



**Dickson Rothschild**

Architecture  
Urban Design  
Planning  
Interior Design

# Urban Design Report

The Hills Club  
6-18 Jenner Street, Baulkham Hills

August 2022

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# Executive Summary

This Urban Design Report has been prepared by Dickson Rothschild on behalf of Arden Group to accompany a Planning Proposal to be submitted to The Hills Council.

This Urban Design Report provides analysis of the site and its context resulting in key urban design principles and a structure plan for the precinct that responds to the town centre's current and future context. Two massing options are analysed against these principles and a preferred outcome is described and analysed. This report also sets out guidelines to facilitate this high quality urban design outcome.

This study finds that there is clear rational and contextual basis for a density on the site commensurate with other key sites in the town centre (being in the order of 2.24:1) and for concentrating that density near Old Northern Road so that the site achieves significant open space at the ground level and provides a transition in built form to the low density areas to the east.

An amended planning proposal has now been developed after receiving comments from Council. The design outcome creates a limited area at Old Northern Road with a tower of approximately 18 storeys, transitioning to built form of 6 storeys to the south and east with a large central open space at ground level, easily accessible from Old Northern Road and complementing George Suttor Reserve. A generous setback to the existing heritage-listed cottage to the north has been incorporated as well as a larger setback to Old Northern Road to expand views to the cottage. The breadth of the proposed tower to Old Northern Road has been reduced. An additional east-west through site link is also proposed, enhancing pedestrian permeability and further expanding the public domain. A comparison of the new proposal to the previous proposal is provided in this report, analysing the key differences between the two schemes.

The proposed development will provide 228 apartments which includes seniors housing and a new state-of-the-art Hills Club with two new bowling greens in a stacked arrangement creating a multi-purpose event space. The development will provide excellent communal open space areas at the ground level and expand the local pedestrian network. The development shall also create a better setting for the ANZAC Memorial.



Artist Impression \_ Bowling Green (Source: Altis Architecture)



# Vision

The vision for the site is a transformed Community Club with world class facilities providing a greater diversity of social and recreational activities.

The Hills Club is the heart of the site, supported by a diversity of uses including retail, residential, seniors living and open space. The site will provide new pedestrian links to connect existing and future residents to the Town Centre, while activating and revitalising its Old Northern Road frontage.



Transition of Building Scale



Active Streets



Multi-Generational Living



Retain Open Space and Recreation Uses



Retain Community & Recreational Uses



Respect the ANZAC Memory



# 1 Introduction

## 1.1 Site Location and Description

The subject site is known as The Hills Club site (6-18 Jenner Street, Baulkham Hills, Lot 4 DP 1108855, Lot Z DP 400638 and Lot 39-45 DP 2489). The total site area is 13,409.6 m<sup>2</sup>.

The site has a western frontage to Old Northern Road and an eastern frontage to Jenner Street. It is just south east of the Stockland Shopping Centre and directly north of George Suttor Reserve.

Site Planning Controls Summary -
Land Use Zoning: RE-2 Private Recreation
Height of Buildings: N/A
Floor Space Ratio: N/A
Heritage: Adjoins heritage items to the north and south



 Subject Site

Site Location (Source: Nearmap)

Site Location (Source: Nearmap)



# 1 Introduction

## 1.2 Existing Site Development

The subject site comprises an aged building at the centre of the site. The building is set back from both Old Northern Road and Jenner Street. The building has a one storey scale to the west and a 1-2 storey scale to the east. The building is surrounded by 3 bowling greens to the west and north. The existing Anzac Memorial is situated within the front setback of the site near the existing building. The south east part of the site comprises a large surface car park accessed from Jenner Street.



Existing Club and ANZAC Memorial views from Old Northern Road



View north over the bowling green



View South along Old Northern Road

## 1.3 Surrounding Development

Urban form in the vicinity of the site is eclectic with varying heights, styles, typologies and relationship to the street. The undulating topography of the locality contributes to its eclectic character. Important urban elements include George Suttor Reserve, the newer built form directly north of the subject site with its 6-storey street wall immediate to Creasy's cottage (11-17 Old Northern Road), the prominent Stockland Shopping Centre to the north west, the recently completed 15-storey Modena apartments to the south and the 3-4 storey apartments and lower scale dwellings along Jenner Street.



11 Old Northern Road 'Creasy's' Heritage cottage



View from north on Old Northern Road towards No 11-17 and subject site



George Suttor Reserve, historic railway cutting



George Suttor Reserve looking south from near subject site



George Suttor Reserve looking towards site



# 1 Introduction



Modena Apartments viewed from Old Northern Road and Windsor Road intersection



Looking north east towards subject site from Old Northern Road near Raemot Lane



View north on Jenner Street



Stockland Shopping Centre



Looking south east towards subject site from Old Northern Road near Olive Street



20-26 Jenner Street, Plaza Apartments (Neighbouring site)



View north on Old Northern Road near subject site looking towards Stockland



View south on Jenner Street looking towards subject site.



## 2 Site Analysis

### 2.1 Site Context

The site is located within the Baulkham Hills Town Centre locality. There are a number of major sites as identified by the site context plan.

There has been a recent trend towards larger scale development as can be seen by the Modena development at the intersection of Windsor Road, Seven Hills Road and Old Northern Road. There is a strong network of green space, which includes George Suttor Reserve directly south of the site.

- Legend**
-  Subject Site
  -  Existing Town Centre Boundary
  - 1. Stockland Shopping Centre
  - 2. Community Centre
  - 3. Bull and Bush Hotel
  - 4. Modena
  - 5. Library
  - 6. 2-3 Old Northern Road
  - 7. Conie Avenue Reserve
  - 8. Green Space Adjacent to Library
  - 9. George Suttor Reserve
  - 10. Council Owned Parking



Site Context (Source: Nearmap)



## 2 Site Analysis

### Existing Built Form Context

The Baulkham Hills Town Centre is relatively compact, formed by a walking catchment of about 5 minutes. Key sites and facilities sit within a core with medium and low density housing beyond. Several open space fingers extend out radially from the town centre.

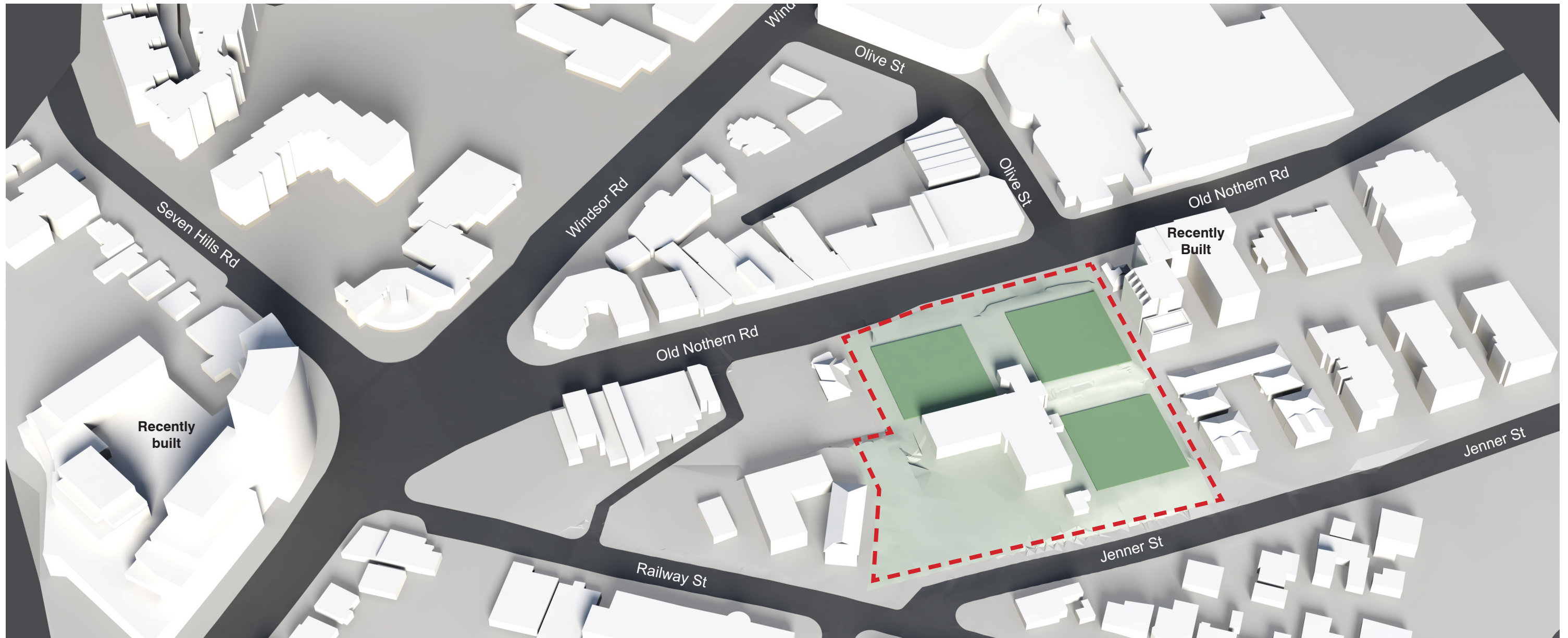
Much of the existing built form is relatively low scale with one and two storey shop fronts at Old Northern Road and the boxy shopping centre forming the

town centre's central precinct. Buildings west of Windsor Road and east of Old Northern Road vary in setback height and character.

Newer buildings depart in scale and density from the more aged building stock. The recently completed 15-storey Modena is the most visually prominent building in the town centre. The 6-storey building at 11-17 Old Northern Road has a strong visual presence at the intersection of Old Northern Road and

Olive Street. Its facade presents a prominent streetwall with visual emphasis at the upper portions of the building.

Recent consents and proposed developments in the town centre point to this increase in height and density of built form for Baulkham Hills Town Centre. They also align with the strategic importance of Baulkham Hills, having been identified in the District Plan as a Local Centre and community hub.



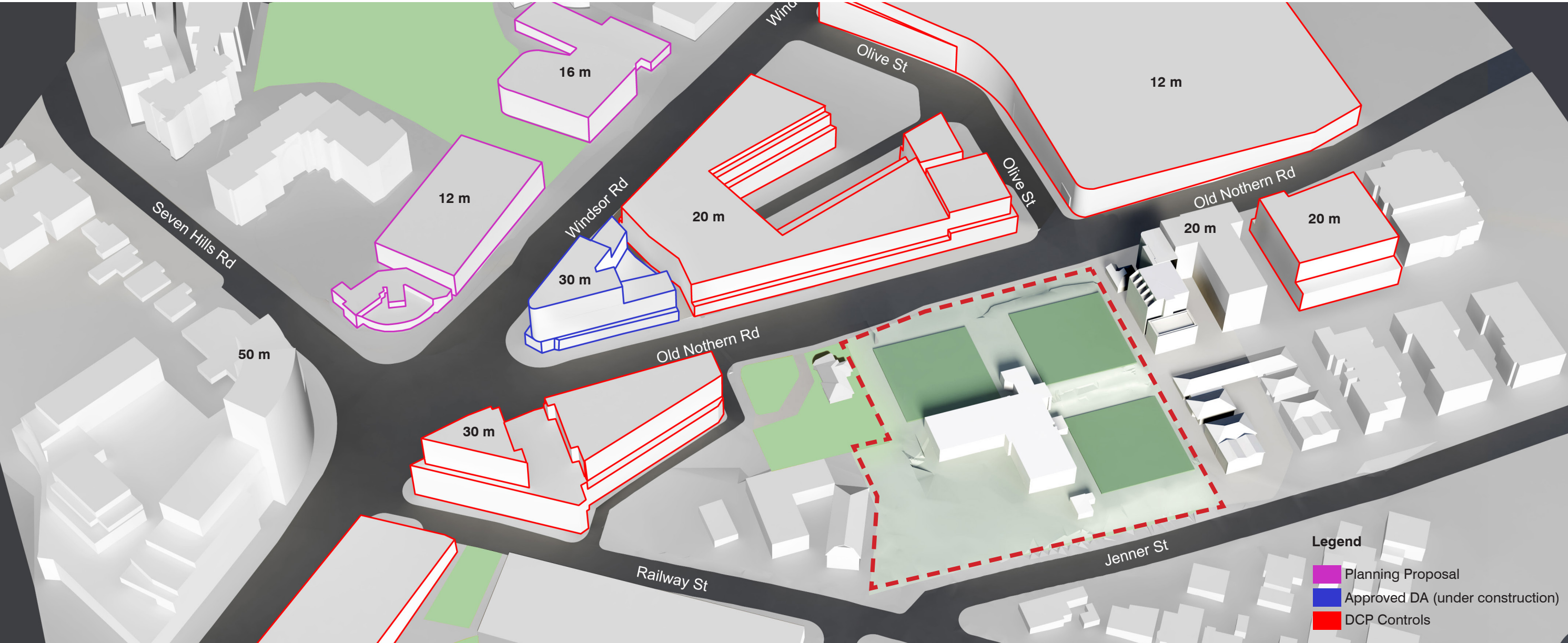


Future Built Form Context

Several planning proposals and development applications have been identified in Baulkham Hills town centre, which have either been lodged, approved, under construction or recently built. These developments point to an emerging character of increased density and scale which is likely to continue given the centre's role in the district and metro-wide objectives to align growth with infrastructure. Generally, FSRs have been approved or are being contemplated on key sites within the town centre in the order of 3:1.

The image below indicates future context illustrating consented and proposed developments as well as envelopes contemplated by the existing LEP and DCP. While the existing LEP heights point to only modest growth within the town centre, the Modena development indicates an emerging character that is more substantial. Also, while FSRs in the town centre are often set at around 3:1, height limits constrain built form outcomes.

Address	Description of proposal	Proposed FSR	Proposed Height	Status
2-4 Old Northern Rd	8 storey mixed-use development comprising 4 levels basement parking, retail & commercial tenancies and 44 apartments.	3.0:1	30 m 8 storeys	Under construction
2 Seven Hills Rd, 27 Yattendon Cres, 346-350 Windsor Rd	'The Modena' Construction of a mixed-use development comprising 233 apartments, retail and parking.	2.97:1	50m 15 storeys	Recently constructed
11-17 Old Northern Rd	Recently constructed 6 storey building with heritage item.	1.99:1 (LEP)	20 m 6 storeys	Recently constructed
1 Old Northern Rd	Existing low scale development, LEP permits moderate increase in height and a significant increase in FSR	3:1 (LEP)	30 m (LEP)	No proposals known
12-26B Old Northern Road and 347-357	Existing low scale commercial development, LEP permits modest increase in Height and FSR	2.7:1 (LEP)	20 m (LEP)	No proposals known
Stockland Site	Existing shopping centre, large single land holding. Recently sold.	1:0 (LEP)	12 m (LEP)	No proposals known



Context massing is indicative and proposed and under construction building information is based on publicly available data at [www.leptracking.planning.nsw.gov.au](http://www.leptracking.planning.nsw.gov.au) and <https://epathway.thehills.nsw.gov.au>.



