

# NEW RESIDENTIAL DEVELOPMENT BAULKHAM HILLS FAL GROUP

10-16 SEVEN HILLS ROAD BULKHAM FILLS  
14 JULY 2023



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DESIGN  
GROUP

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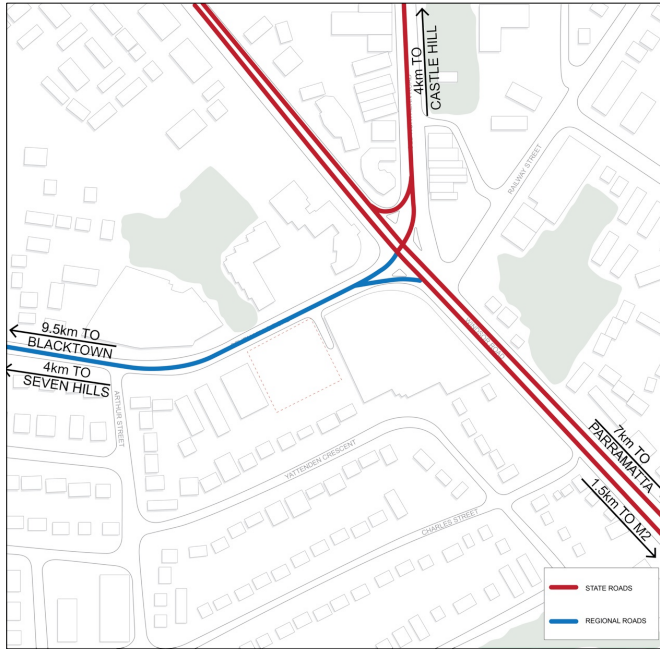
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# 1 PRECINCT

# PRECINCT

## ROAD NETWORK | PUBLIC TRANSPORT | PEDESTRIAN LINKS



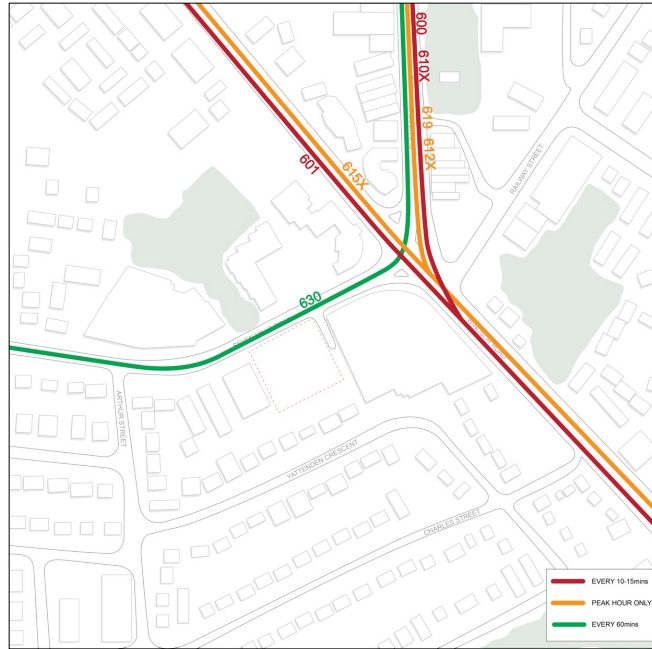
### ROAD NETWORK

The site is located in an ideal position for access to major CBD centres in Western Sydney via Seven Hills Road which is a Regional Classified Road with direct access to Seven Hills Town Centre, and Windsor Road which is a State Classified Road.

The site is located within 1.5kms the M2 Motorway allowing direct access to the motorway network and all parts of Sydney.

The site is also located within 7kms of Parramatta CBD in a direct route via Windsor Road making it an ideal location for residential development.

In addition to the centre at Baulkham Hills the site is located close to several regional centres. It is located within 4kms to Castle Hill, 7kms of Seven Hills Town Centre and 9.5kms to Blacktown Town Centre.

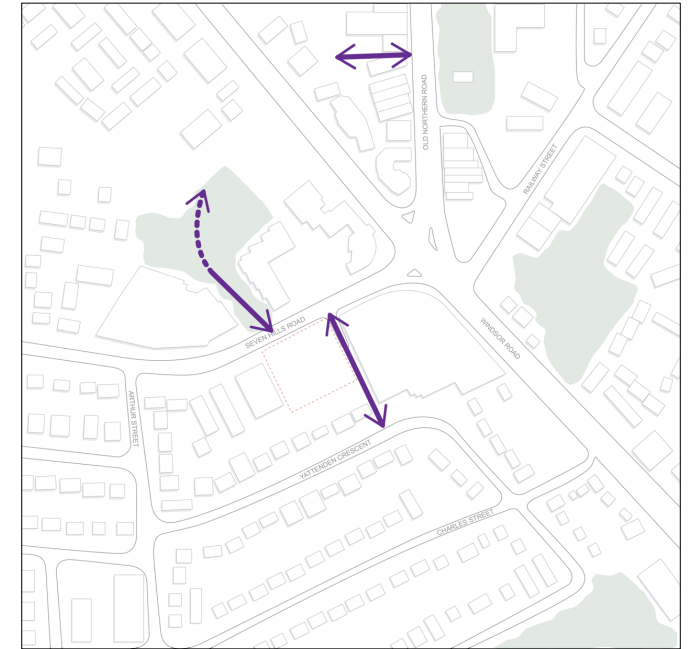


### PUBLIC TRANSPORT

The site is well served by public transport routes which head west, north and south to the Parramatta CBD.

Immediately adjacent to the site is a bus services within 50m walk which provides access to Seven Hills, and to Castle Hill as well as to Parramatta CBD.

It is located within 300m of express bus routes on Windsor Road travelling to Rouse Hill and Norwest in the north, and Parramatta CBD to the south.



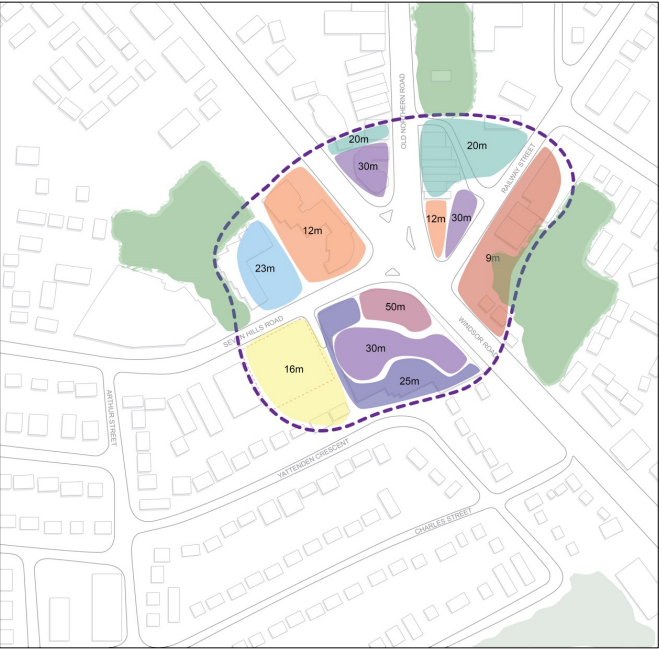
### PEDESTRIAN LINKS

CBD Precinct is further defined by green buffer of passive and active recreation areas which act as pedestrian link ways around the CBD and feed into the surrounding suburb.

The pedestrian linkage promotes activity and passive surveillance and is useful to promote in any proposed development.

# PRECINCT

## BUILDING HEIGHTS | STREET WALL | VIEWS

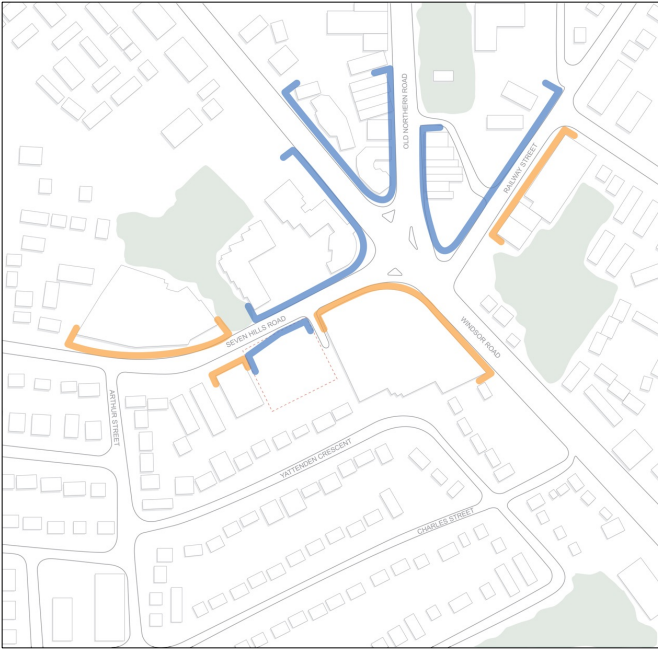


### BUILDING HEIGHTS

Proposed LEP heights in Baulkham Hills town centre

Increased allowable heights define the CBD precinct surrounded by suburban scale development

Lack of consistency in heights show confusion in urban approach

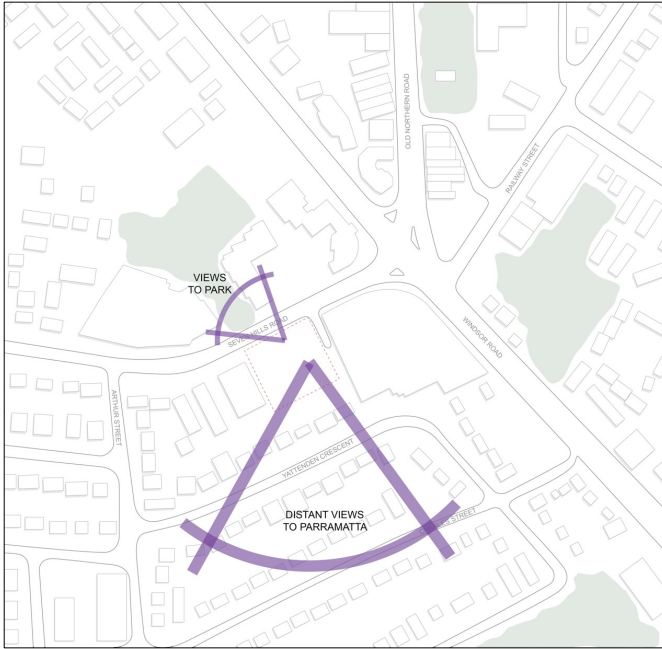


### STREET WALL

Street arrangement provides a central focal point to the CBD and a vibrant town centre

Orange shows constructed or approved developments setting precedent for street wall character

Blue indicates possible future development to build street wall character



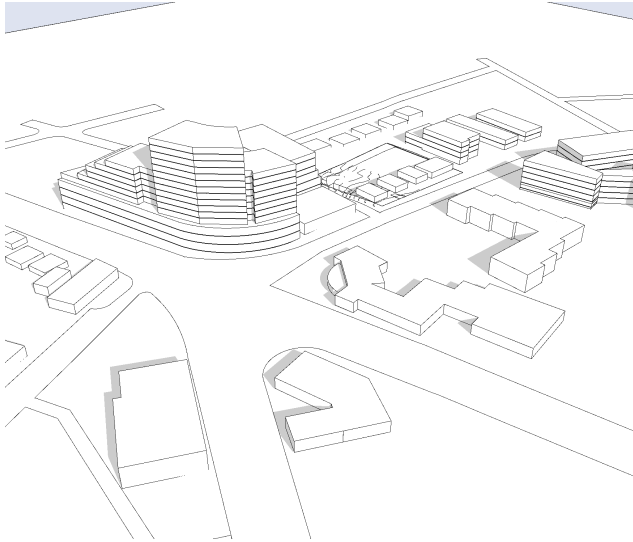
### VIEWS

Subject site is adjacent to possible local views to public green space to the north.

Topography of site allows for the opportunity to access district views of Parramatta to the south.

# PRECINCT

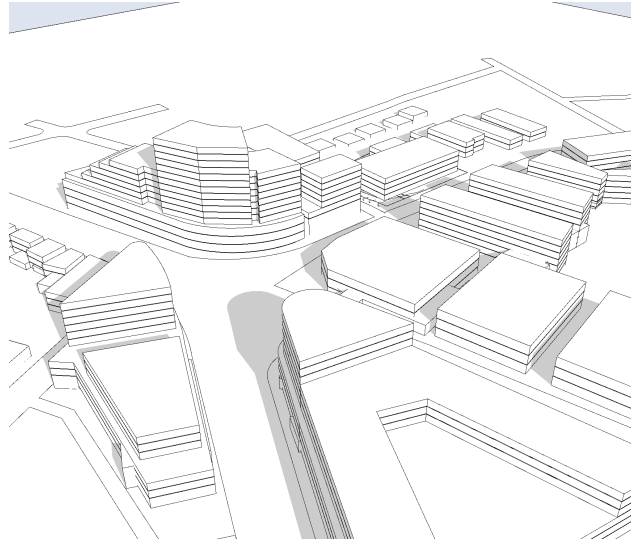
## BUILDING ENVELOPE



### EXISTING

As with most developing regional metropolitan centres, the Baulkham Hills CBD is currently a mix of development forms ranging from well established smaller scale retail and recreation development, to more recent higher density residential development at the intersection of Windsor Road and Seven Hills Road.

This presents an opportunity to take a more cohesive planning approach to the precinct which establishes a new character of streetscape and provides allows for significant growth in residential, commercial and retail activity.

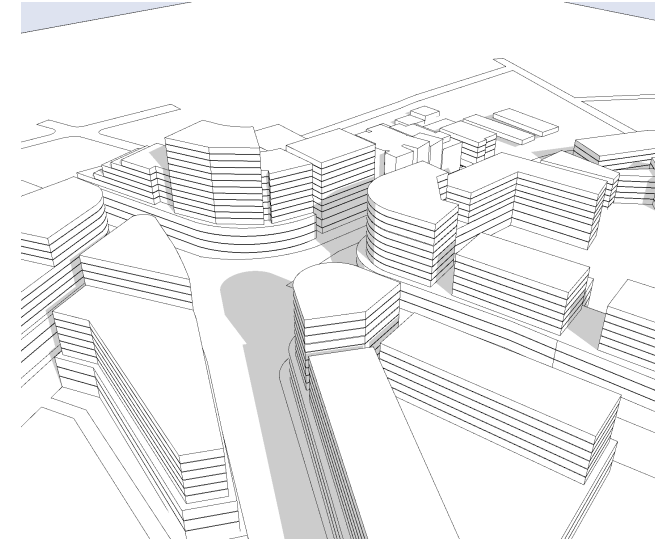


### ALLOWABLE

The current LEP proposes a variety of responses to the CBD precinct of Baulkham Hills which make it difficult to find a consistent approach to the subject site.

There is some indication of a planning approach for the precinct by differentiation allowable heights in the CBD precinct to those of the surrounding suburban area, however the lack of consistency in heights show confusion in urban approach.

On this busy 5 five-way intersection there is a constructed street wall approach building up to 52m on the corner, but on the opposite corner a blanket 12m height restriction over a site with a Heritage item. On another corner the height is set to 30m but is directly opposite another corner block with a 12m height limit.



### PROPOSED

There is potential to explore more consistent planning approach to the Baulkham Hills CBD which provides a consistent character and clearly marks the town centre from the surrounding suburb.

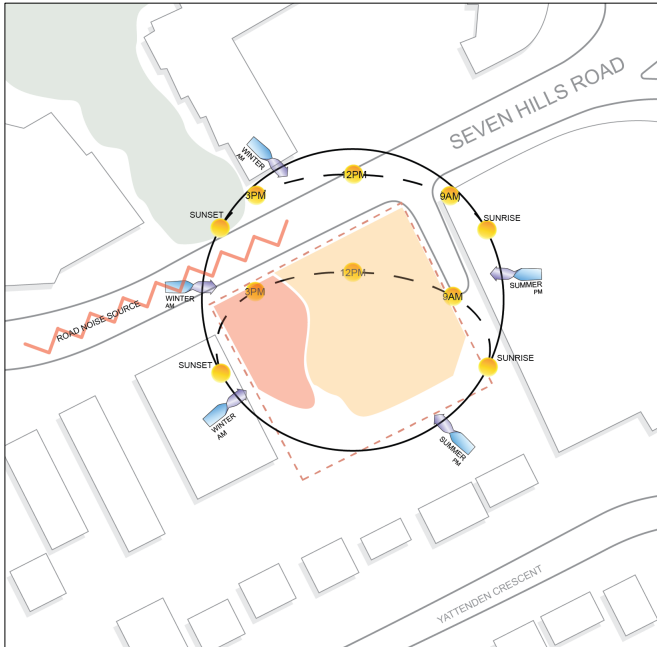
The development at 4 Seven Hills Road is a street wall development which building up to a 15 storey tower on the corner of Windsor Road and Seven Hills Road. This development also sets up a 3-4 storey podium level which sets the character at the street level which provides a positive commercial frontage.

