

# 37-39 HILL ROAD MASTERPLAN

SECTION 96 DESIGN REPORT  
DOCUMENT NO.S12088/0001  
REVISION E

NOVEMBER 2018

BATESSMART™

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Homebush Bay Properties Pty Ltd

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## PROJECT NUMBER

S12088

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	<b>CONTENTS</b>	
<b>1.0</b>	<b>INTRODUCTION</b>	<b>02</b>
<b>2.0</b>	<b>SITE CONTEXT AND ANALYSIS</b>	<b>03</b>
	2.1 Site Location	03
	2.2 Site Context	04
	2.3 Planning Context	06
	2.4 Review of Existing Stage 1 Consent	08
<b>3.0</b>	<b>MASSING CONCEPT</b>	<b>10</b>
<b>4.0</b>	<b>MASTERPLAN</b>	<b>14</b>
	4.1 Design Description	14
	4.2 Proposed Envelopes	16
	4.3 Building Separation	17
<b>5.0</b>	<b>INDICATIVE DESIGN</b>	<b>18</b>
	5.1 Ground Level	18
	5.2 Level 01	20
	5.3 Level 02	22
	5.4 Residential Apartment Types	24
	5.5 Typical Floors	26
	5.6 Setback Levels	28
	5.7 Car Parking	32
<b>6.0</b>	<b>PUBLIC DOMAIN</b>	<b>34</b>
	6.1 Landscape Masterplan	34
	6.2 Verona Drive	36
	6.3 Street Interface	38
	6.4 Public Park	40
	6.5 Foreshore Park	42
<b>7.0</b>	<b>DEVELOPMENT SUMMARY</b>	<b>44</b>
	7.1 Indicative Staging	44
	<b>APPENDIX A:</b>	
	Bates Smart Drawings	
	<b>APPENDIX B:</b>	
	SEPP65 Compliance	
	<b>APPENDIX C:</b>	
	Visual Impact Assessment	
	<b>APPENDIX D:</b>	
	Additional Shadow Diagrams	







# 1.0 INTRODUCTION

This report forms part of a Section 96 Amendment to the existing Stage 1 Consent DA-19/2015 (approved March 2016 by the former Auburn City Council) for the site known as Lot 8, 37-39 Hill Road, Wentworth Point. The site is governed by the Homebush Bay West DCP (including Amendment No1).

The existing approval defines four development blocks and their associated building envelopes, new road connections, a public park and a foreshore zone. Approved floor space is as follows:

- / 6,237m2 minimum public open space
- / 96,482m2 maximum residential floor space
- / 405m2 minimum commercial floor space
- / 200m2 retail floor space
- / 97,087m2 maximum floor space

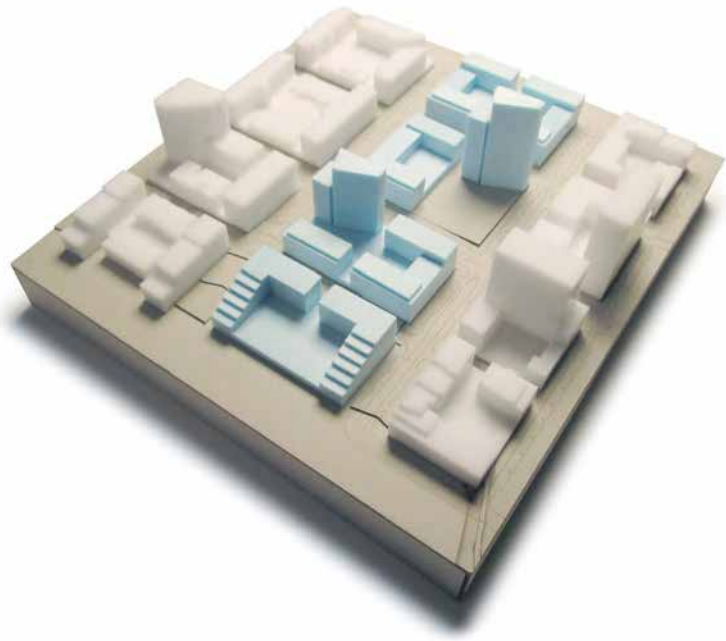
The proposed modifications aim not to amend approved areas but to redistribute the building envelopes in order to improve the urban outcome and allow current statutory policy (via the Apartment Design Guide) to be achieved.

The modifications can be generally summarised as:

- / Alignment of buildings to street edge
- / Relocation and height of towers
- / Reposition of public park
- / Introduction of visual link
- / Refined building height and street hierarchy

This report will introduce and examine the site, the DCP envelopes and the existing consent envelopes before establishing the proposed masterplan framework. The proposed envelopes will be detailed and described. Following this an indicative scheme design has been prepared highlighting the key principles and aspirations for the masterplan.

*Our vision is a vibrant, permeable and diverse mixed-use precinct, with a clear sense of place. Each block evolving a distinctive character, while an underlying urban and landscape framework provides a connection to the wider context of water and park.*



This design report has been prepared by Bates Smart Pty Ltd for Homebush Bay Properties Pty Ltd and forms part of the Section 96 submission for the 37-39 Hill Road Lot 8 Masterplan, Wentworth Point.

This report should be read in conjunction with the SEE prepared by Ethos Urban the landscape design submission prepared by Arcadia Landscape Architects, the traffic submission prepared by Ason Group, and the civil submission prepared by AT&L.

## DEVELOPMENT SUMMARY

Floor Space	
Site Area	62,283m <sup>2</sup>
Public Open Space min	6,237m <sup>2</sup>
Residential Floor Space	96,482m <sup>2</sup>
Commercial Floor Space min	405m <sup>2</sup>
Retail Floor Space min	200m <sup>2</sup>
Total Floor Space max	97,087m <sup>2</sup>
FSR	1.6:1

## INDICATIVE DESIGN SUMMARY

Residential Mix	
Dwellings comprising	1,121 units
	262 one bedroom apartments
	605 two bedroom apartments
	181 three bedroom apartments
	38 two bedroom terrace houses
	35 three bedroom terrace houses
Car parking	
Provided within blocks	683 spaces

Floor Space	
Commercial	1,083m <sup>2</sup>
Retail (Cafe/Shop)	528m <sup>2</sup>
Community Use (Gym)	1,082m <sup>2</sup>
Residential calculated method:	
Excluding both lobbies and corridors	95,388m <sup>2</sup>
Excluding lobbies, but including corridors	100,571m <sup>2</sup>
Including both lobbies and corridors	104,418m <sup>2</sup>
Car Parking at:	
Level 01	13,532m <sup>2</sup>
Level 00 and below	51,885m <sup>2</sup>



# 2.0 SITE CONTEXT AND ANALYSIS

## 2.1 SITE LOCATION

37-39 Hill Road (Lot 8) Wentworth Point is a rectangular parcel of land located on the Wentworth Point peninsula, covering 62,283m<sup>2</sup>

The northwest boundary (approximately 153m long) fronts Hill Road and Millennium Parklands whilst Homebush Bay contains the southeast boundary. Southwest of the site is predominantly existing apartment buildings and to the northeast a mixture of newly completed apartment/mixed use buildings and development sites.

Along the water front to the north, Bennelong Bridge provides an important connection to Rhodes for pedestrians, cyclists, buses and emergency vehicles.





2.2 SITE CONTEXT

The site currently has three tenanted warehouses, at grade car parking and internal driveways. There are no significant trees or heritage assets within the site boundary. Currently the site has a slight fall toward the waterfront, however future levels will need to be adjusted to tie into the surrounding developments. There are no flooding constraints for the site.

Nuvolari Place is faced with two existing buildings, No 6 and No 9-19, both are residential blocks of 8 storeys. Lots 18A and 18B are currently warehousing. Lot 18A has permission to build a predominantly 8 storey perimeter block on a two storey podium, with a tower of 17 storeys on the south west corner. Lot 18B has permission to build a 'U' shaped perimeter block of 8 storeys (on a two storey podium), the building steps down to six storeys on the waterfront, with a waterfront building at 4 storeys. Lot 18B approval includes a public park at the termination of Nuvolari Place.

Directly to the northeast, Lot 9 has a series of mixed use buildings which have recently been completed or are under construction. Facing Lot 8 the street wall created is 8 storeys, stepping down at Lot 9D to a waterfront building height of 4 storeys. Lot 9B has a 27 storey tower in the north east corner of the block and Lot 9C has a 20 storey tower in the south west corner of the block. Between Lot 9C and Lot 9D a pedestrian link rises approximately 2 storeys over the joined car parking podium.

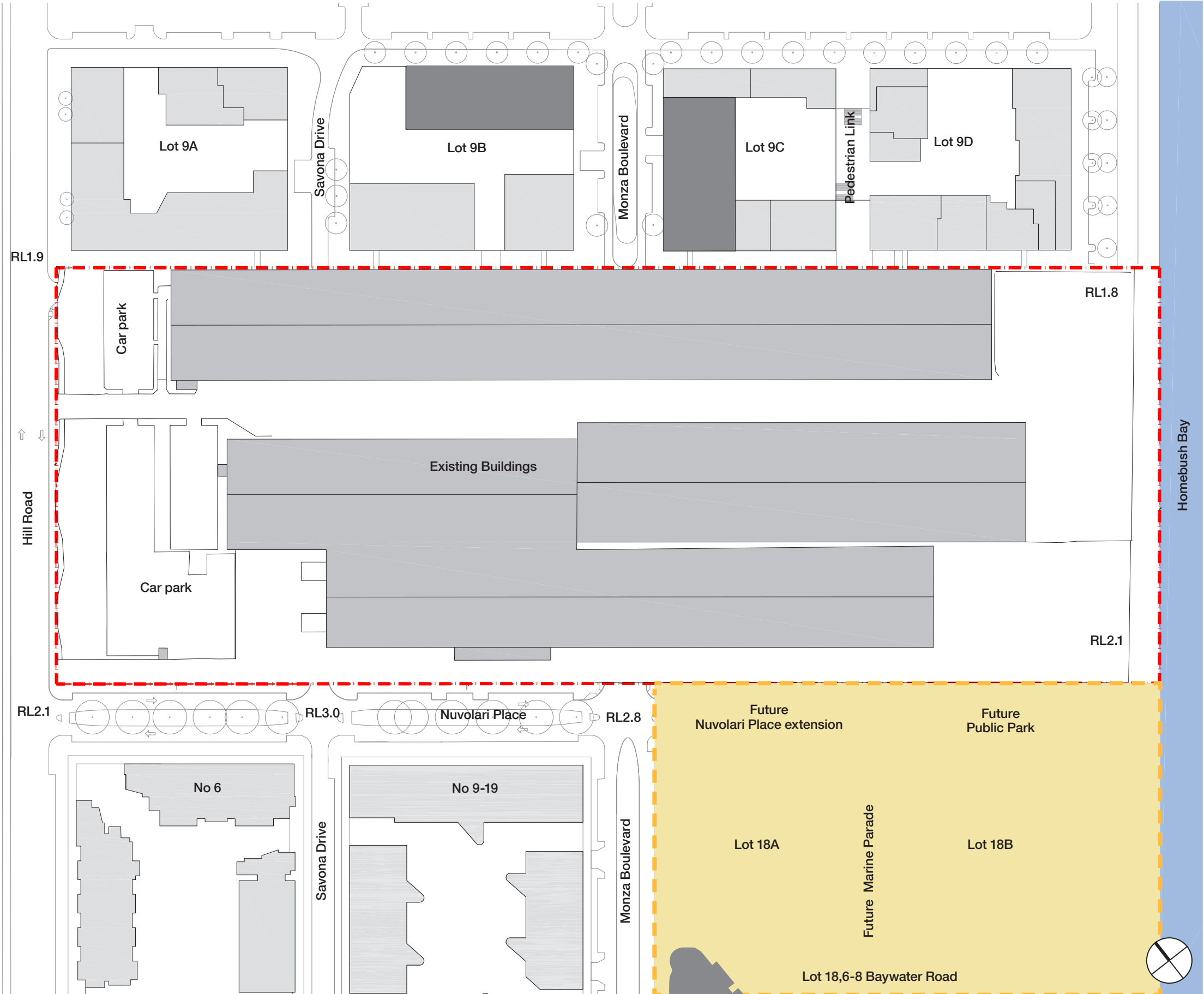
Approved not yet built



Lot18A Approved Design



Lot18B Approved Design





- PICTURED**  
1/ No.19 Nuvolari Place  
2/ No.6 Nuvolari Place  
3/ Lot 9A  
4/ Lot 9B 27 storey tower  
5/ Lot 9C  
6/ Lot 9D foreshore looking toward Bennelong Bridge  
7/ Lot 9D viewed from Lot 8  
8/ Pedestrian link between Lot 9C and Lot 9D  
9/ View from Rhodes Foreshore Park





2.3 PLANNING CONTEXT

The Homebush Bay West DCP (including Amendment No 1) sets out clear objectives for the Wentworth Point precinct.

Street and Block Structure

An efficient and functional street/block structure with a fine urban grain and street hierarchy is set out across the precinct. Primary Streets are defined as Hill Road, the new major north/south Monza Boulevard and east/west orientated streets connecting Hill Road to the waterfront. Secondary streets are north/south in orientation and further divide the lots into development blocks. A foreshore street is to provide public access to the waterfront.

Open Space

The waterfront is envisaged as a continuous foreshore for walking and cycling, with 'green' fingers extending up the east/west secondary streets. A major park is allocated to Lot 8B.

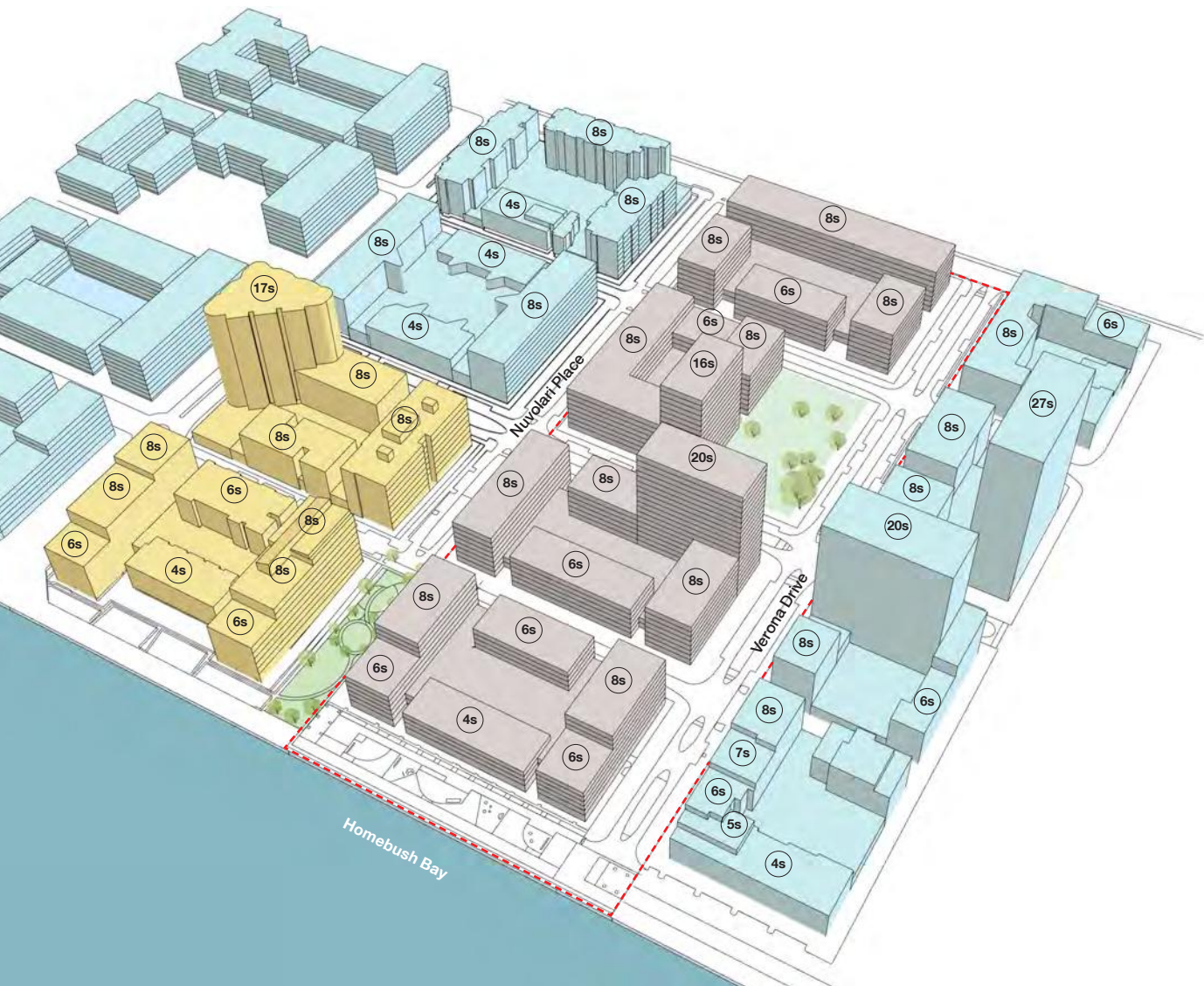
Built Form

Building heights relate to a street hierarchy with Primary Streets supporting 8 storeys, secondary streets supporting 6 storeys and a 4 storey maximum for foreshore promenade. See Figure 2.1 below. Two towers are arranged around Monza Boulevard and are defined as 20 and 16 storeys. Towers are to be positioned to allow visual permeability when viewed from Rhodes.