2 Site Analysis

Urban Form - Height

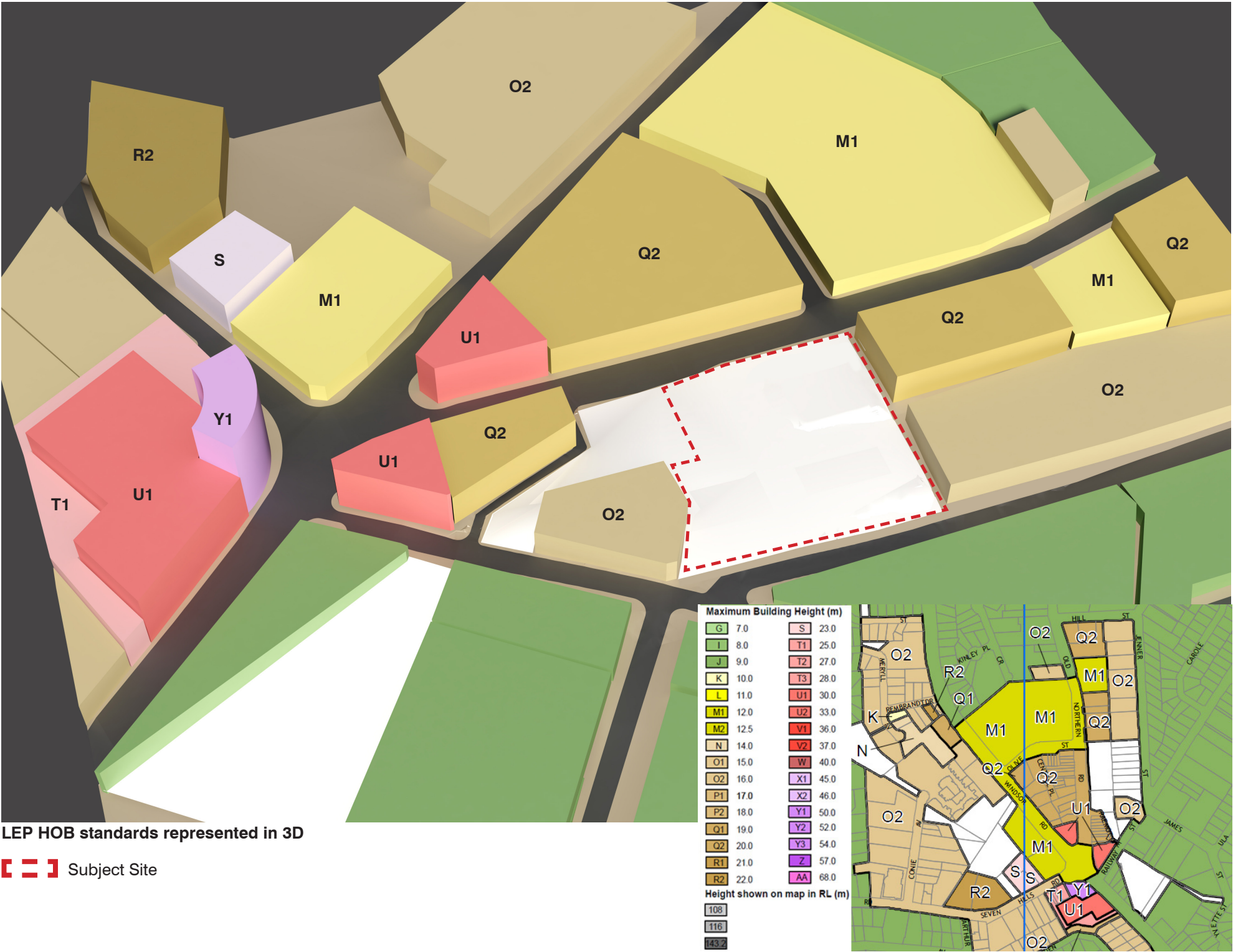
The most heavily impacted and lowest amenity area of the town centre is at the junction of Seven Hills Road, Windsor Road and Old Northern Road. This major intersection forms the southern gateway to the centre.

The intersection’s role as a visual gateway to the centre has been established primarily by the particular corner form of the ‘Modena’ development, a form arising from the site-specific “Baulkham Hills Target Site” DCP. The gateway built form is established by pushing form towards the corner, aligning with the geometry of the intersection, increasing height right at the corner in relation to the built form immediately adjacent.

The recent consent at 2-4 Old Northern Road (currently under construction), directly across the intersection from the Modena, responds to the intersection similarly with a nil setback, a curved form aligning with the intersection and a reduction in building height by several storeys away from the corner. The building alignment, limited building setback and the visual emphasis created by increasing scale right at the corner in relation to the built form immediately adjacent creates a landmark form.

The key activity area of the town centre occurs north of the major intersection since the shopping centre is a magnet of activity. The town centre is not particularly pedestrian friendly with relatively narrow footpaths exposed to the three major roads.

Areas of the town centre away from the gateway intersection can achieve increased height without detracting from the gateway character sought at the major intersection. The increased height can be accommodated in podium, tower forms where the streetscape is defined by a medium-rise street wall podium with tower forms setback above.



## 2 Site Analysis

## Urban Form - FSR

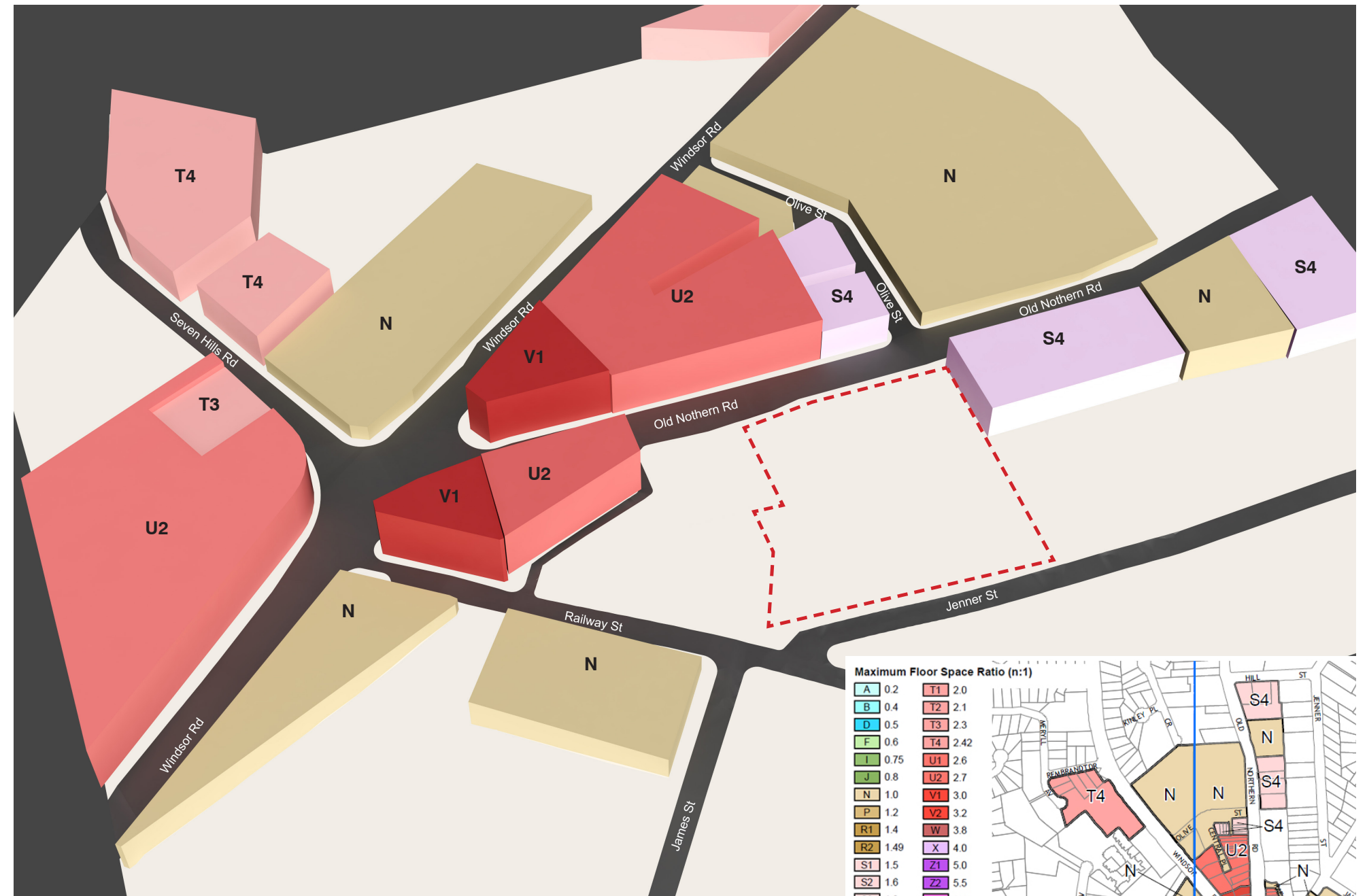
FSR Zones surrounding site vary between 1:1 through to 3:1. The subject site does not have an FSR control under the LEP.

The junction of Windsor Road and Old Northern Road feature the highest FSR Controls, 2.7:1-3:0 with a dramatic reduction in FSR to 1:1 in sites surrounding. Two sites to the north of the subject site have an FSR of 1.99:1.

Directly opposite the site on Old Northern Road the FSR is 2.7:1. This is matched on a parcel of land to the south of the site. Contextually, it would seem rational for the subject site to have a similar FSR.

It is clear from the existing FSR controls for the town centre that FSRs in the order of 2.0:1-2.7:1 are contextually appropriate for the subject site.

In terms of urban design outcomes the town centre does not appear to align Heights with FSRs to encourage high quality outcomes. The sites which have been subject to site-specific urban design studies such as the Modena site identify that increased heights are appropriate in the town centre to achieve good quality urban design outcomes that afford for open space, built form articulation, limited building depths, etc.



### LEP FSR standards represented in 3D

**Subject Site**



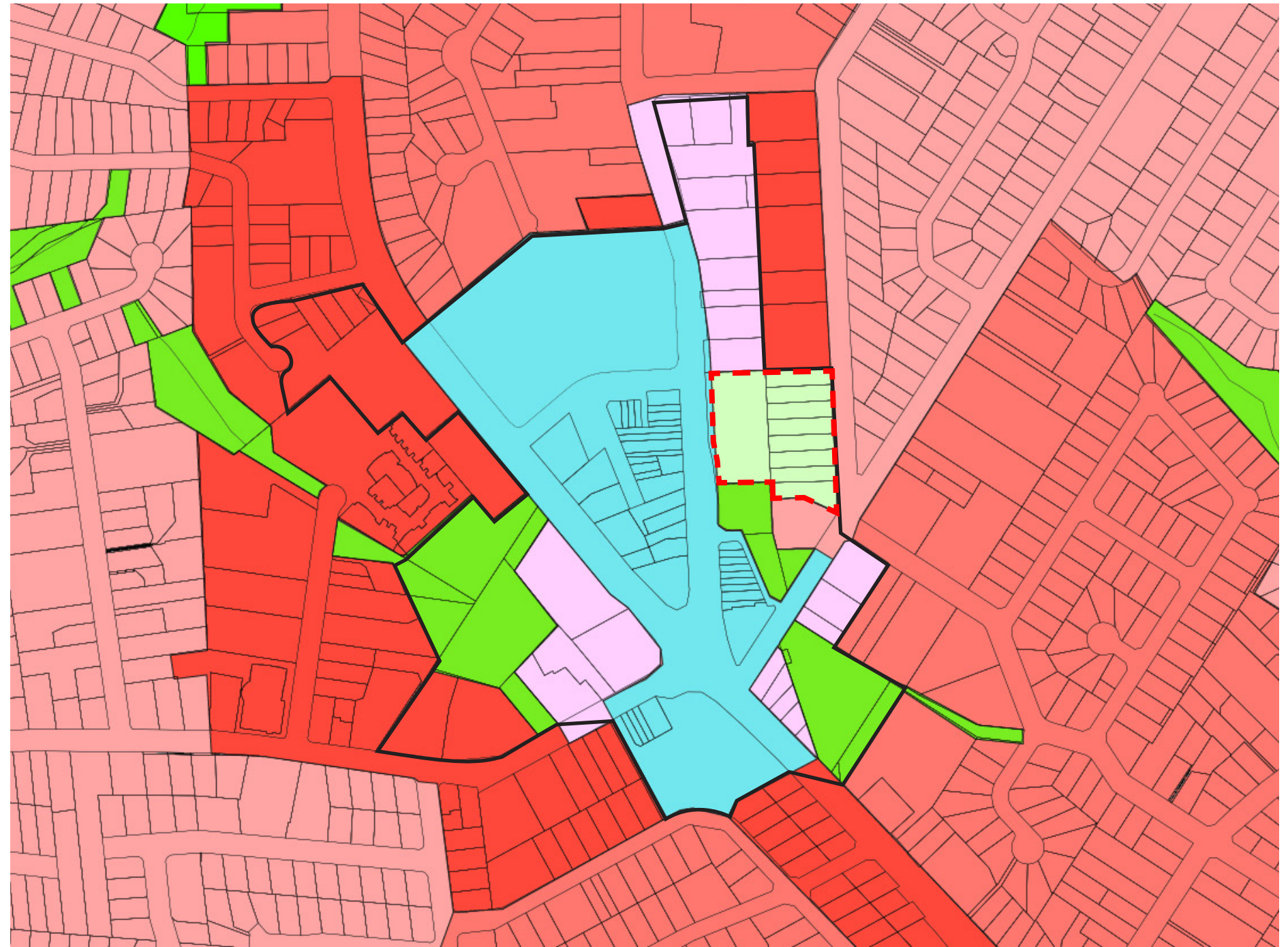
## 2 Site Analysis

### Urban Form - Zoning









Existing zoning of the town centre and its immediate surrounds is somewhat fragmented.

The R1 and B2 zoning allows for a modest level of mixed use development in the centre with the B2 zone allowing residential uses and the R1 zone permitted some non-residential uses. The most restrictive zoning occurs on the subject site being zoned RE-2 Private Recreation.

The RE-2 zoned site does provide a key community recreation facility and open space. The site also provides a private recreation component with a community focus. Any redevelopment of the site should include this as part of the proposal.



#### Legend

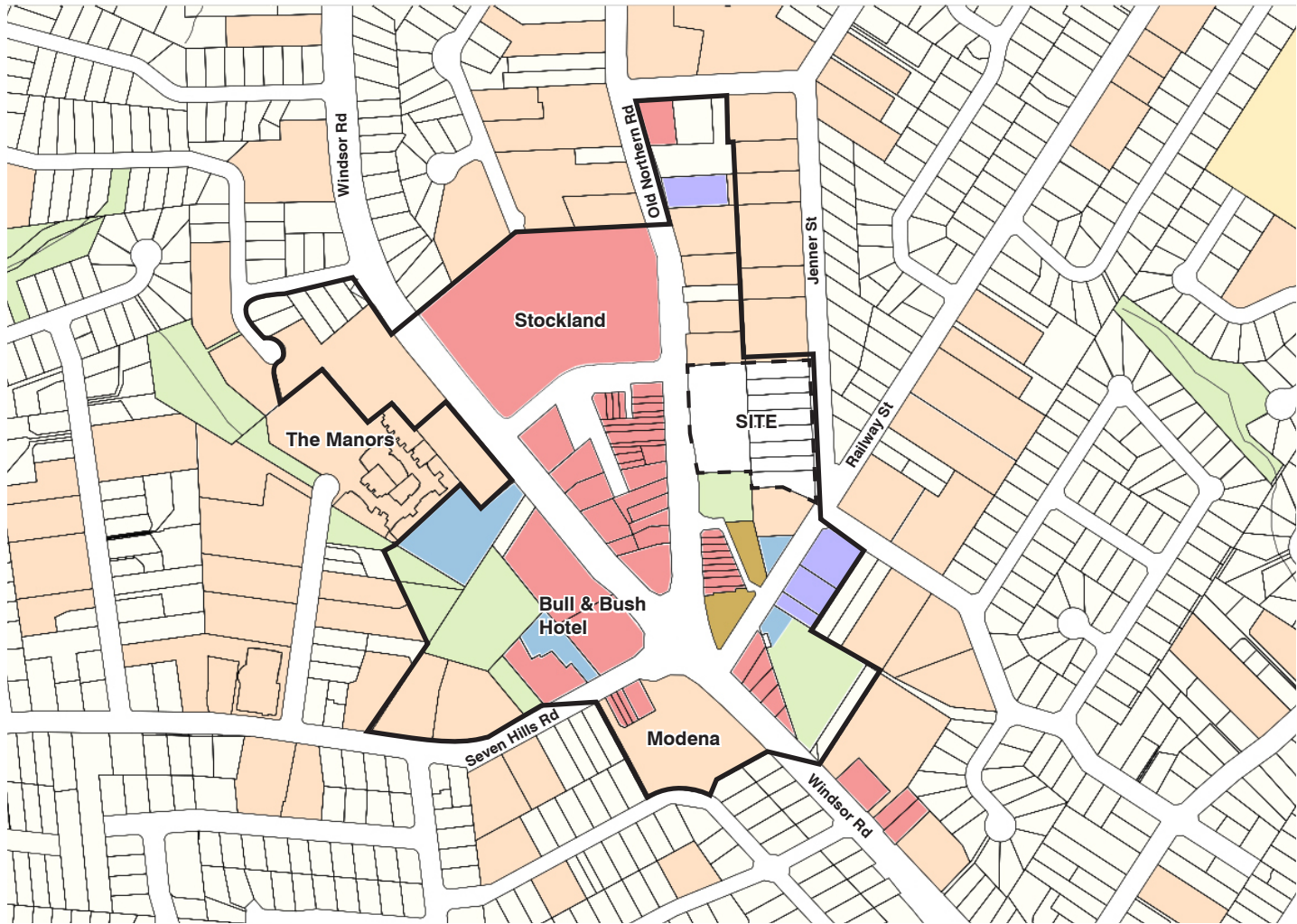
	Subject Site		R1 General Residential		R3 Medium Density Residential
	B2 Local Centre		R2 Low Density Residential		R4 High Density Residential
			RE1 Public Recreation		RE2 Private Recreation



## 2 Site Analysis

### Existing Land Use

Existing land uses generally follow the existing zoning. The Hills Club and Stockland are the largest sites in a single ownership in the centre. They are also strategically located adjacent to one another and away from the busy intersection of Old Northern Road, Windsor Road and Seven Hills Road.