This development sets a precedent for a busy intersection. Increased development along the street edge allows for an more open approach behind the buildings which present opportunities for quality roof top communal open space, or recreation space at the lower podium levels.

## 2 SITE ANALYSIS

# SITE ANALYSIS

ENVIRONMENTAL | OVERSHADOWING | TOPOGRAPHY



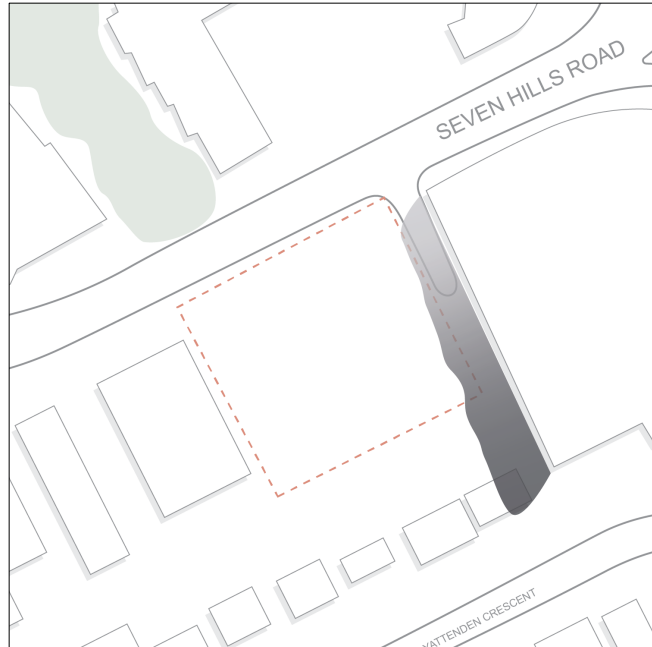
## ENVIRONMENTAL

The street frontage is significantly impacted by summer afternoon sun

There is positive access to sunlight along the leading corner to the north

Due to topography the site is well exposed to cooling summer breezes from the east

There is significant acoustic impact along Seven Hills Road which the building needs to address

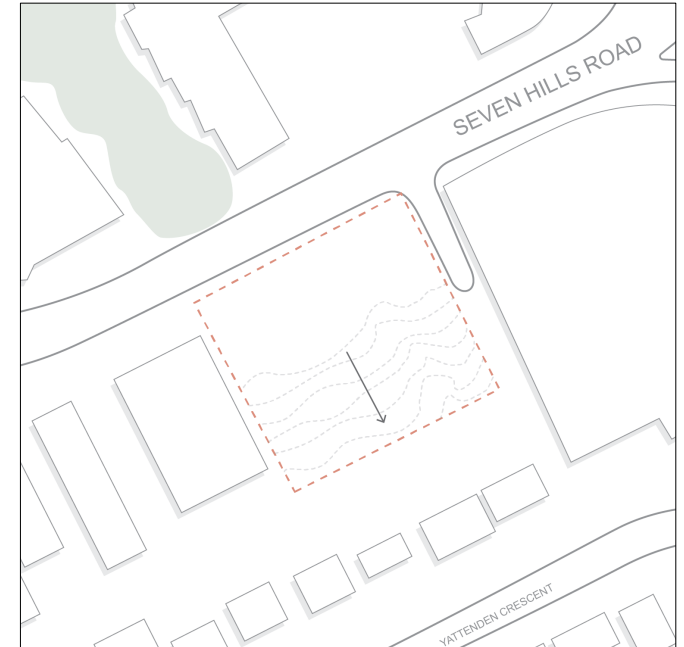


## OVERSHADOWING

The north east boundary of the site is subject overshadowing from existing development.

Potential development to the east also means that any development on the subject site should consider stepping back from the eastern boundary.

Width of site in the east-west orientation results in a majority of the site obtaining good access to sunlight unaffected by neighbours.



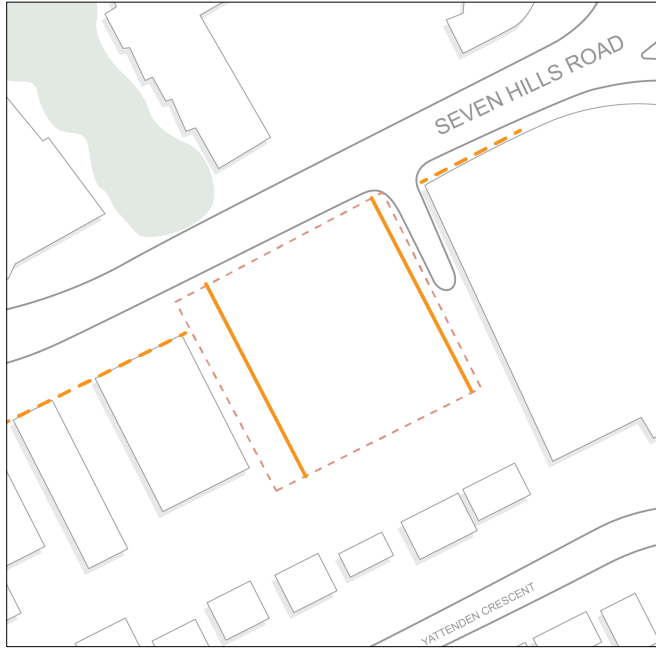
## TOPOGRAPHY

Topography of the site is level along Seven Hills Road but falls significantly towards the south-east

Open to distant views to Parramatta CBD to the south

# SITE ANALYSIS

SETBACKS | STREET ADDRESS | ACCESS

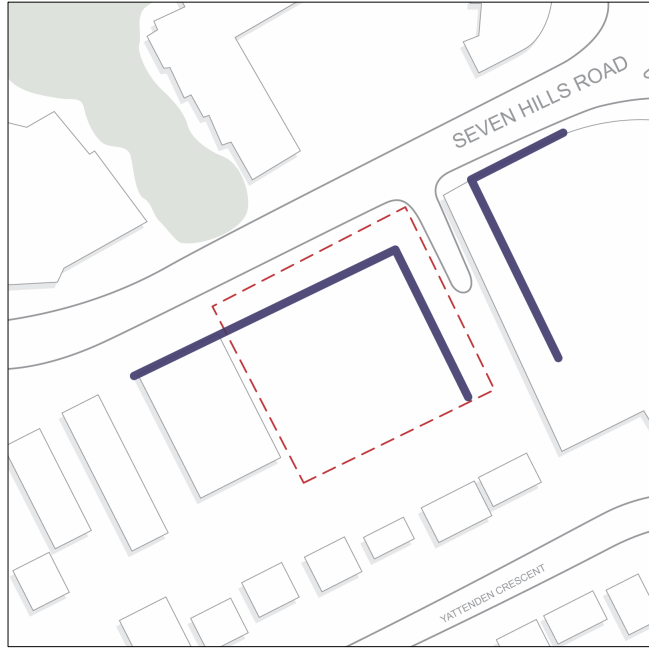


## SETBACKS

The site is between the retail/commercial setback or 0m, to the residential setback of 10m

SEPP 65 also requires the 6m to 9m setback to the south-west boundary for building separation

Potential for site to act as a transition in setbacks between these zones to create a consistent street wall

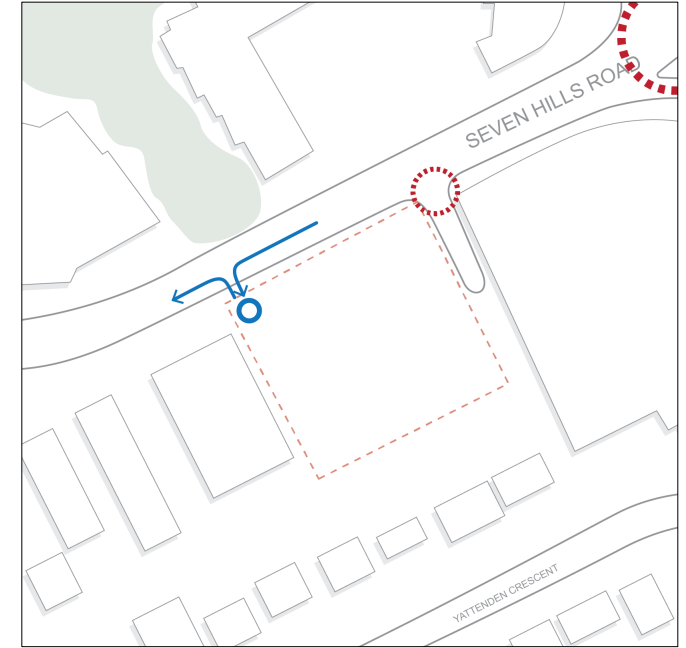


## STREET ADDRESS

Existing Character of CBD is an active street wall with retail and commercial, and residential above

Potential for extending the active streetscape down the driveway and pedestrian laneway

Site also provide potential to address the park opposite Seven Hill Road



## VEHICLE ACCESS

Site in close proximity to intersection of Windsor Road and Seven Hills Road with potential queued traffic

Existing driveway access to neighbouring development at 4 Seven Hills Road to north of site

Ideal location for vehicle entry away from these nodes to provide reasonable vision for access and egress



# SITE ANALYSIS

## OPPORTUNITIES

### STREETSCAPE

The development should promote an active façade to Seven Hills Road, but wrapping around the driveway entry to address the pedestrian laneway accessing Yattenden Crescent to the south-east.

### ENVIRONMENTAL

With the street frontage facing the north west, part of the site has significant exposure to hot summer afternoon and so large balconies with shading to the units should be incorporated.

### OVERSHADOWING

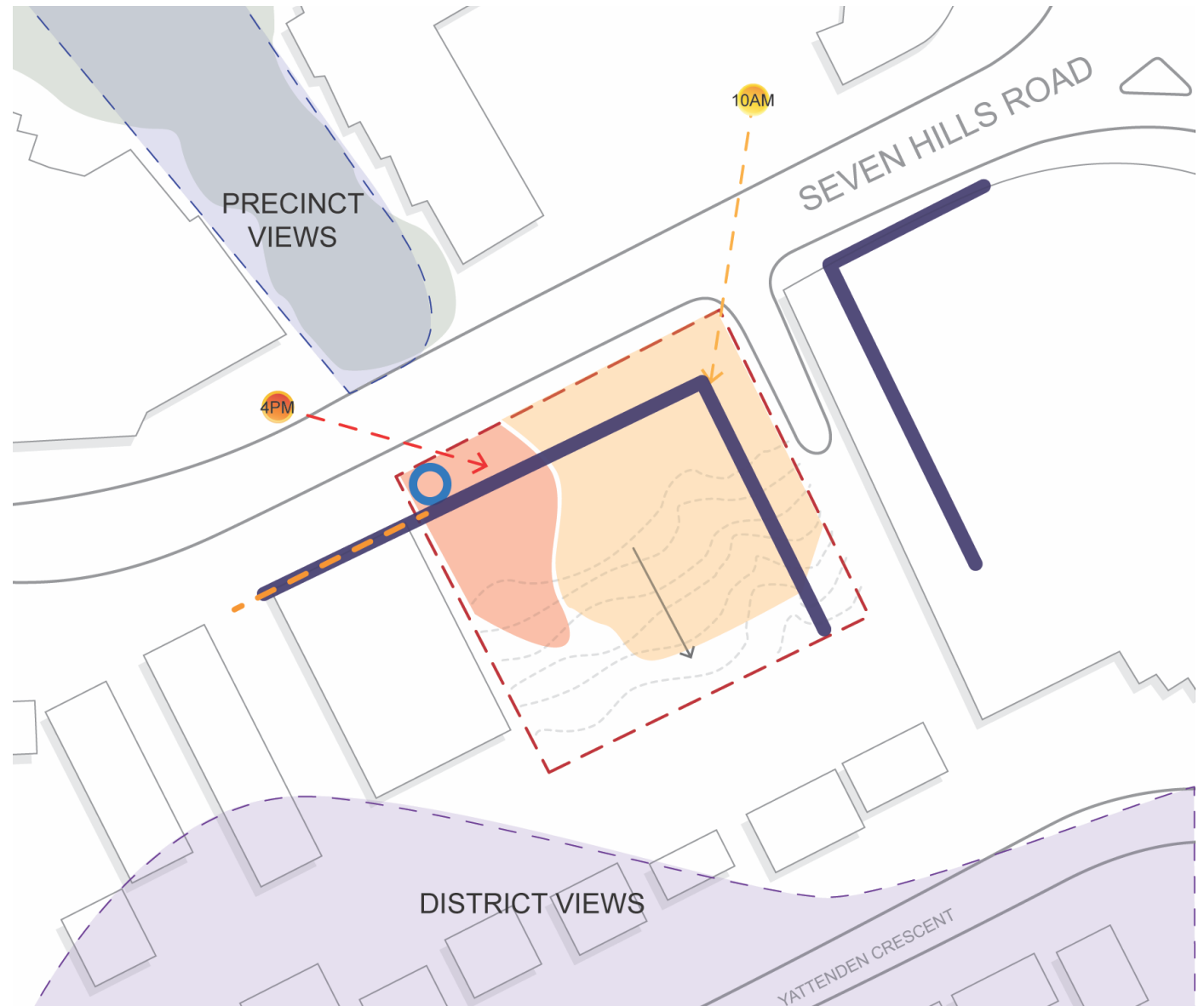
The building should step back from the north-east boundary towards the rear of the site to avoid overshadowing from any future development to the north, and maintain access to direct sunlight.

### ACCESS TO VIEWS

The site has good access to precinct views to the west to the existing local park, and district views to the south over Parramatta CBD and the building should be designed with an aspect to this.

### VEHICLE ACCESS

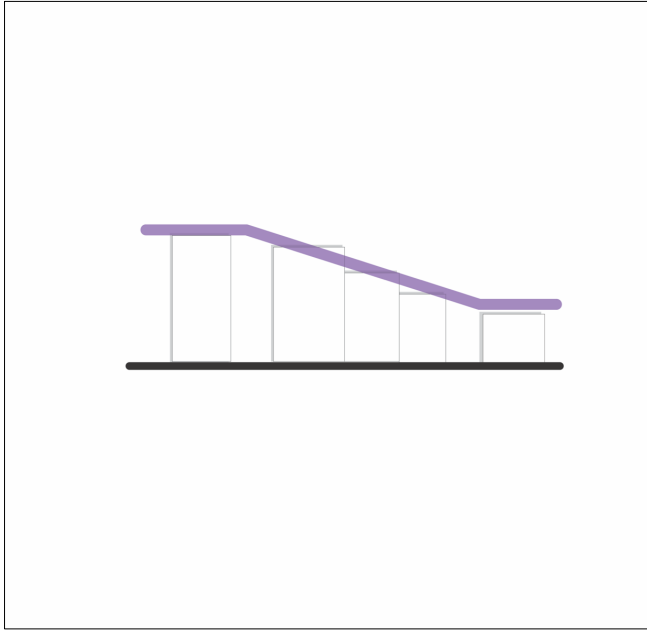
Vehicle access at the western corner of the site, to pull away from the busy intersection of Windsor Road and Seven Hills Road and the adjacent driveway for neighbouring development.



# **3 DESIGN PRINCIPLES**

# DESIGN PRINCIPLES

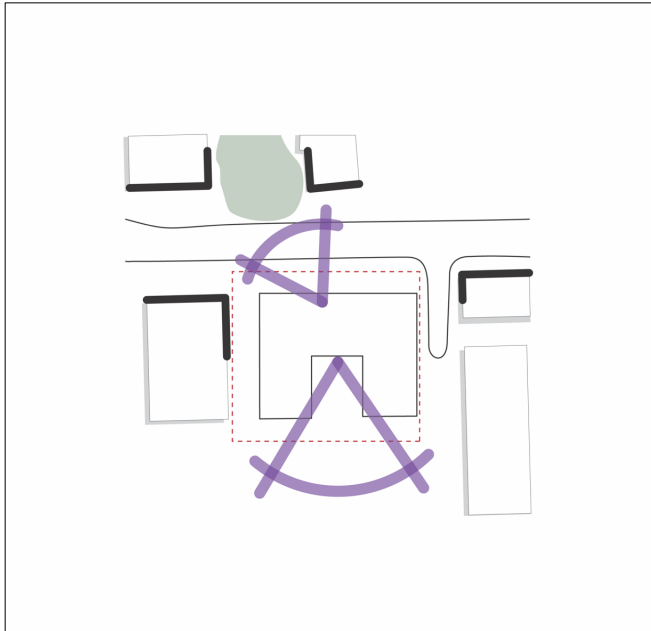
## KEY PRINCIPLES



### TRANSITION

The site bridges the residential and retail/commercial zones and as such with these different required setbacks there is an opportunity present an opportunities to bridge this and maintain a consistent street wall.

Similarly in elevation the proposal seeks to provide a consistent transition from the residential zoning to the commercial zoning, providing a gradual entry to the Baulkham Hills CBD.