Figure 2.1 Homebush Bay West DCP (Amendment No1) Exert

- Towers
- 9 Storey
- 8 Storey
- 6 Storey
- Roads
- Indicative Open Space



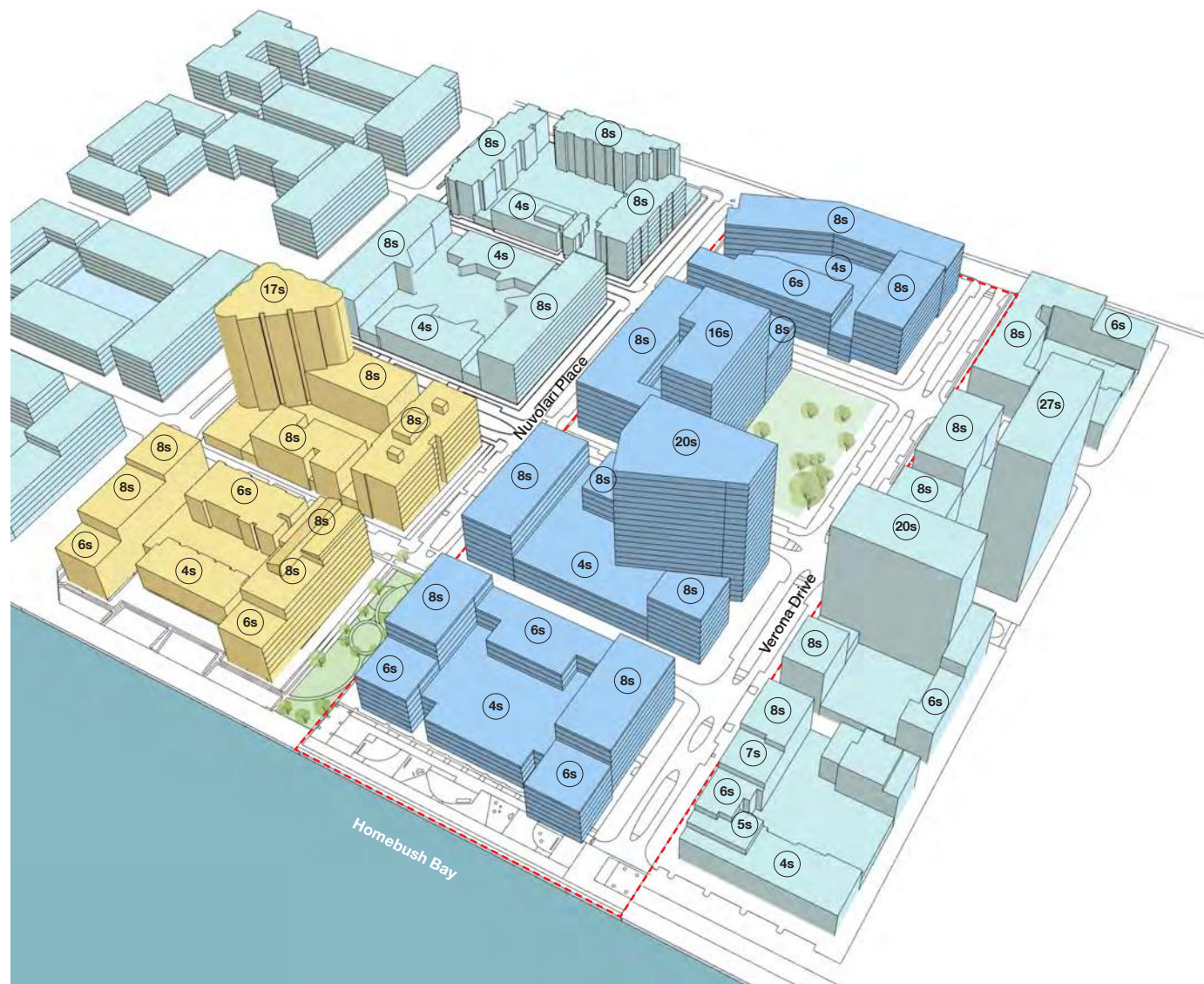
DCP ENVELOPES

Homebush Bay West DCP (including Amendment No1) describes the proposed site massing, including minimum setbacks for boundary conditions, the waterfront and building heights which are described in numbers of storeys. These heights and setbacks are illustrated in the diagram above. Storey heights shown are 3.6m for residential and 4.6m for commercial as proposed on the adjacent development and the existing Stage 1 consent.

- Hill Road, Nuvloria Place and Verona Drive 5m setback
- Servona Drive, Marine Parade and Monzana Boulevard 3m setback
- Waterfront promenade 20-30m setback

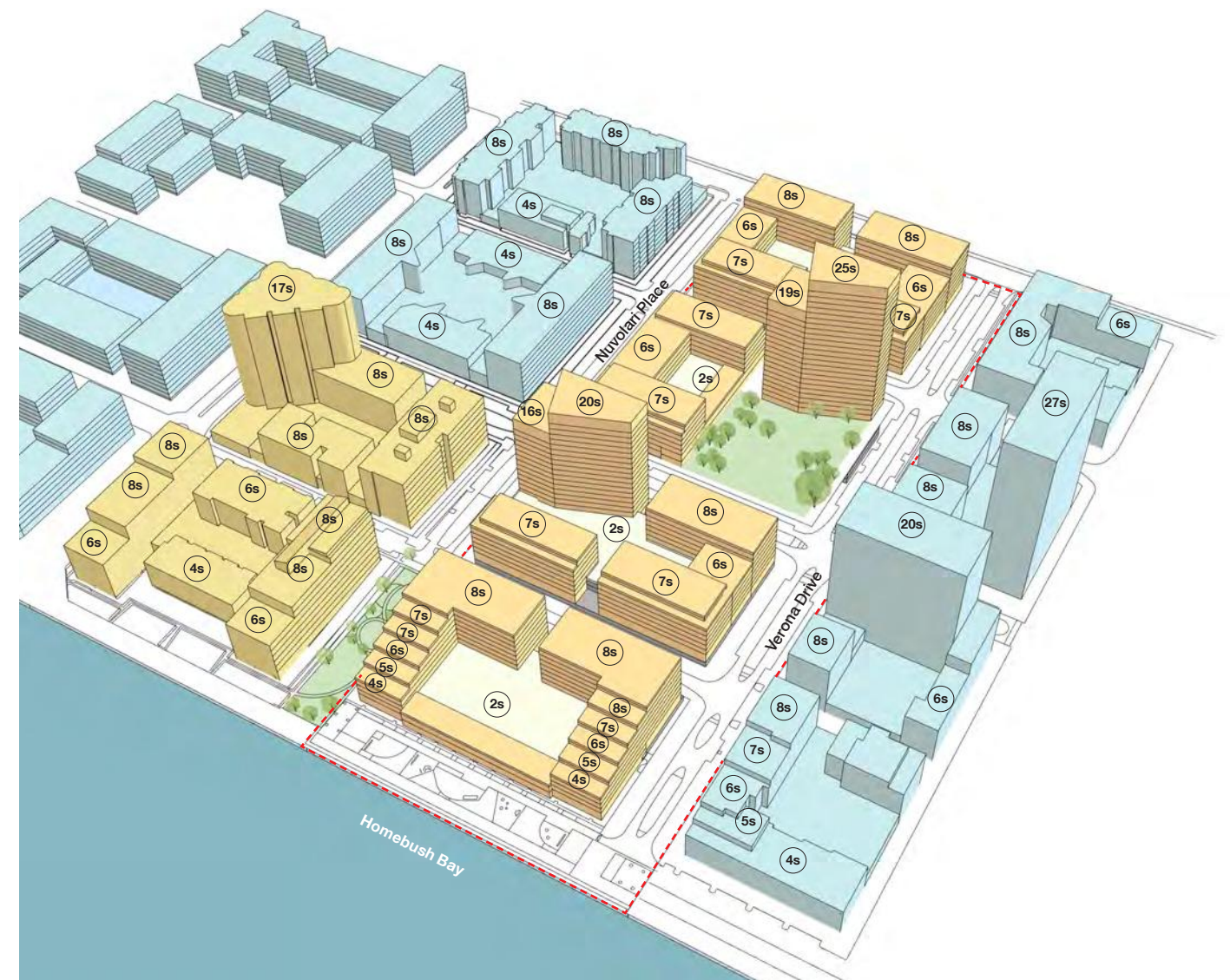
- Built / Under construction
- Approved
- Lot 8 DCP Envelopes
- Existing Lot 8 Stage 1 Development Approval Envelopes
- Proposed Lot 8 Envelopes





## APPROVED STAGE 1 ENVELOPES

The existing Stage 1 Development Approval is illustrated above. It is consistent with the DCP road grid with the exception of removal of the foreshore street. Compliant DCP set backs are provided. A 4,067m<sup>2</sup> public park is located in the northeast of Block B. The towers are generally in the same location as the DCP, and are 16 storeys in Block B and 20 storeys in Block C. The buildings on primary roads (Hill Road, Verona Drive, Monza Boulevard and Nuvolari Place) are set at 8 storeys, stepping down to 6 in Block D to the waterfront. Secondary streets have varying building heights between 4 and 8 storeys. All blocks have a 4 storey car parking podium, and 1 basement level of car parking. Basement car parking is connected under the secondary streets which are humped to facilitate this. Block A and Block B have building envelopes which a cranked off street alignment. Storey heights are set a 3.6m floor to floor for residential use.



## PROPOSED ENVELOPES

The proposed masterplan road grid is consistent with the DCP and Stage 1 consent with the reintroduction of the foreshore street. Set backs are also consistent with the DCP. In a variation from the Stage 1 Approval it is proposed that Block D aligns with the building set backs along Nuvolari Place.

Envelope and massing refinements are summarised below and will be explored in the following pages of this report.

- / Location and height of towers
- / Position of public park
- / Alignment of buildings to street edge
- / Introduction of visual link
- / Refined building height and street hierarchy

- / Building articulation
- / Reduction in carpark podium height
- / Removal of below street basement connections

Upper residential floor to floor heights have been set at 3.2m with ground floor residential varying to accommodate typography and flexible use.

Commercial FL to FL is set at 3.8m minimum.



2.4 REVIEW OF EXISTING STAGE 1 CONSENT

Bates Smart were initially appointed by Homebush Bay Properties to undertake an assessment of the existing Stage 1 Development Approval (DA-19/2015) for 37-39 Hill Road. This consent had been approved prior to the introduction of the SEPP65 Apartment Design Guide, (introduced in 2015) with which all further detailed applications will have to comply.

Figure 2.2 below shows a typical indicative design floor plate for Block A from the existing Stage 1 Development Approval. Bates Smart assessment found that:

- / The design relies on a extended double loaded corridor, creating single aspect apartment layouts.
- / Cross ventilation is achieved via facade 'slots'
- / Building widths are 25m
- / The built form is cranked to achieve solar access to NE facade
- / Floor space calculations exclude corridors, as per former Auburn City Council floor space interpretation

Further review of the built form was undertaken in the areas of Urban Form, Amenity and Tower Location

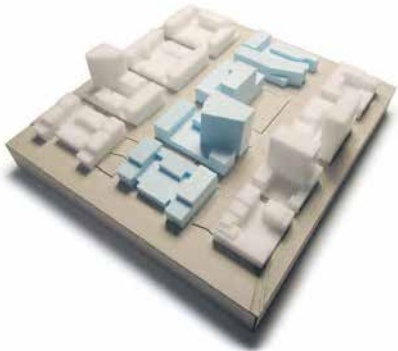


Figure 2.2 Stage 1 Consent Exert



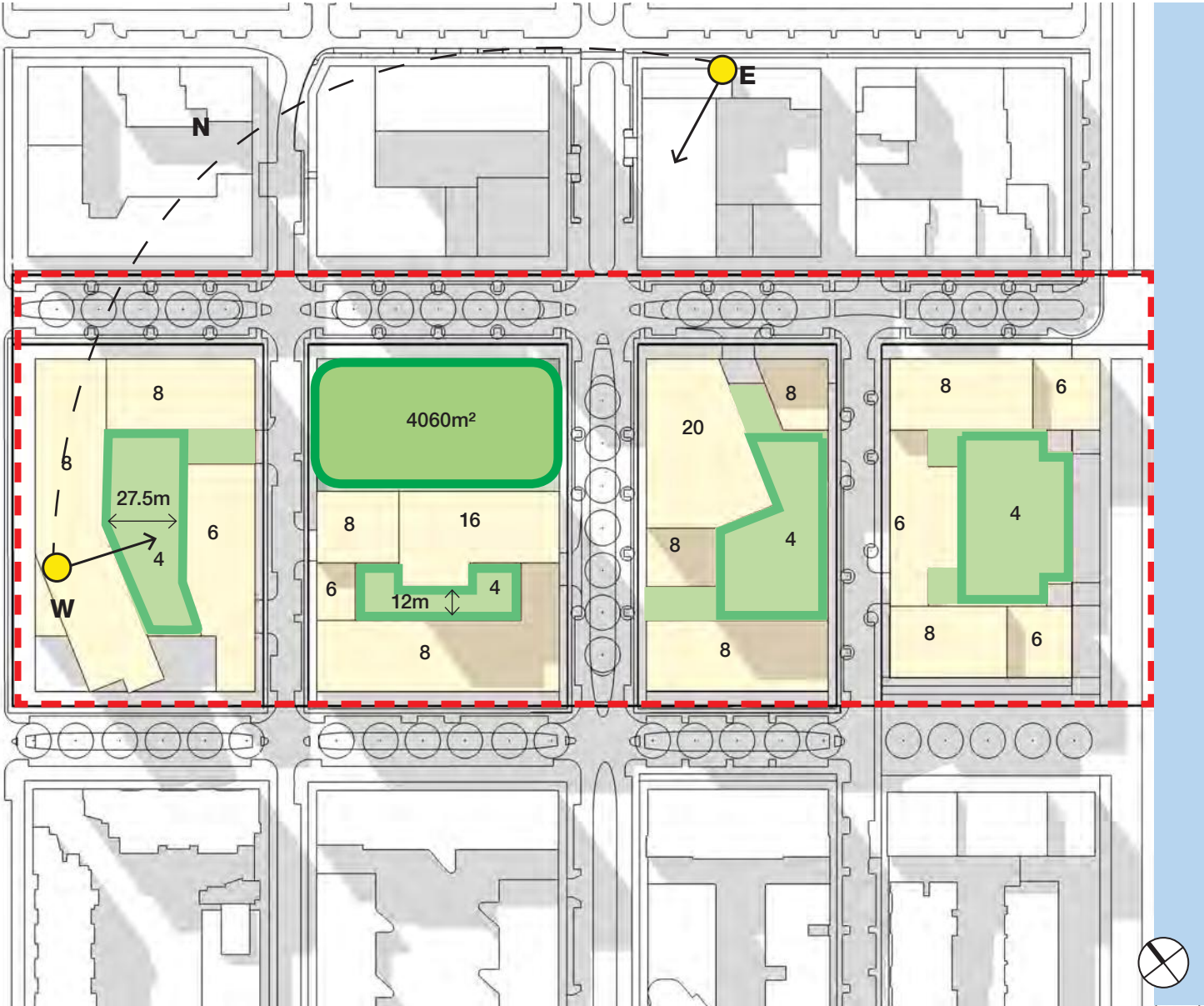
URBAN FORM

The Homebush Bay West DCP advocates a strong block street wall. In the Stage 1 Development Approval the street wall breaks down on the corner of Hill Road and Nuvolari Place, Verona Drive and Marine Parade. There is a misalignment of the street wall where Block D has an additional set back to the public park. Car parking podiums are set at 4 storeys, these are wrapped in single aspect units.



Existing Stage 1 Development Approval Envelope



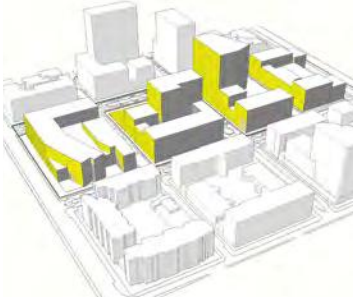


**AMENITY**

The north/south street grid is 36 degrees off true north. This determines that buildings aligned to north/south streets do not receive solar access to their eastern facades. To achieve solar access buildings in Block A and Block C have cranked facades. This restricts podium amenity within these blocks. Positioned in the northern corner of the site, Block C tower overshadows the podium amenity space. Block D overshadows the waterfront. Building separation within the Block B amenity space is restricted.



2hr winter solstice solar access, viewed from northeast



2hr winter solstice solar access, viewed from southwest

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**TOWER LOCATION**

Block B tower is orientated east/west with solar access to the northern and western facade. This orientation does not maximise views to the east, and views to the north are blocked by the Lot 9 tower. Block C tower is orientated north/south and has a cranked eastern facade to gain solar access. This creates a large tower footprint and massing. The location and massing of the towers compromises the DCP aspiration of tower separation when viewed from Rhodes.



View from Rhodes



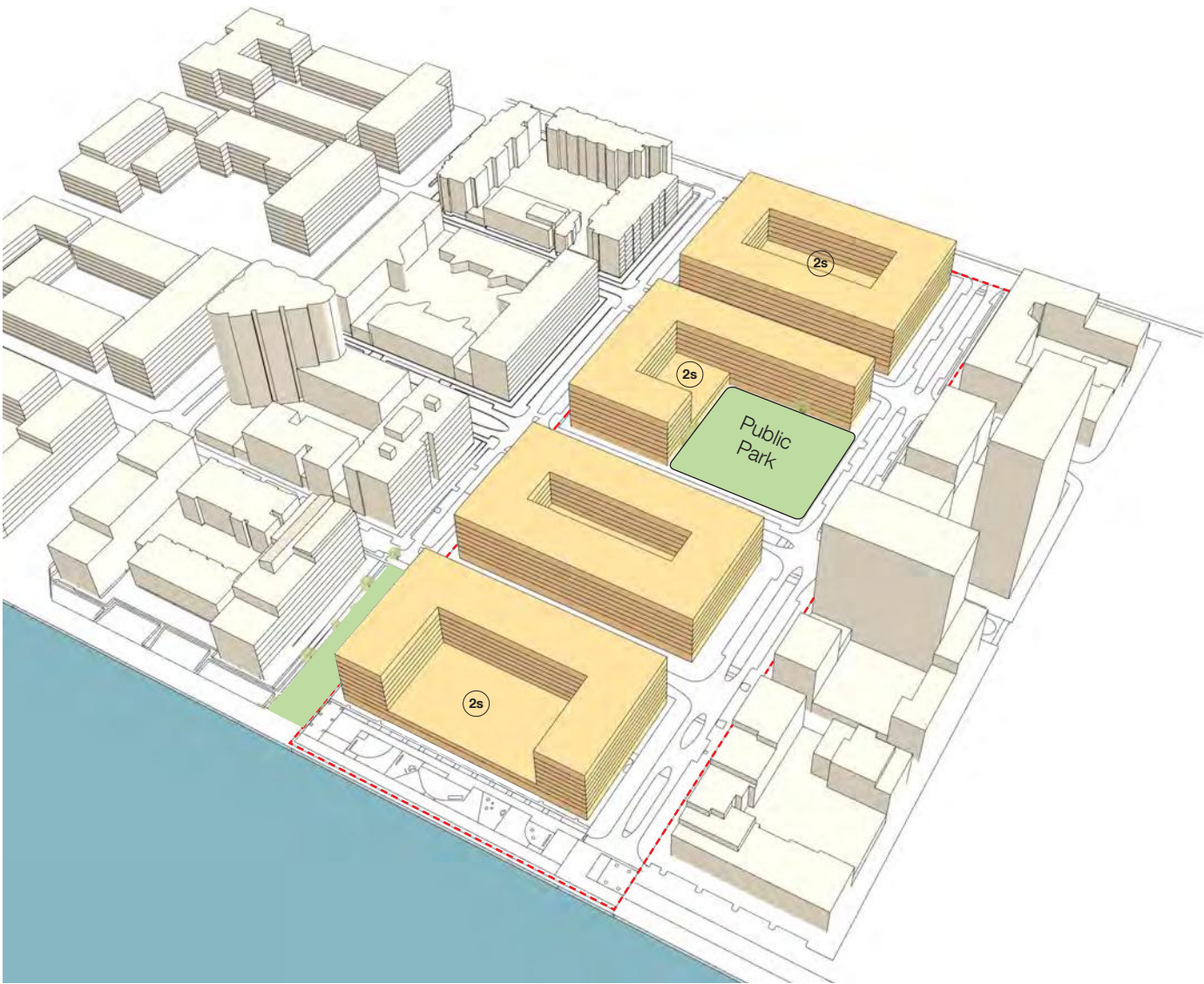
# 3.0 MASSING CONCEPT



Following the review of the Stage 1 Development Approval Bates Smart was asked to revise the masterplan. The following steps show the development of a massing concept.

**DEFINE DEVELOPMENT LOTS & DCP SET BACKS**

As defined in the DCP, the prescribed road grid and hierarchy divides the lot into four blocks. DCP setbacks are applied, 8m to Hill Road, 5m to the primary streets, 3m to the secondary streets. The Block D building set back on foreshore side is aligned with Lot 9D at 30m.



**URBAN STREET WALL & PARK POSITION**

The street wall is defined with perimeter blocks of appropriate width, and a maximum 2 storey podium base. Block D is opened into a 'U' shape to address the water.

Block B public park is positioned in the eastern corner of the block to maximise opportunities for connection to ground floor uses and to allow building form to define the open space.