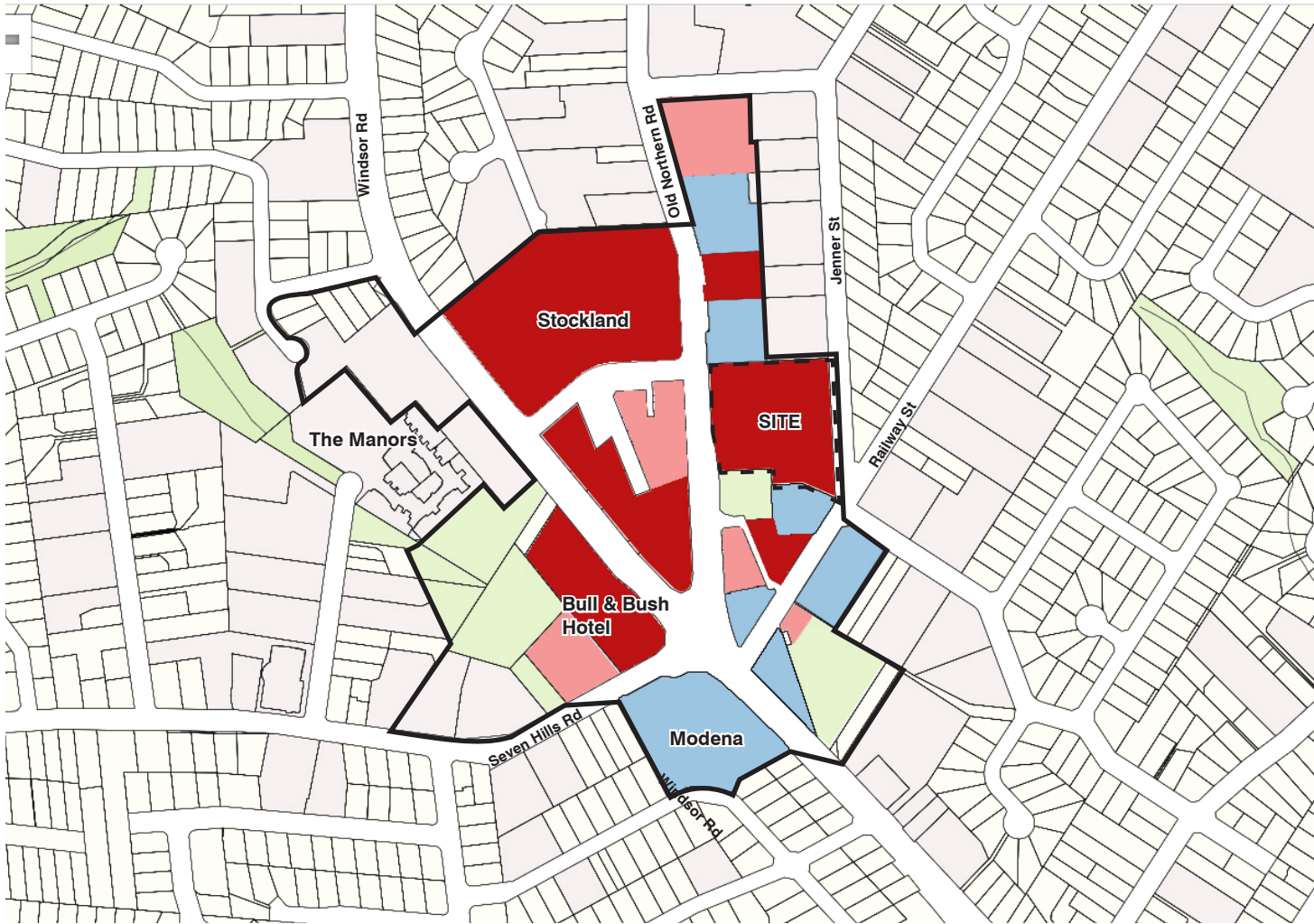


#### Legend

Subject Site	Community Use	Retirement Village/ Aged Care	Strata Title Residential
Retail Use	Council Car Parking	Strata Title Commercial/Office	Public Recreation

### Susceptibility to Change

The subject site is a suitable site for redevelopment given the extent of existing development, the site's single ownership and its two street frontages, notwithstanding the site zoning which is restrictive. The other large site most susceptible to change is the Stockland site given its large site area and single ownership. Many of the other sites in the centre are challenged by fragmented ownerships, limited uplift provided by the LEP and difficult vehicular access.



#### Legend

High Susceptibility	Low Susceptibility
Medium Susceptibility	Open Space



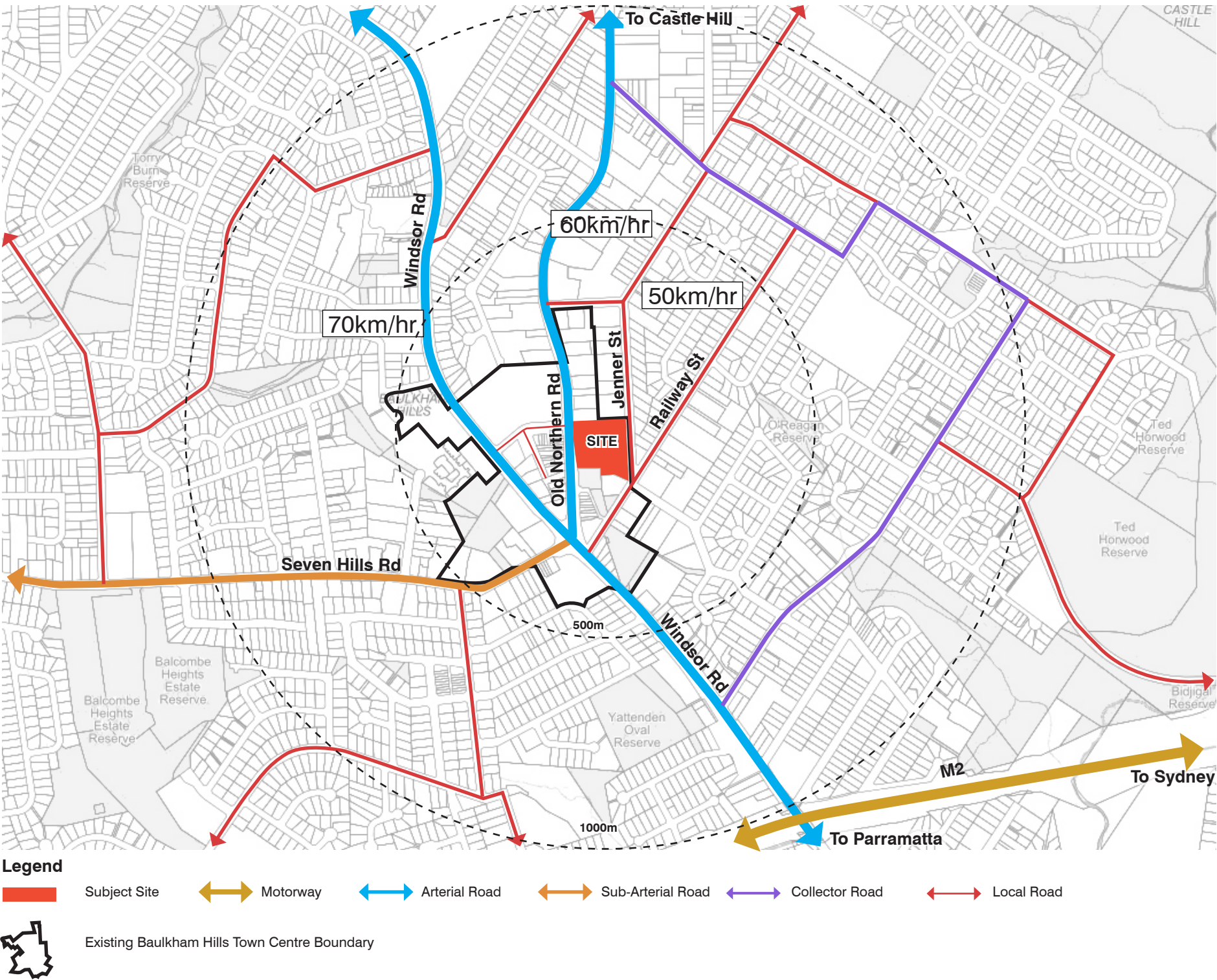
2 Site Analysis

2.2 Traffic and Transport

Traffic Network

The site is currently accessed via Jenner Street, a local street. The site's main frontage is to Old Northern Road an arterial road with a 60 km/hr speed limit. At the site frontage Old Northern Road has two lanes of traffic in either direction. In front of the site the south bound left lane is designated as a bus lane.

The site has good access to the arterial road network and motorway.