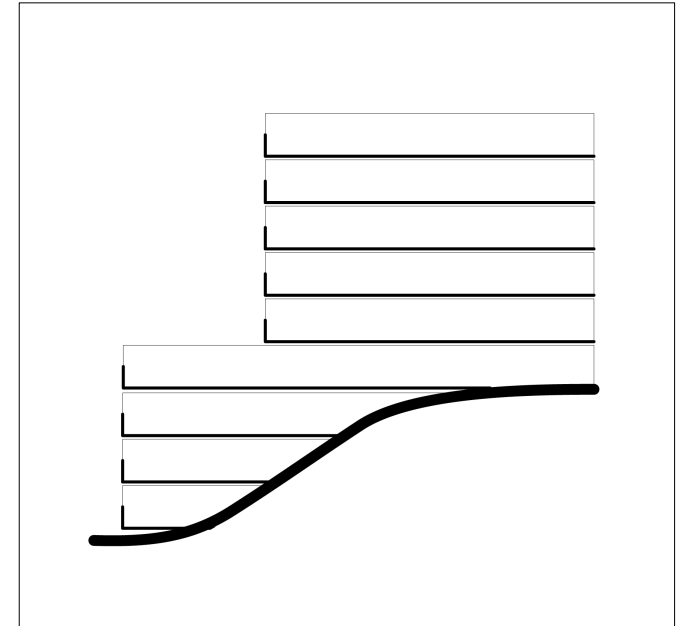


### ACCESS TO VIEWS

The proposal seeks to utilise the access to views around the site, and provide positive open space to improve amenity, and respond to local landmarks.

By angling the walls to the west as the street setback changes to the residential zone, the building addresses the park opposite and activates the views from the park, and provides a positive surveillance of this area.

Developing a building form in a u-shape provides a significant number of units with precinct views to the south east towards Parramatta CBD.



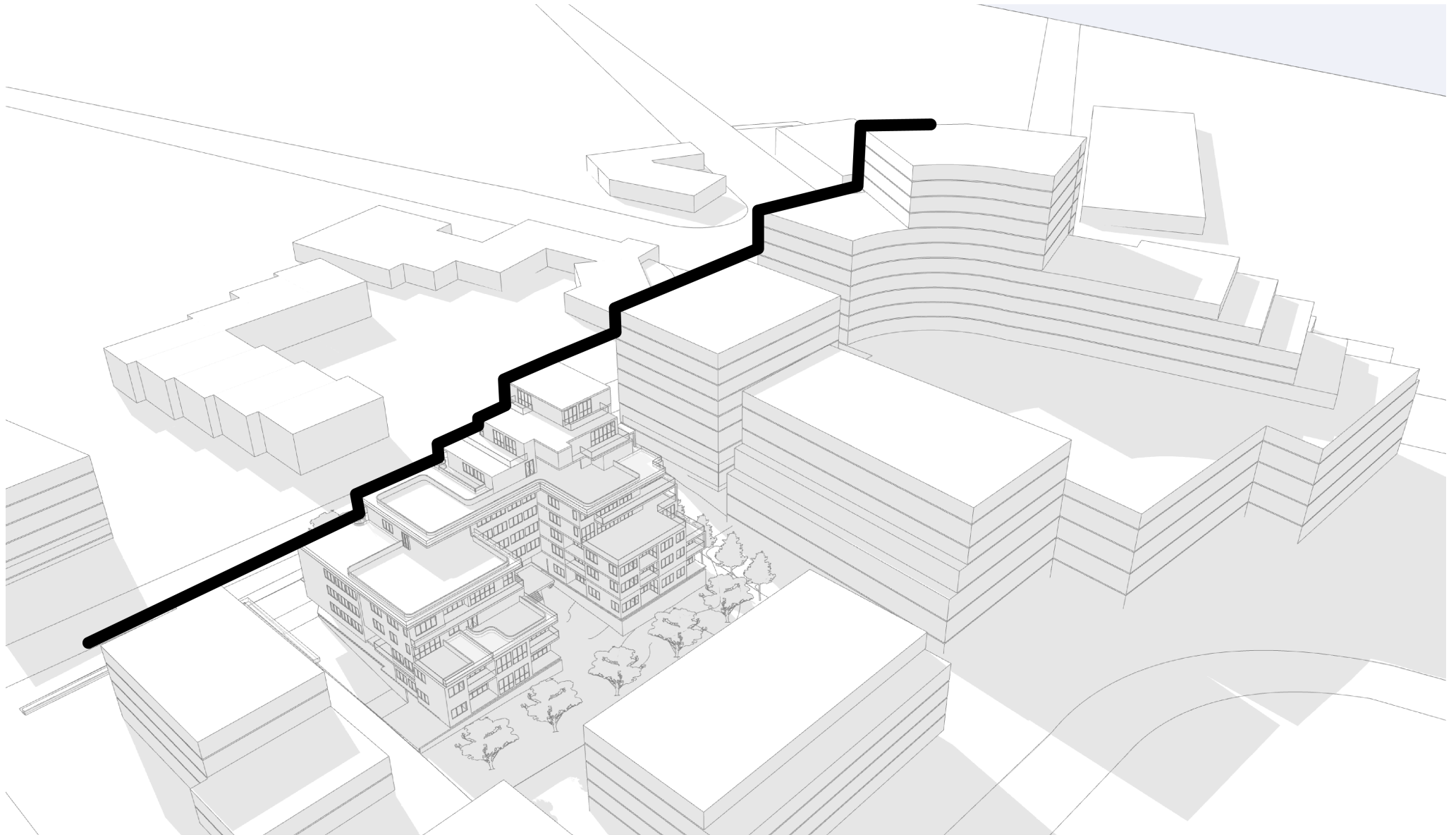
### BUILDING FORM

The proposal seeks to break the massing to respond to the topography. The building steps down towards the south-east, which lowers the visual and overshadowing impact on the neighbouring houses.

This appears as two distinct building forms which provides the opportunity to develop a different character reducing the bulk and scale of the development sympathetic with neighbouring dwellings.

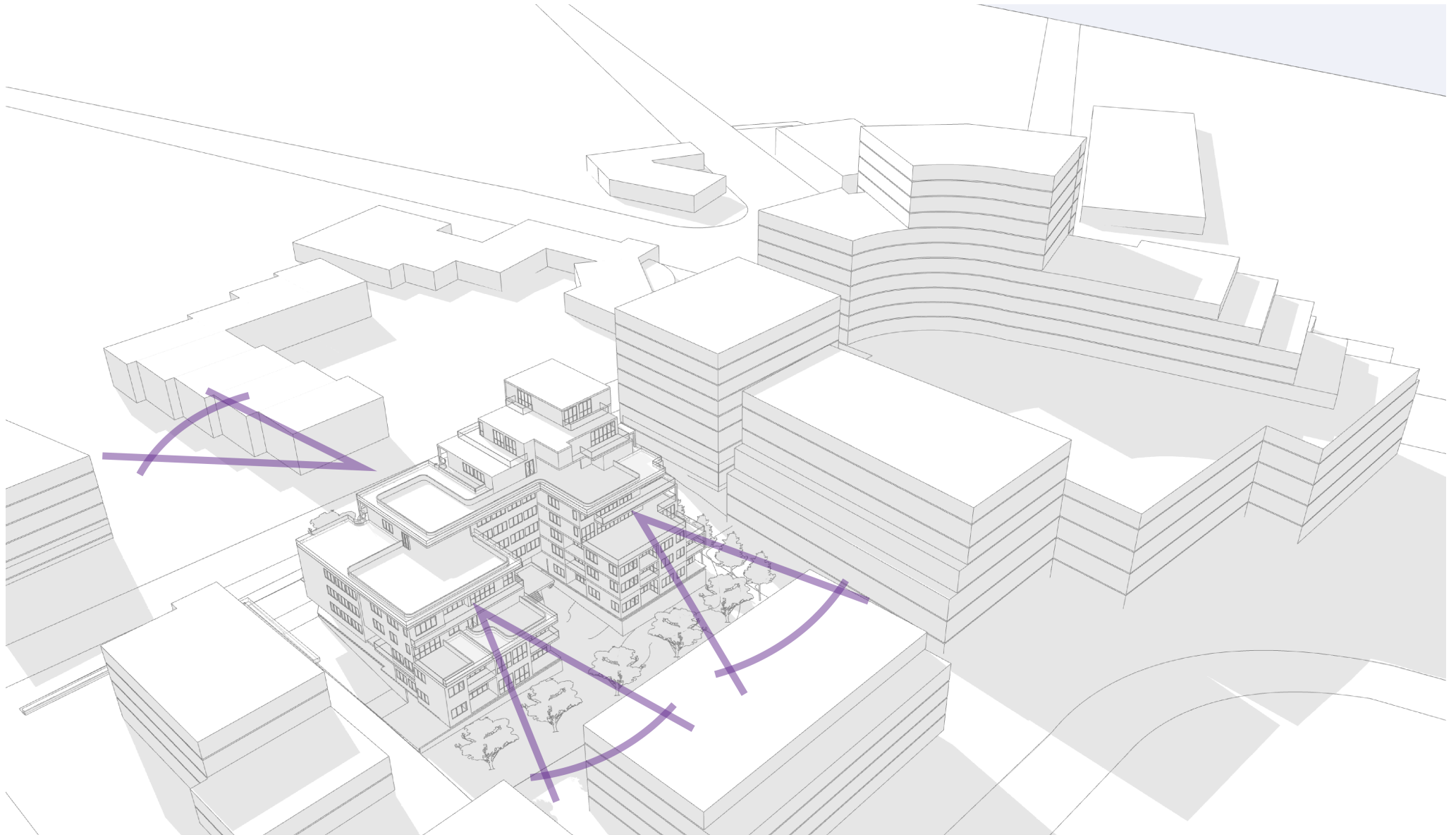
# DESIGN PRINCIPLES

TRANSITION



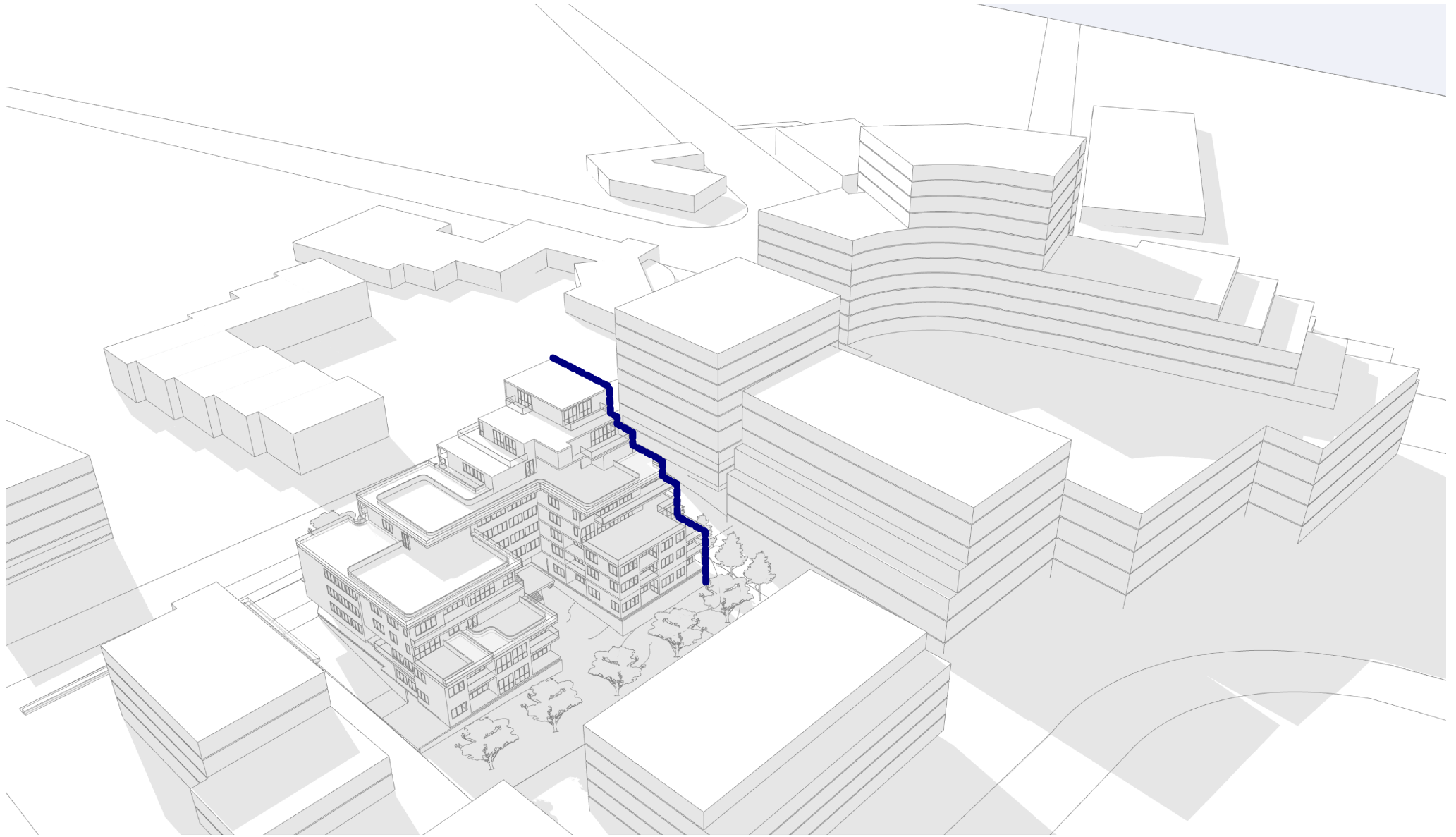
# DESIGN PRINCIPLES

## ACCESS TO VIEWS



# DESIGN PRINCIPLES

## BUILDING FORM



# 4 CONCEPT DESIGN



# CONCEPT DESIGN

## PROPOSED SCHEME



# CONCEPT DESIGN

## AREA SCHEDULE & UNIT MIX

### AREA SCHEDULE

The proposed development is in keeping with key development guidelines stated in the SEPP 65 Apartment Design guide and the Hills DCP. Provision of Car spaces have been designed in accordance with the Hills DCP which is more onerous than SEPP 65.

### UNIT DIVERSITY MIX

The current unit mix is in accordance with SEPP 65 which states the following objective under 4K-1: "A range of apartment types and sizes is provided to cater for different household types now and into the future".

The apartment mix has been specifically designed to ensure that there is a variety of unit types at all levels of the building with the total percentages at:

- 16% 1 x Bed units
- 67 % 2 x Bed Units
- 15% 3 x Bed Units

The development also complies with Hills DCP requirement for larger units sizes which is again more onerous than SEPP 65 with regard to required area.

In principle the Unit Diversity Mix of the proposed development satisfies the objectives of SEPP 65 4k-1.

AREA SCHEDULE							
LEVEL	GFA (m <sup>2</sup> )	1B	2B	3B	1BL	2BL	3BL
LOWER GROUND	212.49		1			1	
GROUND FLOOR	1,335.76	3	4			3	2
LEVEL 1	1,336.35	3	6	1		4	
LEVEL 2	1,197.93	3	3	2		4	
LEVEL 3	1,070.68	2	4	2		3	
LEVEL 4	744.98	1	5			2	
LEVEL 5	363.85		4				
LEVEL 6	265.28			1			1
LEVEL 7	147.92						1
SUB TOTALS	6,675.24	12	27	6		17	4
FSR	1.69						
SITE	3,946						
UNIT SCHEDULE							
TOTAL UNITS	66						
OVERALL UNIT MIX	1B	2B	3B				
No.	12	44	10				
% OF TOTAL UNITS	18%	67%	15%				
DCP LARGE UNIT MIX	1B	2BL	3BL				
No.	-	17	4				
% OF TOTAL UNIT TYPE	0%	39%	40%				
LANDSCAPE AREAS							
				TOTAL	% of site		
SOFT LANDSCAPING AREA		1,893.40		1,893.40	48%		
HARD LANDSCAPE AREA		139.41		139.41	4%		
TOTAL LANDSCAPE AREA		2,032.81		2,032.81	52%		
DEEP SOIL		1,882.52		1,882.52	48%		
COMMUNAL OPEN SPACE		1013		1013	26%		
CARPARKING							
	NO.		RATE SEPP 65 <sup>1</sup>	DCP <sup>2</sup>	TRAFFIC		REQUIRED
1B UNITS	12		0.4	1.00			12
2B UNITS	44		0.7	2.00			88
3B UNITS	10		1.2	2.00			20
TOTAL	66						120
VISITORS			1 per 7	2 per 5	1 per 5		13
TOTAL CARS REQUIRED							133
TOTAL CARS PROVIDED							147
1. SEPP 65 2015 refers to RMS Guide to Traffic Generating Developments							
2. Based on The Hills District Council DCP							
3. Proposed visitor rated based on Traffic Engineering Report							
SEPP 65							
	NO. OF UNITS		%				
SUNLIGHT	47		71%				
VENTILATION	44		67%				
SOUTH FACING	2		3%				

# CONCEPT DESIGN

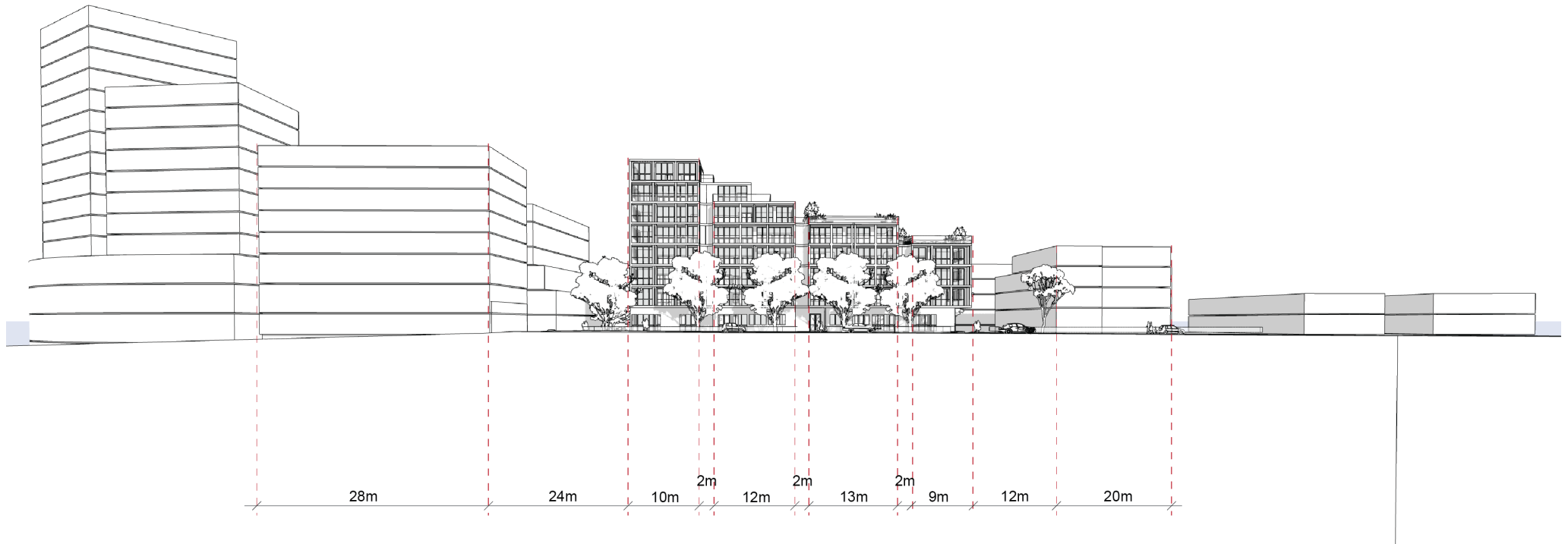
## BUILDING LENGTH, SCALE AND VISUAL IMPACT

The building has been designed with deliberate articulation in the façade and material choices to reduce the bulk and scale by incorporating a series of smaller towers along Seven Hills Road.