**VISUAL LINK**

A visual link through the blocks breaks down building scale and creates an implied connection.

**POSITION TOWERS**

Block B tower is positioned to define the edge of the public park and is situated away from the other Block B buildings so as to hit the ground as a single element within a landscape.

Block C tower is positioned to the southwest corner of the block to provide adequate building separation to the sky line from Rhodes and to reduce overshadowing of podium outdoor space. A rhythm of towers situated on the southwest corner is established.

Tower eastern facades are angled to receive solar access.



View from Rhodes





**BUILDING HEIGHT**

A height of 8 storeys is assigned to north/south orientated buildings which front primary streets, open space or address the waterfront. This maximises apartments receiving solar access from the west.

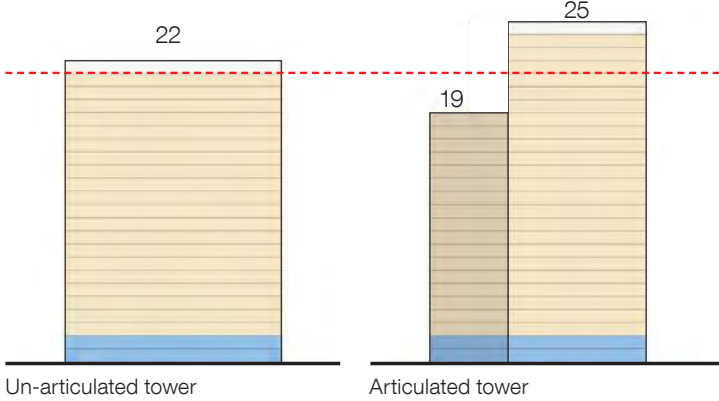
Introduction of stepped building height to Block D provides a reduction of massing and overshadowing of the foreshore.



**ARTICULATION**

Towers are broken into two forms to allow height articulation. A 6 storey street wall is introduced to the lower building forms by setting back 7 storey elements.

The foreshore wall is broken down by setting back the building 'wings'.





**PROPOSED MASSING**

The proposed massing provides varied and dispersed building heights and setbacks to create an interesting, dynamic urban form that respects the principles set in the DCP. Building heights range from 2 storeys alongside the foreshore to 8 storeys adjacent to Hill Road, 8 storeys on Marine Parade overlooking the water and 8 storeys overlooking the new public park. The two towers provide a permeable and varied sky scape.

**MASSING COMPARISON**

The resultant amendments to the Stage 1 consent are above.

- Existing Stage 1 Development Approval Envelope
- Proposed Envelope



4.0

MASTERPLAN

4.1 DESIGN DESCRIPTION

The masterplan is designed to complement the existing and approved built fabric whilst providing a variety of opportunities for diverse, active streets, vibrant and varied public outdoor spaces and for added community value within a strong urban framework.

The public domain extends and enhances the existing streets and proposes a new public park and foreshore. The streets have a clear hierarchy and varied character.

Each block has an individuality, established from its position within the urban framework, height variation, adjacent street hierarchy/character, and location.

Block B is the commercial, retail and community centre of the masterplan. The built form is used to define and activate the public park and create a permeable and accessible hub.

Block D opens to the water and views. Stepping back from the foreshore reduces the overshadowing impact on the foreshore and

provides opportunity for active and varied roof scape.

The towers located in Block B and Block C have been thoughtfully positioned to maximise views and solar access, and to enhance the sky scape.



Waterfront design indicative. Refer to landscape report for up to date information.





Waterfront design indicative. Refer to landscape report for up to date information.



4.2 PROPOSED ENVELOPES

While the masterplan submission includes a well-developed indicative design scheme, the proposed building envelopes include additional tolerance so to allow some flexibility in the final design of buildings in the Stage 2 Development Applications.

Building envelope widths are set at 23m, which will support an ADG compliant 18m through unit, plus a balcony width of approximately 2.5m and provide a 2.5m allowance for building articulation. Block D Marine Parade building is the only exception to this.

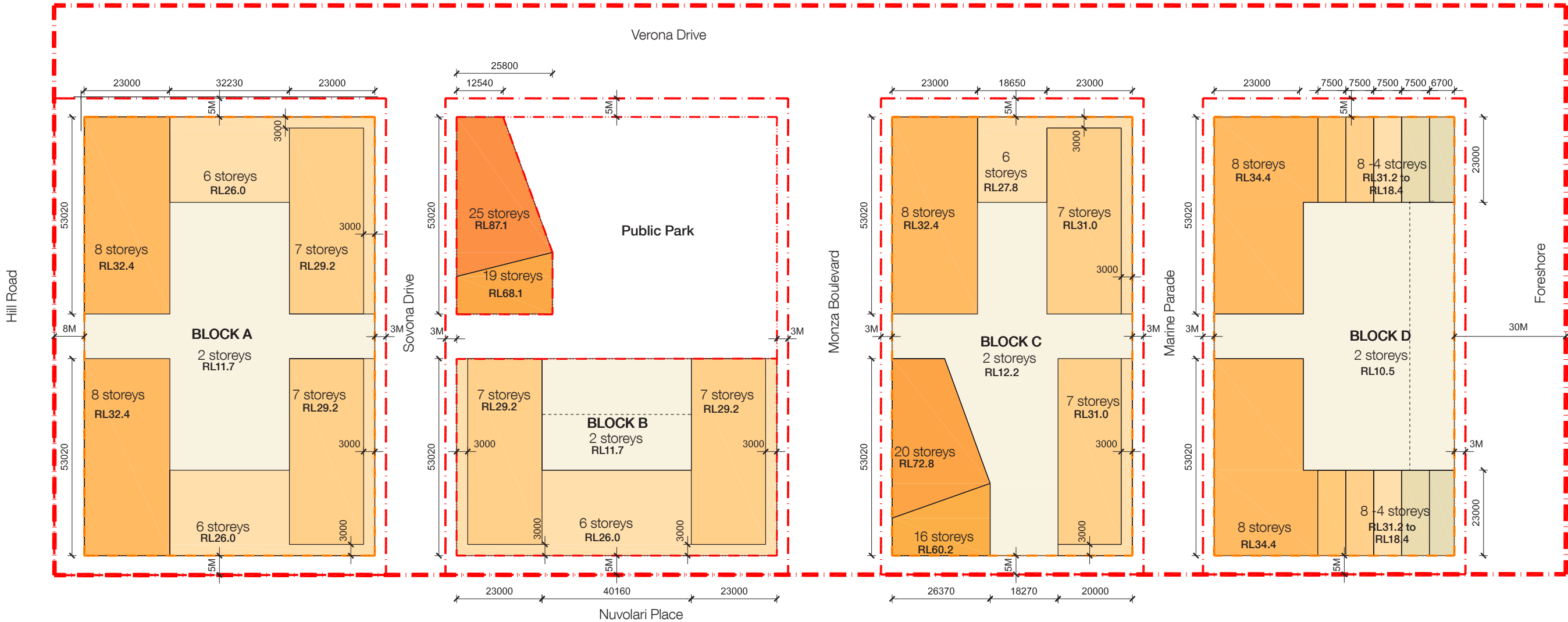
Residential ground floor levels for each block have been set using a maximum basement above ground projection of 1200mm.

Commercial / retail and community uses are set to have level access.

Building heights have been established by use of the following floor to floor allowances:

- / 3.3m for ground floor residential uses
- / 3.2m for upper floor residential uses
- / 4.7m from the top floor served to the top of the lift overrun

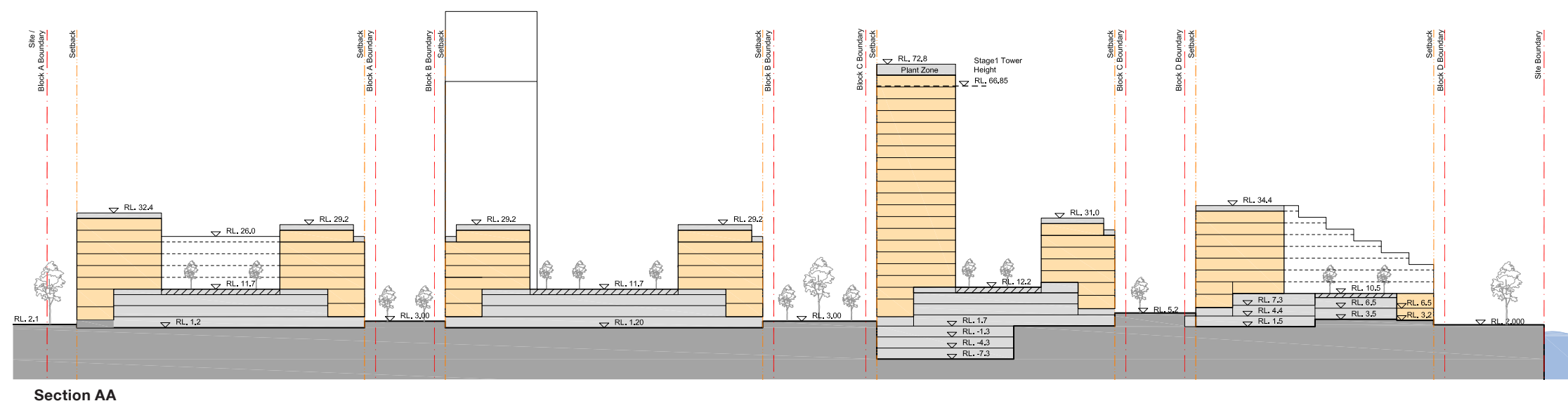
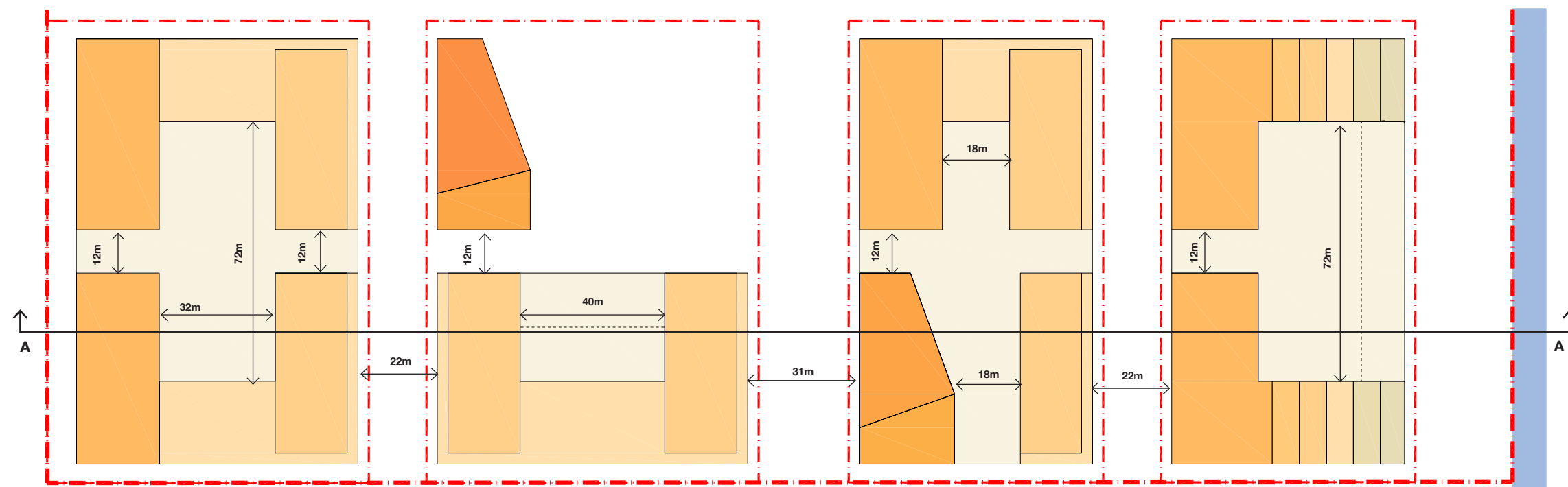
- / 3.8m-4m for commercial and retail uses
- / 3m for car parking floors
- 15000mm solid depth has been allowed for above podium car parking to support substantial planting for the outdoor communal amenity zones.
- The envelope for the towers has a perpendicular side to align with the street and a angular side to receive solar access.
- Each block has been designed to stand alone, separately complying with the SEPP ADG guidance and providing all car parking and services required to build each block separately.





Block separation distances comply with the requirements set out in the SEPP65 Apartment Design Guide. Within the blocks the perimeter built form also complies with the guide. Buildings up to 8 storeys in height are separated by a minimum of 18m (between habitable rooms) and 12m (between non-habitable rooms).

The width of the visual link is set at 12m to provide relief in the street wall whilst maintaining containment and definition of podium amenity space. Residential apartments facing the visual link will be orientated east / west.

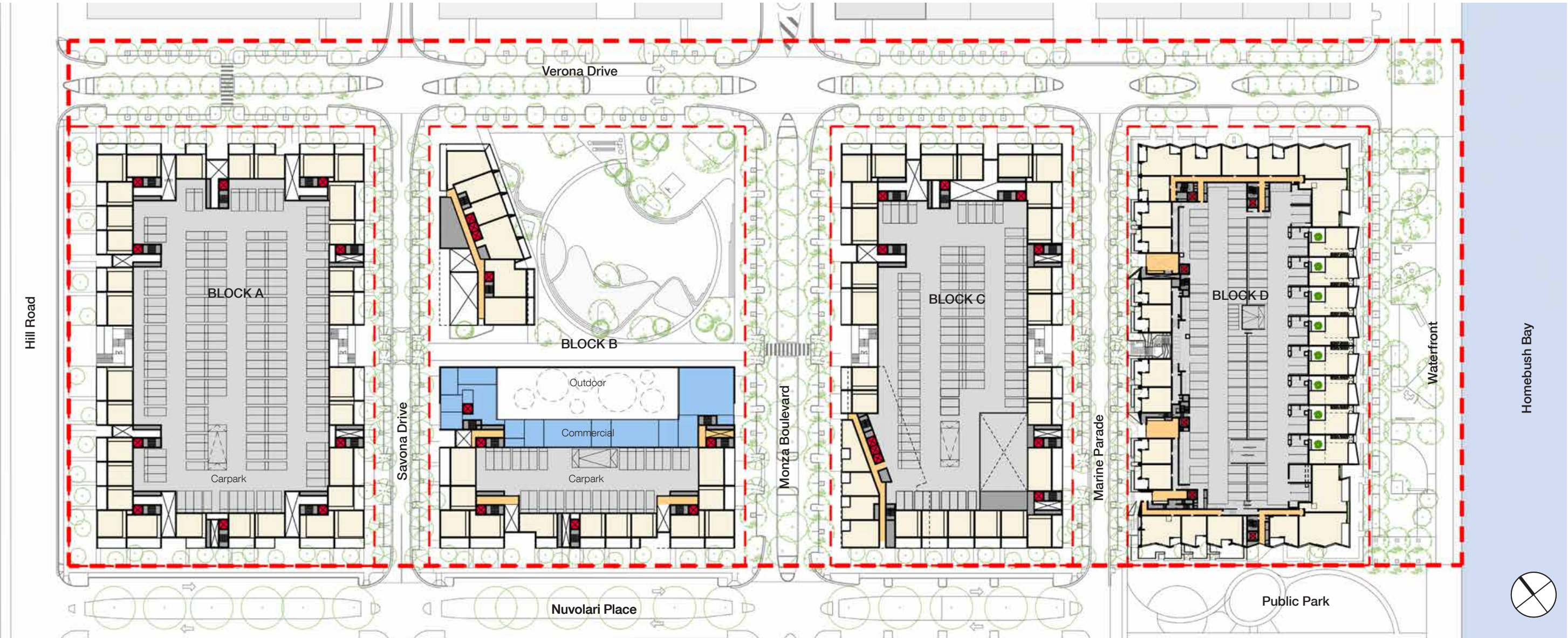




5.2 LEVEL 01

Level 01 is predominantly the upper floors of the townhouses and the upper car parking levels. Double height residential apartment entrances are encouraged to enhance a sense of entry from the street.

The indicative design proposes a Commercial facility located at Level 01 of Block B. This position provides views over the public park and alleviates overlooking through proximity to other buildings. There is potential to create quality protected outdoor space surrounded with day rooms and back of house facilities. Access to the Commercial would be via a separate core to the street level.





STREET ACTIVATION

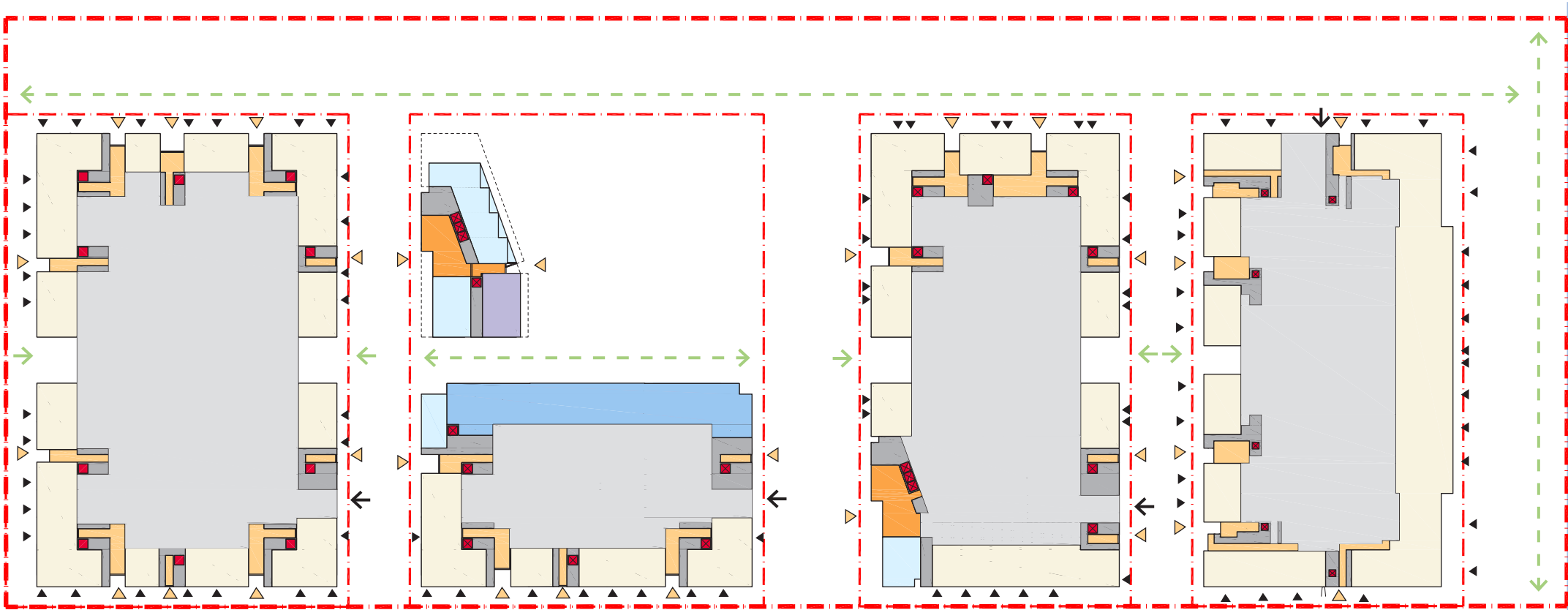
The masterplan has been developed to maximise street level activation. Apartment buildings are designed as multi- core, with several small entries per building. Townhouses on the lower two floors provide regular front doors with front gardens overlooking the street.