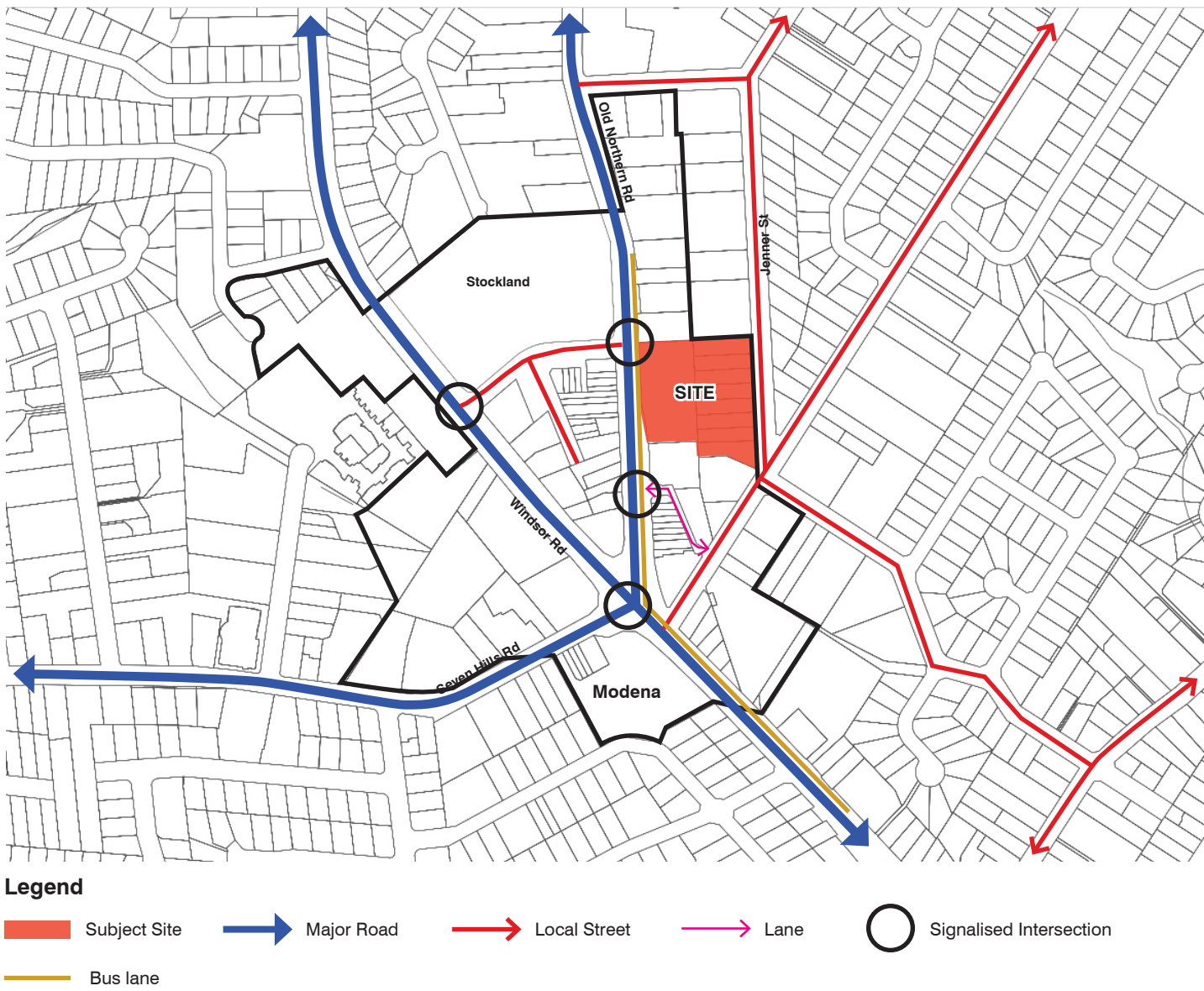




## 2 Site Analysis

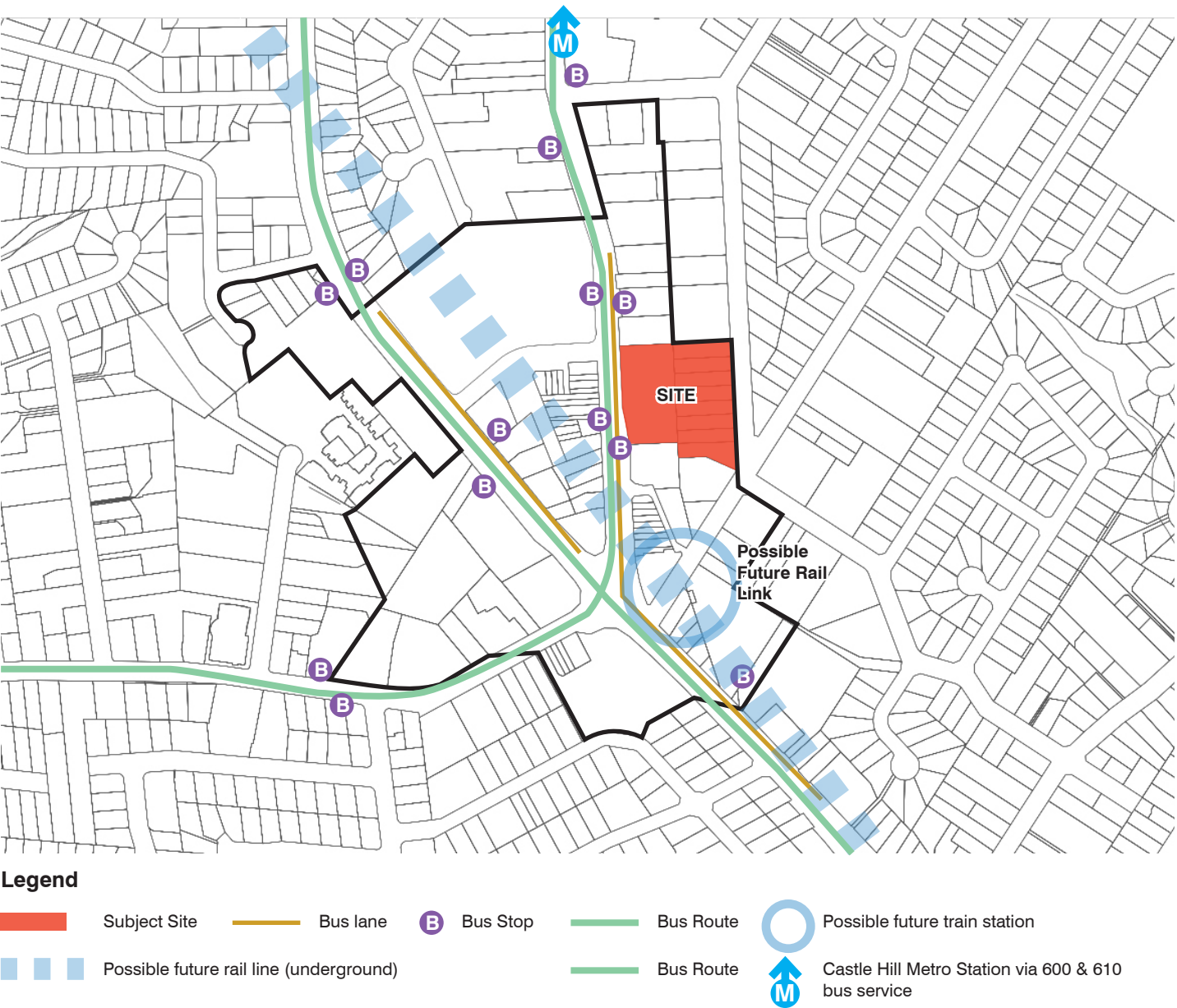
### Vehicular Movements

The subject site has two site frontages. Existing access to the site is via Jenner Street. Possible limited or managed access from Old Northern Road may be considered. While Old Northern Road has a relatively high speed limit, vehicle speeds are slowed somewhat by the frequent traffic signals from Olive Street to the Seven Hills Road intersection. Given the site has two frontages there are opportunities to manage vehicular ingress and egress to the site to mitigate potential impact on the local road network.



### Public Transport

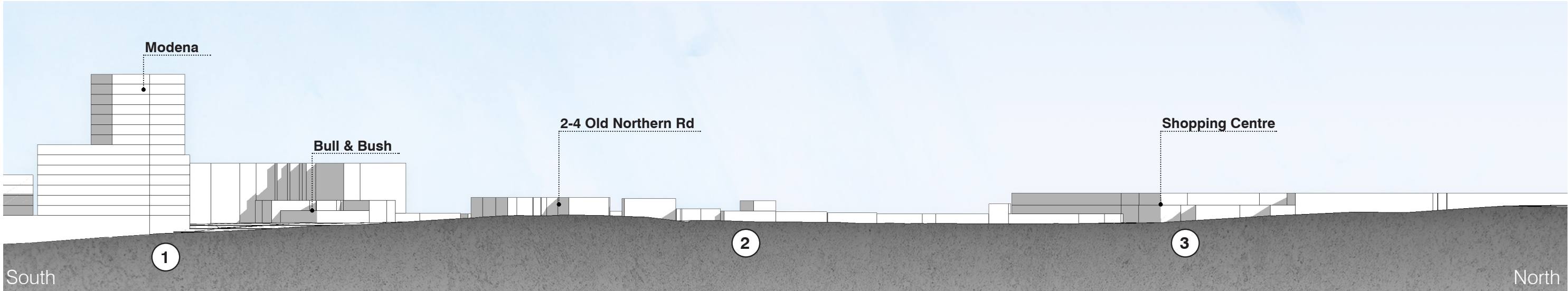
The town centre is very well serviced by public transport with multiple bus routes, including express bus services. Future transport plans contemplate a possible future metro rail link between Norwest to Parramatta with a stop at Baulkham Hills.



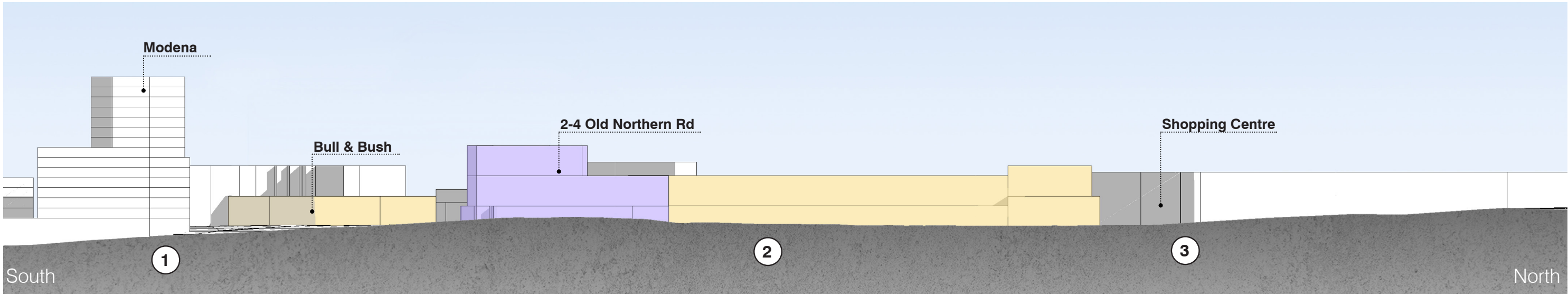


2 Site Analysis

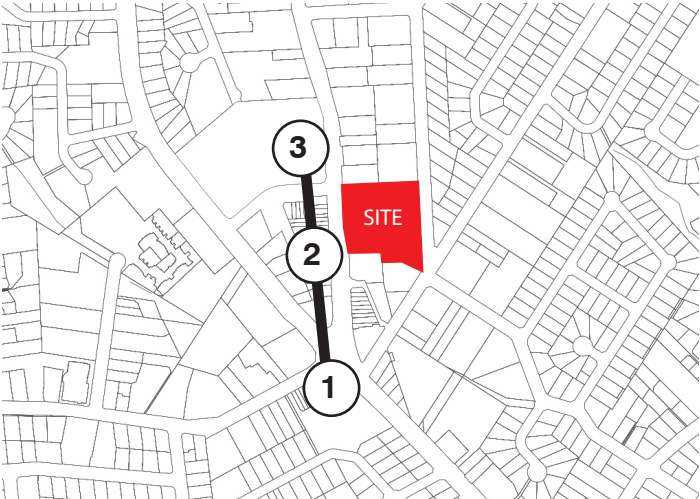
2.3 Streetscape



Existing Context

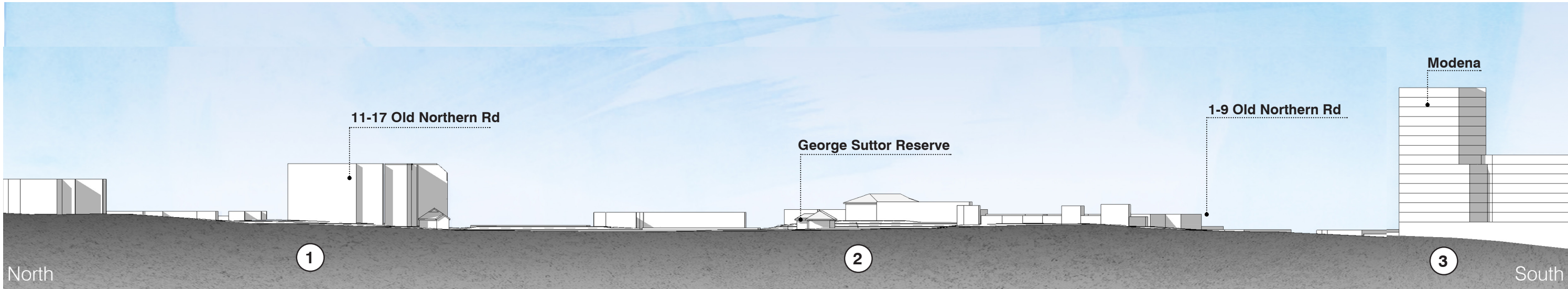


Future Context

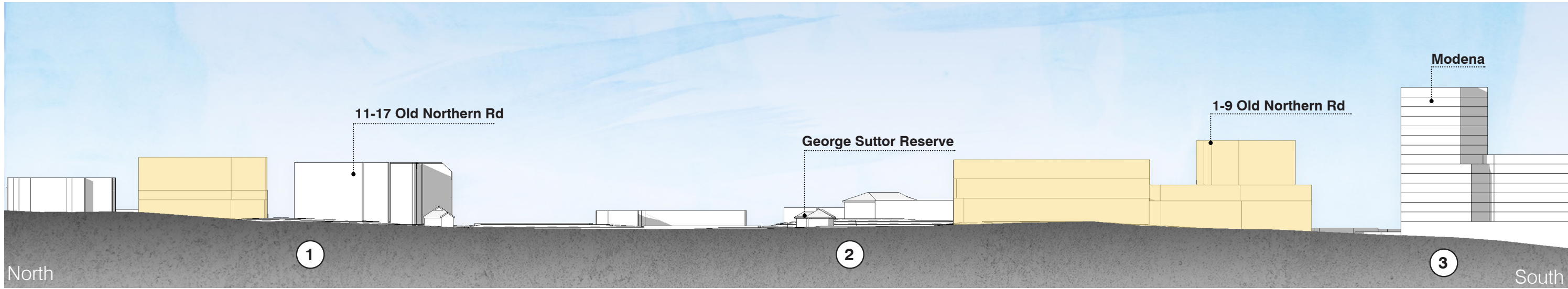




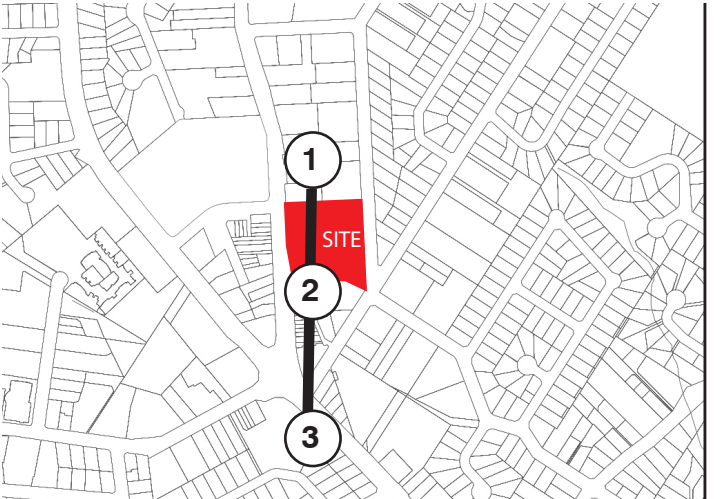
2 Site Analysis



Existing Context



Future Context





2.4 Opportunities & Constraints





## 3 The Design

### 3.1 Urban Design Principles

The existing DCP and Draft Master Plan for Baulkham Hills Town Centre identify a pedestrian link from Old Northern Road to Jenner Street/Railway Street through the southern part of the subject site. Refer to the excerpts of these plans on this page.

Key to the subject site's revitalisation is achieving better pedestrian connectivity including improvements to existing footpaths, north-south pedestrian links

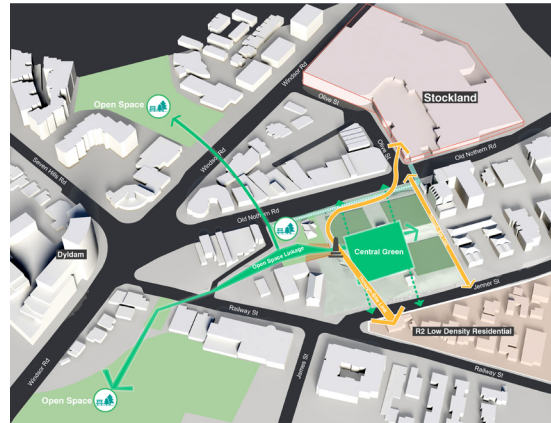
that connect open spaces and the already envisaged east-west links that connect the core of the town centre to its edge.

The site shall be configured to create a strong connection between central open space on the site and George Suttor Reserve. This site linkage could be extended to create a high amenity pedestrian link away from the heavily trafficked Old Northern Road towards the existing library site to the south which has been identified as a possible location for a future metro station.



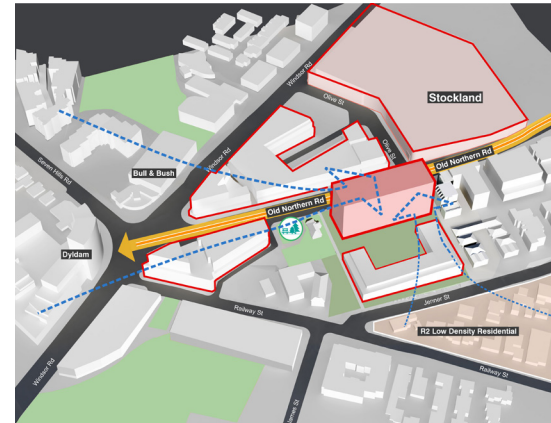
#### STRATEGIC ROLE AND URBAN STRUCTURE

- A. Site's important town centre role as community hub should be retained and enhanced
- B. Metro bus and future metro station (major infrastructure) reinforce revitalisation including significant mixed use forms
- C. Old Northern Road should be a diverse, active main street
- D. Density should be concentrated at Old Northern Road to support a diversity of activities
- E. Large under-developed sites including the subject site with multiple street frontages and high susceptibility to change are optimal for achieving significant, strategic outcomes
- F. Development should be mixed use where complementary uses support the town centre.
- G. Increase club's prominence through built form at Old Northern Road



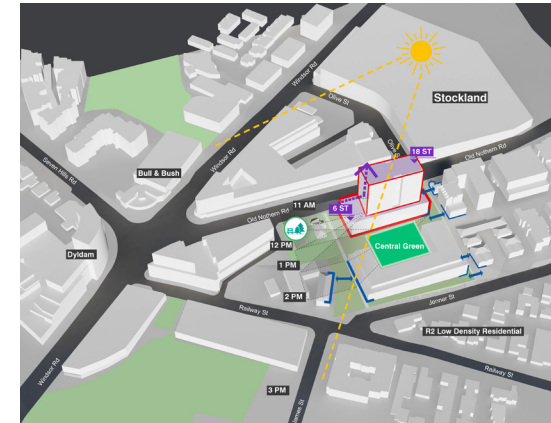
#### OPEN SPACE

- A. Connect Town Centre open spaces to create network
- B. Locate significant open space at ground level
- C. Possible future connection of open space, George Suttor Reserve, heritage cutting and Anzac Memorial
- D. Site Anzac memorial in garden setting, suitable for gatherings with pride of place with relationship to George Suttor Reserve and heritage.
- E. Provide through site link to connect surrounding community to recreational open space, Anzac memorial and main street at midpoint to existing street crossings
- F. Enhance pedestrian crossings at Olive Street/Old Northern Road to improve ease of access and pedestrian safety
- G. Improve east-west pedestrian links near Olive Street/Old Northern Road



