substantially more street level retail activation around the main residential lobbies along the southern side of ground floor of Building F fronting Jack Brabham drive. This significantly enhances street activation and passive surveillance opportunities around these lobbies which addresses Council's concerns. In addition as identified in the DEM's Urban Design report the revised design also creates the opportunity for a major through site link from Durham Street to Jack Brabham Drive as well as major secondary pedestrian east/west linkage along Jack Brabham Drive. This new linkage provides convenient, safe and well activated pedestrian routes from both the Hurstville Town Centre and from within the site to Kempt Field and the nearby Allawah Railway Station for the public, local commuters and residents hence significantly activating the Jack Brabham Drive streetscape. Further to this the revised design creates the opportunity to extend the Jack Brabham Drive pedestrian/cyclist access into Kempt Field park and to Allawah Railway Station.	Yes
Parking	Provide adequate car parking for the building and integrate parking with the design of the building	The at grade car parking dominates the site and limits opportunities for the provision of landscaping. See comments by the Design Review Panel above in relation to the design of the car parking areas. The northern façade treatment at the ground floor level of Building F which results from the above ground enclosed parking area is unsatisfactory. The façade treatment fails to activate the frontage of the building and has a poor relationship with the adjoining pedestrian areas.	No	The revised design improves both the street level and basement level parking configuration which results in a significant increase to the provision of unencumbered landscape open space for the development. The new landscape podium between buildings F & X provides the opportunity to house all on grade car parking spaces and loading docks within a screened off undercroft area. This frees up more area for open spaces and landscaping which can be used by the residents and the public. Refer to DEM's Urban Design Report for new and improved pedestrian and vehicle movement approaches. Refer Traffic Report for detailed traffic planning analysis.	Yes

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Pedestrian Access	Promote residential flat development that is well connected to street and contributes to accessibility. Barrier free access to at least 20% of units	Building F is poorly connected to the street from a pedestrian perspective. While it is noted that Jack Brabham Drive will run along the southern boundary of the site adjacent to the building entrances, pedestrian entry into the site is more likely to occur from Forest Road or Durham Street. In this regard, the building entrances are not readily identified from the public domain. Building X is satisfactory. 100% of apartments have barrier free access via a lift to all floors.	No	Building X remains the same and considered to be satisfactory. The revised design significantly improves the building entries of Building F by articulating building entries more clearly in the building's external design and massing and by providing substantially more street level retail activation around the main residential lobbies along the southern side of ground floor of Building F fronting Jack Brabham drive which is an activated public roadway. This significantly enhances street activation and passive surveillance opportunities around these lobbies which addresses Council's concerns. In addition as identified in the DEM's Urban Design report the revised design also creates the opportunity for a major through site link from Durham Street to Jack Brabham Drive as well as major secondary pedestrian east/west linkage along Jack Brabham Drive. This new linkage provides convenient, safe and well activated pedestrian routes from both the Hurstville Town Centre and from within the site to Kempt Field and the nearby Allawah Railway Station for the public, local commuters and residents hence significantly activating the Jack Brabham Drive streetscape. Further to this the revised design creates the opportunity to extend the Jack Brabham Drive pedestrian/cyclist access into Kempt Field park and to Allawah Railway Station which makes the entry locations off the southern frontage more logical.	Yes
Vehicle Access	Limit width of driveways to 6 metres. Integrate adequate car parking and servicing access without compromising character	Generally satisfactory.	Yes	The vehicle access design for both Building F and X has been improved . Refer Traffic Report for detailed traffic planning analysis.	Yes
Apartment Layout	Maximum depth from window of single aspect apartment 8.0m -The back of a kitchen should be no more than 8 metres from a window. Width of cross-over apartments more than 15m deep should be a minimum of 4m	Building F Single aspect unit depth -8m to 10m Kitchens – 10m or less Crossover units - >4m wide Building X Single aspect unit depth maximum 9m but generally 8m and considered acceptable. Kitchens – maximum 8m Crossover units - > 4m wide	Yes	Building X remains the same and is considered to be satisfactory. The revised design provides an improved apartment configuration for building F . There are more corner and cross ventilated units introduced from Level 11 up on Building F, which further enhances and improves residential amenity and apartment choice.	Yes