This articulation reduces the appearance of the overall building length and provides a streetscape consistent with the smaller apartment developments to the west.

The modulation of building form reduces the visual impact of the development, and improves the streetscape by forming a transition between existing unit developments of dramatically different scales.

This satisfies Objective 4M-1 which states: "Building facades provide visual interest along the street while respecting the character of the local area"



# CONCEPT DESIGN

## BUILDING SEPARATION

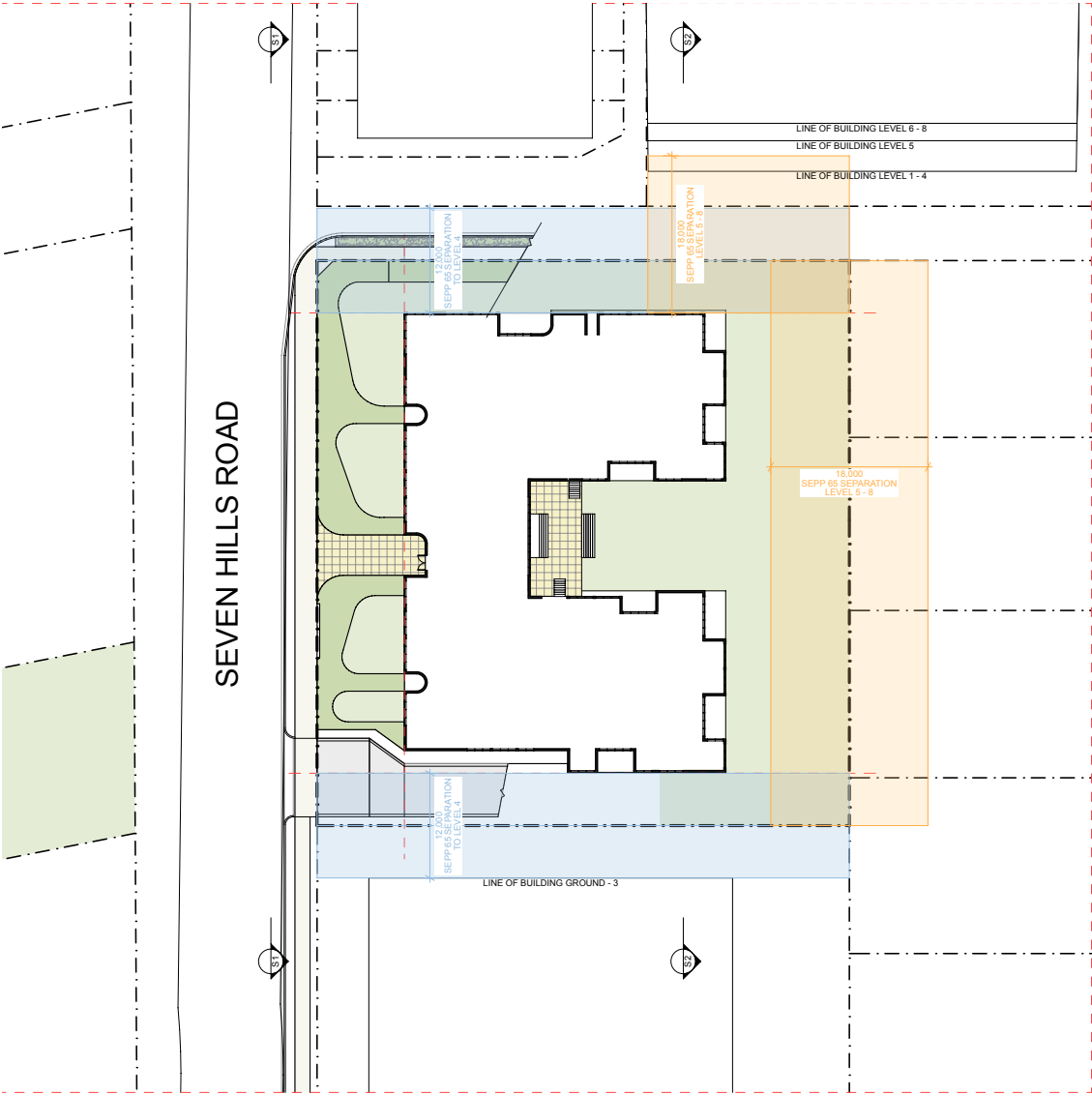
The Statement Environmental Planning Policy no. 65 outlines Building Separation requirements as below.

- 12m separation up to Level 4
- 18m separation from Level 5 to 8
- 24m separation Level 9 +

As this proposal doesn't exceed 8 storeys, the maximum separation required is 18m. This 18m separation zone can be seen in orange on the adjacent separation compliance plan. With the 12m separation zone to the east and west being in blue.

Section 1 below indicates the separation compliance in elevation with the neighboring building at 18-20 Seven Hills Road, with 12m separation to the 4 storey building. It also explores the compliance with a potential future development at 6-8 Seven Hills Road, this potential development has an equal side setback of 6m from their boundary and the inclusion of the access driveway between both boundaries results in a separation distance of approximately 24m, demonstrating compliance with any potential future development on this site.

Section 2 below indicates the separation compliance with the existing development at 4 Seven Hills Road. Separation to Level 1 is 16m, which exceeds the required 12m separation, the existing development then steps back a further 3.5m at level 5 and another 2m from Level 6 – 8, resulting in a 20m separation, which exceeds the required 18m separation required between Level 5 – 8.



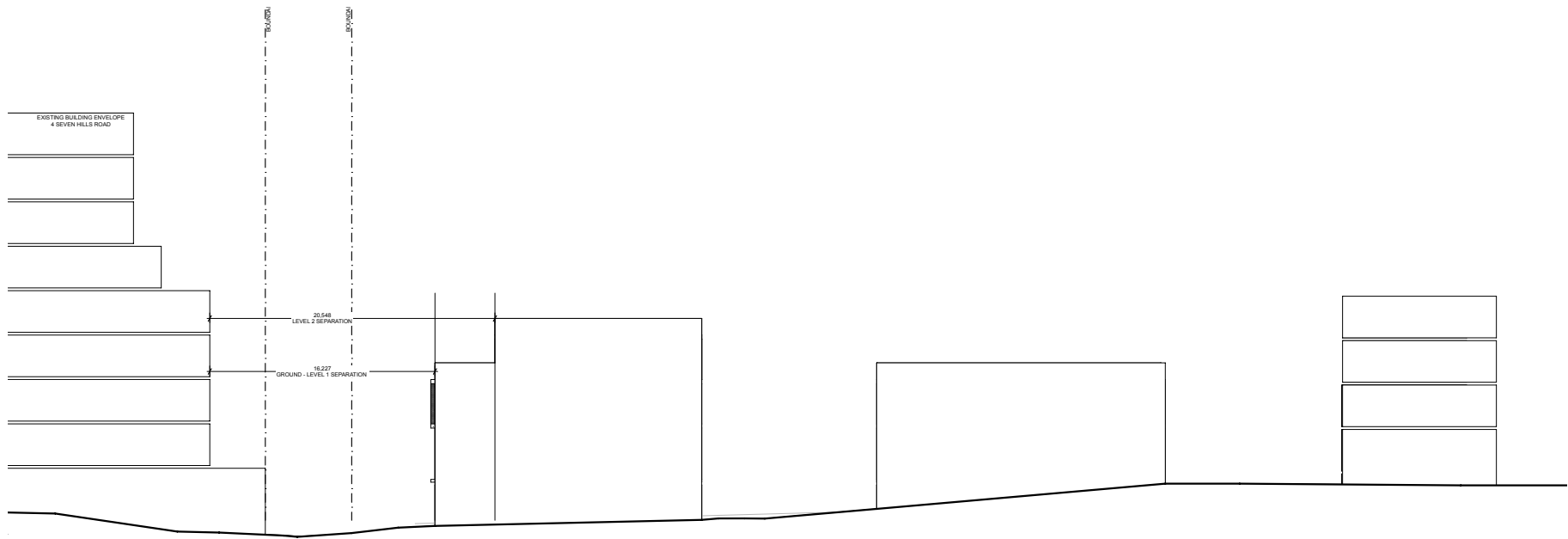
# COUNCIL RESPONSE

## BUILDING SEPARATION | SECTION 1



# COUNCIL RESPONSE

## BUILDING SEPARATION | SECTION 2

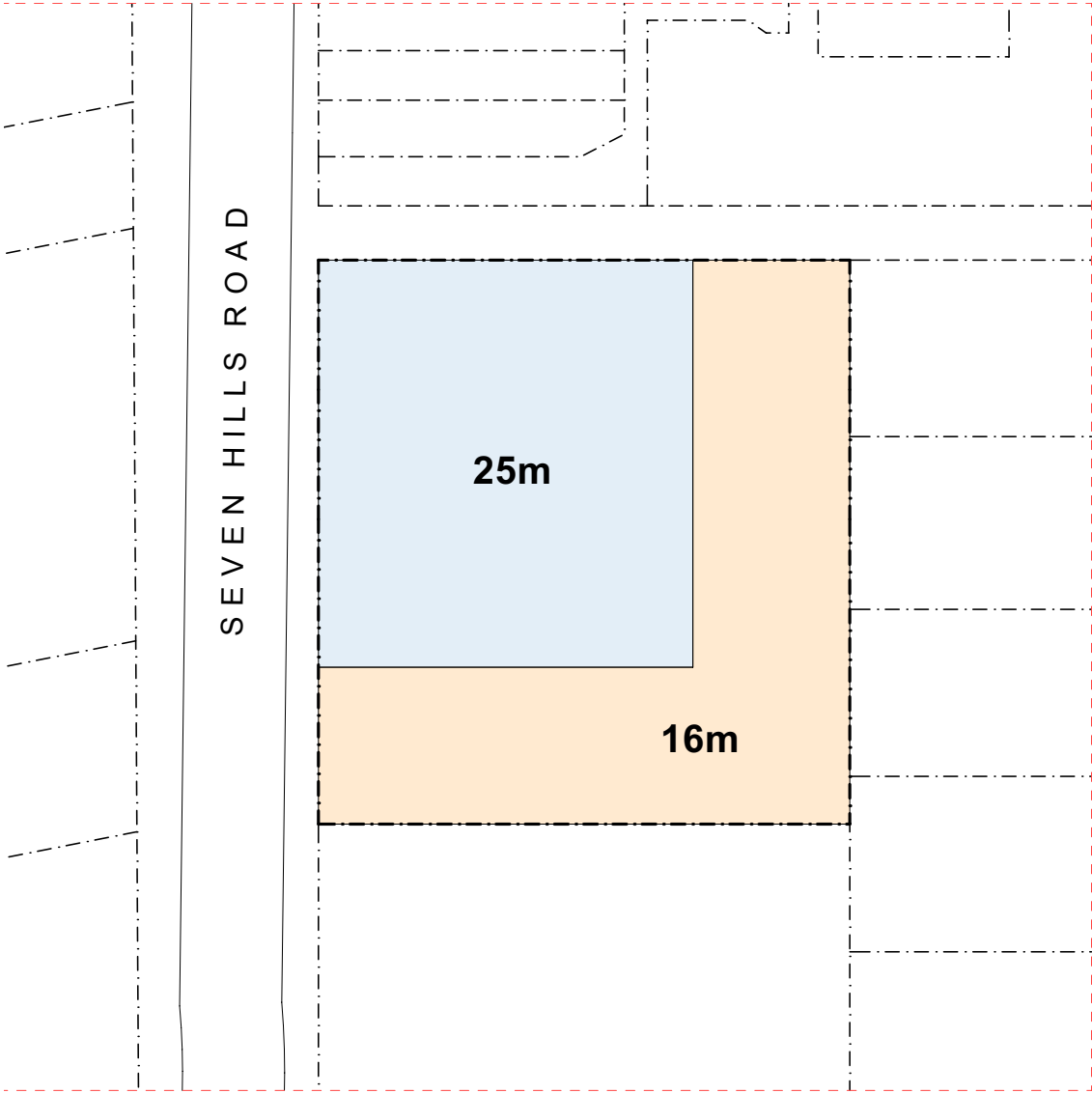


# COUNCIL RESPONSE

## PROPOSED HEIGHT TRANSITION

The transition in height is managed through a site-specific control which sets 2 heights for transition and allows the development flexibility to explore additional steps or specific architectural features.

The site transitions in height in 2 directions away from the north-east corner as it moves form the town centre into the residential context.





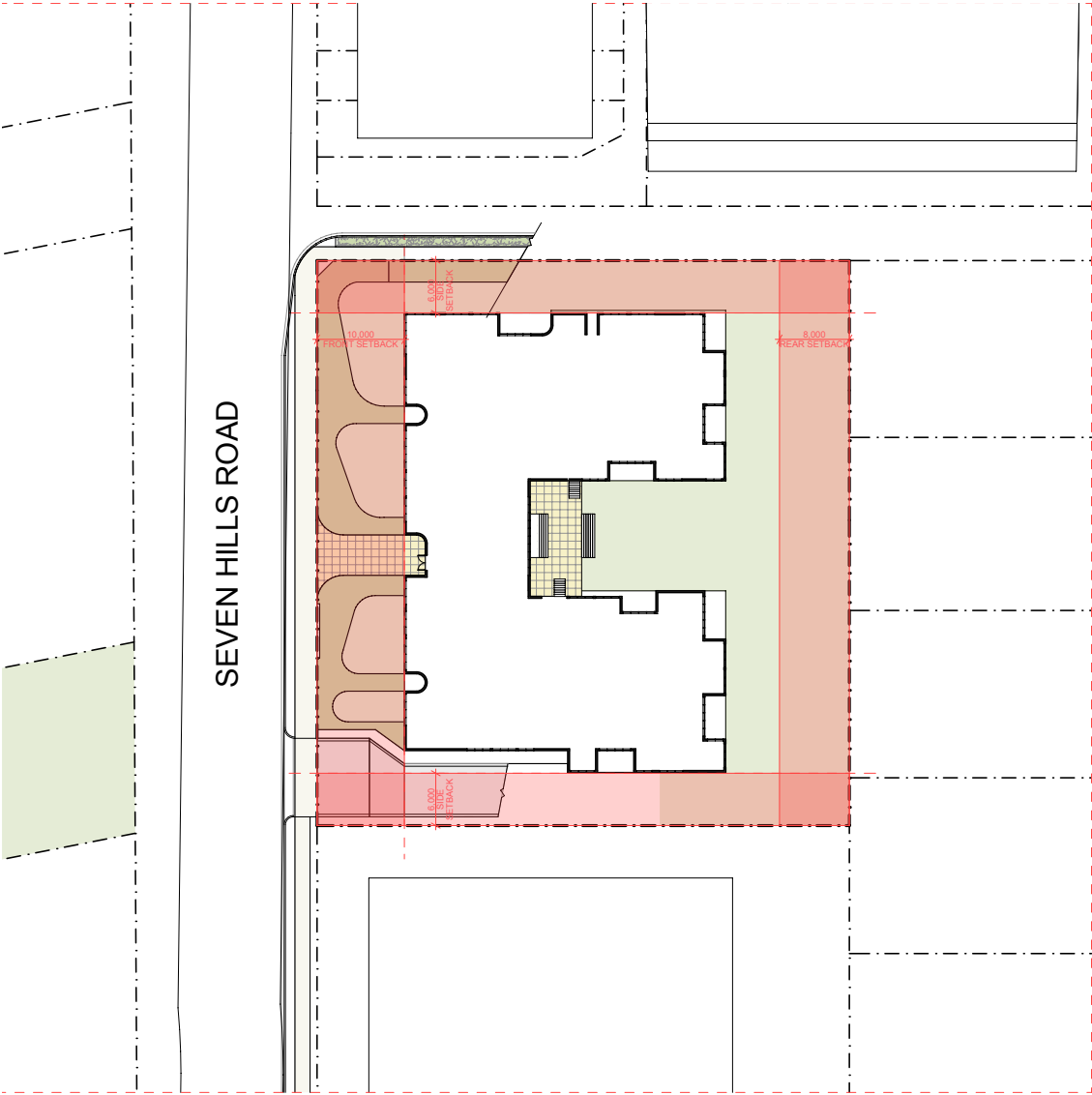
# COUNCIL RESPONSE

## SETBACKS

In addition to building separation requirements, the proposal building envelope has been designed in accordance with the required setbacks for apartment buildings in the Hills Shire DCP as demonstrated in the image adjacent.