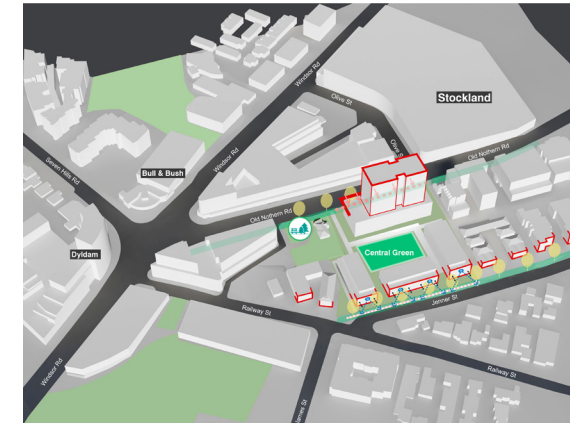
#### BUILT FORM

- A. Transfer height and density from the lower density residential zone towards the town centre zone
- B. Concentrate built form along Old Northern Road, the town centre's main street
- C. Align built form to the street



#### PROTECT AMENITY OF SURROUNDING SITES

- A. Setback buildings from side boundary to protect visual amenity and privacy
- B. Setback built form from Creasy's Cottage to respect curtilage and views
- C. Setback built form from southern boundary to limit overshadowing
- D. Setback built form from southern boundary to limit visual impacts on existing public open space
- E. Setback the upper parts of proposed built form to reduce bulk and scale
- F. Articulate tower form mitigate visual impacts
- G. Setback driveways to side boundaries at Jenner Street to limit impacts on neighbours



#### STREETSCAPE

##### Old Northern Road

- A. Activate frontage to Old Northern Road
- B. Set streetwall height to fit with 6 storey street wall established north of the subject site.
- C. Articulate street wall to limit bulk and scale
- D. Reduced building height to George Suttor Reserve
- E. Limit tower footprint and articulate tower form to mitigate visual impacts
- F. Increase public domain and plant new street trees
- G. Provide setbacks to Creasy's Cottage

##### Jenner Street

- A. Limit length of street wall to be compatible with other RFBs
- B. Provide public domain improvements
- C. Provide individual dwelling entries from street where topography allows
- D. Provide direct street address
- E. Casual surveillance



### 3 The Design

#### STRATEGIC ROLE AND URBAN STRUCTURE

##### Principles

- A. Site's important town centre role as community hub should be retained and enhanced
- B. Metro bus and potential future metro station (major infrastructure) reinforce revitalisation including significant mixed use forms
- C. Old Northern Road should be a diverse, active main street
- D. Density should be concentrated at Old Northern Road to support a diversity of activities
- E. Large under-developed sites including the subject site with multiple street frontages and high susceptibility to change are optimal for achieving significant, strategic outcomes
- F. Development should be mixed use where complementary uses support the town centre
- G. Increase club's prominence at Old Northern Road

The site is located within the town centre and is an important community hub. The club needs to develop the site to support the continuation of this important use into the future while matching the high density nature of the town centre as its role evolves.

The site has good access to the metro station at Castle Hill by metro bus service. The possible BH future metro station will further improve accessibility and mixed use development will be ideal near the future railway station.

Many of the sites within the town centre are likely to be redeveloped although the most susceptible to change and capable of achieving strategic outcomes are the subject site and the existing shopping centre site given their large sizes, single ownerships and multiple street frontages.

Any proposal on the subject site should address these likely changing circumstances whilst achieving compatibility with the urban fabric within its immediate context. The site needs different building typologies to address the contrasting characters of Old Northern Road to Jenner Street.

The subject site should contribute to realising Old Northern Road as a vibrant main street. Built form should reinforce the importance of the street with a streetwall that provides a sense of enclosure. The club as an important community asset should be prominent within the public domain. The site's use, density and form are therefore key to reinforcing the strategic role of the centre.

The role of development at Jenner Street is to achieve compatibility with existing built form which includes low to high density development. Development shall have a predominantly residential character and a bulk and scale that transitions to Jenner Street's existing fabric.





### 3 The Design

#### OPEN SPACE

##### Principles

- A. Connect Town Centre open spaces to create network
- B. Locate significant open space at ground level.
- C. Possible future connection of open space, George Suttor Reserve, heritage cutting and Anzac Memorial
- D. Site Anzac memorial in garden setting, suitable for gatherings with pride of place with relationship to George Suttor Reserve and heritage.
- E. Provide through site link to connect surrounding community to recreational open space, Anzac memorial and main street at midpoint to existing street crossings
- F. Enhance pedestrian crossings at Olive Street/Old Northern Road to improve ease of access and pedestrian safety
- G. Improve east-west pedestrian links near Olive Street/Old Northern Road

A key principle of open space is to locate it at ground level so that it is easily accessible by the community, has connections to the centre's larger public domain network and maintains a high quality private recreation role.

There is a significant benefit for the town centre to provide a new through site links connecting Old Northern Road to Jenner Street and the residential areas beyond and managing the change in level between Old Northern Road and Jenner Street. These links have the opportunity to connect proposed with existing green spaces, creating a green network through the town centre and improving pedestrian access from the easterly residential areas with the town centre core. Opportunities to enhance east-west links between Old Northern Road and Jenner Street are especially strong.

There are a number of open spaces within proximity to the site. The site itself is a key recreation area for the town centre. There is an opportunity to improve the setting of the ANZAC Memorial and better connect it with the local pedestrian network. The development will need to address this and greatly increase the significance of the space around the memorial, allowing a space for gatherings. Locating it closer to George Suttor Reserve will assist in providing a better setting for the memorial.



### 3 The Design

#### BUILT FORM

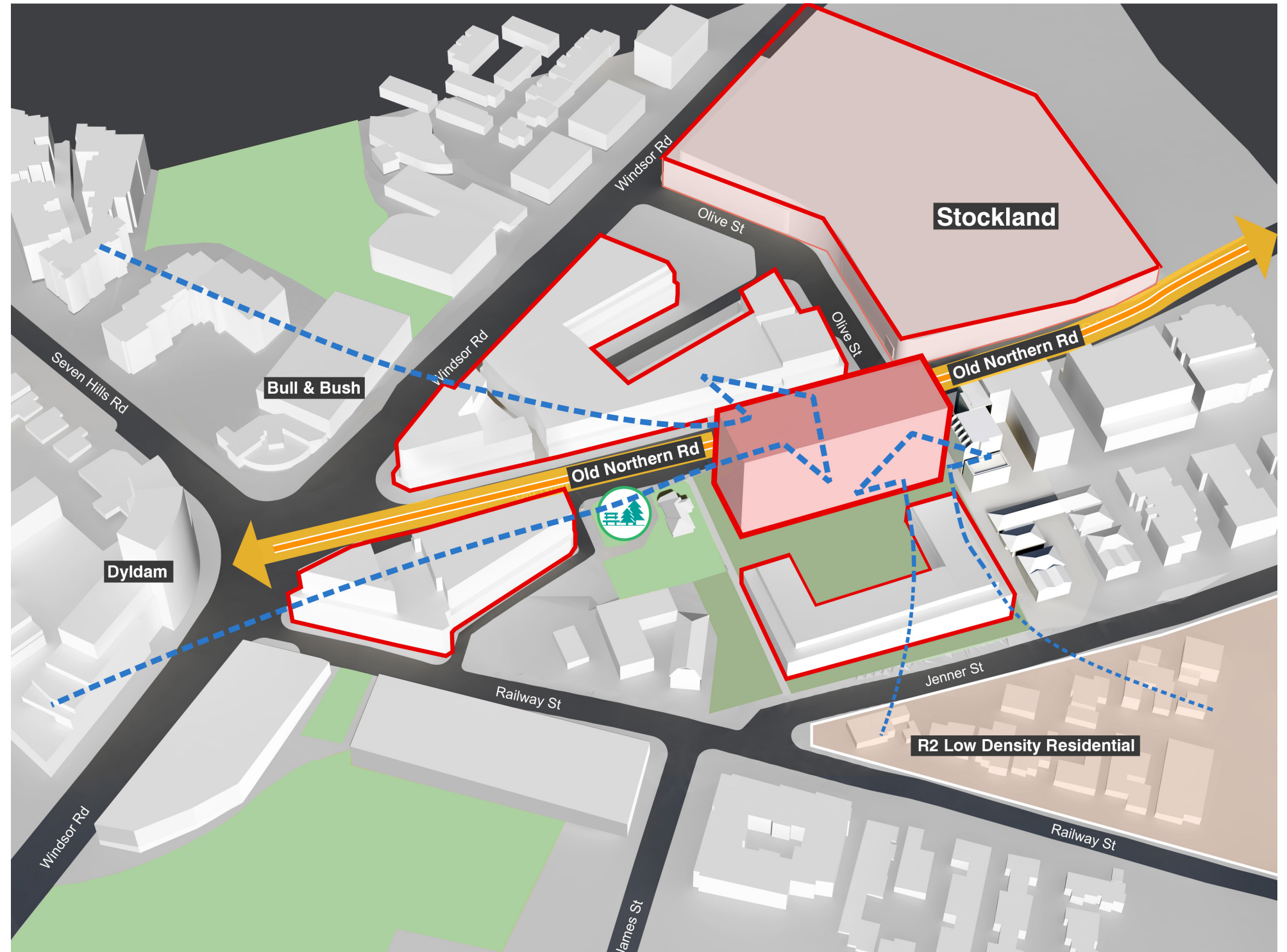
##### Principles

- A. Transfer height and density from the lower density residential zone towards the town centre zone.
- B. Concentrate built form along Old Northern Road, the town centre's main street
- C. Align built form to the street

The two main frontages of the site; Old Northern Road and Jenner Street contrast in use, built form and character. Old Northern Road is a highly urbanised setting with a busy road compared to Jenner Street which is a smaller residential area with a mix of low, medium and high density forms setback from the street.

The built form of the proposal will need to transfer the height and density of the development to transition to both of these settings and provide a development that fits in with the lower density nature of Jenner Street, whilst also maintaining a strong street presence on Old Northern Road.

A strong frontage to Old Northern Road will help to reinforce the town centre's character, whilst a lower, gentler form of residential development with landscaped setbacks on Jenner Street will achieve compatibility with the existing character of built form. A well-defined building edge should be provided to reinforce streets and public spaces.





### 3 The Design

#### PROTECT AMENITY OF SURROUNDING SITES

##### Principles

- A. Setback buildings from side boundary to protect visual amenity and privacy
- B. Setback built form from Creasy's Cottage to respect curtilage and views
- C. Setback built form from southern boundary to limit overshadowing
- D. Setback built form from southern boundary to limit visual impacts on existing public open space
- E. Setback the upper parts of proposed built form to reduce bulk and scale
- F. Articulate tower form mitigate visual impacts
- G. Setback driveways to side boundaries at Jenner Street to limit impact on neighbours

Careful consideration needs to be made about how shadows will impact upon open space within the development and also adjacent to the site. The building form should also be setback from side boundaries to protect visual amenity and privacy and provide clearly defined edge to proposed pedestrian links.

Limiting the width of the podium/tower form and providing a generous setback to the northern boundary will mitigate potential impacts on the amenity of the adjoining mixed use development and Creasy's Cottage north of the subject site (11-17 Old Northern Road). Similarly, a reasonable setback and limited building width will provide reasonable solar access to the public open space to the south.

Generous setbacks to the north and south for the more substantial podium/tower form at Old Northern Road will also limit the breadth of taller built forms on the site, limiting the impact of bulk and scale.

Bulk and scale shall be mitigated by setting back upper parts of built form from the levels below. In this response, a clear podium/tower form is appropriate to Old Northern Road. To Jenner Street, a setback of the topmost storey of the building can allow for a reasonable density while maintaining a scale compatible with the adjoining residential development.

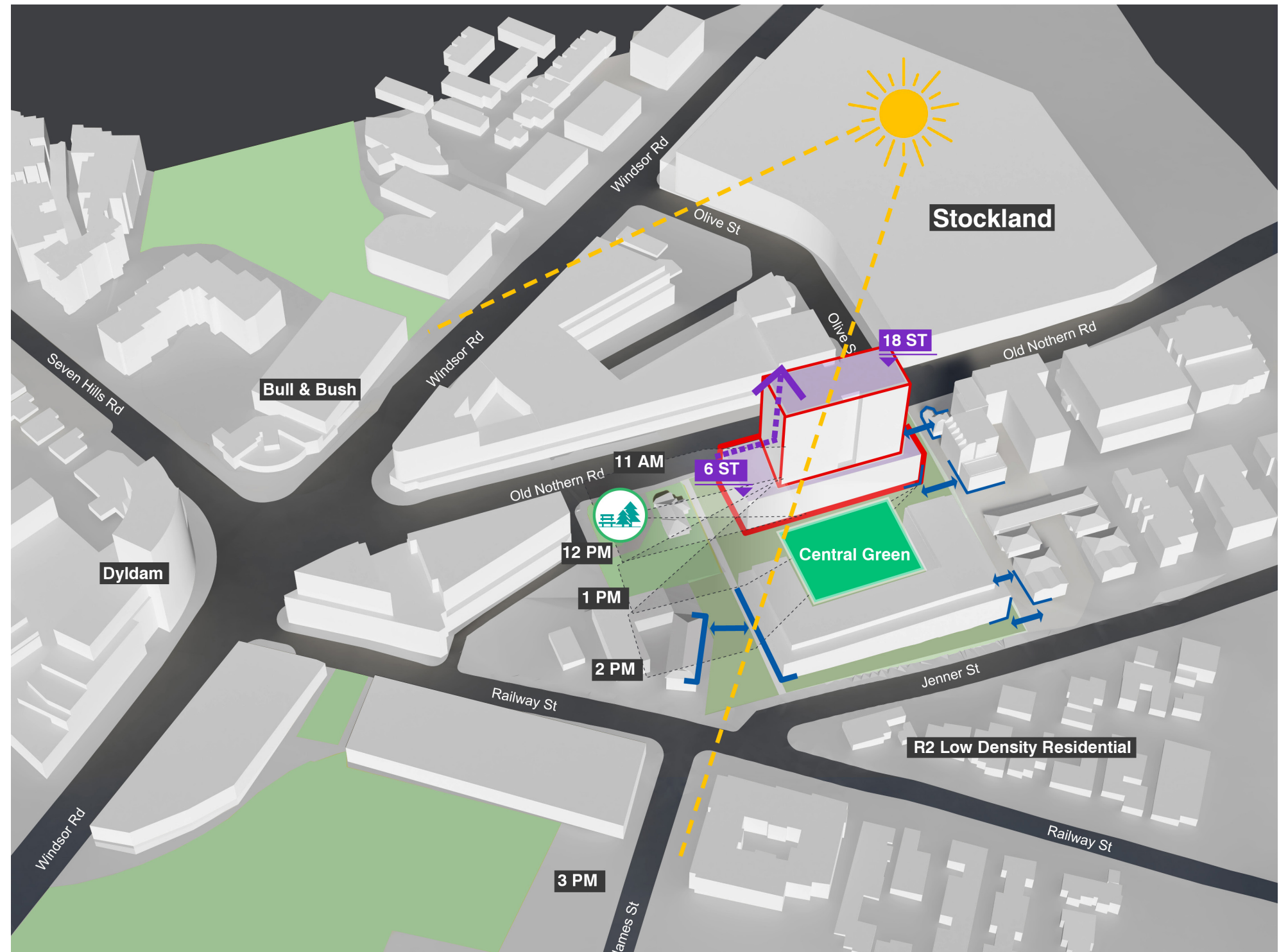
##### Legend



Building separation



Transfer building bulk away from southern boundary to limit shadow



# 3 The Design

## STREETSCAPE

### Principles


#### Old Northern Road

- A. Activate frontage to Old Northern Road
- B. Set streetwall height to fit with 6 storey street wall established north of the subject site
- C. Articulate street wall to limit bulk and scale.
- D. Reduced building height to George Suttor Reserve
- E. Limit tower footprint and articulate tower form to mitigate visual impacts
- F. Increase public domain and plant new street trees
- G. Provide setbacks to Creasy's Cottage


#### Jenner Street

- A. Limit length of street wall to be compatible with other RFBs in street
- B. Public domain improvements
- C. Individual dwelling entries where topography permits
- D. Direct Street address
- E. Casual surveillance


Legend




Active frontage



Public domain improvements



Semi-active frontage  
(entries to building and individual apartments)



Casual surveillance of the public domain





## 3 The Design

### 3.2 Structure Plan

The core of the town centre is likely to grow and change. Density, bulk and scale should be focused on Old Northern Road, being the town centre's main road. The site is strategically located within the core of the town centre. It is ideally positioned to achieve a transition between the future high density of the town centre on Old Northern Road through to the lower density residential character of Jenner Street.