Commercial, community and retail space front the public park and the pedestrian link through Block B. Retail use is also allocated to the base of the Block C tower.

The number of basement car park entries has been minimised so there is only one on each block. These have been located to minimise pedestrian conflicts.

Key

Active retail & commercial frontage

Apartment entry

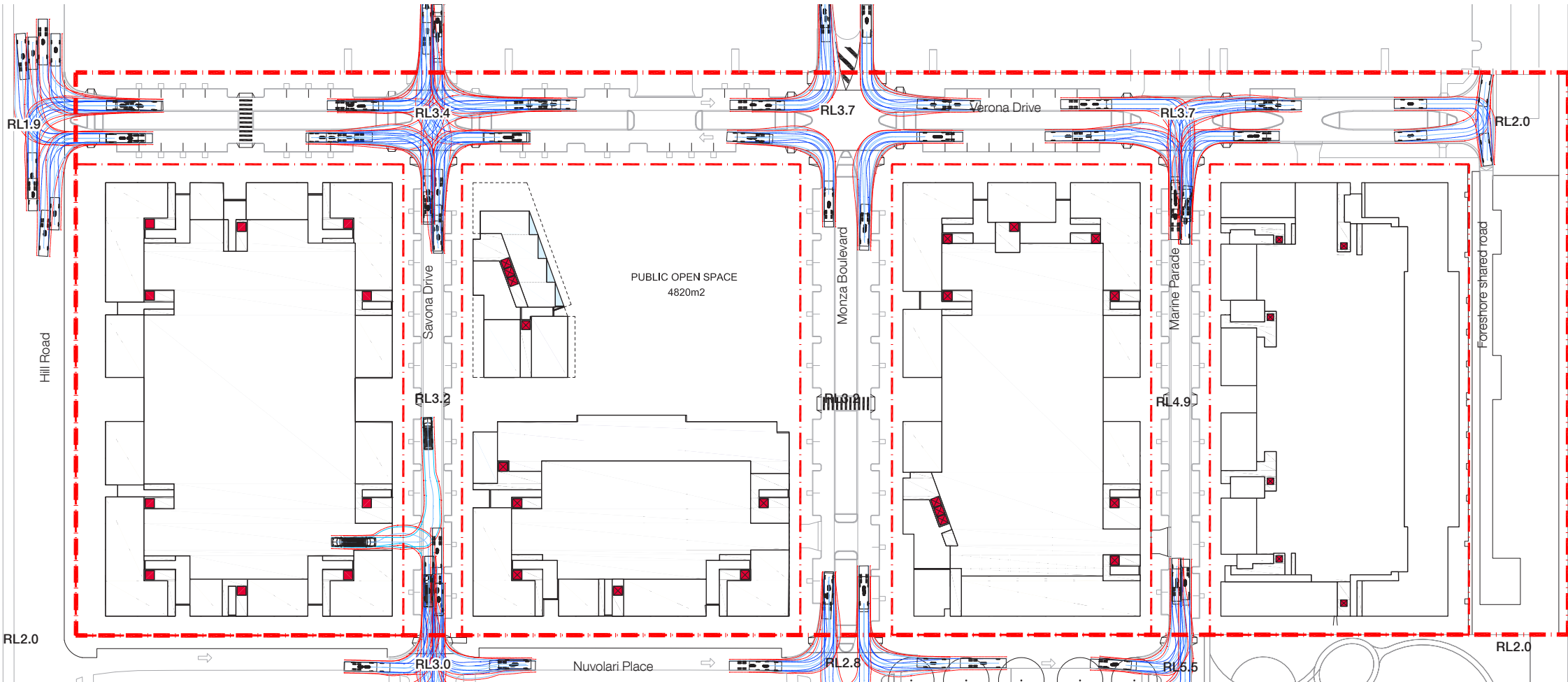
ROAD LEVELS AND VEHICLE MOVEMENT

Road levels along Verona Drive and Nuvolari Place are set to tie in with the existing developments. The site is effectively divided into two storm water catchment areas one to the west of Monza Boulevard and one to the east. North/south street levels are set to a gentle transition between these existing levels and to provide street access to podium amenity in Block D. Refer to Civil Stormwater Concept Report prepared by AT&L.

Building envelopes have been developed assuming stepped ground floor slabs to address the slope of the site and minimise the projection of basements above ground level. Refinement of this during the development of Stage 2 Development Applications will be required.

Vehicle movements (including cars, servicing trucks and emergency vehicles) have been designed for both the proposed site and for the existing vehicle access ways to Lot 9.

A shared vehicle /pedestrian zone along the waterfront is proposed. This will provide individual residential addresses whilst reducing speed of traffic to create an improved public amenity.

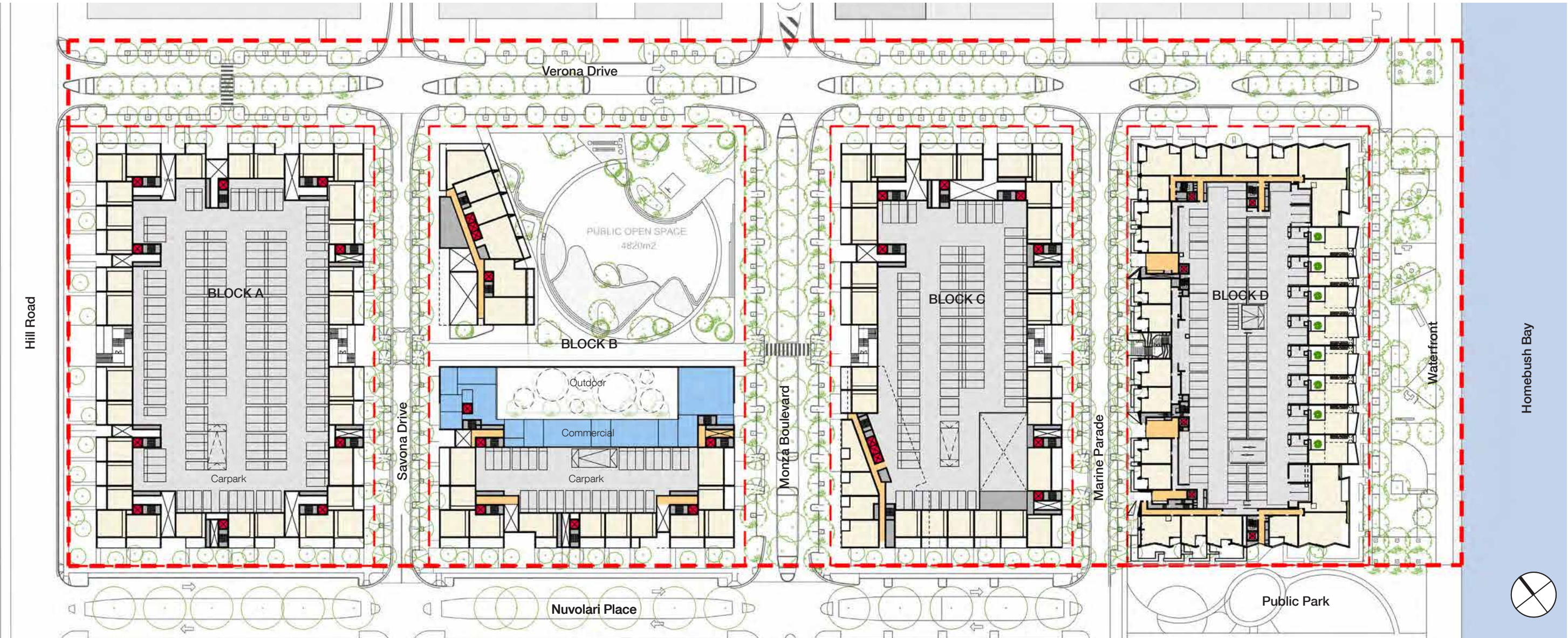




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The indicative design proposes a Commercial facility located at Level 01 of Block B. This position provides views over the public park and alleviates overlooking through proximity to other buildings. There is potential to create quality protected outdoor space surrounded with day rooms and back of house facilities. Access to the Commercial would be via a separate core to the street level.









5.3 LEVEL 02

Level 02 introduces a residential apartment typology across the site. Apartments cluster around cores with a maximum of 6 apartments to any one core, this achieves the SEPP ADG requirement of a maximum 8 apartments per core. Multiple cores maximise dual aspect and naturally ventilated apartments.

Buildings have been arranged to maximise opportunities for solar access. Cores are placed on the east of north/south blocks, to the south of east/west blocks and centrally within the tower footprint.

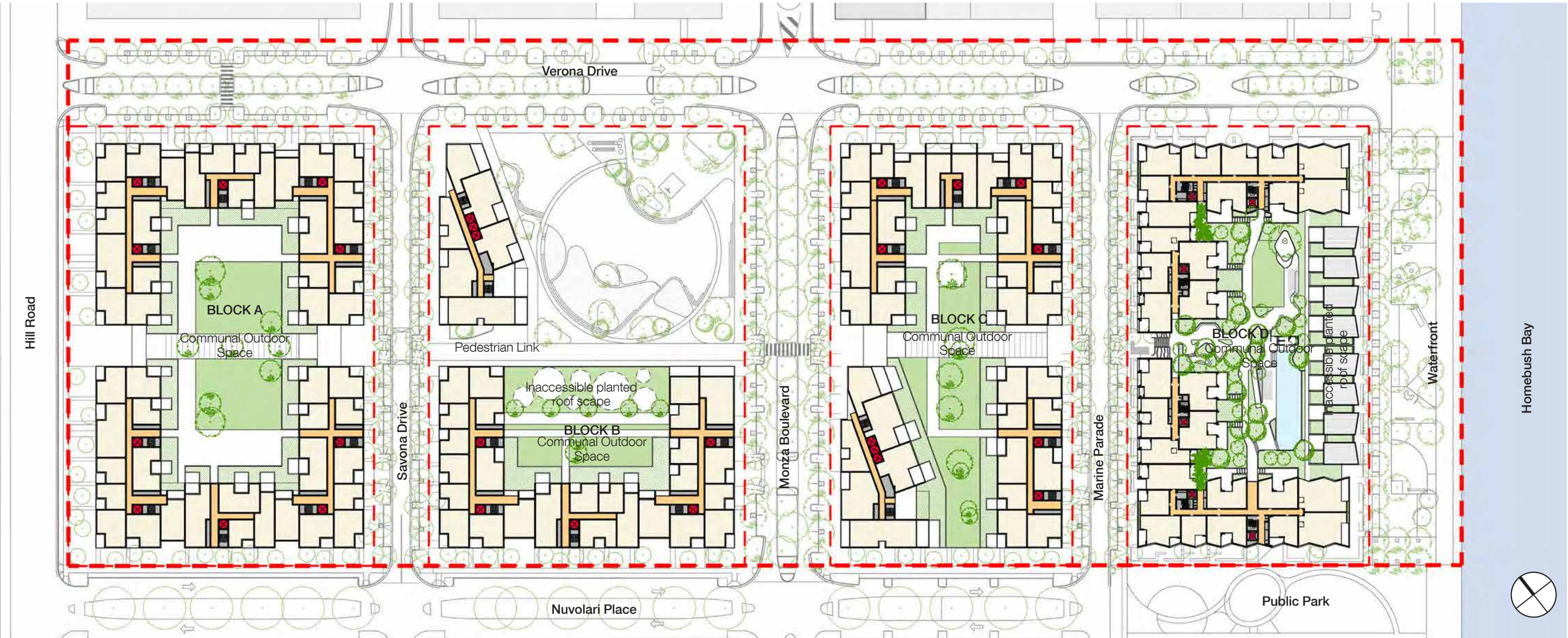
A range of apartment sizes are provided, with a total of 206 1 bed units, 606 2 bed units and 181 3 bed units. There is also variety within these in regards to outlook, orientation, layout and size.

Access to the level 02 communal outdoor space is via cores which are centrality located in the 'wings' of the block. This removes the conflict created by internal corners of blocks where apartment private outdoor space can sometimes be compromised by access to the communal outdoor space. A link between the corner core and the central 'wing' cores, increase single aspect units marginally but provide better

access and amenity to courtyard apartments.

Quality podium communal outdoor space is located centrally to each building block. Privacy to garden apartments is maintained by planting and level changes. These outdoor spaces will provide varied spaces for communal and solo, active and passive use. Facilities such as BBQ areas seating open lawn are proposed. Refer to Arcadia Landscape Architects Report for further details. These podium outdoor spaces are visually linked through the site, and have the potential to directly access street level.

To prevent overlooking, an inaccessible planted roof scape is shown above the Commercial Facility and the Block D foreshore townhouses.

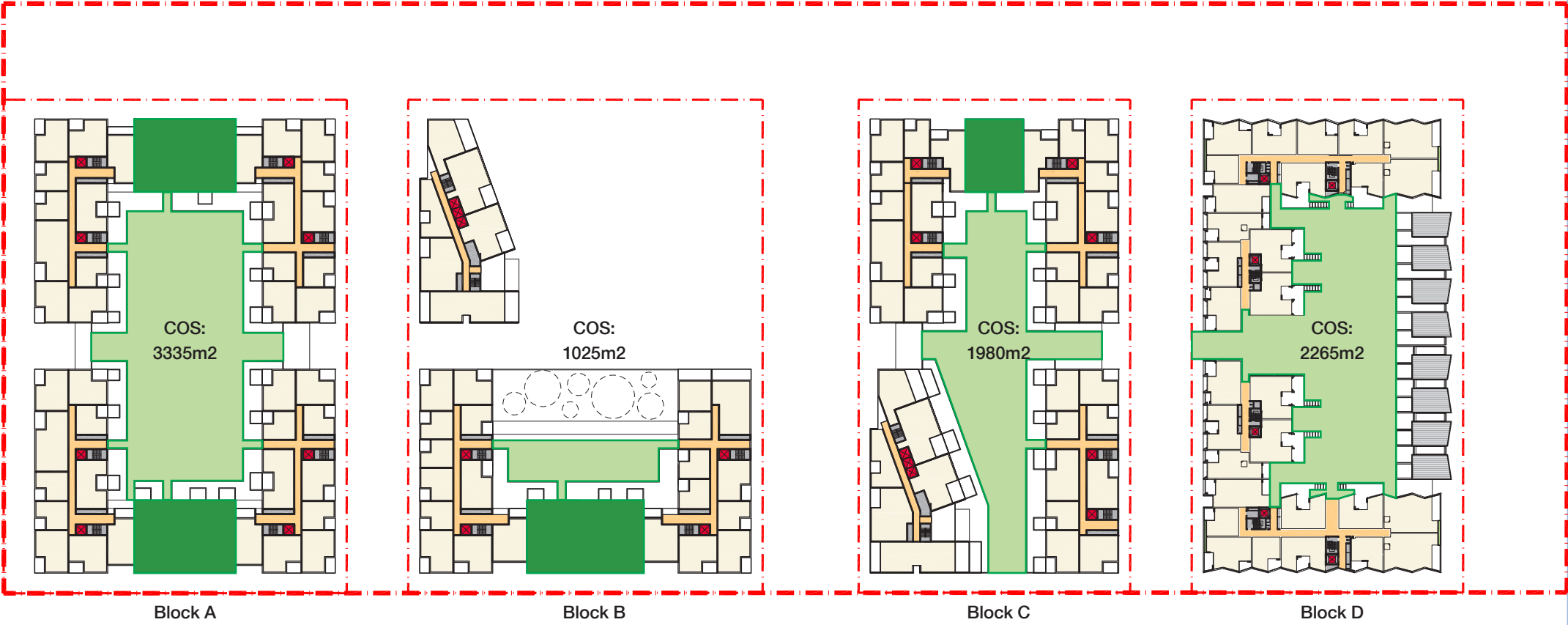




COMMUNAL OPEN SPACE (COS)

In addition to the public domain, communal open space for each block is provided at Level 02 podium, and there is potential for roof top gardens at Level 06 within Blocks A-C. These roof top gardens would be semi protected from winds by the 7 and 8 storey building elements.

- Potential Level 06 communal open space
- Level 02 communal open space



Note: Area for communal open space has been calculated excluding private open space

PRIVATE OUTDOOR SPACE

Townhouse private outdoor space comprises of two elements, ground floor front gardens, and upper floor inset balconies.

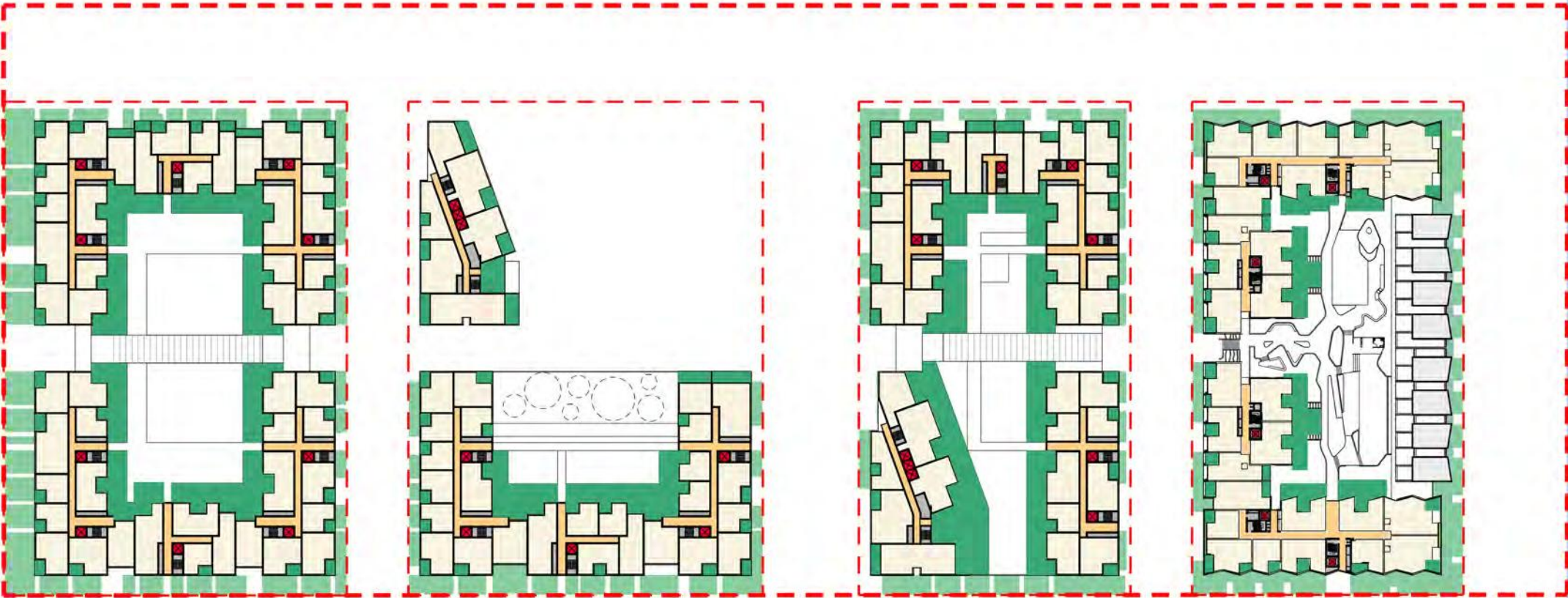
Private outdoor space on apartment levels is via inset balconies. Where apartments face communal outdoor space at Level 02, private space is extended and planting is provided as a buffer.