The front setback to Seven Hills Road is 10m, consistent with the Hill's Shire DCP and by designing the basement to the same setback this allows for significant deep soil planting and street planting.

The side setback to the east and west is 6m, consistent with the Hill's Shire DCP.



# CONCEPT DESIGN

## STREETSCAPE PLANTING AND DEEP SOIL LANDSCAPING

Additional deep soil planting has been provided along the eastern, northern and western boundaries in order to provide large canopy trees which provide amenity for the public, and for residents of the development.

This combined with a portion of the site along the existing pedestrian laneway dedicated to public circulation and movement provides a green edge to the development, and again marks the transition from the CBD of Baulkham Hills into the residential precinct.

Refer to Landscape Plan prepared by Taylor Brammer Landscape Architects for further details.



# COUNCIL RESPONSE

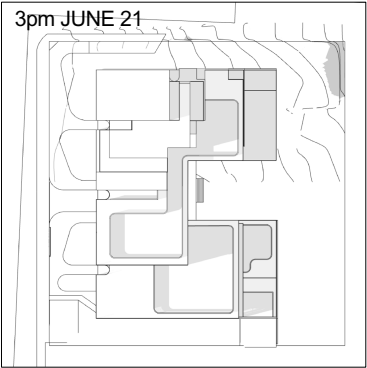
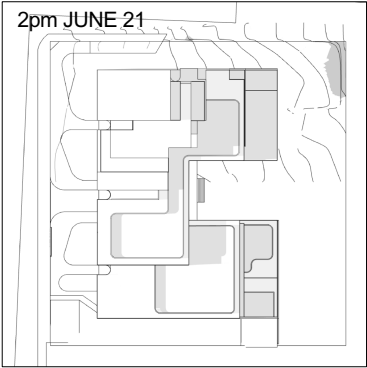
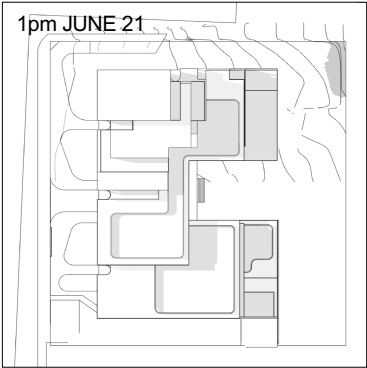
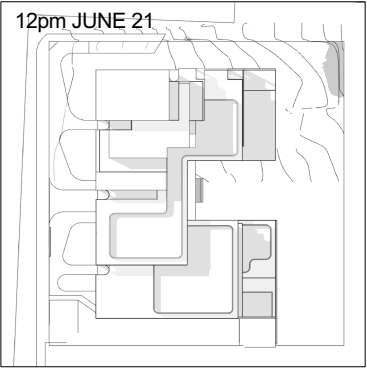
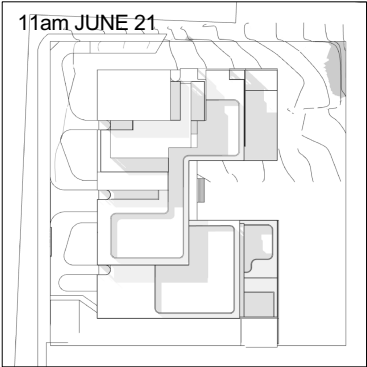
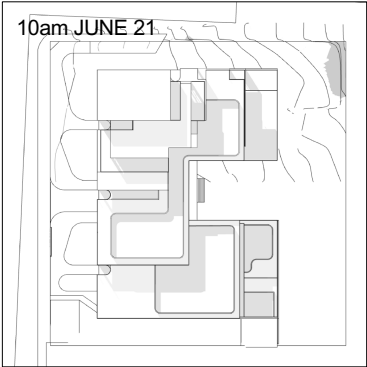
## COMMUNAL SOLAR ACCESS

The proposed communal open space is located on the roof tops (as seen in the image adjacent). The communal area complies with the requirement of 2 hours of solar access to 50% of the useable open space between 9am – 3pm on June 21, achieving 3 hours.

This can be seen in the above shadow diagrams from June 21, and the corresponding table.

This complies with SEPP 65 Apartment Design Guidelines

COMMUNAL OPEN SPACE			
	AREA (m2)	% OF COMMUNAL	COMPLIES
9am	168.29	17%	
10am	471.99	47%	
11am	457.75	45%	
12pm	484.24	48%	
1pm	515.03	51%	
2pm	508.39	50%	
3pm	513.79	51%	YES



# CONCEPT DESIGN

## SHADOW STUDY ON EXISTING NEIGHBOURS

### 9.00AM - 21 JUNE

The **allowable** scheme overshadows –

29 Yattenden by 0m<sup>2</sup>

31 Yattenden by 16.41m<sup>2</sup>

33 Yattenden by 17.25m<sup>2</sup>

The **proposed** scheme overshadows –

29 Yattenden by 0m<sup>2</sup>

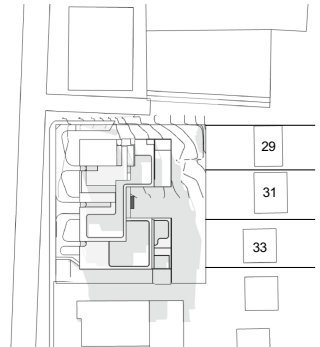
31 Yattenden by 0m<sup>2</sup>

33 Yattenden by 0m<sup>2</sup>

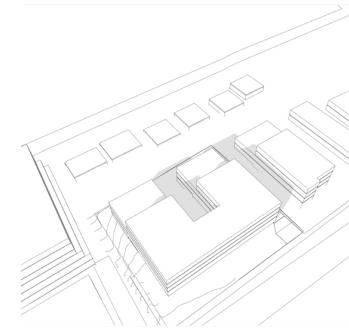
The **proposed** scheme has **less** impact on the neighbouring dwellings



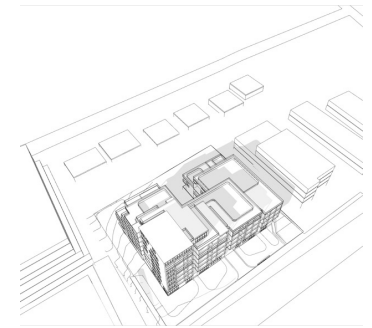
ALLOWABLE- 9am JUNE 21



PROPOSED 9am JUNE 21



ALLOWABLE- 9am JUNE 21



PROPOSED 9am JUNE 21

### 10.00AM - 21 JUNE

The **allowable** scheme overshadows –

29 Yattenden by 0.69m<sup>2</sup>

31 Yattenden by 63.48m<sup>2</sup>

33 Yattenden by 17.42m<sup>2</sup>

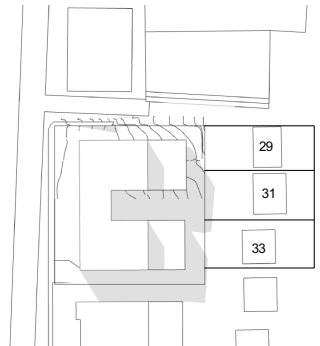
The **proposed** scheme overshadows –

29 Yattenden by 0m<sup>2</sup>

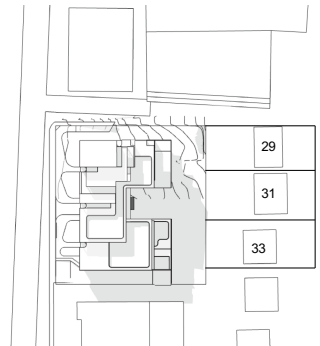
31 Yattenden by 0m<sup>2</sup>

33 Yattenden by 0m<sup>2</sup>

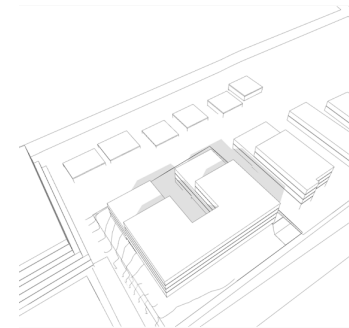
The **proposed** scheme has **less** impact on the neighbouring dwellings



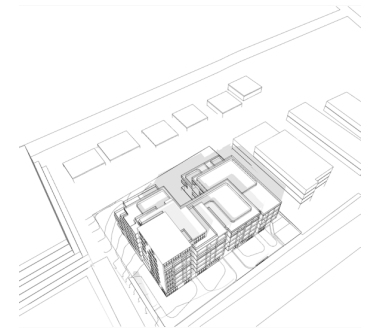
ALLOWABLE- 10am JUNE 21



PROPOSED 10am JUNE 21



ALLOWABLE- 10am JUNE 21



PROPOSED 10am JUNE 21

### 11.00AM - 21 JUNE

The **allowable** scheme overshadows –

29 Yattenden by 23.11m<sup>2</sup>

31 Yattenden by 88.5m<sup>2</sup>

33 Yattenden by 28.11m<sup>2</sup>

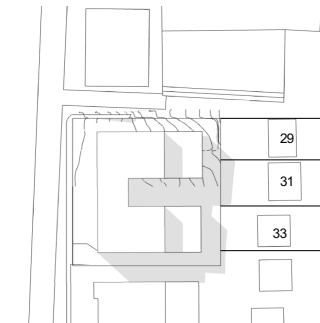
The **proposed** scheme overshadows –

29 Yattenden by 0m<sup>2</sup>

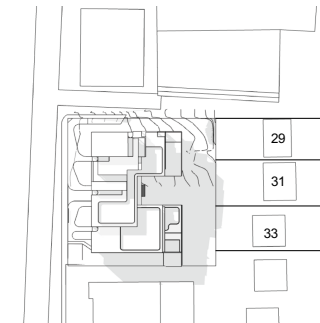
31 Yattenden by 43.66m<sup>2</sup>

33 Yattenden by 20.33m<sup>2</sup>

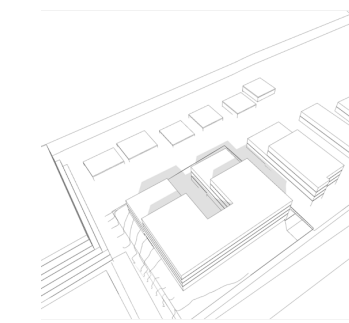
The **proposed** scheme has **less** impact on the neighbouring dwellings



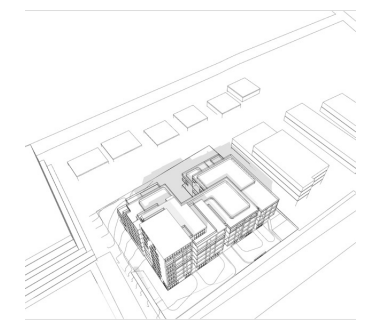
ALLOWABLE- 11am JUNE 21



PROPOSED 11am JUNE 21



ALLOWABLE- 11am JUNE 21



PROPOSED 11am JUNE 21

# CONCEPT DESIGN

## SHADOW STUDY ON EXISTING NEIGHBOURS

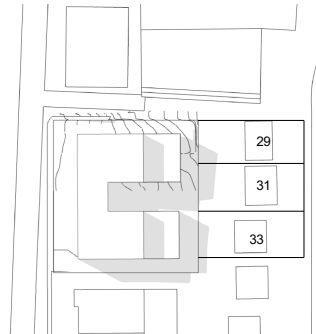
### 12.00PM - 21 JUNE

The **allowable** scheme overshadows –  
 29 Yattenden by 63.31m<sup>2</sup>  
 31 Yattenden by 91.99m<sup>2</sup>  
 33 Yattenden by 63.75m<sup>2</sup>

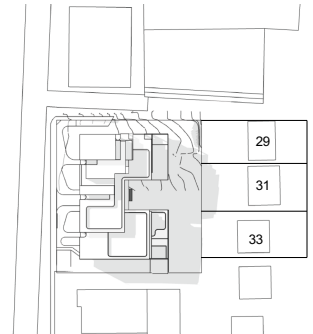
The **proposed** scheme overshadows –  
 29 Yattenden by 16.07m<sup>2</sup>  
 31 Yattenden by 133.66m<sup>2</sup>  
 33 Yattenden by 8.84m<sup>2</sup>

The **proposed** scheme has **less** impact on  
 29 and 31 Yattenden

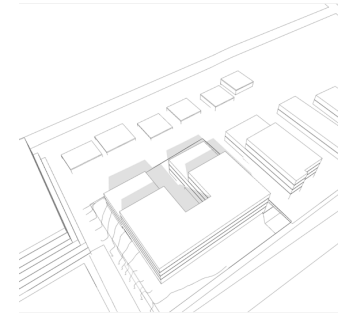
The **proposed** scheme has **more** impact on  
 31 Yattenden



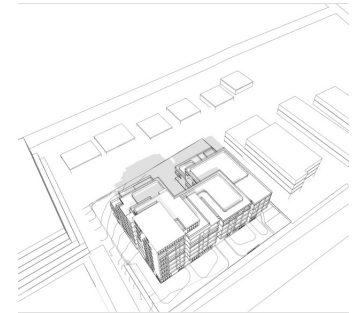
ALLOWABLE- 12pm JUNE 21



PROPOSED 12pm JUNE 21



ALLOWABLE- 12pm JUNE 21



PROPOSED 12pm JUNE 21

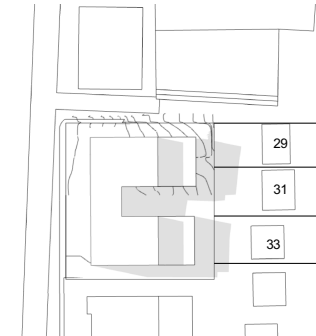
### 1.00PM - 21 JUNE

The **allowable** scheme overshadows –  
 29 Yattenden by 120.66m<sup>2</sup>  
 31 Yattenden by 98.37m<sup>2</sup>  
 33 Yattenden by 118.63m<sup>2</sup>

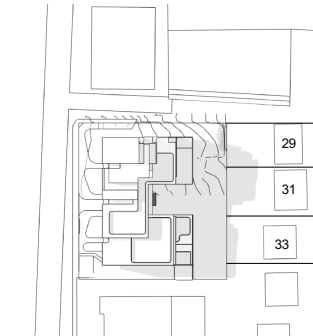
The **proposed** scheme overshadows –  
 29 Yattenden by 110.33m<sup>2</sup>  
 31 Yattenden by 166.69m<sup>2</sup>  
 33 Yattenden by 76.96m<sup>2</sup>

The **proposed** scheme has **less** impact on  
 29 and 31 Yattenden

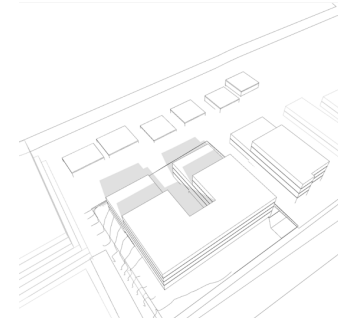
The **proposed** scheme has **more** impact on  
 31 Yattenden