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Apartment Mix	To provide a diversity of apartment types, which cater for different household requirements now and in the future	Satisfactory	Yes	The apartment mix remains similar for both building F and Building X.	Yes
Balconies	Primary balconies to be a minimum of 2 metres in depth	Building F – a number of units within Building F have primary balconies with a partial width of 1.6m. This significantly limits the functionality of the private open space and is not considered satisfactory. Building X – satisfactory	No	Building X remains the same and is considered to be satisfactory. Balconies in Building F have been redesigned completely to comply with minimum standards and now all provide min 2m in depth and 8 sqm in size.	Yes
Ceiling Heights	Residential buildings/floors - minimum 3.3m for ground and first floor - minimum 2.7m for habitable rooms for all other residential floors - minimum 2.25m for non habitable rooms	Building F Ground floor retail – 4m All residential floors - 2.7m Building X Ground floor retail – 4m All residential floors - 2.7m Both buildings technically do not comply with the requirements of the RFDC as the floor to ceiling height of the first floor level is only 2.7m rather than 3.3m due to its residential use. Even so this is considered acceptable	No, but acceptable	The Ceiling Heights for both Building F and X remains unchanged .	Acceptable
Flexibility	Provide apartment layouts which can accommodate the changing use of rooms	Satisfactory	Yes	Building X remains the same and is considered to be satisfactory. The revised design provides an improved apartment configuration for building F. There are more corner and cross ventilated units introduced from Level 11 up on Building F, which further enhances and improves residential amenity and apartment choice and which provide a much more flexible apartment arrangement.	Yes
Ground Floor apartments	Optimise the number of ground floor apartments with separate entries. Ensure ground floor apartments have access to private open space	N/A high rise development	N/A	The revised design creates a large upper ground landscaped podium area which provides the opportunity for ground level units which enhance pedestrian level activation and surveillance. Each upper ground unit will have its own direct access to landscape private and public podium level areas.	Yes

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Internal Circulation	Maximum 8 units to be accessible from a double loaded corridor	Building F - max 9 units proposed from one corridor Building X -max 10 units proposed from one corridor	No	The internal circulation arrangement for both Building F and X remains similar. In the revised design internal lobbies / corridors in both buildings are not fully enclosed and are provided with large breakout/ glazed areas which effectively split the lobbies into two areas and allow infiltration of natural light and ventilation into common lobby and corridor areas. In addition many common lobbies / corridors provide direct access to roof top landscaped communal terraces which provides an excellent level of activation, surveillance and security of these spaces. In the case of Building X lobbies are configured so that a maximum of 10 units is services either side of a fully glazed and open lobby breakout area which provides a superior level of internal and external amenity for residents. In the case of Building F lobbies are configured so that all common corridors have access to natural light and ventilation at one end of the space thus avoiding the need for artificial lighting and ventilation to these areas which provides a superior level of internal amenity for residents.	Yes – meets the amenity intent of the rule of thumb
Storage	To provide adequate storage for every day household items within easy access of the apartment 1br = 6m ³ 2br = 8m ³ 3br= 10m ³	Insufficient information provided to adequately determine compliance. The submitted Schedule of Compliance for Building F indicates that 75% of units contain internal storage facilities to meet the RFDC requirements. All units are required to provide sufficient storage in accordance with the RFDC. No variations in this regard will be supported	No	Storage provision will be provided in the new DA submission but there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design.	Yes – details to be provide with the new DA
Acoustic Privacy	Protect acoustic privacy of residents in apartments and in private open spaces	Generally acceptable.	Yes	The acoustic privacy treatments for both Building F and X remains similar and there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design.	Yes

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Daylight	Min 70% of units receive min 3 hours of solar access For dense urban environments 2m may be acceptable Max 10% units southerly aspect	The Solar Access and Natural Ventilation report prepared by Steve King and dated 15 November 2013 provides the following: Building F 63% receive more than 3 hours sunlight 10.6% receive more than 2 hours sunlight Total – 73.6% . Building X 54.2% receive more than 3 hours sunlight 20.4% receive more than 2 hours sunlight Total – 74.6% Building F - 21% (60 units) are south facing Building X – 17% (20 units) are south facing	Yes No	Building X remains the same and is considered to be satisfactory. Building F Solar access to has been marginally reduced due to the introduction of the building slot from level 11 upwards but this has resulted in a significantly better overall external building massing, improved overshadowing impact to properties on the south side of the railway line and a greater level of x-ventilated units is now achieved. 72.0% of units receive more than 2-3 hours sunlight The revised design reduces the amount of south facing units by 16 to an overall total of 44 units (16.9%). Given the predominantly north-south orientation of the site and the fact that southerly oriented apartments actually have some of best outlook and views from the site strict compliance with this rule of thumb is not warranted and the level of compliance provided in this case is justifiable on merit grounds. Refer Steven King report for detailed compliance.	Yes No – but acceptable given the orientation of the site and the quality of views / outlook to the south.
Natural Ventilation	60% of residential units should be naturally cross ventilated. -25% of kitchens should have access to natural ventilation	The Solar Access and Natural Ventilation report prepared by Steve King and dated 15 November 2013 provides the following: Building F 33.5% (95 units) are cross ventilated 28.5% (81 units) above level 10 which are considered to receive adequate ventilation Total – 62% Building X 71.2% (84 units) are cross ventilated Total – 62% Building F – 10% (30 units) Building X – 8% (10 units) Note: The Statement of Compliance provided for Building X indicates that 25% of kitchens are naturally ventilated as they are up against the external wall of the buildings. It is noted that this calculation includes kitchens with windows that open to the common corridors of the building. These are not considered to be adequately ventilated and pose a potential amenity issue in terms of odours and noise	Yes No	Building X remains the same and is considered to be satisfactory. The revised design significantly improves the provision of x-ventilated units by creating an additional 12 dual aspect apartments above level 10. Building F provides 63.2% (165 units) which are considered to receive adequate ventilation and met the RFDC performance objectives. (refer Steven King Report for detailed compliance summary) Building F – Naturally ventilated kitchens – Complies: 25% (65 units) of kitchens are naturally ventilated. Building X – Naturally ventilated kitchens – Complies: 25% (30 units) of kitchens are naturally ventilated.	Yes Yes – refer Steven King report for detailed compliance summary