Private outdoor space is provided to comply with or exceed the SEPP ADG minimums of :

- / 1 bed apartments8m2 minimum
- / 2 bed apartments10m2 minimum
- / 3 bed apartments12m2 minimum

Where possible balconies are positioned to the northeast or northwest of blocks for solar access.

- Level 02 private outdoor space
- Ground floor private outdoor space





5.4 RESIDENTIAL APARTMENT TYPES

In developing the indicative design scheme, the masterplan has proposed two residential typologies, townhouses and apartments. Examples of these typologies are described and illustrated below opposite.

The indicative design has achieved 1,121 apartments and provides a mix of unit types and sizes :

/ 261 (23%) one bedroom units

/ 606 (54%) two bedroom units

/ 181 (16%) three bedroom apartments

/ 73 (7%) town houses

Unit size complies with the SEPP ADG:

/ 1 bed apartments	50m2 minimum
/ 2 bed apartments	70-75m2 minimum
/3 bed apartments	90-95m2 minimum

20% of all dwellings across the site will be adaptable and comply with AS4299 this will facilitate a wide scope of the community to have access to housing and allow people to stay in their homes when their circumstances change. In accordance with the Homebush Bay West DCP (Amendment No1) half of these units will be allocated accessible car spaces.

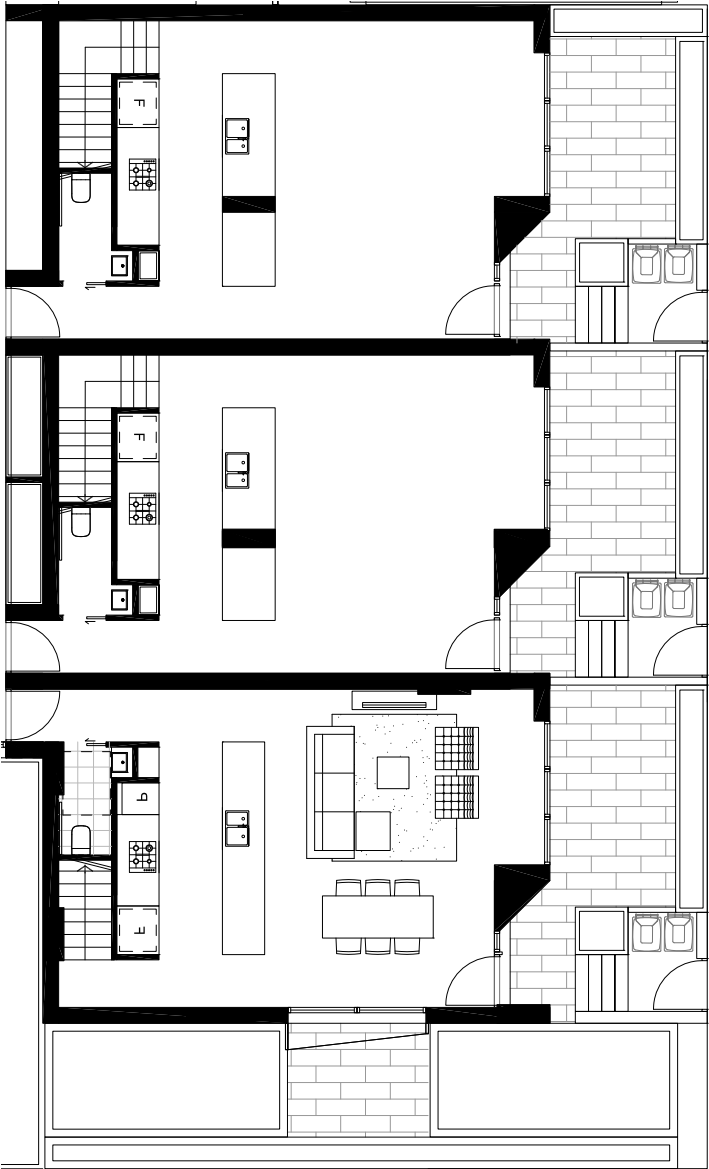
Storage within the units will be provided to comply with SEPP ADG with as follows:

/ 1 bed apartments	6m3 minimum
/ 2 bed apartments	8m3 minimum
/ 3 bed apartments	10m3 minimum

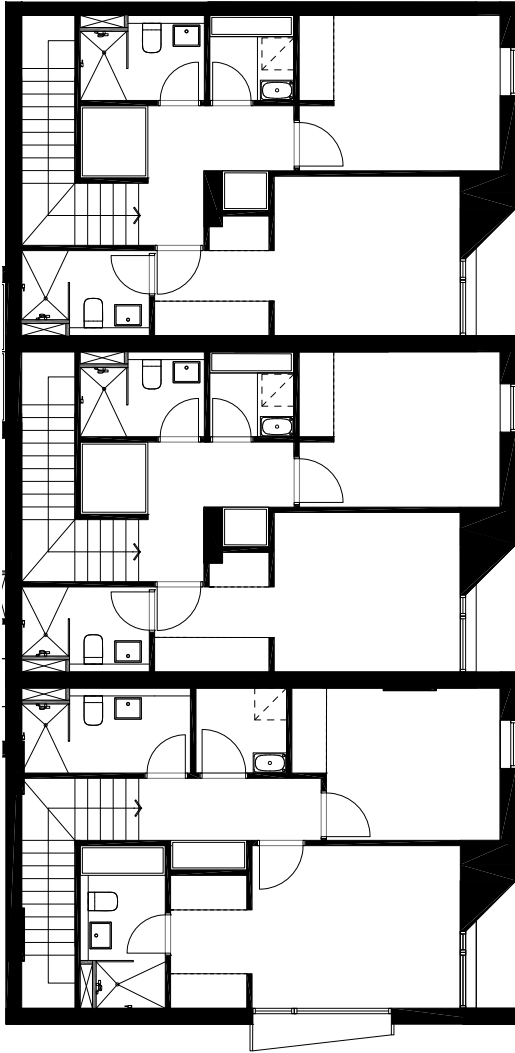
Of which half will be provided within the unit.

TOWNHOUSES

Single aspect two storey terrace houses are proposed to the ground and first floors. These will wrap car park podium levels, and provide the potential for a two storey scale to the street. This typology produces individual front doors from the street, with ground floor living spaces elevated and set back to deal with privacy. Accessible entry and access to car parking / communal facilities is via a rear door. Bedrooms are located on the upper level, allowing casual surveillance of the street. Each townhouse has a private front courtyard protected by landscaping and an upper balcony. The example above is from a project which forms part of the Newmarket Green masterplan in Randwick.



Ground Floor



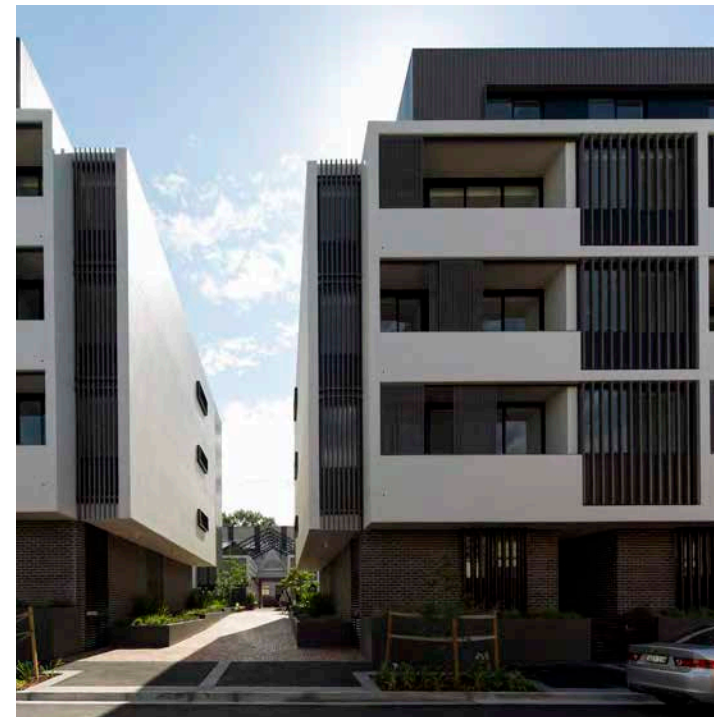
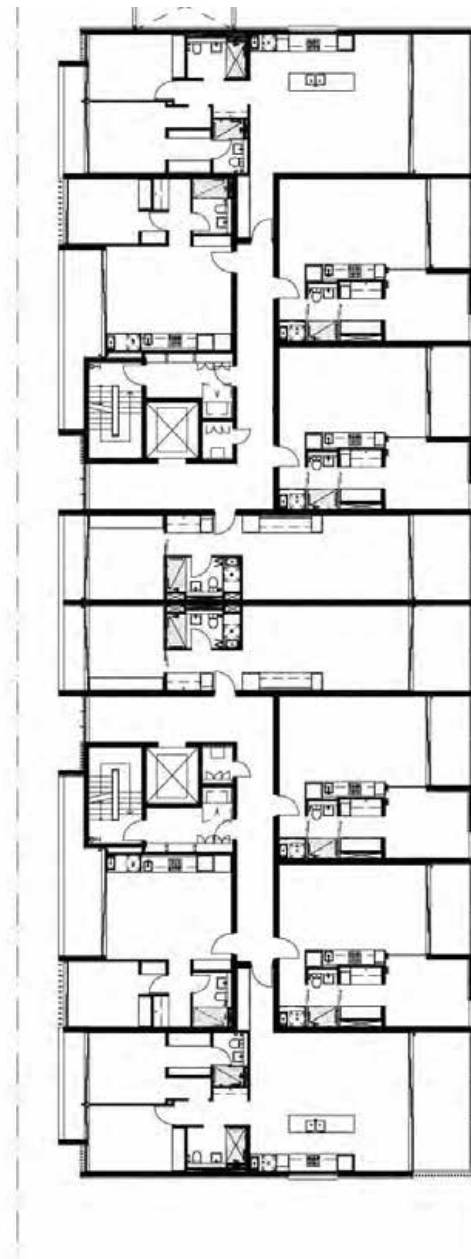
Level 01





**APARTMENTS**

We have proposed a 23m deep floorplate which provides sufficient depth to achieve an apartment facing in each direction and a central core. This plan form is illustrated by this project in Camperdown known as Gantry.





5.5 TYPICAL FLOORS

Level 03 to level 06 are typical residential floors. Here you can see the extension of the multiple cores with lobbies and corridors which have access to natural light and ventilation.

Private outdoor space is provided to each apartment and oriented, where possible, to the northeast and northwest.





SOLAR ACCESS

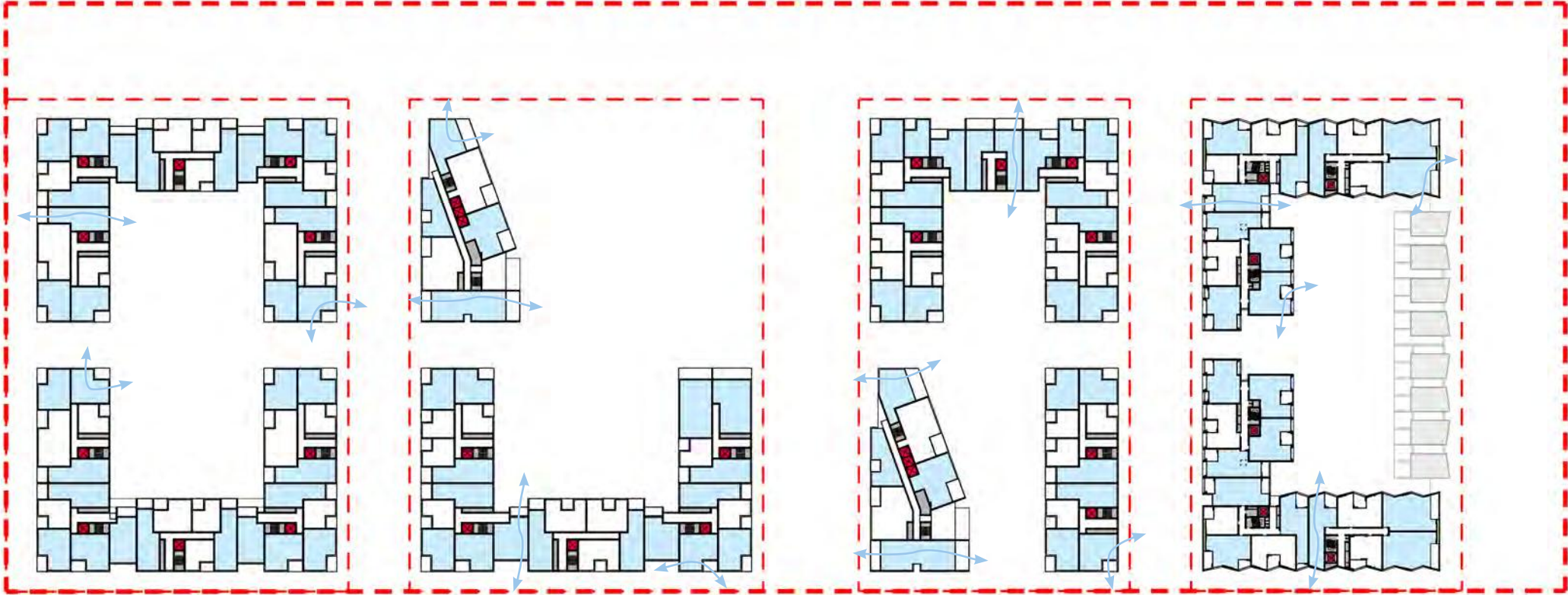
Buildings have been arranged to maximise opportunities for solar access. Cores are placed on the east of north/south blocks, to the south of east/west blocks and centrally within the tower footprint. Across the site 70% of apartments can receive 2 hours direct sunlight on the winter solstice. The exceptions are apartments which face solely east or south and apartments overshadowed by Lot 9B tower.

Only 10 apartments on a typical level will receive no direct sunlight between 9am and 3pm on the winter solstice.



NATURAL VENTILATION

The multi-core approach to apartment buildings ensures that 60% of apartments in the first nine storeys of the buildings will have dual aspect and be naturally cross-ventilated.





5.6 SETBACK LEVELS

There is an aspiration for a 6 storey street wall to all buildings which have not been determined as appropriate for additional height. This 6 storey street wall wraps:

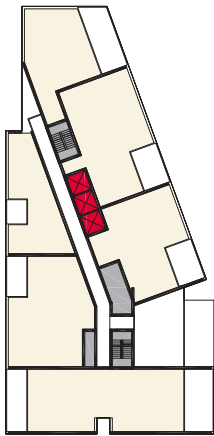
- / Block A on three sides: Verona Drive, Savona Drive and Nuvolari Place
- / Block B on three sides: Savona Drive, Nuvolari Place and Monza Boulevard
- / Block C on three sides: Marine Parade, Nuvolari Place and Monza Boulevard

To achieve this a 3m set back from these streets is required. This set back can be used as apartment private outdoor space.

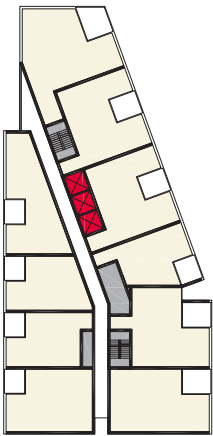
There is an opportunity for communal roof gardens to be situated on the Level 06 roofs adjacent to Verona Drive and Nuvolari Place. This will provide a quality out look for the levels above and provide additional communal space sheltered by the taller building elements.

TOWER FLOORS

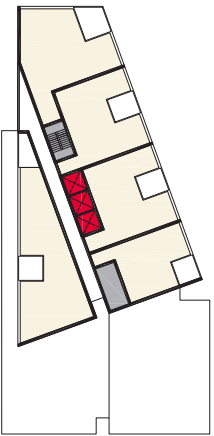
The tower floor plate has been designed to respond to views and solar access. Lower levels which are subject to more over shadowing from adjacent buildings contain larger units to ensure a higher percentage of cross ventilation and solar access is possible. Apartments cluster around a centralise core, and corridors extend to the building facade to bring in light and ventilation. Articulation of the towers is required to minimise bulk and create a dynamic skyline. A reduction in floor plate occurs at Level 20 (Block B) and Level 17 (Block C).



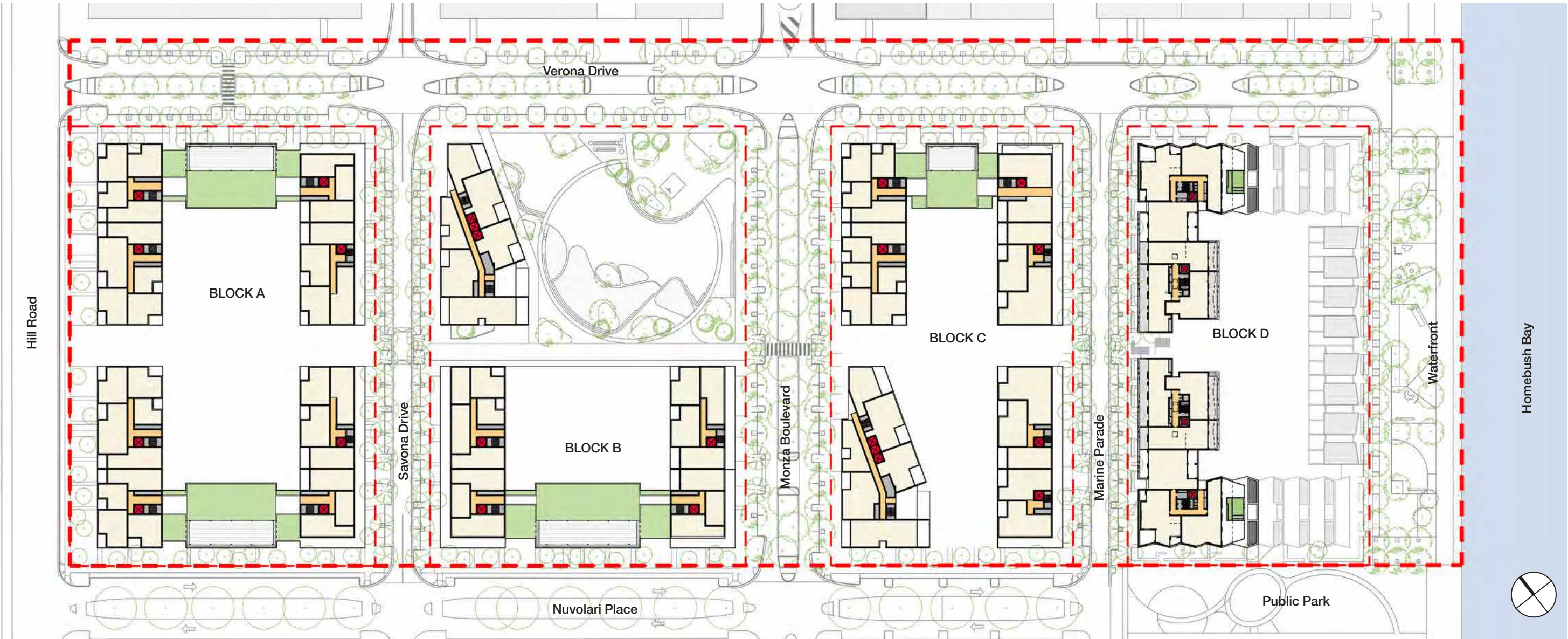
**Tower Low Levels**  
Block B - Level 02-09  
Block C - Level 02-09