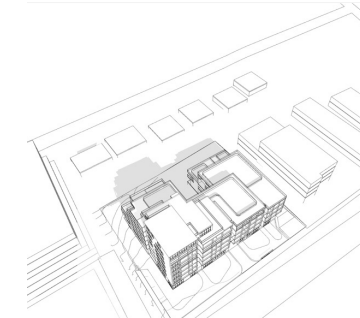
ALLOWABLE- 1pm JUNE 21



PROPOSED 1pm JUNE 21



ALLOWABLE- 1pm JUNE 21



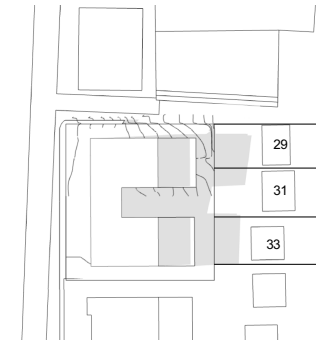
PROPOSED 1pm JUNE 21

### 2.00PM - 21 JUNE

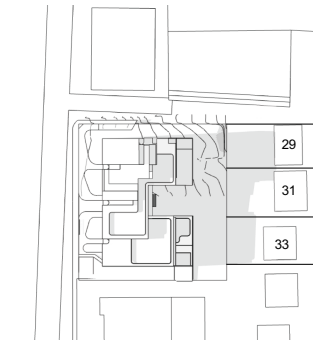
The **allowable** scheme overshadows –  
 29 Yattenden by 226.89m<sup>2</sup>  
 31 Yattenden by 98.03m<sup>2</sup>  
 33 Yattenden by 188.99m<sup>2</sup>

The **proposed** scheme overshadows –  
 29 Yattenden by 335.82m<sup>2</sup>  
 31 Yattenden by 238.16m<sup>2</sup>  
 33 Yattenden by 207.93m<sup>2</sup>

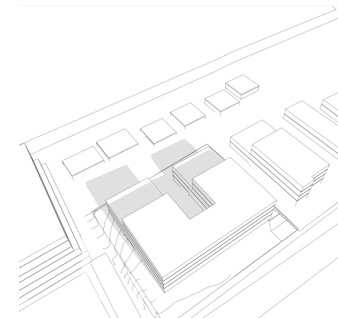
The **proposed** scheme has **more** impact on  
 the neighbouring dwellings



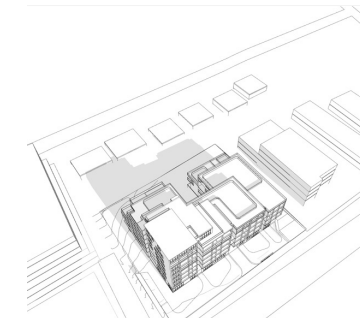
ALLOWABLE- 2pm JUNE 21



PROPOSED 2pm JUNE 21



ALLOWABLE- 2pm JUNE 21



PROPOSED 2pm JUNE 21

# CONCEPT DESIGN

## SHADOW STUDY ON EXISTING NEIGHBOURS

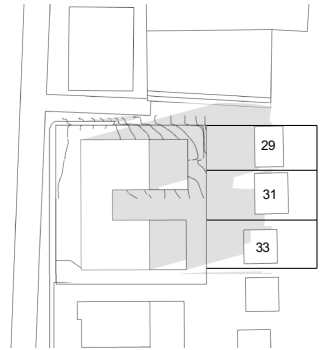
### 3.00PM - 21 JUNE

The **allowable** scheme overshadows –  
29 Yattenden by 393.56m<sup>2</sup>  
31 Yattenden by 356.97m<sup>2</sup>  
33 Yattenden by 242.39m<sup>2</sup>

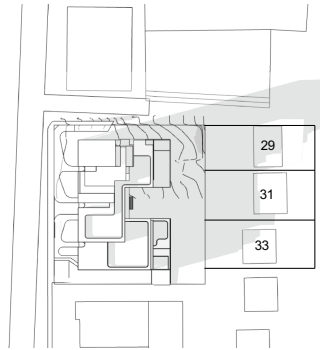
The **proposed** scheme overshadows –  
29 Yattenden by 401.43m<sup>2</sup>  
31 Yattenden by 423.12m<sup>2</sup>  
33 Yattenden by 210.22m<sup>2</sup>

The **proposed** scheme has **less** impact on  
33 Yattenden

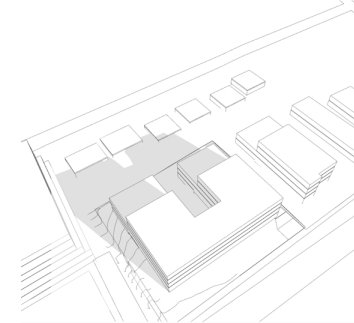
The **proposed** scheme has **more** impact on  
29 and 31 Yattenden



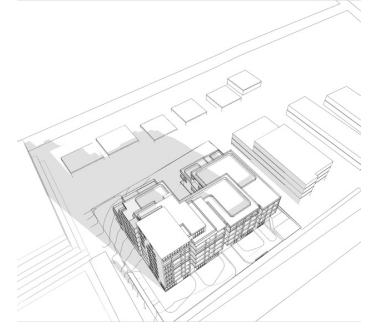
ALLOWABLE- 3pm JUNE 21



PROPOSED 3pm JUNE 21



ALLOWABLE- 3pm JUNE 21



PROPOSED 3pm JUNE 21



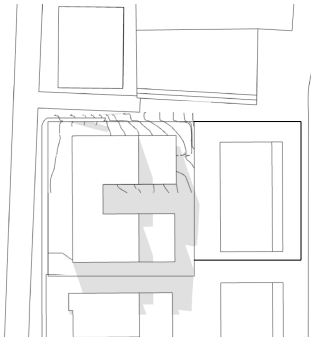
# CONCEPT DESIGN

## SHADOW STUDY ON ALLOWABLE NEIGHBOURS ENVELOPE

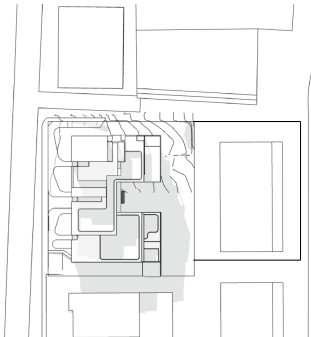
The **allowable** scheme overshadows –  
29 - 31 Yattenden by 33.66m<sup>2</sup>

The **proposed** scheme overshadows –  
29 - 31 Yattenden by 0m<sup>2</sup>

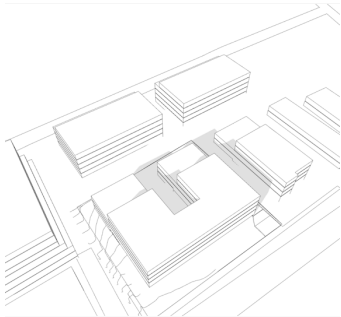
The **proposed** scheme has **less** impact on  
the neighbouring allowable building envelope



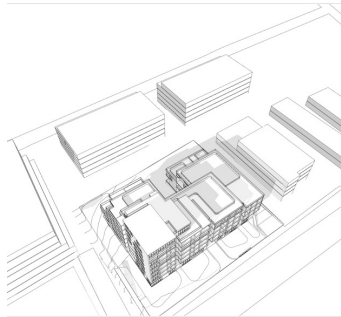
ALLOWABLE- 9am JUNE 21



PROPOSED 9am JUNE 21



ALLOWABLE- 9am JUNE 21

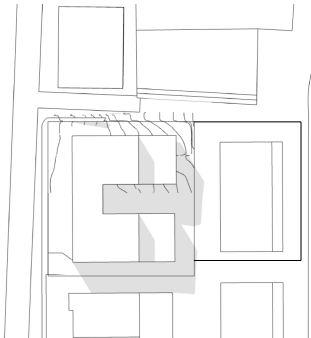


PROPOSED 9am JUNE 21

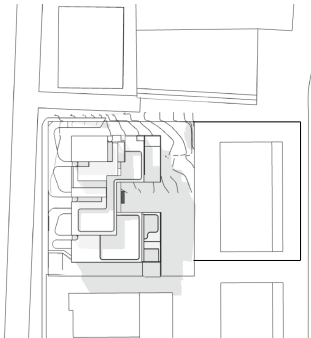
The **allowable** scheme overshadows –  
29 - 31 Yattenden by 71.68m<sup>2</sup>

The **proposed** scheme overshadows –  
29 - 31 Yattenden by 0m<sup>2</sup>

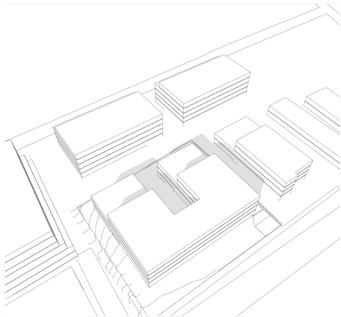
The **proposed** scheme has **less** impact on  
the neighbouring allowable building envelope



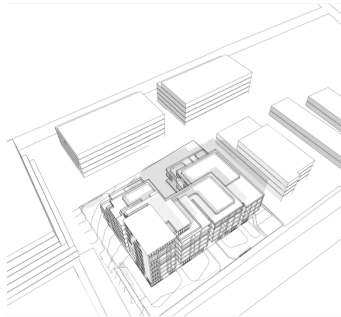
ALLOWABLE- 10am JUNE 21



PROPOSED 10am JUNE 21



ALLOWABLE- 10am JUNE 21

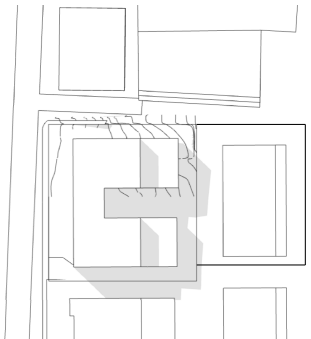


PROPOSED 10am JUNE 21

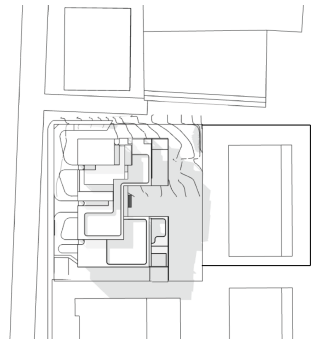
The **allowable** scheme overshadows –  
29 - 31 Yattenden by 139.71m<sup>2</sup>

The **proposed** scheme overshadows –  
29 - 31 Yattenden by 64m<sup>2</sup>

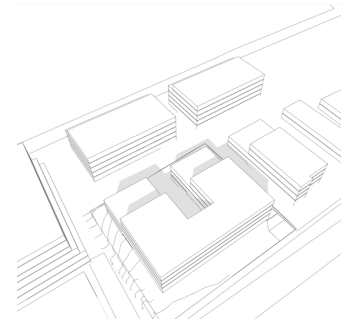
The **proposed** scheme has **less** impact on  
the neighbouring allowable building envelope



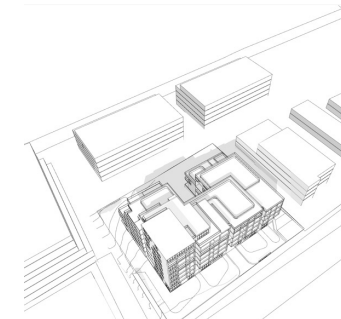
ALLOWABLE- 11am JUNE 21



PROPOSED 11am JUNE 21



ALLOWABLE- 11am JUNE 21



PROPOSED 11am JUNE 21



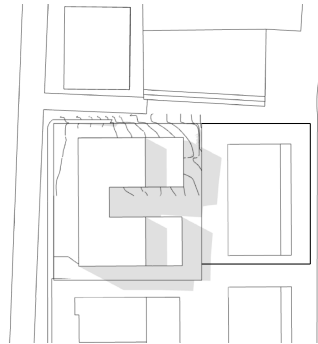
# CONCEPT DESIGN

## SHADOW STUDY ON ALLOWABLE NEIGHBOURS ENVELOPE

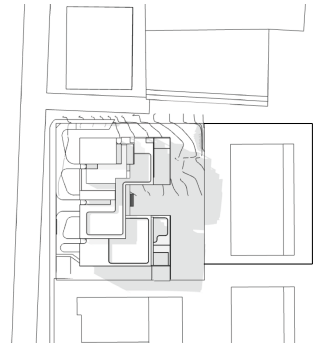
The **allowable** scheme overshadows –  
29 - 31 Yattenden by 219.05m<sup>2</sup>

The **proposed** scheme overshadows –  
29 - 31 Yattenden by 158.56m<sup>2</sup>

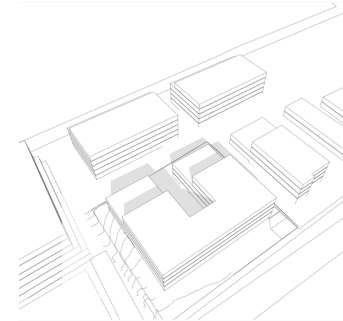
The **proposed** scheme has **less** impact on  
the neighbouring allowable building envelope



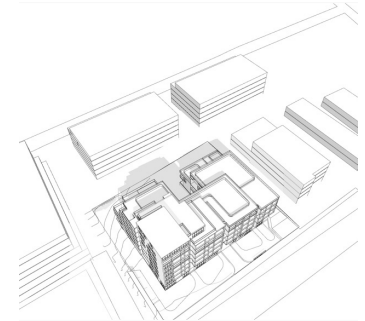
ALLOWABLE- 12pm JUNE 21



PROPOSED 12pm JUNE 21



ALLOWABLE- 12pm JUNE 21

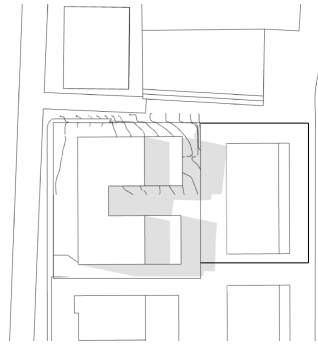


PROPOSED 12pm JUNE 21

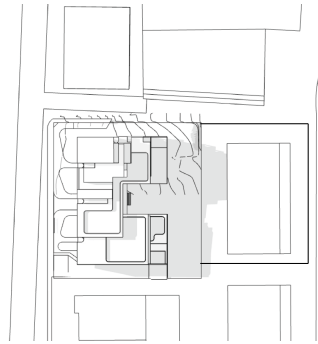
The **allowable** scheme overshadows –  
29 - 31 Yattenden by 337.66m<sup>2</sup>

The **proposed** scheme overshadows –  
29 - 31 Yattenden by 327.68m<sup>2</sup>

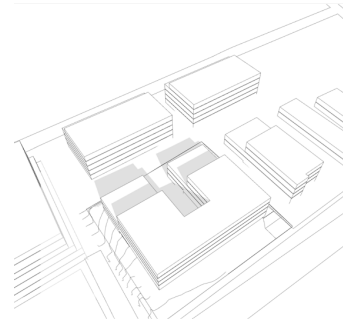
The **proposed** scheme has **less** impact on  
the neighbouring allowable building envelope



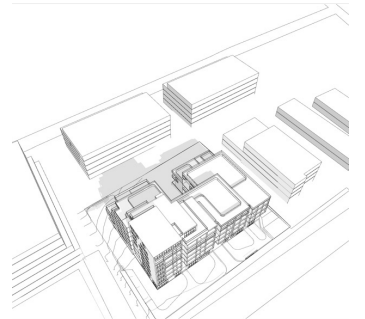
ALLOWABLE- 1pm JUNE 21



PROPOSED 1pm JUNE 21



ALLOWABLE- 1pm JUNE 21

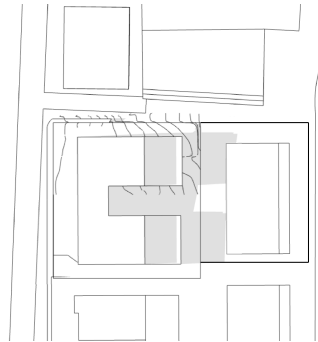


PROPOSED 1pm JUNE 21

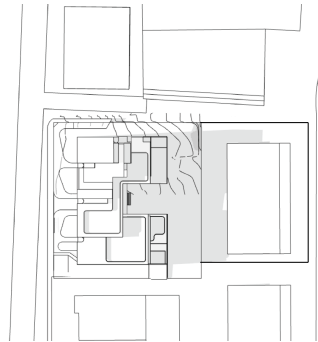
The **allowable** scheme overshadows –  
29 - 31 Yattenden by 461.47m<sup>2</sup>

The **proposed** scheme overshadows –  
29 - 31 Yattenden by 664.27m<sup>2</sup>

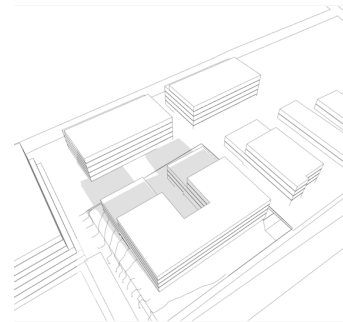
The **proposed** scheme has **more** impact on  
the neighbouring allowable building envelope