The subject site shall respond to this with increased height and density at Old Northern Road to allow for large open spaces at ground level suited to the unique role of the site as a bowling club with its RE-2 Private Recreation zoning.

Tower forms on the subject site shall be pushed northward and shaped to allow quick moving shadows with limited adverse impacts on adjoining sites and open space to the south. The footprint of the tower shall be limited to mitigate visual impacts.

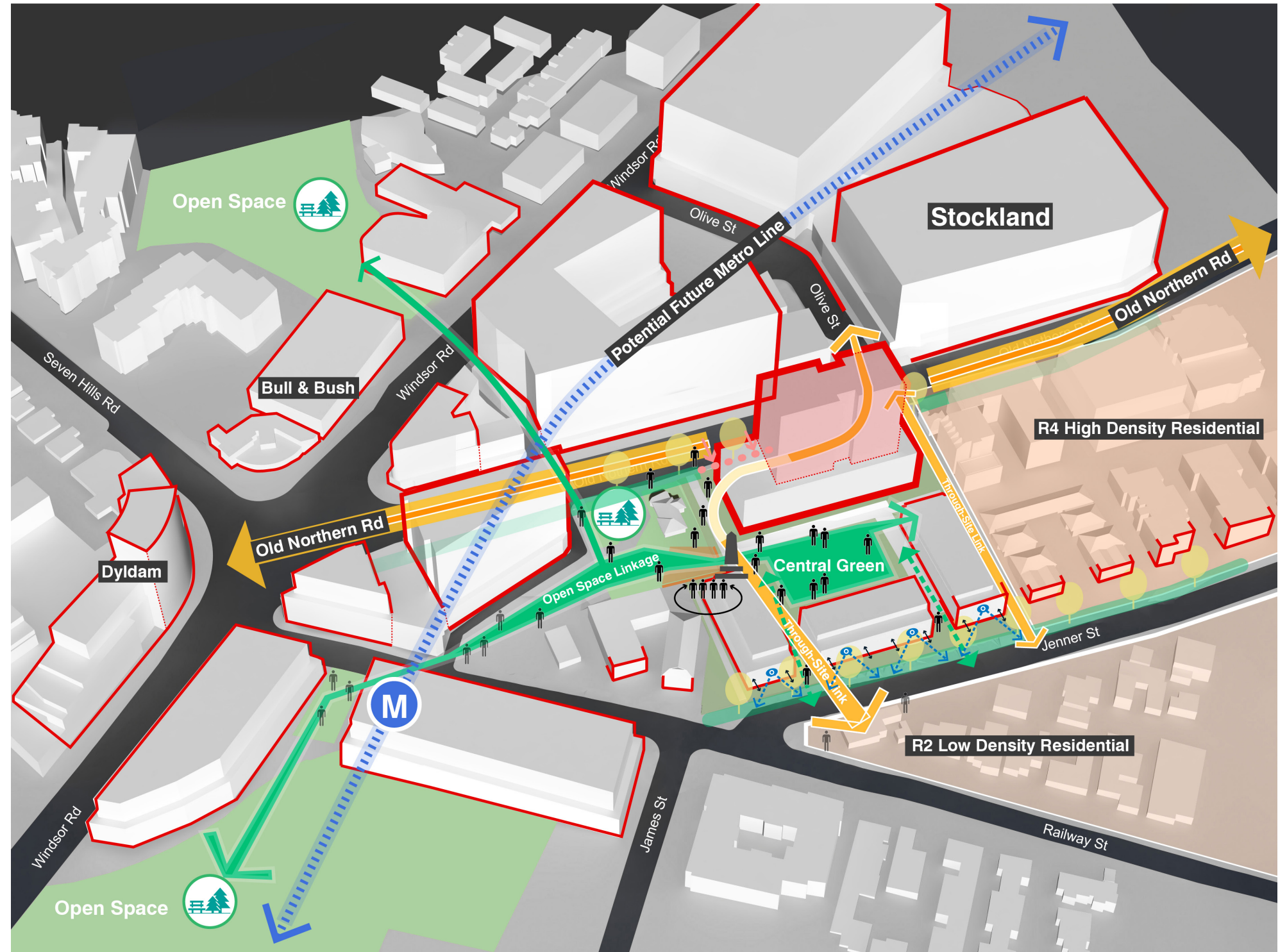
Built form at Jenner Street shall be compatible with the residential character of the street but provide improved street address, landscape and casual surveillance. The width of buildings near the side boundaries shall be limited to relate to the adjoining residential flat buildings.

Through site links will connect the surrounding community to the Town Centre core including the Anzac Memorial as an important community landmark. The Anzac Memorial will be situated near to George Suttor Reserve to allow for possible future connections further enhancing the centre's open space network.

The pedestrian links meet Old Northern Road along the northern and southern edges of the site, significantly improving pedestrian permeability and east-west connections.

A central open space shall provide a visual connection to George Suttor Reserve creating opportunities for a more robust future open space network linking to the library (potential future metro station) site.

A future green link on the block between Old Northern Road and Windsor Road would complete an integrated green network in the town centre.



## 3 The Design

### 3.3 Massing Analysis

The maximum height currently existing in the Baulkham Hills Town Centre is established at the intersection of Old Northern Road and Windsor Road at the “Modena” development. The existing height of residential flat building development along Jenner Street is generally 3-4 storeys.

A building on the subject site that has a maximum height of 15 storeys at Old Northern Road and 3-4 storeys at Jenner Street with an FSR commensurate with the site’s strategic town centre setting would result in very long buildings with somewhat limited articulation and modulation. The ADG notes at 2B that a Building envelope “should be 25-30% greater than the achievable floor area (pg. 29).”

Built form also creates long uninterrupted facade to each street frontage with limited setbacks. The limited setbacks in particular may impact the curtilage of Creasy’s Cottage.

Modest additional height on the subject site above 15 storeys will allow for better modulation of built form with transitions at site edges and greater quantities and better quality open space on the site. Crucially, additional height will create a more flexible building envelope (with a lower GFA-to-Building Envelope Ratio) maximising opportunities for design excellence at the Development Application stage.





### 3 The Design

Preferred Outcome: 6-18 storeys at Old Northern Road and 4-6 storeys at Jenner Street

The built form comprises a 18 storey tower at the north west part of the site against Old Northern Road, stepping down in height towards the south to achieve a built form transition to George Suttor Reserve. To Jenner Street, heights are increased to 4-6 storeys and built form broken into three separate forms. Building depths and lengths are limited.

Slightly taller buildings than what currently occur in the town centre with more limited footprints is the preferred outcome in this case because it allows more open space, better amenity and a better streetscape to both Old Northern Road and Jenner Street. More flexibility is afforded to achieve transitions to George Suttor Reserve and the low density area to the east by stepping down built form. Building depths can be reduced. Solar access is better to George Suttor Reserve and the recreational open space on the site. Sufficient upper level setbacks are achieved to mitigate the impact of bulk and scale.

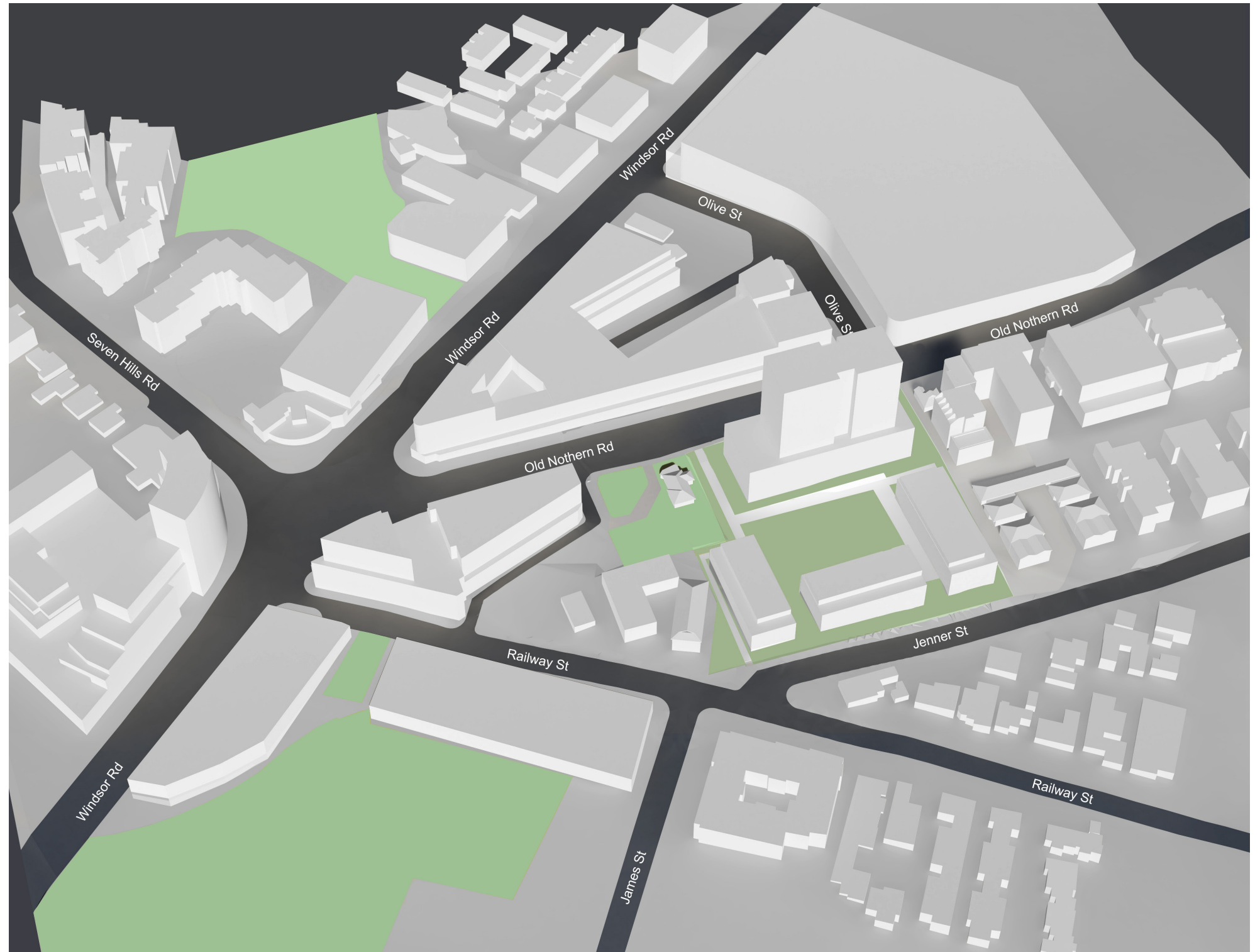
The benefit of increased heights outweighs the positive aspects of limiting building height on the site.

#### Strengths

- Solar access to the central open space is reasonable.
- The shadow created by the built form to Old Northern Road will be narrow and reasonable solar access maintained to George Suttor Reserve and other sites to the south throughout the day in mid-winter.
- Sky views are achieved along Old Northern Road approaching George Suttor Reserve by allowing more height at the northern half of the site.
- Increased height allows for built form to be well-articulated and modulated along both street frontages.
- Increased building separation is possible by transferring floor space from near the street to the tower.
- Building depths are not excessive.
- Building lengths are not excessive.
- Reasonable setback to Creasy's Cottage to maintain open space/landscaped corridor

#### Weaknesses

- Increased visual impact from medium views due to building height.

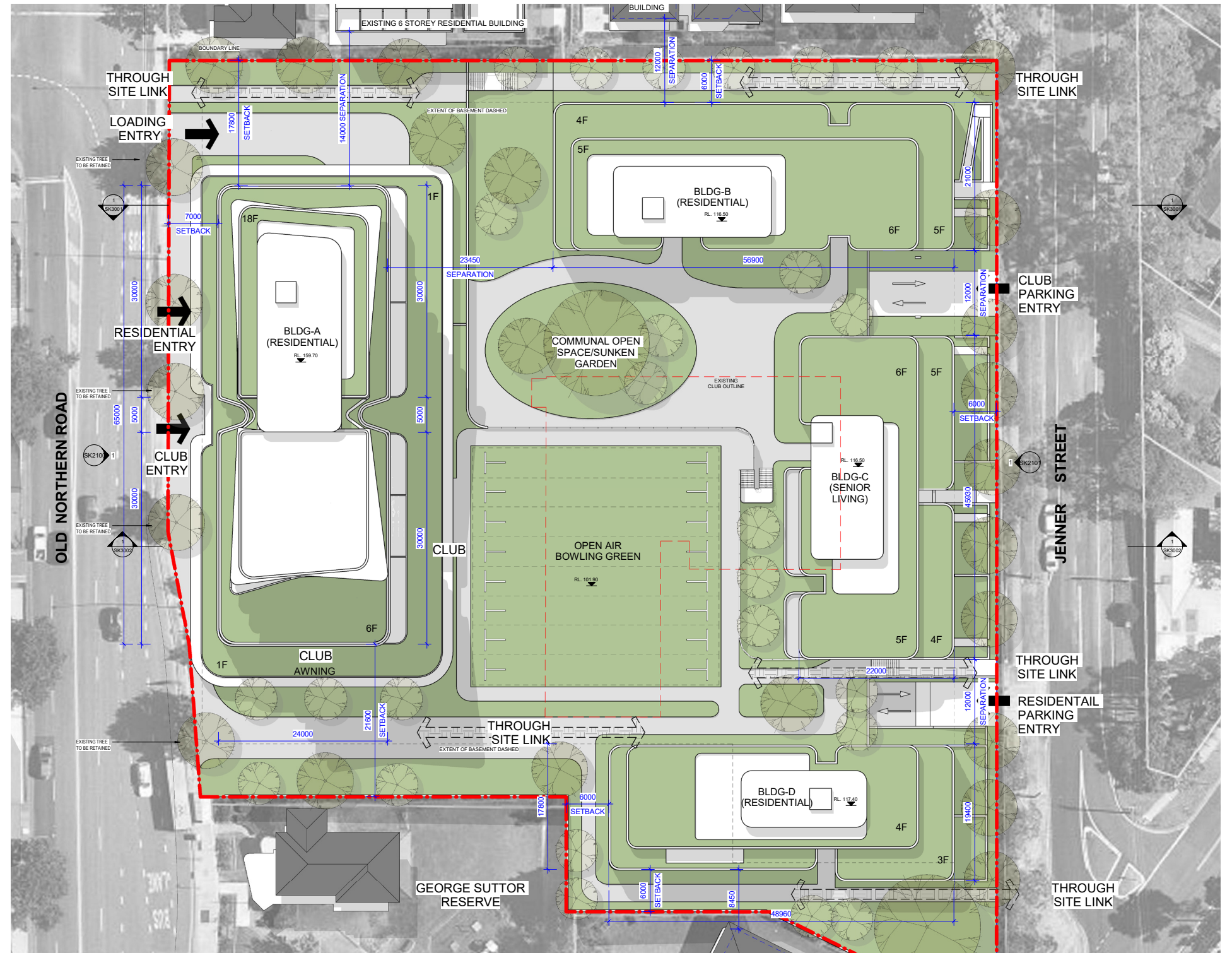


### 3 The Design

#### 3.4 Conceptual Master Plan

The Planning Proposal seeks to facilitate the following:

- a new Community Club with a diverse range of food and beverage offerings, members lounge, restaurant, cafe and dining facilities, multi-functional recreation areas, open air bowling green and an enclosed world championship bowling green with associated facilities, basement car parking and loading dock
- 228 residential apartments comprising residential and seniors housing
- commercial/retail and other ancillary uses
- through site links
- residential and visitors car parking in the basement
- public domain upgrades
- Relocated ANZAC Memorial



Concept master plan (Source: Altis Architecture)



### 3 The Design

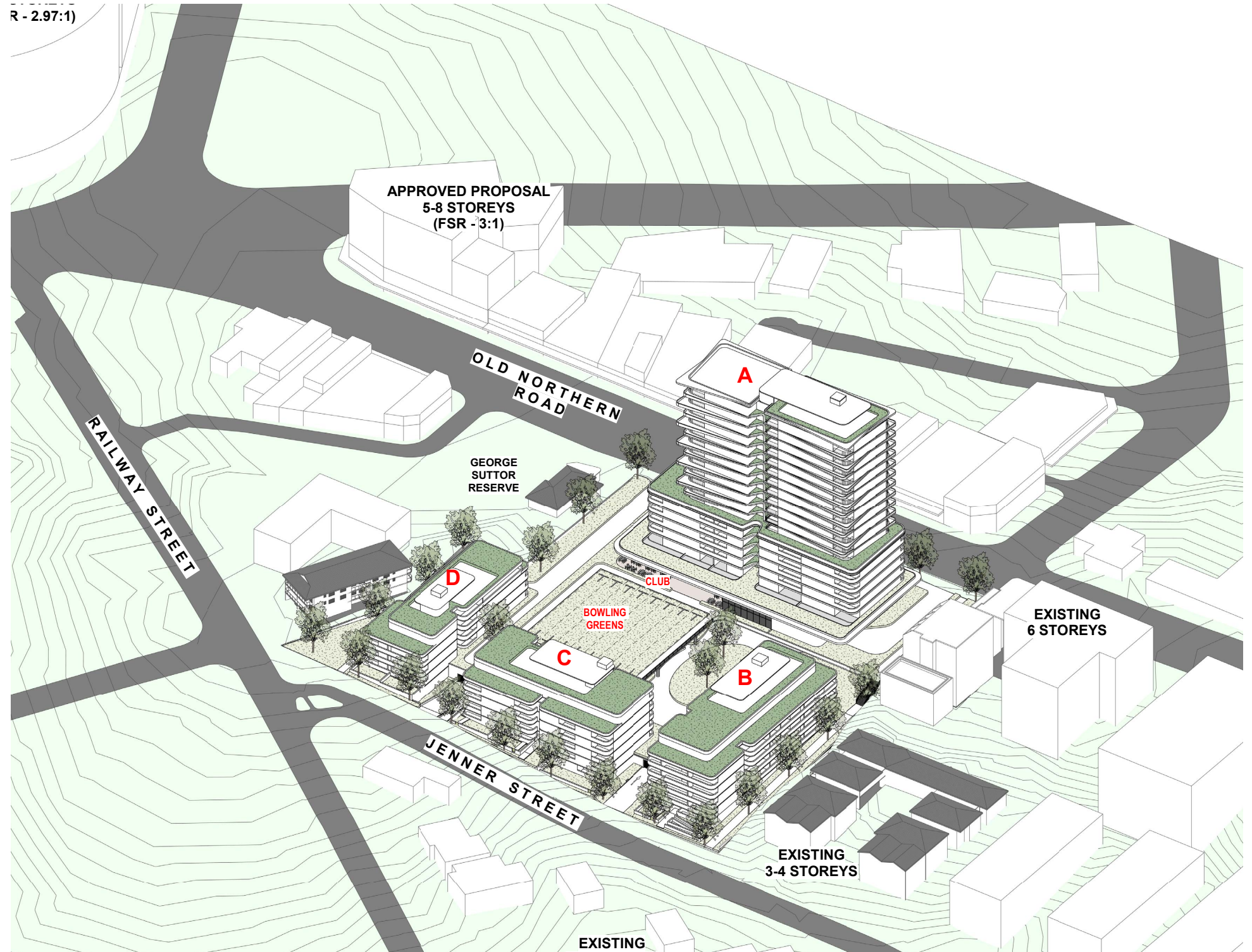
The preferred design for the site is consistent with the proposed urban design principles. It can achieve a high quality design outcome.

The tower form at 18 storeys and is important to achieve large, usable open spaces at ground level and to limit overshadowing and visual impacts. The 18 storey height allows for a reduced building lengths to both Old Northern Road and Jenner Street. The increased height also allows for a generous setback to Creasy's Cottage and the existing mixed use development north of the subject site.

The stacked bowling greens adjoined with communal gardens create a strong sense of place and significant recreational open space at the ground level, easily accessible from the public domain.

Two through site links better connect the residential areas to the east of the site with Old Northern Road and the core of the town centre.

Built form on Jenner Street has a bulk and scale compatible with the existing streetscape context, while the street interface provides direct street address and avoids clutter within the front setback, an improvement from the existing streetscape character of the other RFBs in Jenner Street which are dominated by ramps, waste enclosures and stepping forms in the front setback.



Indicative Concept 3D view (Source: Altis Architecture)



### 3 The Design

#### 3.5 Design Principles Assessment

##### Old Northern Road North

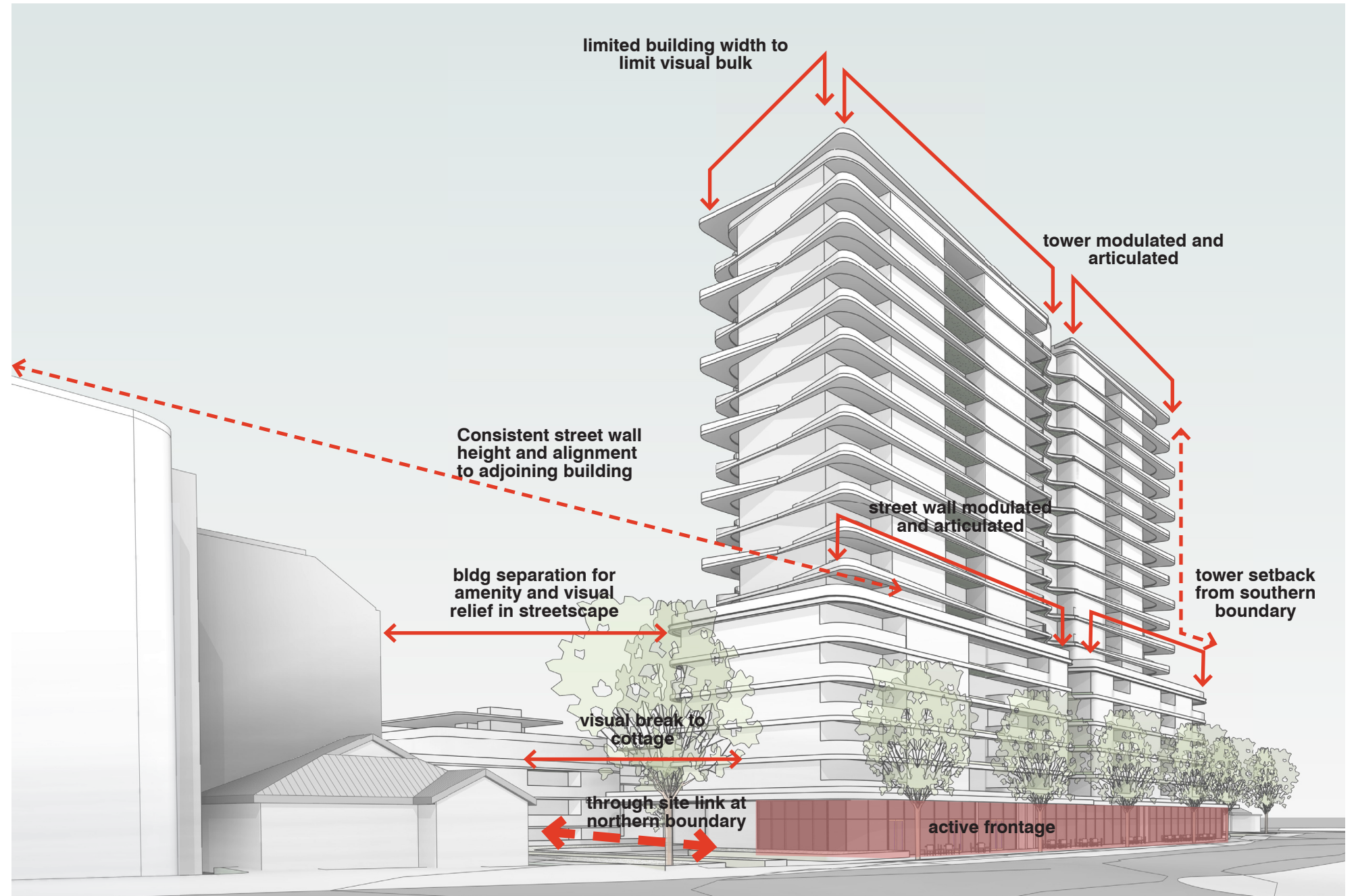
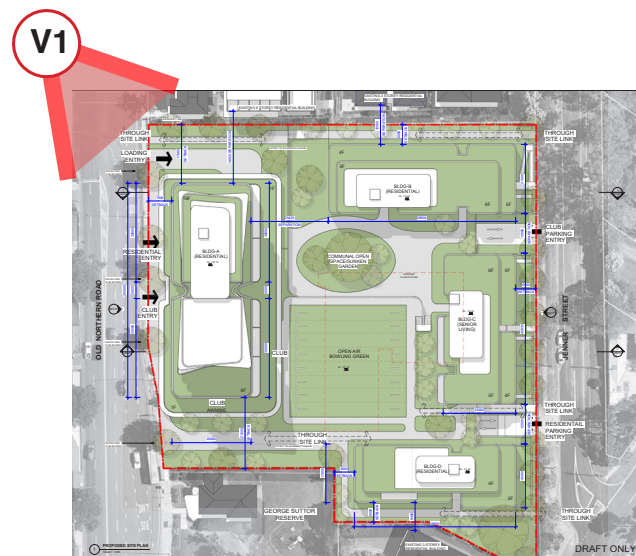
The design principles can be seen within the form of the building from the impact on the streetscape including the building's protection of surrounding amenity.

The tower form is setback from the podium and viewed as a distinct form, modulating bulk and scale. The podium has a visual break from the adjoining heritage listed Creasy's Cottage and allows for a strong landscape corridor along northern boundary of the site, providing a scaling device.

The proposed height and setbacks continue the street wall established at 11-17 Old Northern Road. The street wall is broken into three modules, limiting the impact of bulk and scale and responding to the finer grain pattern of older built form on the opposite side of Old Northern Road.

The tower is limited in its depth. It is well articulated and modulated to break up bulk and scale. The tower's generous southern setback provides a transition in scale down towards George Suttor Reserve and limits the length and therefore visual impact of the building as viewed from the street.

The building provides an expanded footpath zone and active street frontage to Old Northern Road and improves the pedestrian environment. The envelope provides sufficient flexibility for a high degree of articulation allowing for Design Excellence to be achieved in any future DA for the site.



V1



### 3 The Design

#### Old Northern Road South

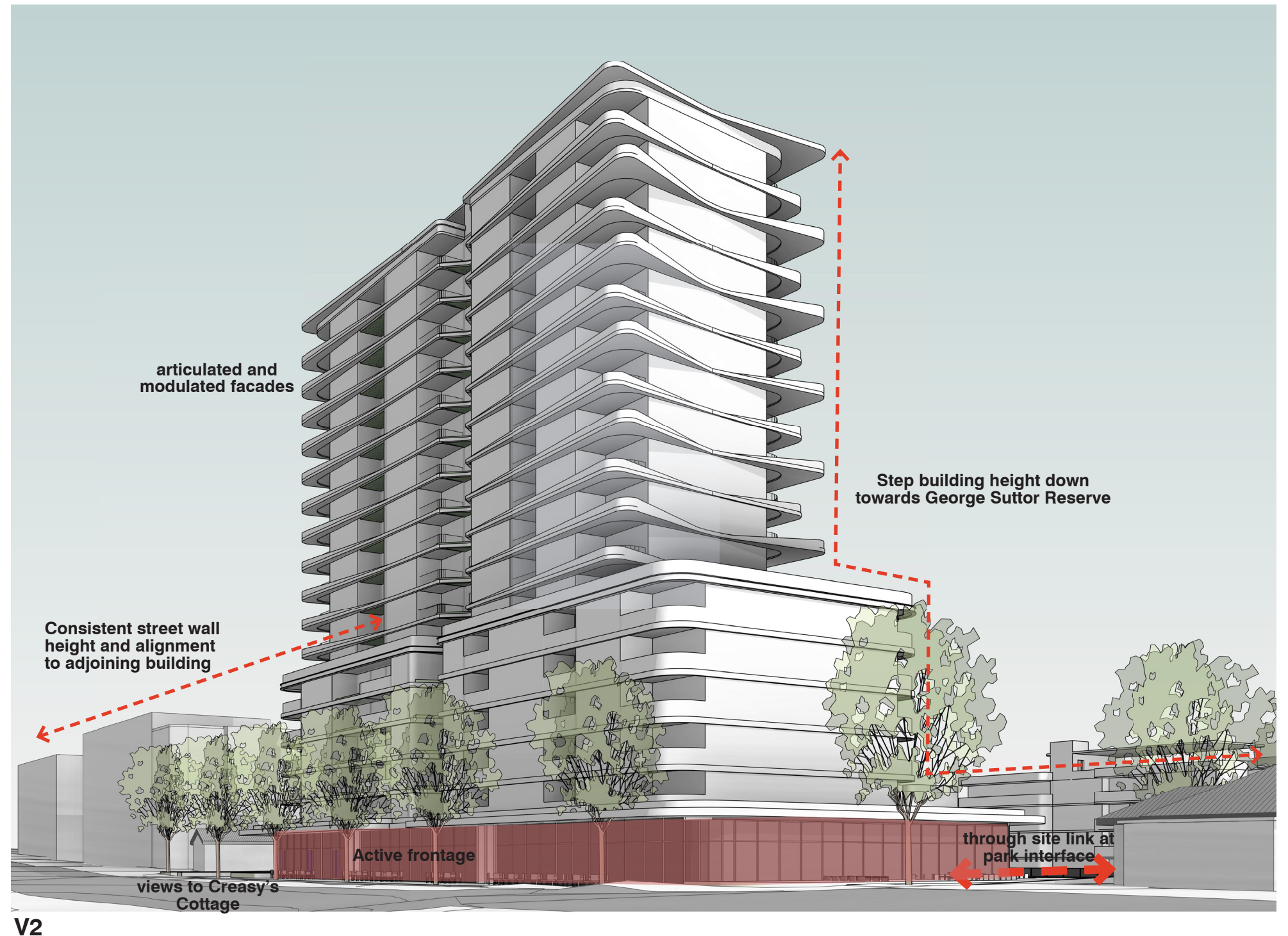
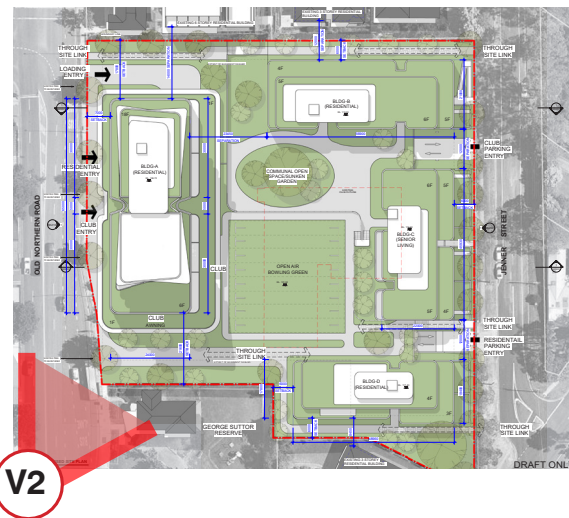
The alignment of the street wall and tower with the street provides a sense of enclosure to the street and follows a traditional town centre urban form.