**Tower Mid Levels**  
Block B - Level 10-19  
Block C - Level 10-16



**Tower Upper Levels**  
Block B - Level 20-25  
Block C - Level 17-20





**TOWER FORMATION**

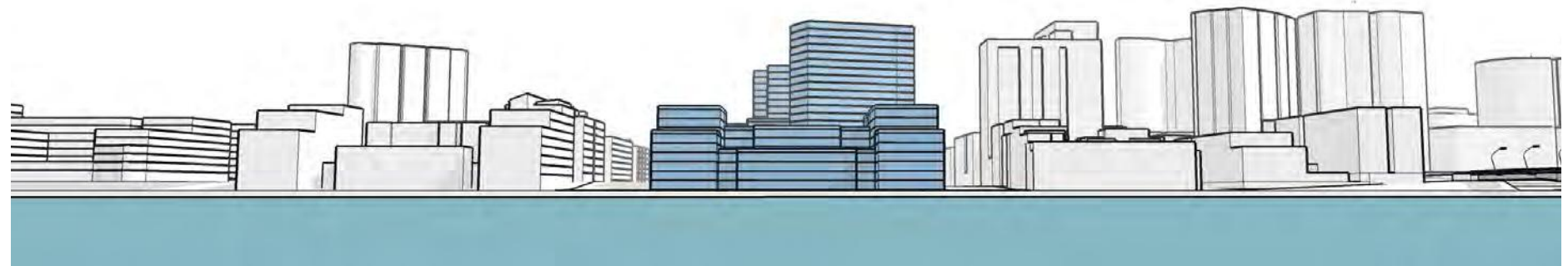
The Homebush Bay Amendment No.1 DCP objectives are:

- / To allow for visual permeability through the tower zone
- / To avoid reasonable visual bulk of development when viewed from surrounding areas by ensuring appropriate tower separation, scale form and articulation
- / To create tall slender tower forms and avoid monolithic buildings
- / To allow location flexibility to optimise shadowing and aesthetic effects

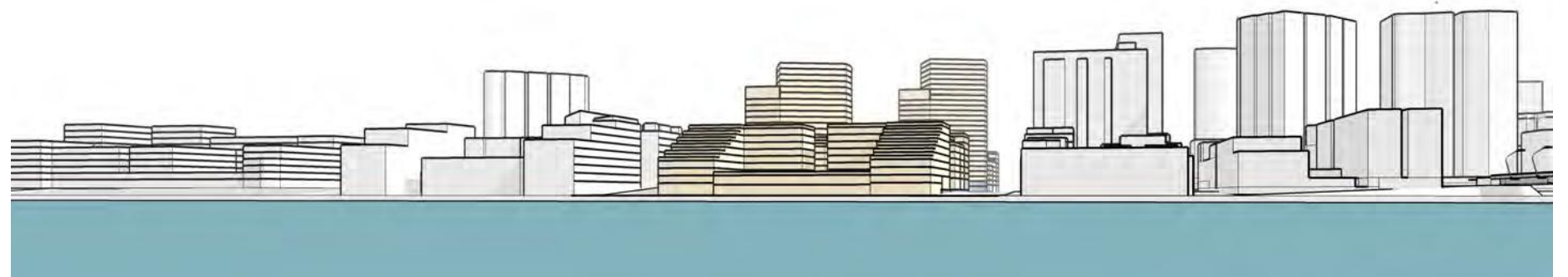
To this effect we have positioned the towers to provide visual separation and a varied sky scape. We have broken the tower form vertically and created a stepped roof line to break down bulk and scale. The images pictured here show a comparison between the proposed massing and the existing Stage 1 Development Approval.



Proposed Masterplan View 1 from Rhodes



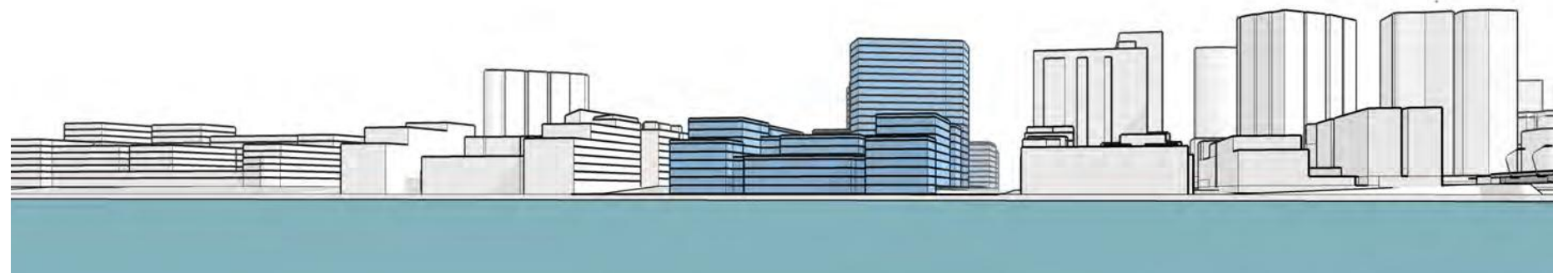
Stage 1 Development Approval View 1 from Rhodes



Proposed Masterplan View 2 from Rhodes



View from Rhodes Foreshore Park



Stage 1 Development Approval View 2 from Rhodes



SHADOW DIAGRAMS

Block B tower is located to the north of the block, generally reducing the effect of overshadowing on the adjacent properties to the south and providing important shading to the public park during the summer. At the winter solstice the public park still receives at least 2 hours of direct sunlight to over 50% of the park. Refer to the diagram below and A09 drawings series in Appendix A for detailed analysis.

Block C is over shadowed by Lot 9C tower between 9am and 11am. To mitigate this and allow solar access into the podium landscape area and to the southern buildings in Block C, we have positioned our tower on the south west corner. In doing this there is some increased overshadowing to the south, however as shown on the opposite page the majority of the building facades to the south still achieve 2hrs solar access at the winter solstice.

Generally taller buildings have been oriented north/south, to ensure good sunlight to the podium landscape areas in the middle of the day. The stepped parapet line of Block D (from between 4 storeys on the waterfront to 8 storeys on Marines Parade) and the increased waterfront set back at the termination of Verona Drive improves solar access to the waterfront at winter solstice between 9am-3pm, when compared with the approved envelopes.

The diagrams pictured here show a comparison between the shadow cast by our proposed masterplan envelopes and the existing Stage 1 Development Approval.

- Shadow cast by adjacent buildings
- Shadow cast by proposed masterplan envelopes
- Extent of shadow cast by existing Stage 1 Development Approval envelopes



Public Park receiving 2hr or more sunlight on the 21st of June



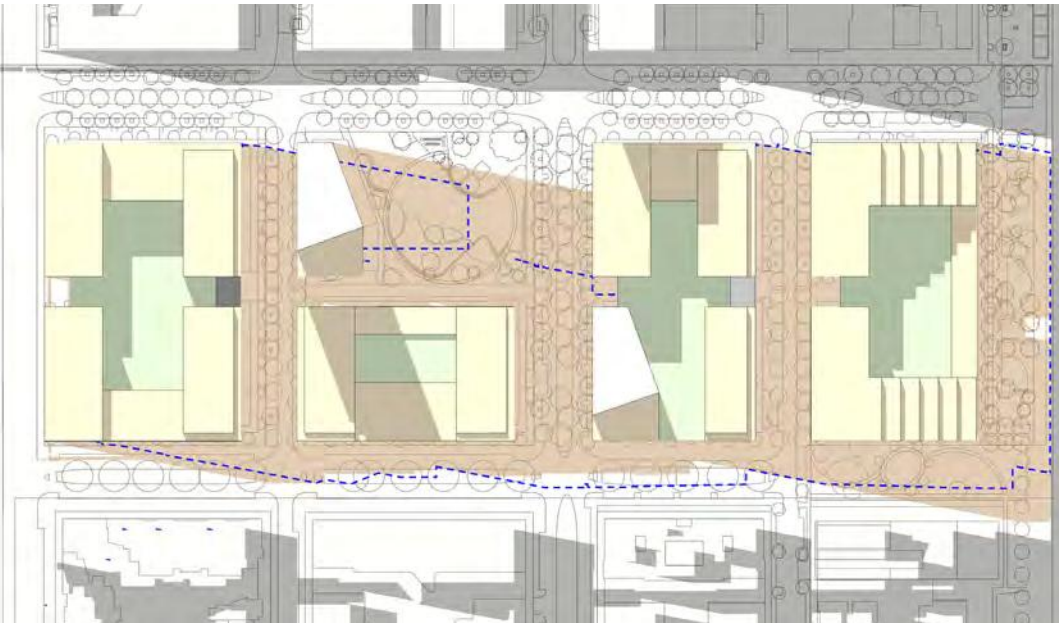
June 21st @ 9am



June 21st @ 11 am



June 21st @ 1pm



June 21st @ 3pm



OVERSHADOWING - NUVOLARI PLACE

These diagrams analyse the overshadowing from Lot 8 onto the properties along Nuvolari place, to the south, on the winter solstice.

Firstly you can see from the below comparison between the DCP, the Stage 1 Development Approval and the proposed masterplan that the majority of the facade receives 2hr of solar access and that there is little difference between the different massing options, with only some level areas receiving less than the 2hrs.

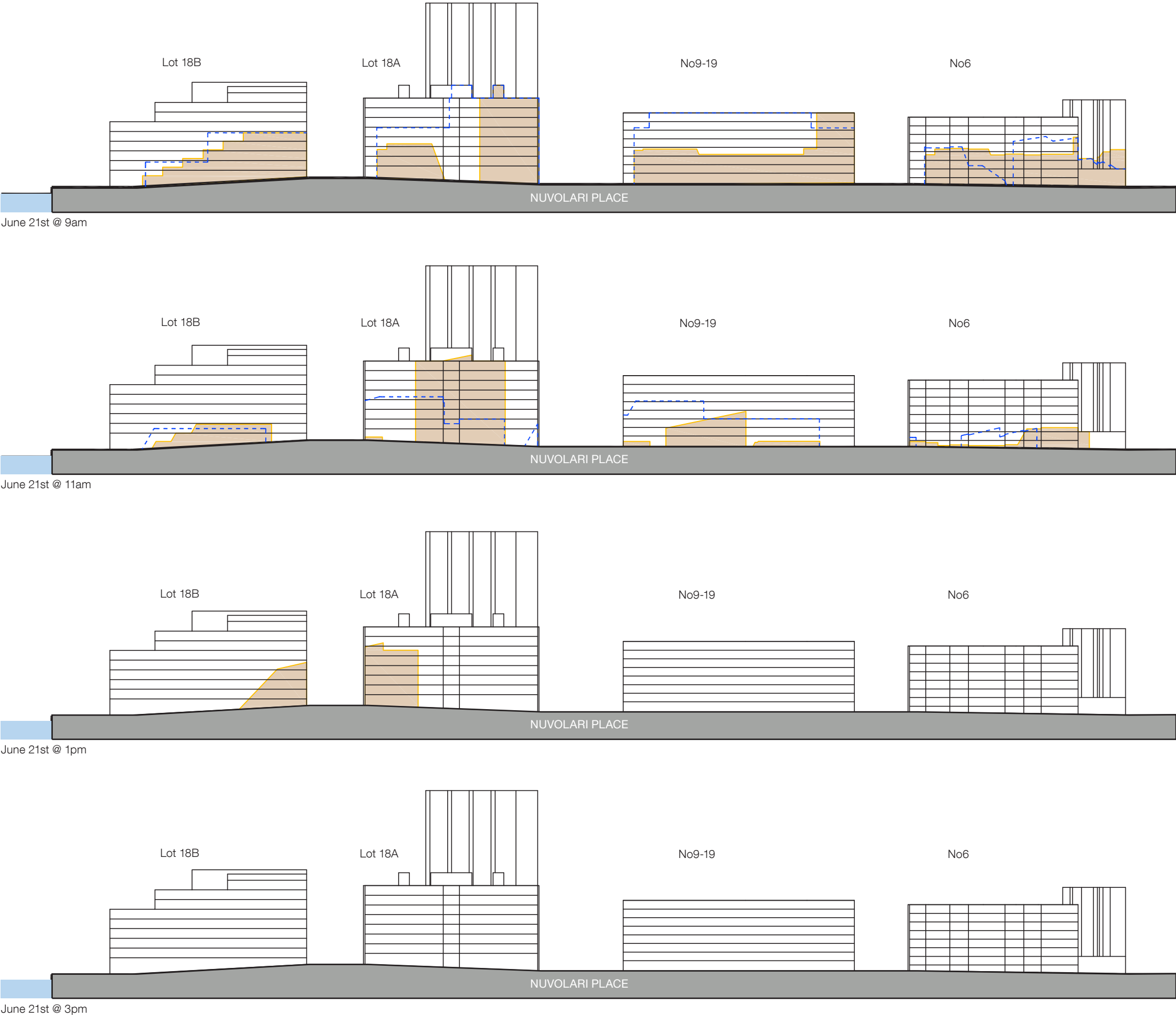
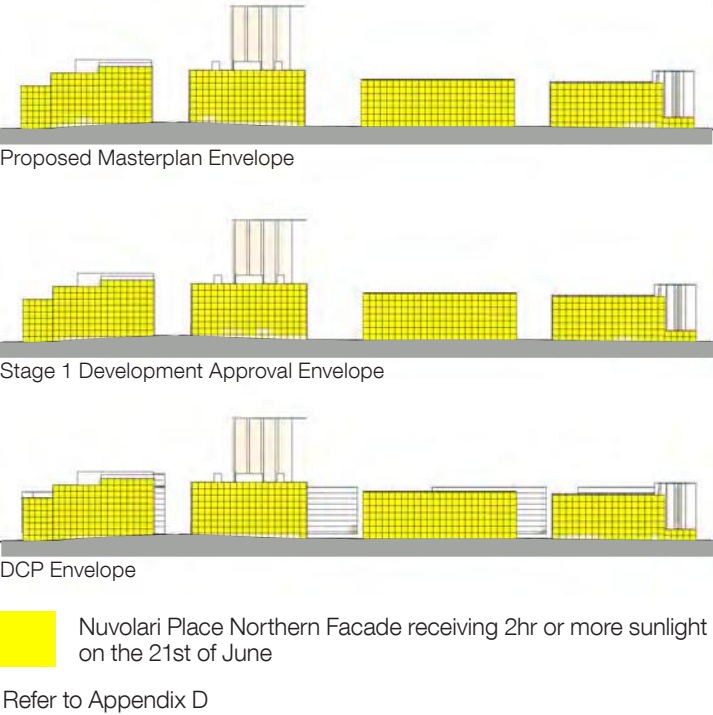
Further to this, the diagrams to the right compare the shadows cast over the course of the 21st June, between the Stage 1 Development Approval and the proposed masterplan.

At 9am there is less overshadowing cast by the proposed master plan on Lot18B, Lot18A and No 9-19. No 6 has a similar amount. At 11am there is generally similar overshadowing between both schemes.

At 1pm there is some additional shadowing from the proposed masterplan Block C tower affecting approximately 10 units in Lot 18B & 10 units in Lot18A. We can see that at 3pm neither the proposed masterplan nor the existing Stage 1 Development Approval cast shows to the south.

- Shadow cast by proposed masterplan envelope
- Extent of shadow cast by Existing Stage 1 Development Approval envelope

Refer to drawing A09.101 in Appendix A for additional shadow cast elevations at 10am, 12pm and 2pm





5.7 CAR PARKING

The masterplan proposes that all parking generated within each block is provided for within that block's boundary. Deeper basements are located under the towers where the greater need for parking exists, this reduces the travel distance for residents to their car and storage spaces.

Block A has two podium car parking levels and one basement level. Vehicular and servicing access is via Savona Dive.

Block B is split into two basement Zones. Zone 1 below Block B tower, consists of 5 basement car parking levels connected at Basement 01 to Zone 2. Zone 2 consists of two podium car parking levels and one basement level. The car park entrance for both of these zones is situated on Monza Boulevard. Commercial staff parking will be provided in the basements of Block B and Block C.

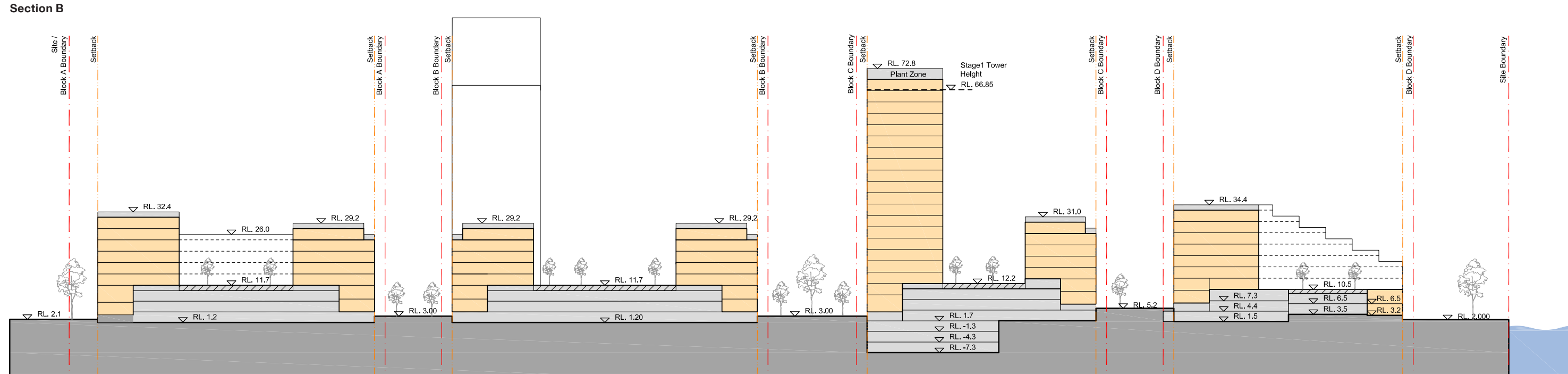
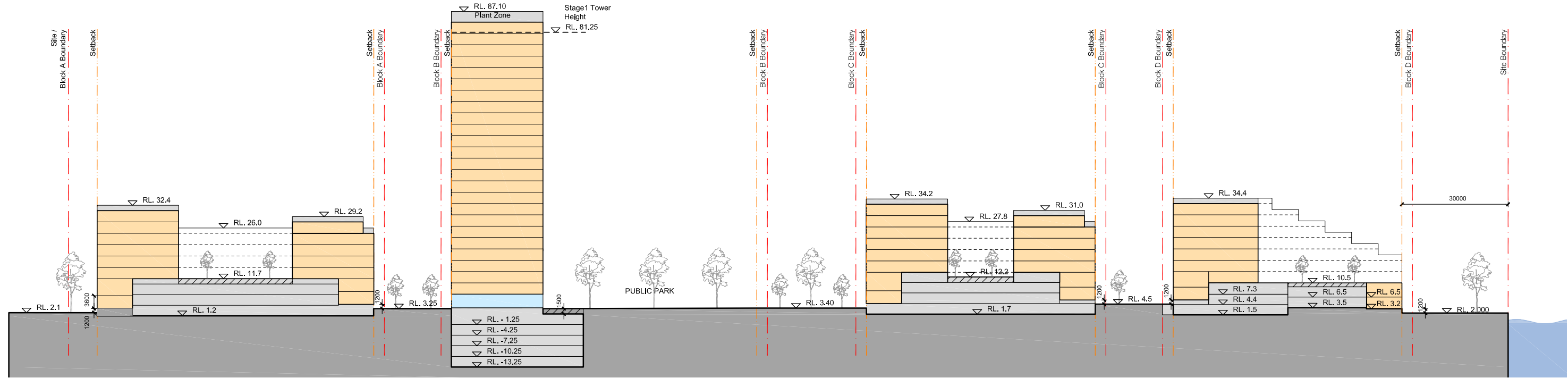
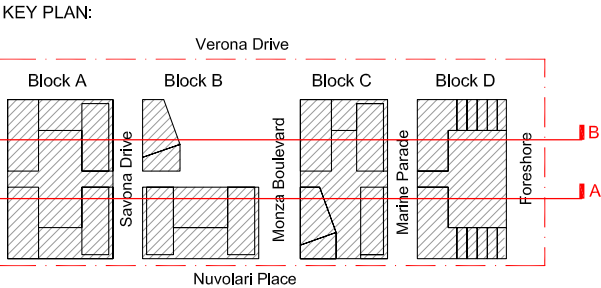
Block C has two podium car parking levels and four basement levels. The lowest three levels are reduced in footprint and positioned under Block C tower. Vehicular and servicing access is via Marine Parade.