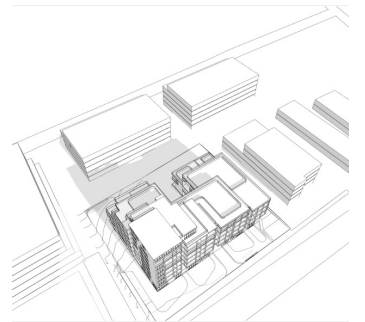
ALLOWABLE- 2pm JUNE 21



PROPOSED 2pm JUNE 21



ALLOWABLE- 2pm JUNE 21



PROPOSED 2pm JUNE 21

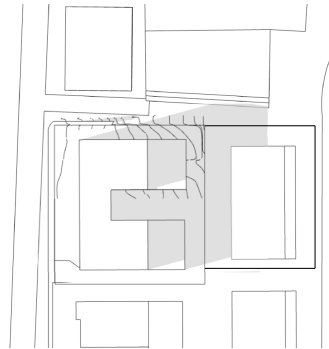
# CONCEPT DESIGN

## SHADOW STUDY ON ALLOWABLE NEIGHBOURS ENVELOPE

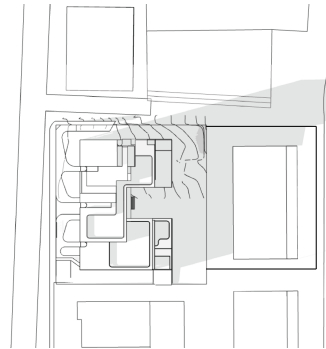
The **allowable** scheme overshadows –  
29 - 31 Yattenden by 721.36m<sup>2</sup>

The **proposed** scheme overshadows –  
29 - 31 Yattenden by 818.59m<sup>2</sup>

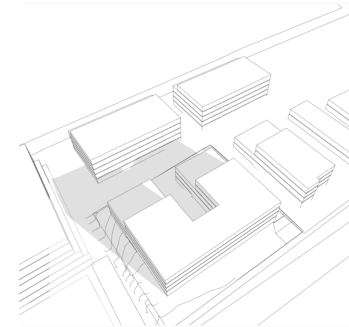
The **proposed** scheme has **more** impact on  
the neighbouring allowable building envelope



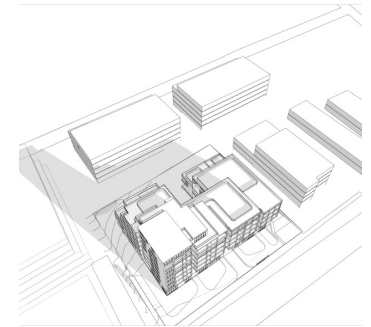
ALLOWABLE- 3pm JUNE 21



PROPOSED 3pm JUNE 21



ALLOWABLE- 3pm JUNE 21



PROPOSED 3pm JUNE 21

# CONCEPT DESIGN

## APARTMENT CONFIGURATION

### APARTMENT CONFIGURATION

The apartments have been designed to the perimeter of the building form to obtain good access to natural light and ventilation. No units rely on snorkel units for access, and large articulated external wall facades allow for good cross ventilation.

The building has been designed around 2 cores, allowing reduced number of units serviced by a lift core, reducing circulation lengths and allow for cross flow units which improve natural ventilation.

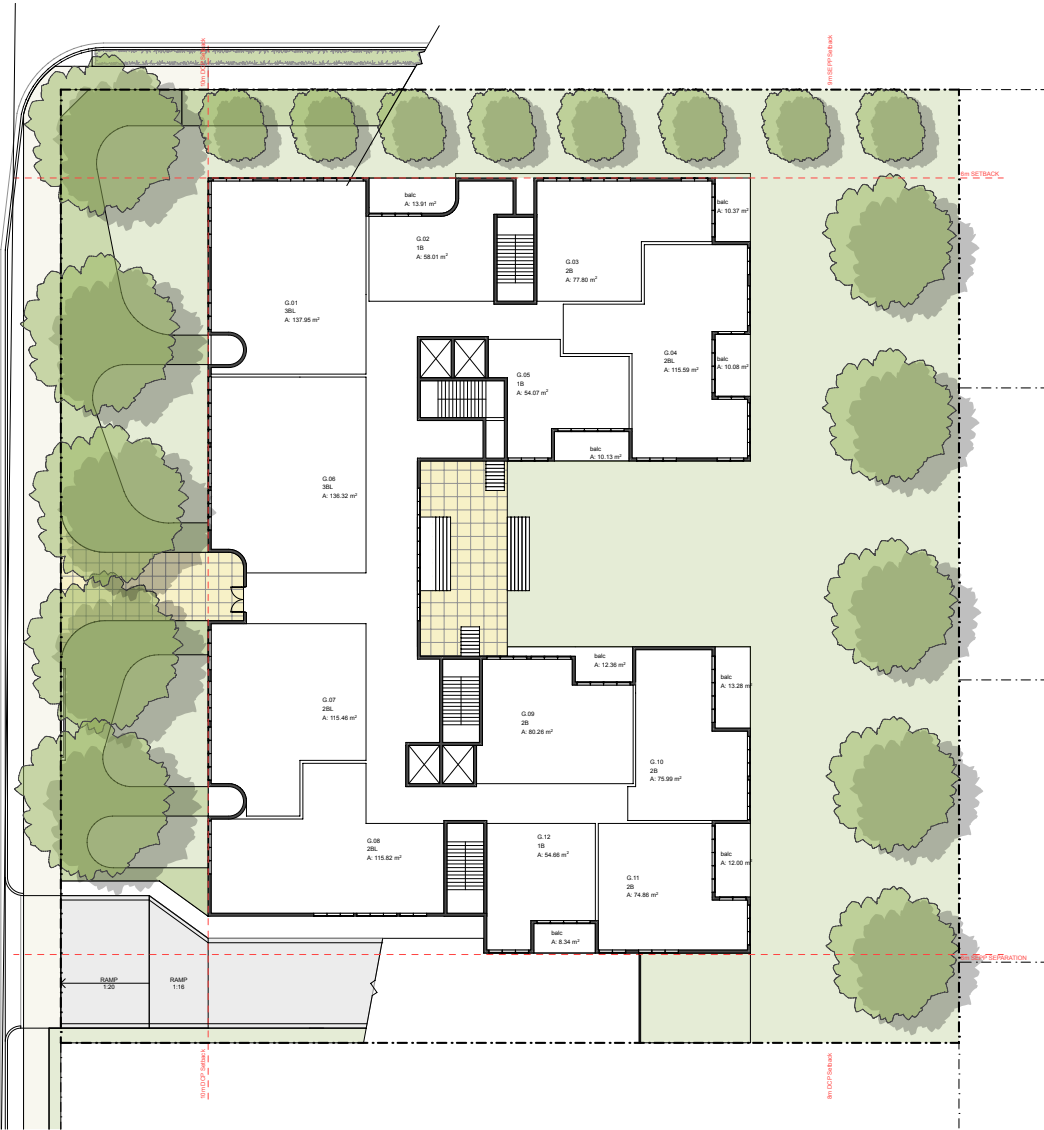
Units located along the streetscape to provide good quality passive surveillance to Seven Hills Road and public open space opposite, providing a positive engagement with the public realm.

### VISUAL IMPACT

Visual impact is mitigated by increased setbacks (see setbacks section), articulation in building form, and stepping heights. Units have been designed to maintain privacy to neighbouring developments.

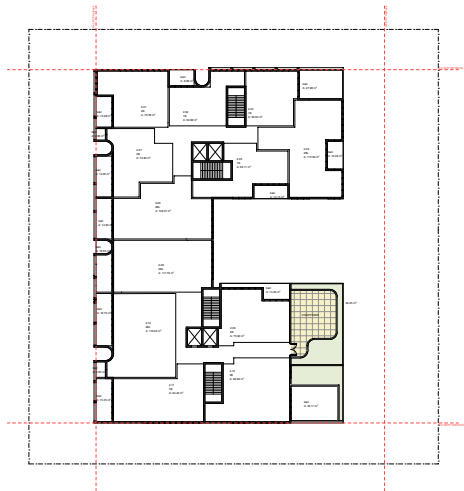
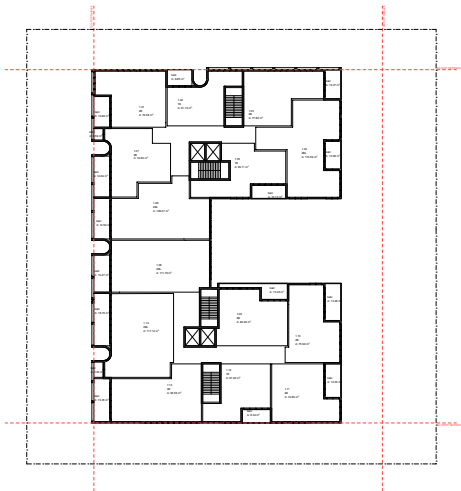
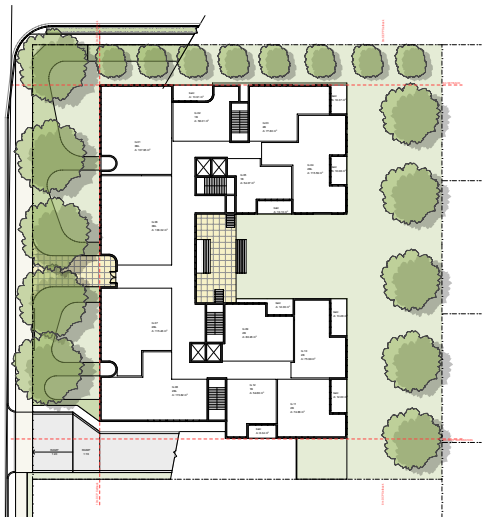
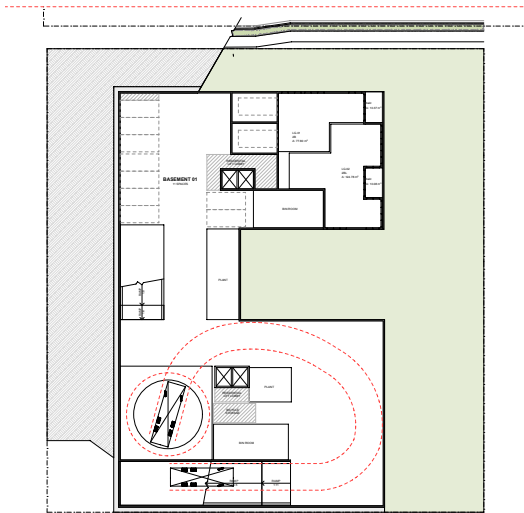
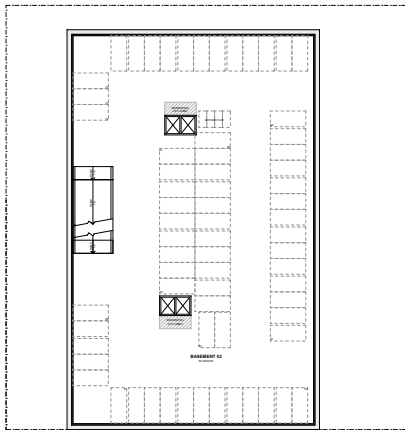
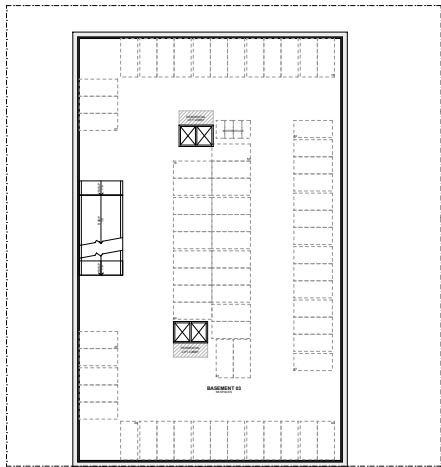
### VEHICLE ACCESS

Vehicle access is provided at the southern end of the site from Seven Hills Road. This is at the ideal part of the site, furthest away from the intersection of Seven Hills Road and Windsor Road, and with the 10m setback from Seven Hills it provides vision from the driveway when exiting the site.



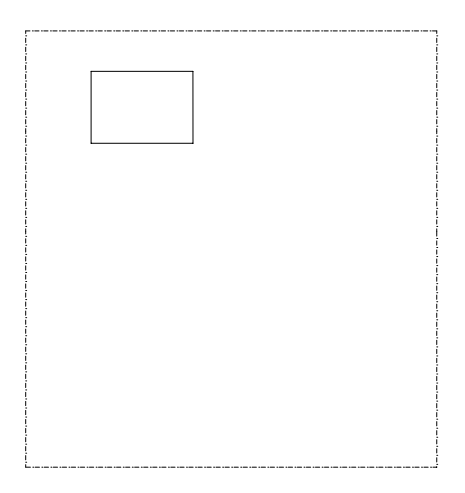
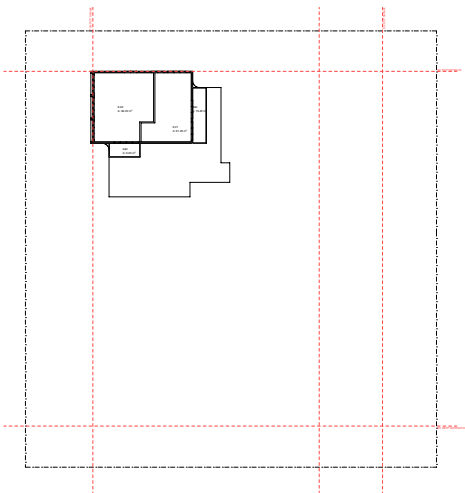
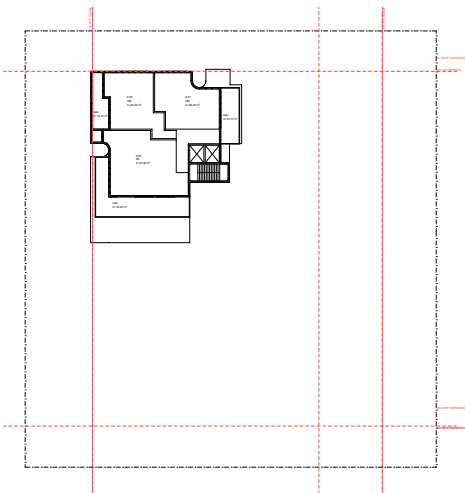
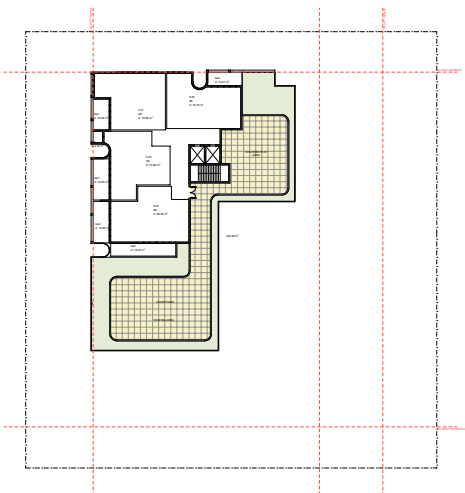
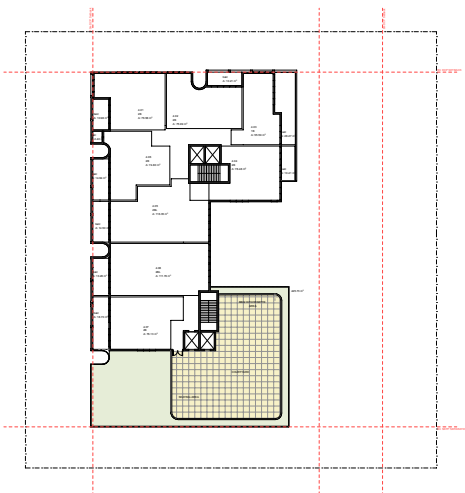
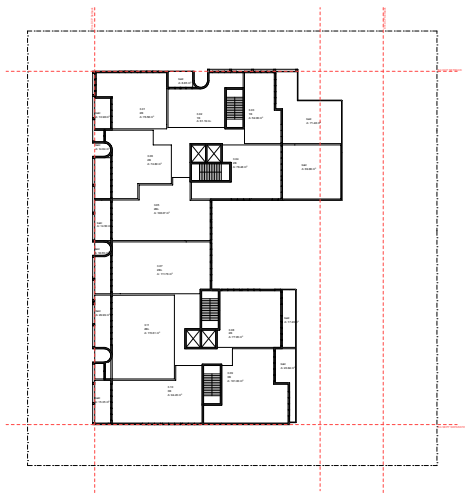
# CONCEPT DESIGN

## FLOOR PLANS BASEMENT – LEVEL 2



# CONCEPT DESIGN

## FLOOR PLANS – LEVEL 3 - ROOF



# CONCEPT DESIGN

## SEPP 65 SOLAR ACCESS COMPLIANCE

The proposed development complies with the requirement of 2 hours of solar access between 9am – 3pm on June 21 to 71% of the proposed units. This can be seen in the above shadow diagrams from June 21 and identified on the below table.