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DRP & DA Assessment Comments on Former DA Design				New Master Plan and Concept Design Responses	
Rule of Thumb	Standard	Former DA Proposal Council Comments	Complies	New Concept Proposal	Complies
Facades	Facades must define and enhance the public domain and desired street character	The façade to Building X is acceptable. The façade to Building F, particularly the northern elevation at ground floor level relates poorly to the wedge park and semi-public domain. The façade comprises a blank wall at ground floor level which extends for a length of approximately 46m in order to screen the car park. The façade fails to provide any form of activation and results in a disconnect between the building and the wedge park.	Yes No	Building F external massing and façade design has been substantially re-designed /improved to address Council's concerns. The overall building mass has been split and broken into smaller scaled elements to step down and increase separation from Building E on the western portion of upper floors to significantly reduce the overall visual dominance of the proposed built form and to provide a far greater level of modulation, articulation and interest to the proposed skyline. The western end of building F has been lowered in scale to reduce overshadowing impacts to residential properties on the southern side of the railway line to an acceptable level. The building separation introduced between east wing and west wing of Building F from Level 11 up further reduces overshadowing impacts to those properties located on the southern side of the railway. Blank walls at ground and pedestrian grade levels have been eliminated and replaced with active retail/residential frontages and terraced landscaped treatments. The revised design significantly improves the legibility of building entries of Building F by articulating building entries more clearly in the building's external design and massing and by providing substantially more street level retail activation around the main residential lobbies along the southern side of ground floor of Building F fronting Jack Brabham drive which is an activated public roadway. This significantly enhances street activation and passive surveillance opportunities around these lobbies which addresses Council's concerns. Further design development and refinement of the building's external design will be undertaken as part of the new DA submission.	Yes – redesign meets the objectives of Council Draft LEP / DCP controls
Roof design	Provide quality roof designs which contribute to the overall design	Satisfactory	Yes	Building X remains the same and is considered to be satisfactory. The Building F roof has been redesigned and significantly improved as noted above and is now considered satisfactory. Further design development and refinement of the building's external design will be undertaken as part of the new DA submission.	Yes
Energy efficiency	Reduce reliance on artificial heating and cooling	See the Design Review Panel comments above	No	Details will be provided in the new DA submission but there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design.	Yes – details to be provided with the new DA

East Quarter Stage 3 Building X & F - New Master Plan

Built Form Analysis & SEPP No. 65 – Design Quality of Residential Flat Development Preliminary Schedule of Compliance

Revision: A

Date: 18th Sept 2014



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Revised Design Responses to DA2013/0385 Hurstville Council Development Assessment Report

DRP & DA Assessment Comments on Former DA Design				New Master Plan and Concept Design Responses	
Rule of Thumb	Standard	Former DA Proposal Council Comments	Complies	New Concept Proposal	Complies
Waste Management	Supply waste management plans as part of the development application	Council's Manager of Environmental Services has reviewed the application and identified that waste storage areas for the development are of an insufficient size to meet the needs of the development	No	Details will be provided in the new DA submission but there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design.	Yes – details to be provide with the new DA
Water conservation	Rainwater is not to be collected from roofs coated with lead-or bitumen-based paints, or from asbestos-cement roofs. Normal guttering is sufficient for water collections provided that it is kept clear of leaves and debris.	Satisfactory	Yes	Details will be provided in the new DA submission but there is no evidence to suggest that full compliance with Council's codes and objectives cannot be met in the revised design.	Yes – details to be provide with the new DA