Block D has to deal with a significant cross site level change from RL5.5m to RL 2m. Soil quality also places depth constraints (RL1.5 max) on this Block refer to Douglas and Partners Contamination Report. The solution is a split level car park with entrance off Verona Drive to the lowest level. The arrangement can accommodate the required car space and services requirements while still providing 50% of the podium with a 1500mm soil depth for significant planting.

Where terrace houses are provided, there is an opportunity to link these with their own garages with internal access into the dwelling.

The new streets provide an additional 149 car spaces on the street, which will be used to meet the needs of residential visitors and the public.

Basement car parking does not extended into the block set back zones, this allows for maximum deep soil and for successful planting opportunities. The exception to this is Block D for a portion of Marine Parade. Here the significant site and level constraints have required the basement to be extended into the set back. However, the intention to extend the private out door spaces into the set backs (which is raised 1200mm above the ground) and due to the slope of the site ample soil depth will be provided to ensure a soft landscaped edge.

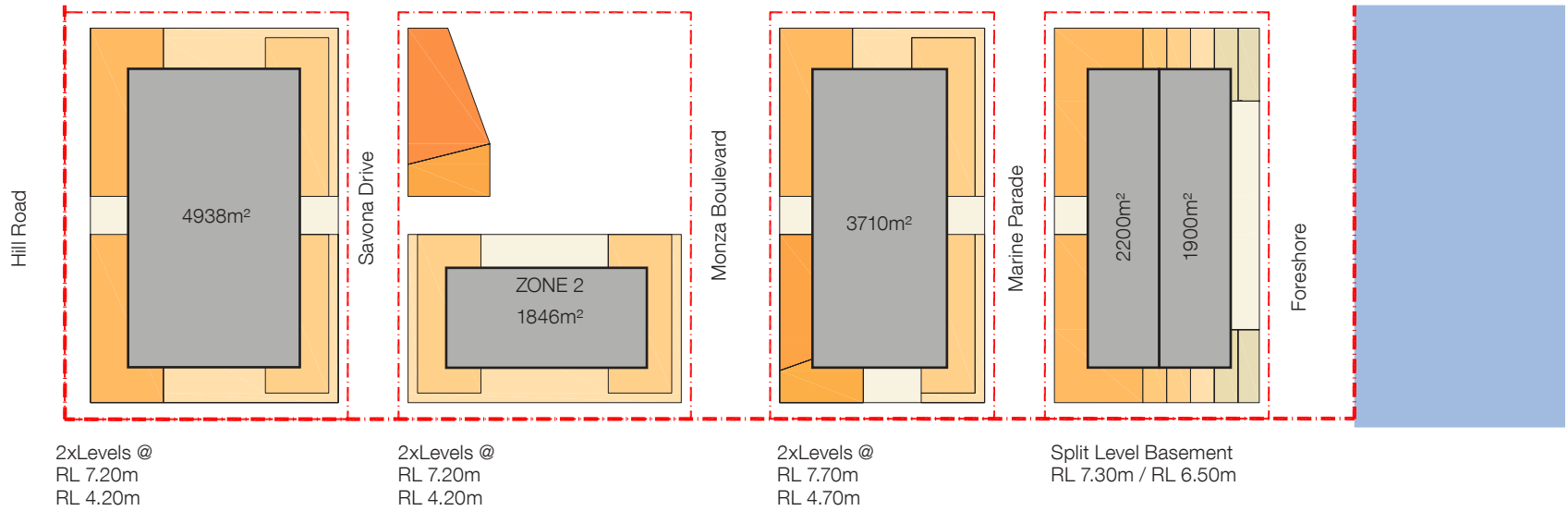


Section A



PODIUM LEVELS

Each block has two above ground (or podium) levels of car parking wrapped in residential use.



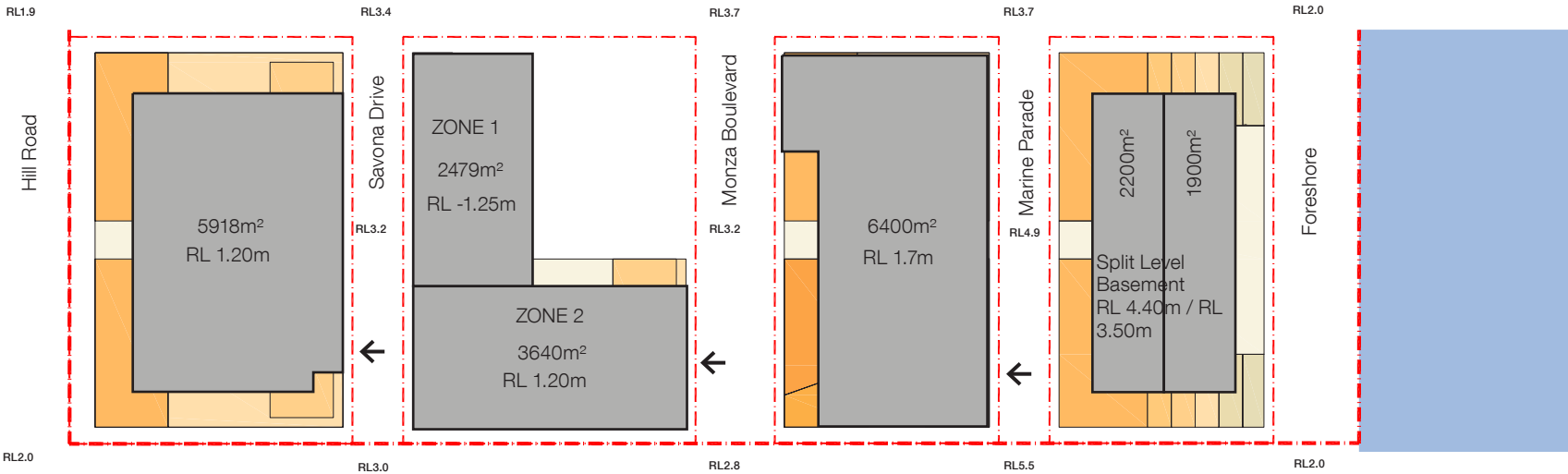
BASEMENT 01

Block A Basement 01 comprises 5918m2 of basement car parking, servicing and storage. This extends under the ground floor residential along Savona Drive only and the floor level is set at RL1.2m. This floor level has been generated by limiting the exposed car parking above ground to 1200mm from the lowest adjacent ground level RL3.0m and setting the basement floor to floor at 3m.

The Block B Basement 01 Zone 1 floor level is set at RL-1.25m so as to be completely under ground and where it extends under the park is a minimum of 1500mm below ground level to allow for landscaping. Zone 2 Basement 01 extends under the ground floor residential in much the same methodology as Block A.

Block C Basement 01 extends under the ground floor residential along Marine Parade, Verona Drive and portions of the Monza Boulevard and Nuvolari Place. Again a 1.2m maximum above ground car parking expression has been adhered to.

Key  
← Carpark entry

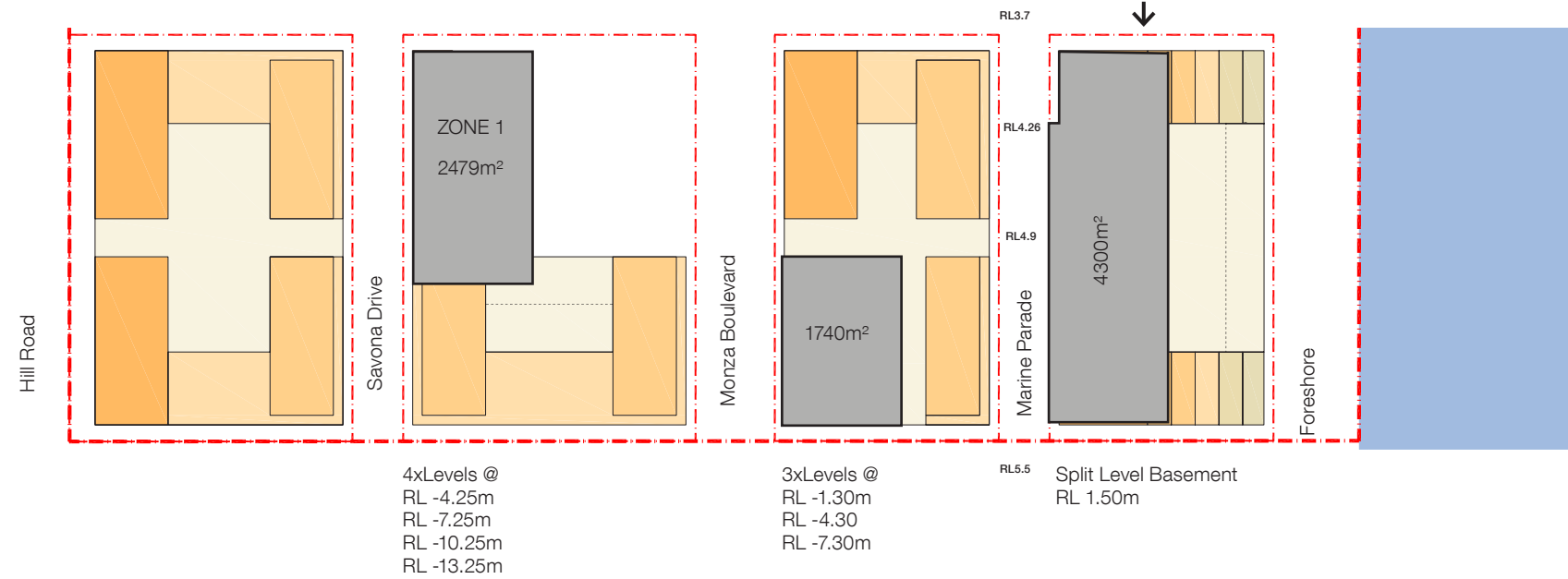


ADDITIONAL BASEMENT LEVELS

Car parking for the residential towers extend below Block B and C for 4 and 3 levels respectively.

SERVICING

Ramps from road level to Basement 01 of each block will be designed to cater for service vehicles including waste and recycling trucks. All servicing will be done from the level where waste rooms and back of house services are located. Refer to the architectural indicated scheme drawings A03.0B2 to A03.001 for further information.





# 6.0 PUBLIC DOMAIN

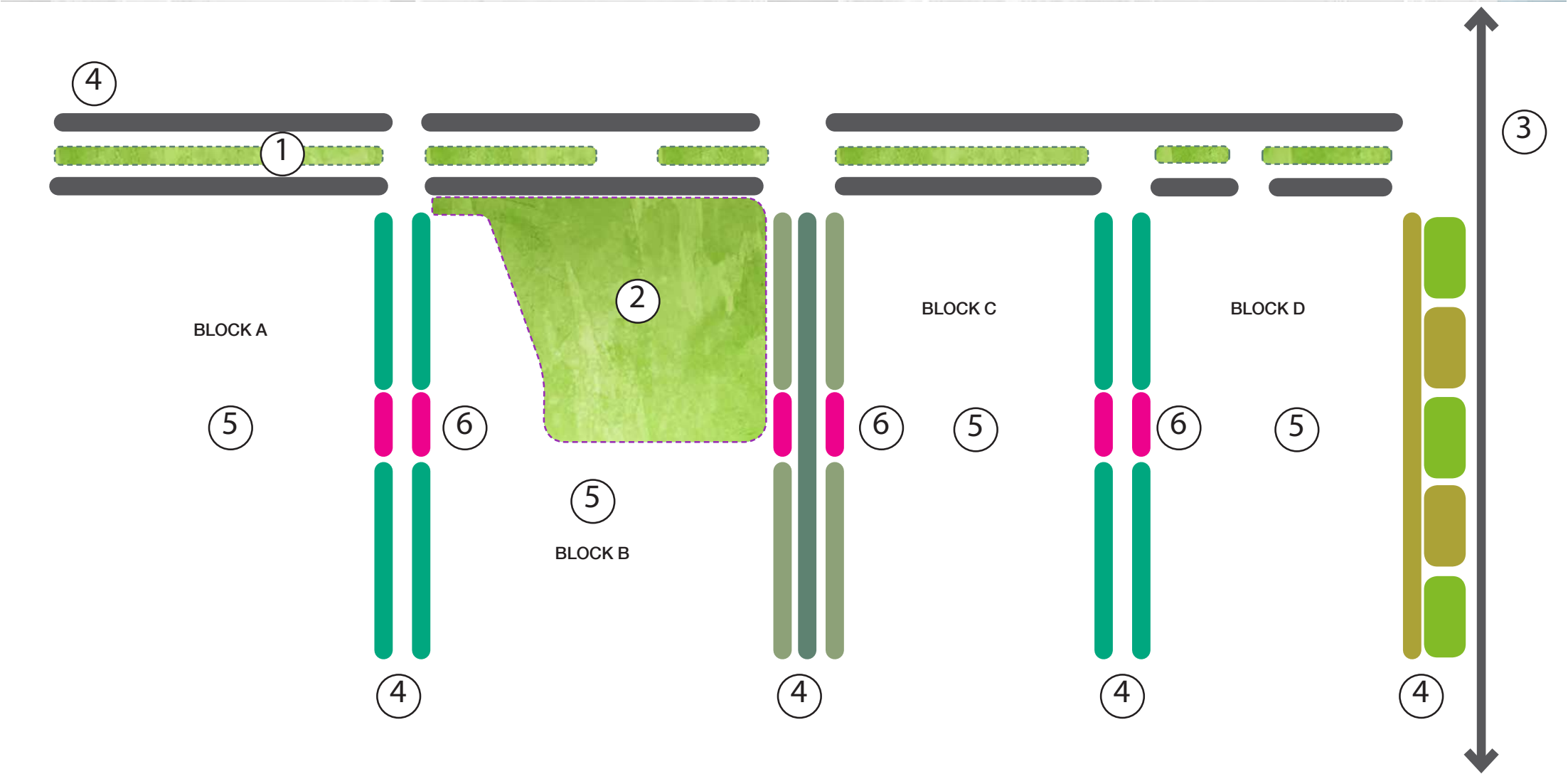
## 6.1 LANDSCAPE MASTERPLAN

Lot 8 37-39 Hill Road Masterplan provides an opportunity to;

- / Create a generous and welcoming public domain
- / Promote connectivity to surround areas
- / Provide various open space typologies to enable a rich precinct with multiple opportunities for gathering and occupying

Extensive site and context analysis has driven a landscape design directed by history, ecology and activity aspirations

Key principles of the design are described in the following diagrams and further, more detailed information can be found in the Landscape Report accompanying this submission.



- 1 Introduce planted median
- 2 Extend park
- 3 Promote a varied waterfront experience
- 4 Establish a clear street hierarchy
- 5 Provide generous communal open space
- 6 Define clear links through site







6.2 VERONA DRIVE

The DCP defines Verona Drive as a major east-west street. It states that these 'streets link the park and the bay and are critical to the open space network and precinct character. These major streets will be 'green fingers' with significant street trees to create avenues which are highly visible from the water and Hill Road'. The grand scale of the street is maintained with a large separation between buildings and provision for substantial planting, creating a grand boulevard with extensive tree canopy and with added public amenity areas.



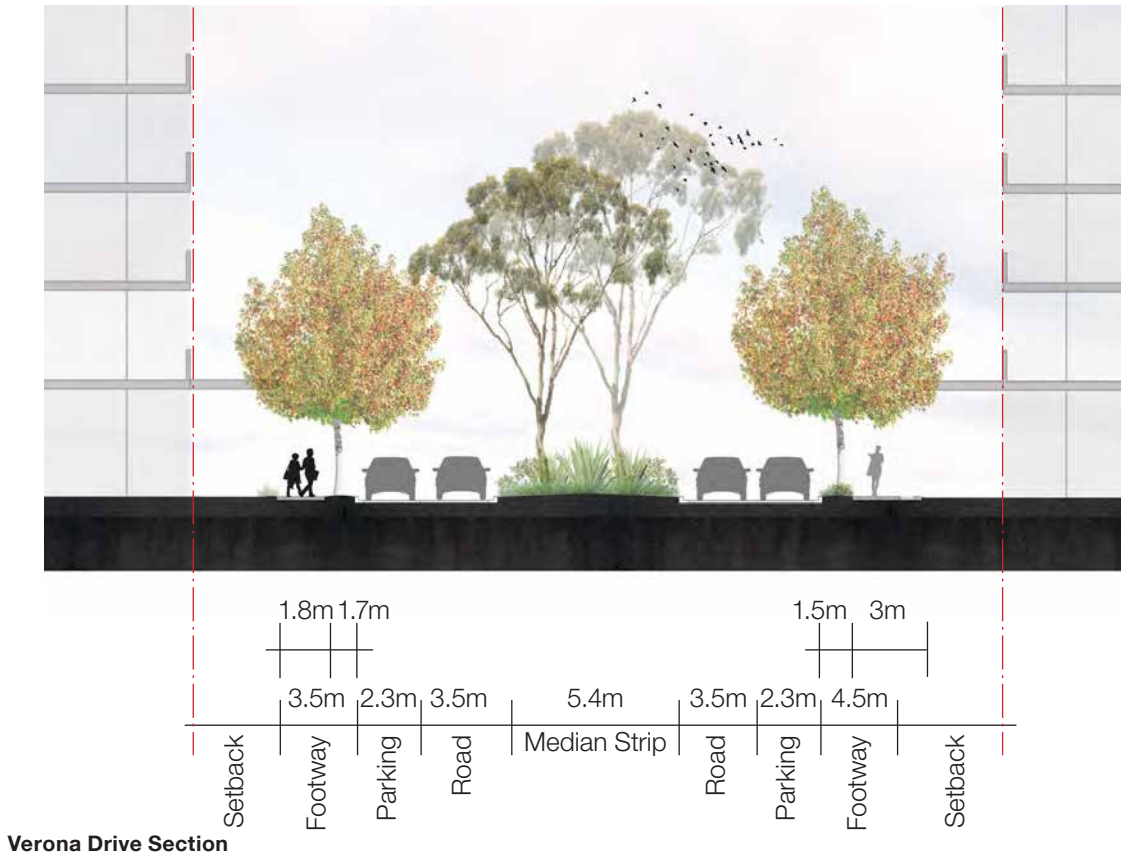
West end of Verona Drive showing relationship to the buildings and the Public Park

Images + text is adapted from Arcadia Landscape Architects  
Landscape Masterplan Design Report



GRAND BOULEVARD

Verona Drive will be a grand tree lined boulevard. Large trees every 16-20m break up the on street car parking and provide a extensive leafy canopy to the street framing the view toward the water. More detailed information can be found in the Landscape Report accompanying this submission.