UNIT	1B	2B	3B	2BL 3BL	DAYLIGHT							VENTILATION SOUTH	
LOWER GROUND FLOOR	9am	10am	11am	12pm	1pm	2pm	3pm	>2hrs					
LG.01	1				1	1	1	1	1	1	1	1	1
LG.02		1				1	1	1	1	1	1	1	1
GROUND FLOOR													
G.01			1		1	1	1	1	1	1	1	1	1
G.02	1				1	1	1	1	1	1	1	1	1
G.03		1			1	1	1	1	1	1	1	1	1
G.04			1										1
G.05	1												
G.06			1		1	1	1	1	1	1	1	1	1
G.07			1		1	1	1	1	1	1	1	1	1
G.08			1		1	1	1	1	1	1	1	1	1
G.09		1			1	1	1	1	1	1	1	1	1
G.10		1										1	1
G.11		1										1	1
G.12		1										1	1
LEVEL ONE													
1.01	1				1	1	1	1	1	1	1	1	1
1.02		1				1	1	1	1	1	1	1	1
1.03			1			1	1	1	1	1	1	1	1
1.04				1									1
1.05		1											1
1.06			1			1	1	1	1	1	1	1	1
1.07			1			1	1	1	1	1	1	1	1
1.08			1			1	1	1	1	1	1	1	1
1.09			1										1
1.10			1										1
1.11			1										1
1.12			1										1
1.13			1			1	1	1	1	1	1	1	1
1.14			1			1	1	1	1	1	1	1	1
LEVEL TWO													
2.01		1				1	1	1	1	1	1	1	1
2.02		1					1	1	1	1	1	1	1
2.03		1					1	1	1	1	1	1	1
2.04			1			1	1	1	1	1	1	1	1
2.05		1											1
2.06			1			1	1	1	1	1	1	1	1
2.07			1			1	1	1	1	1	1	1	1
2.08			1			1	1	1	1	1	1	1	1
2.09			1										1
2.10			1										1
2.11			1			1	1	1	1	1	1	1	1
2.12			1			1	1	1	1	1	1	1	1
LEVEL THREE													
3.01		1				1	1	1	1	1	1	1	1
3.02		1				1	1	1	1	1	1	1	1
3.03		1				1	1	1	1	1	1	1	1
3.04			1										1
3.05			1			1	1	1	1	1	1	1	1
3.06			1			1	1	1	1	1	1	1	1
3.07			1			1	1	1	1	1	1	1	1
3.08			1										1
3.09			1										1
3.10			1			1	1	1	1	1	1	1	1
3.11			1			1	1	1	1	1	1	1	1
LEVEL FOUR													
4.01		1				1	1	1	1	1	1	1	1
4.02		1					1	1	1	1	1	1	1
4.03		1					1	1	1	1	1	1	1
4.04			1										1
4.05			1			1	1	1	1	1	1	1	1
4.06			1			1	1	1	1	1	1	1	1
4.07			1			1	1	1	1	1	1	1	1
4.08			1			1	1	1	1	1	1	1	1
LEVEL FIVE													
5.01		1				1	1	1	1	1	1	1	1
5.02		1				1	1	1	1	1	1	1	1
5.03		1				1	1	1	1	1	1	1	1
5.04		1				1	1	1	1	1	1	1	1
LEVEL SIX													
6.01			1			1	1	1	1	1	1	1	1
6.02			1			1	1	1	1	1	1	1	1
6.03			1			1	1	1	1	1	1	1	1
SUB-TOTAL	12	27	6	17	4							47	44
TOTAL	12	33	21										
UNIT TOTAL	66												
PERCENTAGES		18%	19%									71%	67%



9.00AM 21 JUNE



10.00AM 21



11.00AM 21 JUNE



12.00PM 21



1.00PM 21 JUNE



2.00PM 21 JUNE



3.00PM 21 JUNE

# CONCEPT DESIGN

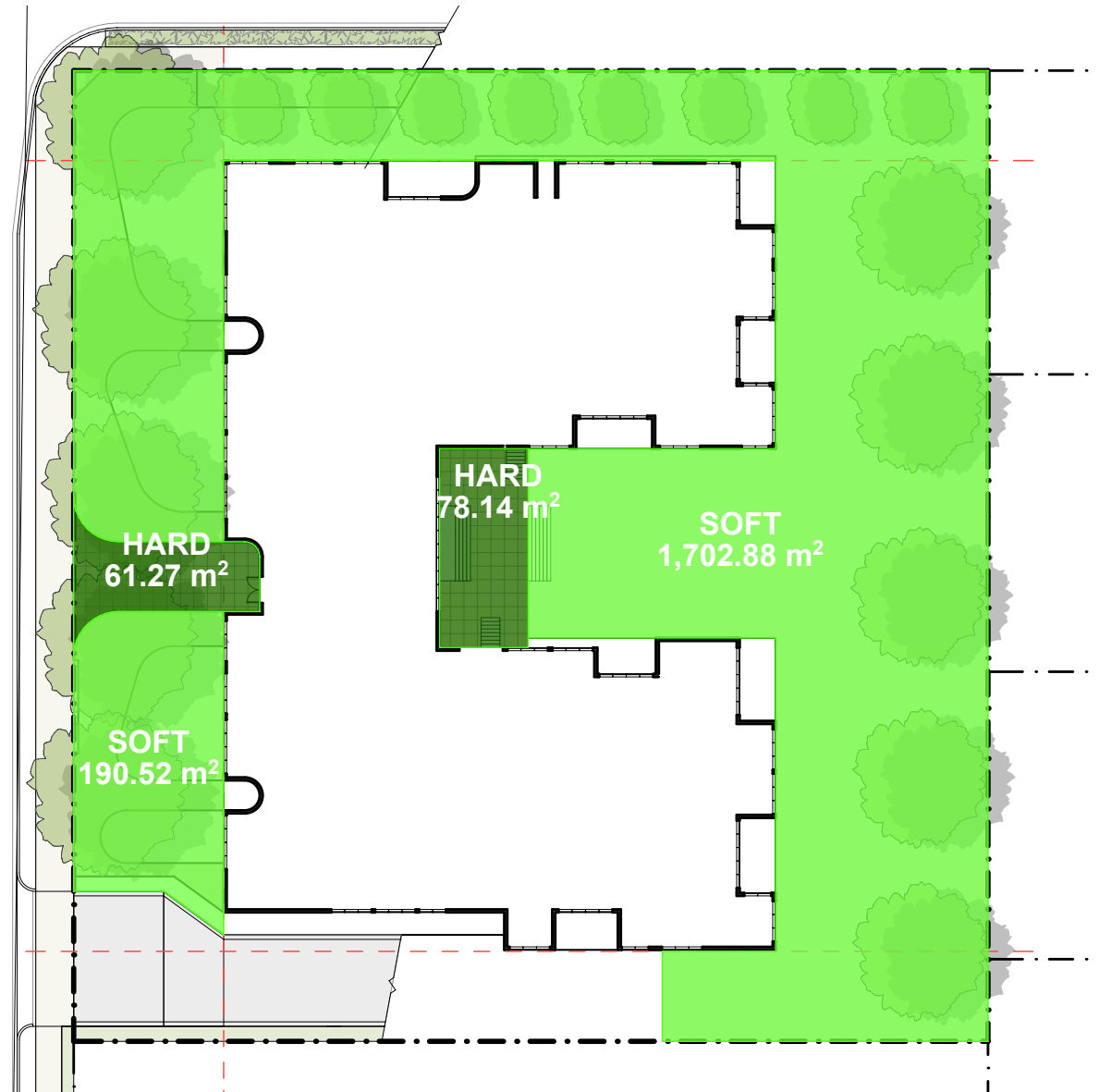
## LANDSCAPE CALCULATIONS & SITE COVERAGE

Total landscape area for the proposed site is 2,032m<sup>2</sup>, including all landscaped areas that are wider than 2m.

This results in a 52% landscaped site coverage. This satisfies SEPP 65 Apartment Design Guide Objective 3E-1 which states: "Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality"

This allows for significant areas of landscape design at the ground level, in addition to the landscaping provided for communal open spaces on the roof areas.

SEVEN HILLS ROAD

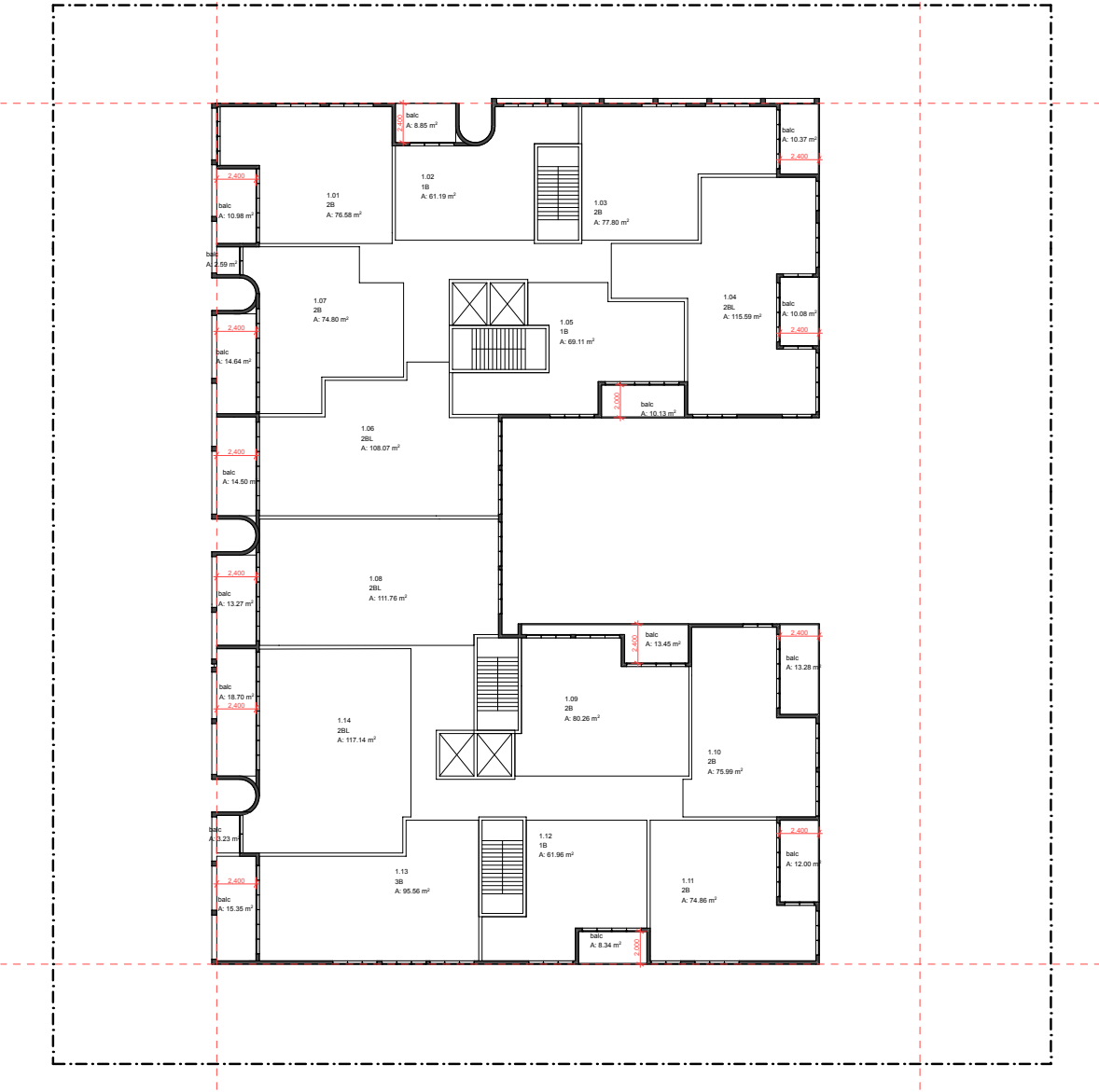


# CONCEPT DESIGN

## BALCONY DEPTHS

Balcony depths throughout the development comply with SEPP 65 Apartment Design Guideline Objective 4E-1 achieving the minimum dimensional requirements of 2m for 1 and 2 bedroom apartments, and minimum 2.4m for 3 bedroom apartments.

See typical floor plan adjacent demonstrating compliance.





# CONCEPT DESIGN

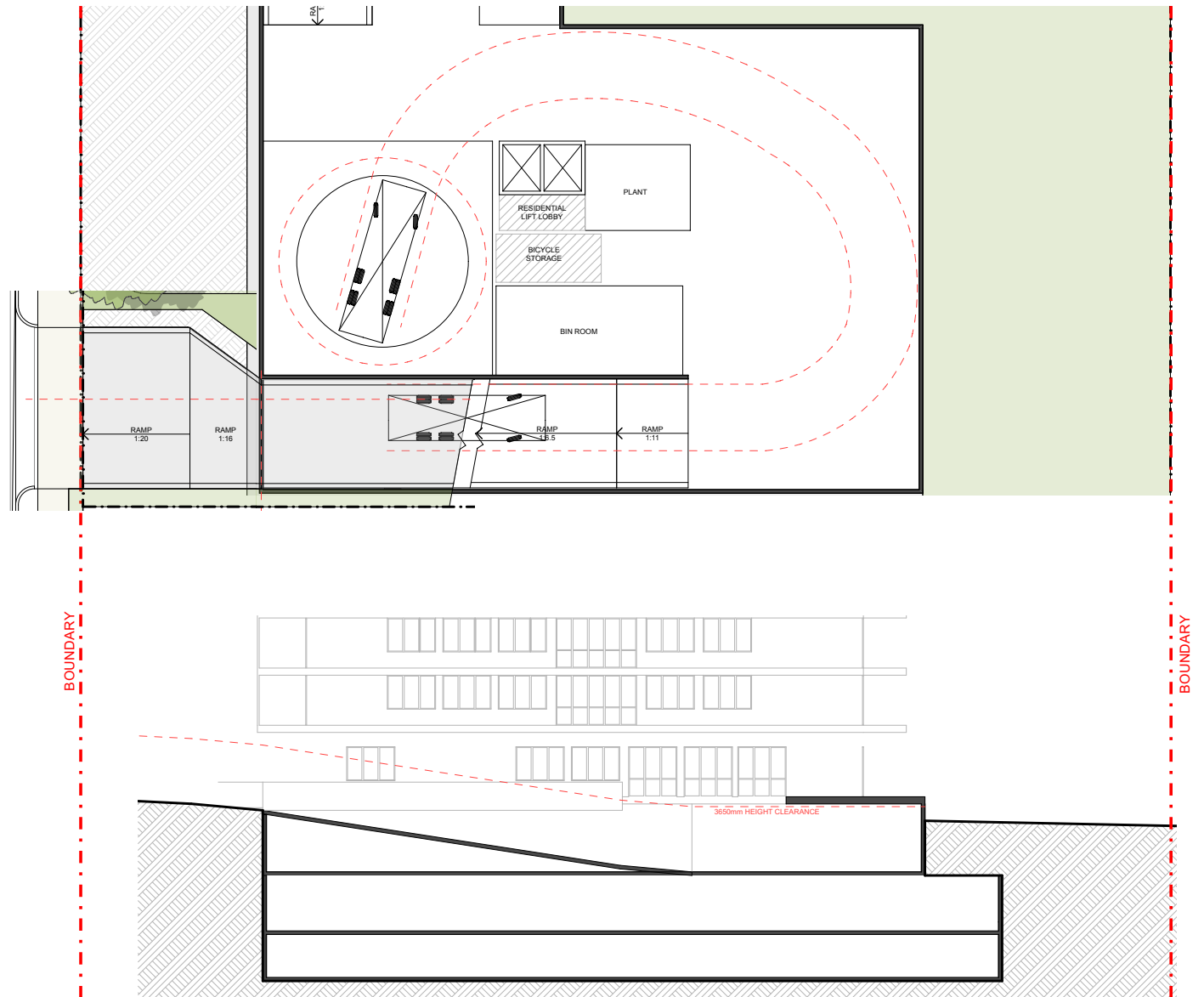
## WASTE SERVICES

The development has been designed in accordance with SEPP 65 Apartment Design Guidelines Objective 4W-1: Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents and the Hills Shire DCP.

The driveway of the development has been designed to allow for a passing bay at the top of the driveway, for ease of traffic movement in the event of a garbage truck passing a car to minimise issues with traffic movements.

The driveway ramp and transitions have been designed for a garbage vehicle to travel and Basement 1 has been designed to accommodate a garbage vehicle entering a garbage loading dock in a forwards direction for loading of garbage. Through the use of a vehicle turntable a garbage truck is then able to exit the site in a forward direction in accordance with the Hills Shire DCP.

The corresponding section demonstrates the height clearance within the basement to allow for a garbage truck to access the waste services located on Basement 01.



# 5 VISUALISATION



# VISUALISATION

## PRECINCT VIEW





# VISUALISATION

OVERHEAD VIEW FROM NORTH





# VISUALISATION

OVERHEAD VIEW FROM SOUTH





# VISUALISATION

VIEW SEVEN HILLS ROAD

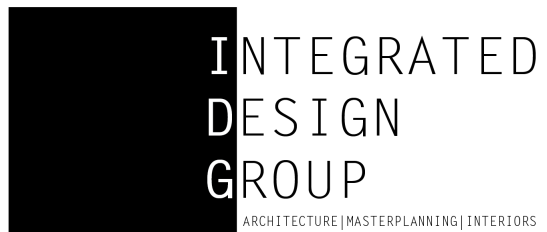




# VISUALISATION

## INTERNAL COURTYARD





PREPARED BY:

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