PUBLIC AMENITY + ACCESS

Clear line of travel along building frontage has been created to provide an active frontage which joins with the Public Park located within Block B, and links the foreshore to Hill Road.

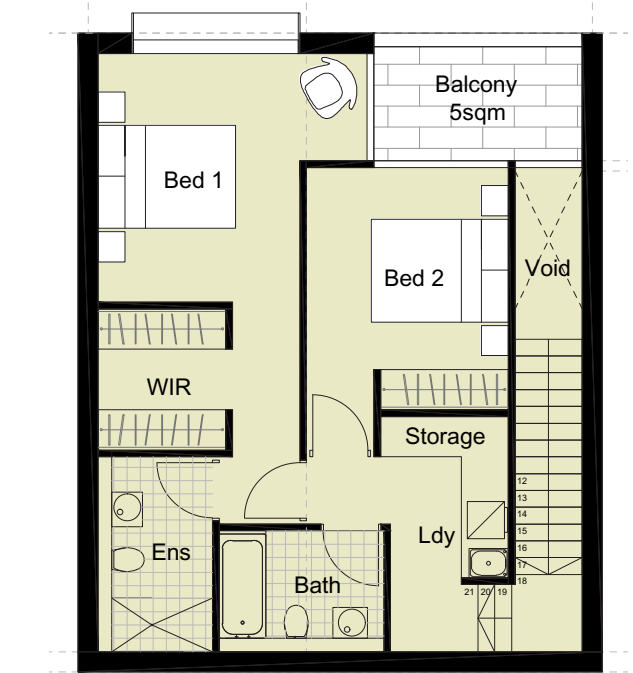


Images + text is adapted from Arcadia Landscape Architects  
Landscape Masterplan Design Report

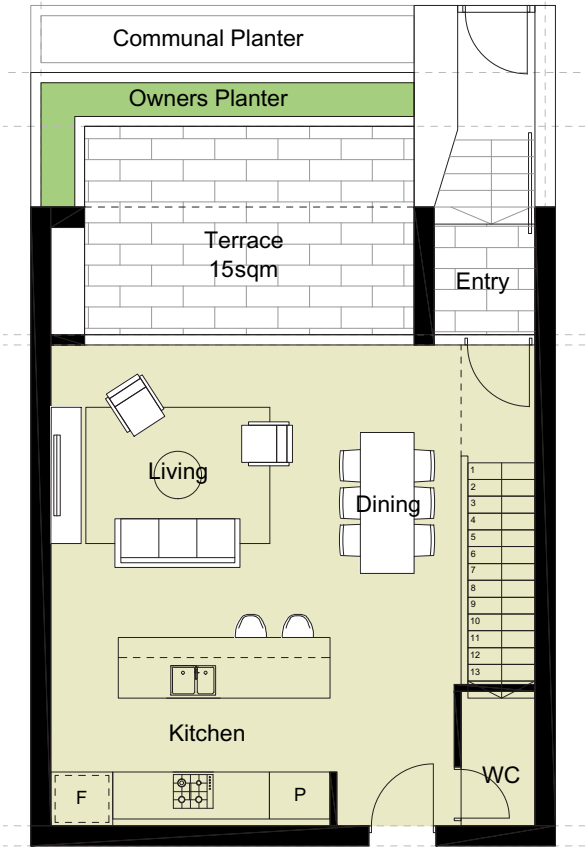


6.3 STREET INTERFACE

Where townhouses are provided, they are proposed to be raised above ground level. A double level planted edge provides a green buffer to the public space domain whilst regular front doors activate the street. Passive surveillance from upper levels enhances vibrancy and security of the street.

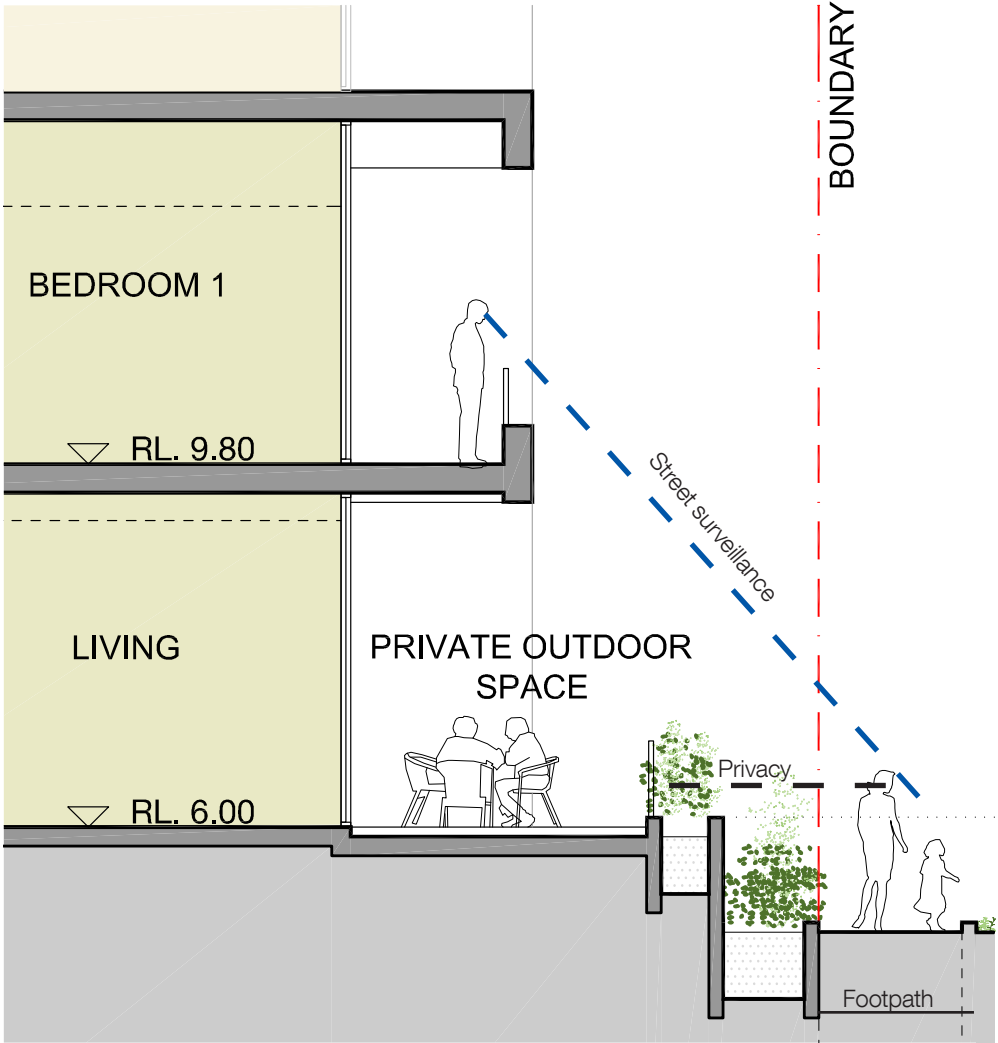


Upper Floor Plan



Ground Floor Plan

Connection to car park or lobby level

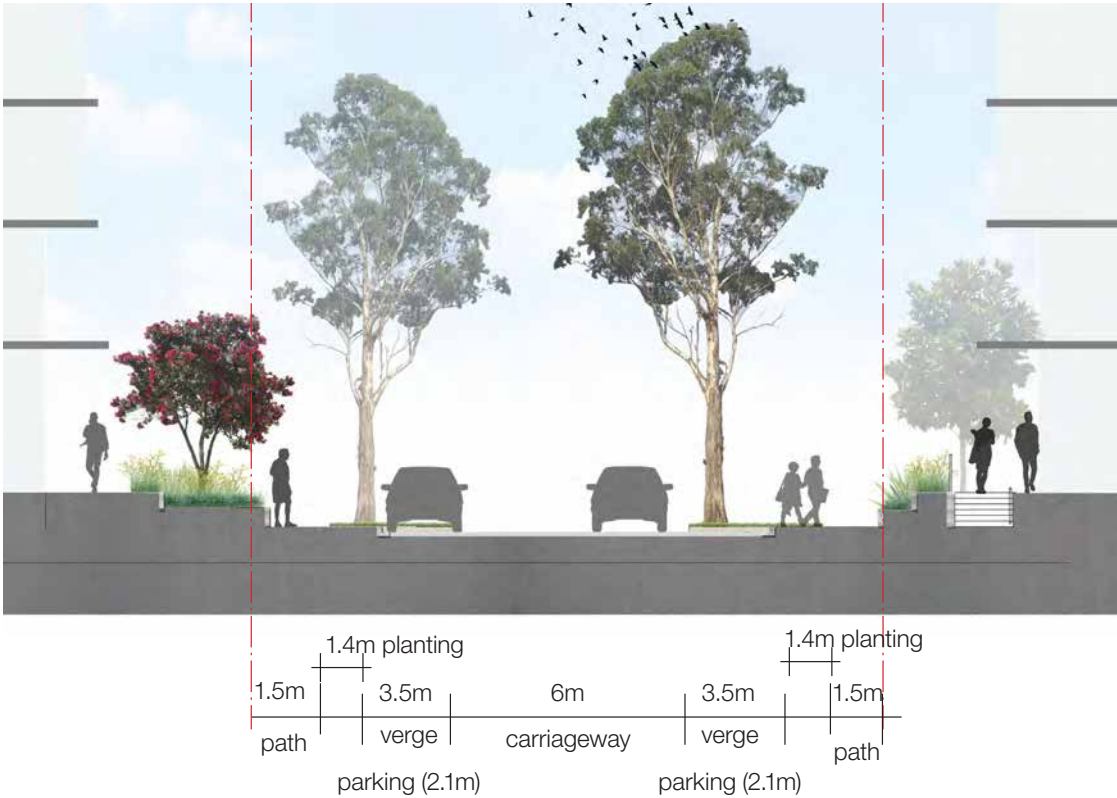


Section



SECONDARY STREET

Secondary streets also use large trees to break up on street car parking, however here the focus is on providing privacy and interest to the more urban street. The foot path is pushed to the street edge and the setback zones extensively planted.



Secondary North South Street Section





6.4 PUBLIC PARK

The public park has been designed to cater for a wide range of uses and users. Those who are coming to interact with the space through exercise, relaxation, gatherings or play and those passing through the space via the pedestrian and cycle networks. It will benefit from two active building frontages with retail, community and commercial use. The masterplan proposes a minimum sized park of 4790m2 which is consistent with the existing Stage 1 Approval

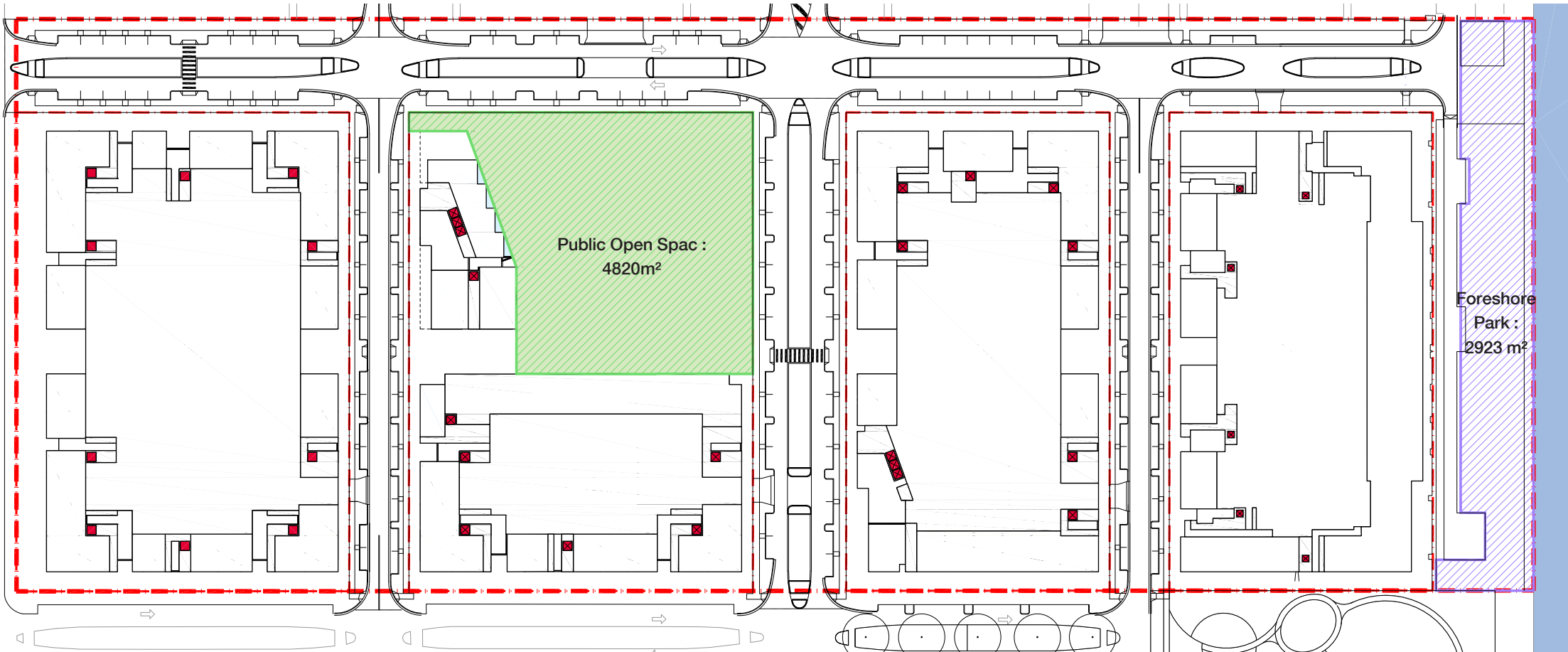


Images + text is adapted from Arcadia Landscape Architects  
Landscape Masterplan Design Report



**PUBLIC OPEN SPACE**

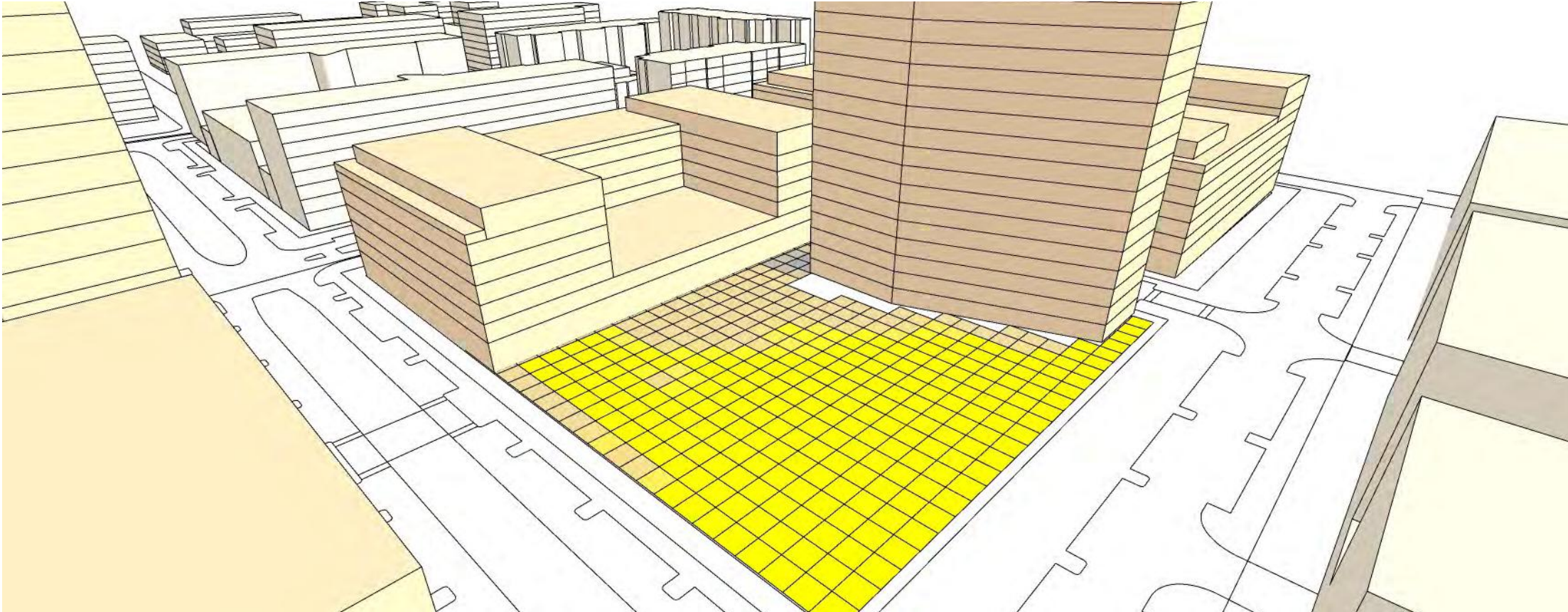
The masterplan proposes three major public open spaces;  
/ Public Park  
/ Foreshore  
In total the indicative design scheme shows 7743m2 of public open space.




**PUBLIC DOMAIN + COMMUNAL OPEN SPACE  
OVERSHADOWING**

The DCP requires 'No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10.00am and 2.00pm between the 21st April and the 21st August'.  
The DCP envelopes and the existing Stage 1 Approval do not achieve this. The comparison in appendix D shows a similar overshadowing impact between the Existing Stage 1 Consent and the proposed masterplan envelopes, even when considering our increased public domain and communal open space area.  
The Public Park compliance with the less onerous ADG requirement of a minimum of 50% direct sunlight for a minimum of 2hrs between 9am and 3pm on 21st June.

Refer to Appendix D for public domain and communal open space overshadowing breakdown.

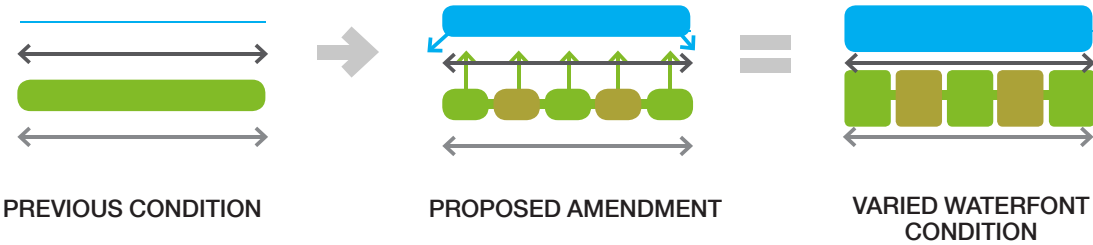


 Public Park receiving 2hr or more sunlight on the 21st of June



6.5 FORESHORE PARK

The foreshore should be a place of multiple public uses. A thoroughfare for pedestrians and cyclists, a road address for residents and spaces for varied public use. Arcadia Landscape Architects have proposed breaking the space zone in different use zones whilst still providing good privacy for foreshore townhouses and consistency with sites to the north and the south.







Waterfront design indicative. Refer to landscape report for up to date information.



# 7.0 DEVELOPMENT SUMMARY

**7.1 INDICATIVE STAGING**

The current staging strategy envisages four stages of development, with Stage 1 commencing in 2019. Stage 1 consists of Block D buildings, the foreshore public space and the associated infrastructure for the masterplan including road access along Verona Drive and Marine Parade. Stage 2 will follow with the development of Block C and Monza Boulevard. Block B and Savona Drive will follow in Stage 3, including development of the public park and finally Block A will be completed in Stage 4.