The building is well articulated and modulated with a clear demarcation between the six storey podium and the tower setback above.

The building is also stepped down towards George Suttor Reserve to transition in scale to the open space and preserve access to sunlight onto George Suttor reserve.

The frontage to Old Northern Road is the predominant frontage and the frontage activation is visible in this view. Activation also wraps the southern corner, putting eyes on the through site link and George Suttor Reserve. A continuous awning provides weather protection and shade.

The through site link is visible here, this provides an important link between the amenities on Old Northern Road and the residential area around Jenner Street. This improvement in pedestrian permeability also helps to further activate Old Northern Road with street life.





### 3 The Design

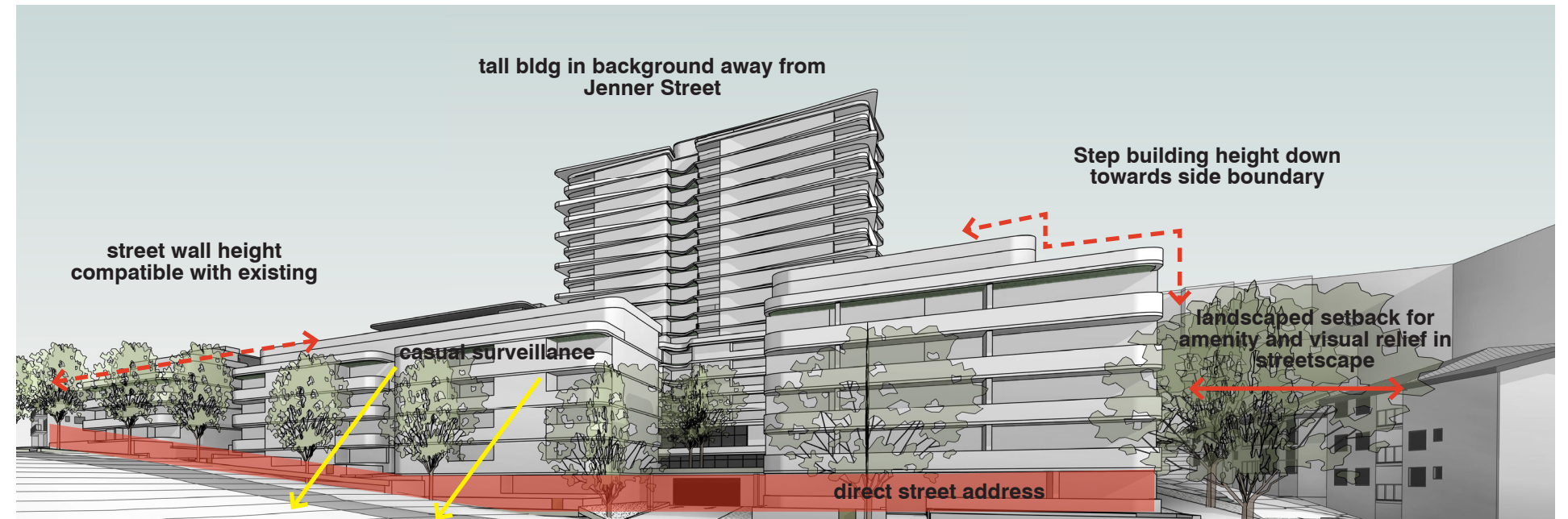
#### Jenner Street

The form of the development drastically changes at Jenner Street. The principle of lowering the built form is clearly visible. The buildings have direct street access and step down with topography creating a semi-active frontage within the residential context. Residential entries at ground level and balconies above are oriented to the street to achieve casual surveillance.

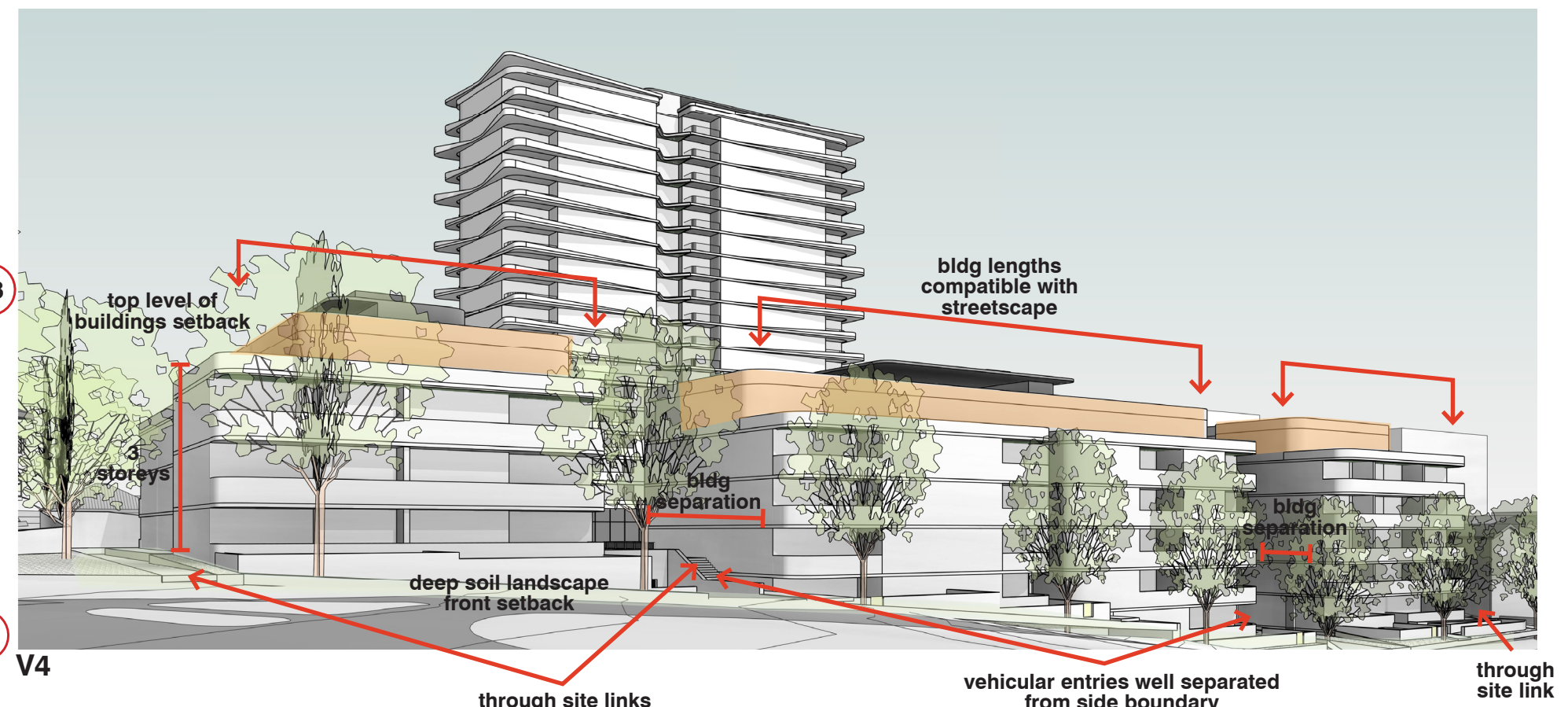
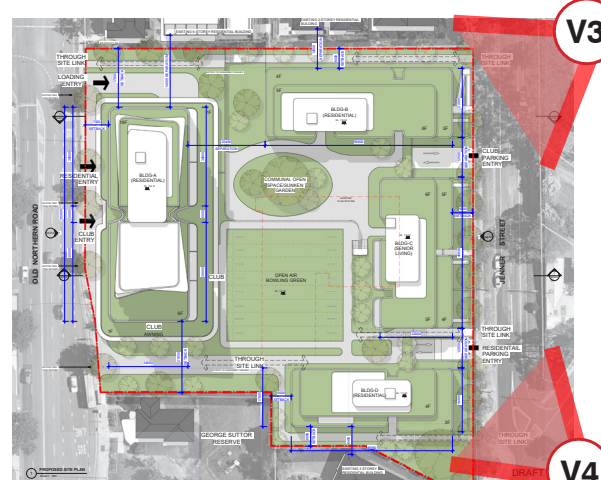
Buildings are setback from the side boundaries to preserve surrounding residential amenity. Buildings are also separated from each other within the development to reduce the street wall length and achieve compatibility with the existing building lengths and widths on the western side of Jenner Street. The upper level of each building is set back from the levels below to limit the impact of bulk and scale.

The proposal provides deep soil zones for landscape planting in each setback to complement the lower density form of development nearby.

The tower form at Old Norther Road is limited in its visual impact when viewed from Jenner Street.



V3

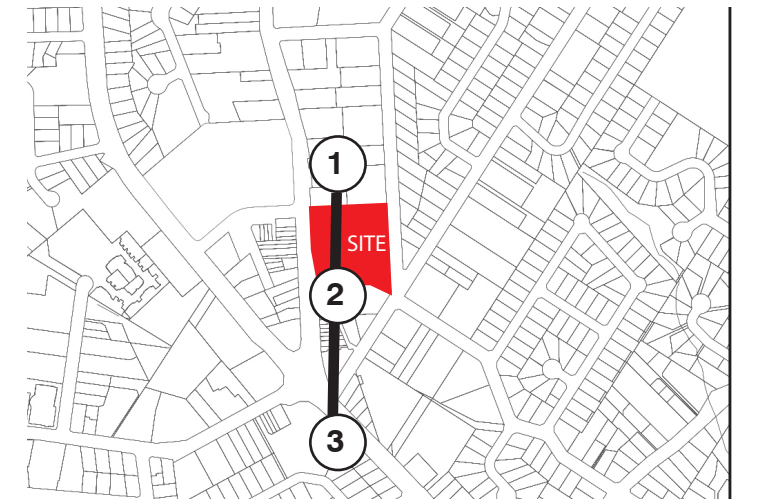
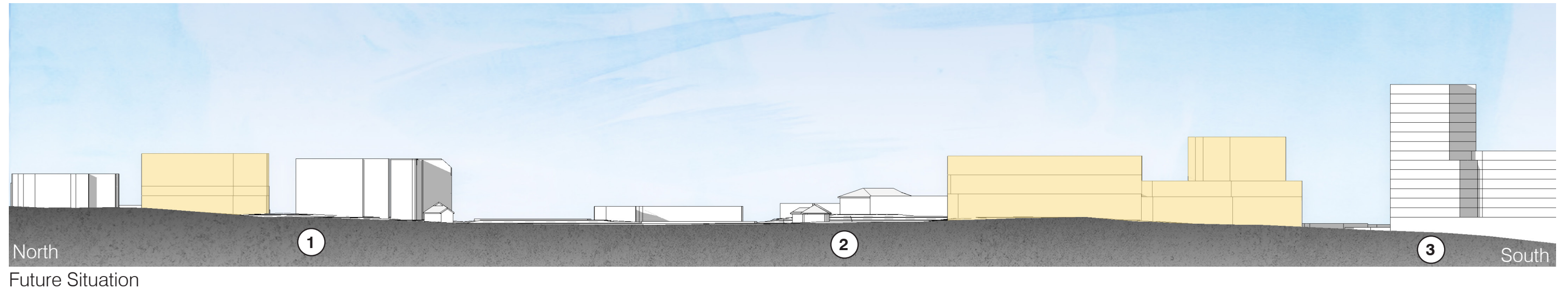


V4



### 3 The Design

## Streetscape





### 3 The Design

#### 3.6 Shadow Analysis

##### Solar Access Generally

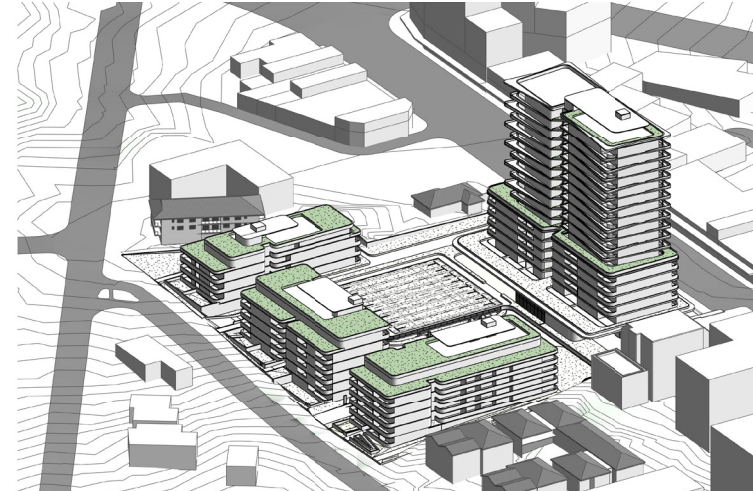
The proposal maintains good solar access to adjoining sites by virtue of its restricted building height near Jenner Street, the 30m+ southern setback of the tower near Old Northern Road, the orientation of the proposed tower on the north-south axis and the relatively shallow depth of the tower at approximately 18-21m.

The proposal maintains a suitable level of sunlight to George Suttor Reserve in mid-winter by limiting building height at the eastern and southern ends of the site. More than 50% of the reserve is in sunlight throughout the day on 21 June. Solar access in the morning is exemplary at more than 80%.

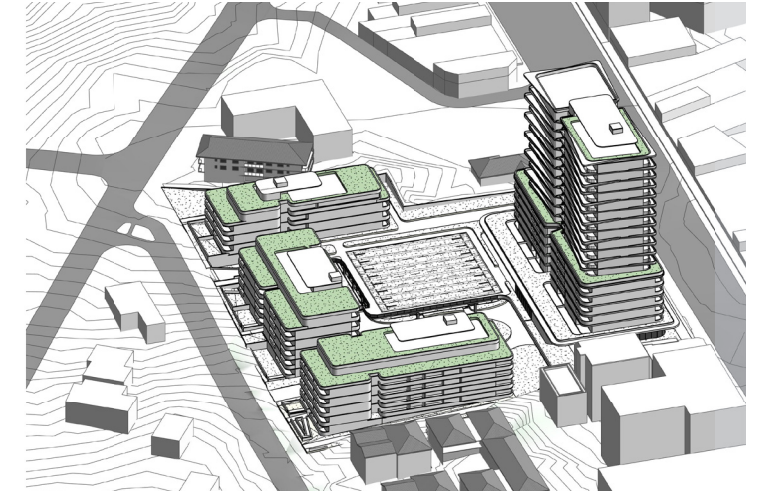
The figures adjacent are “views from the sun” demonstrating the areas of the site context that achieve solar access on an hour-by-hour basis on 21 June.



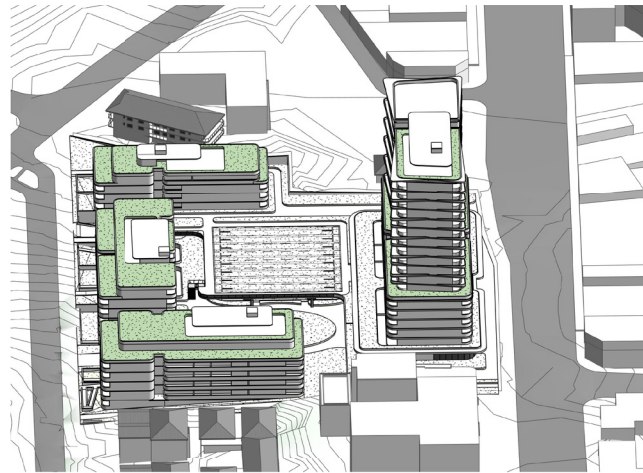
21 June | 9 am



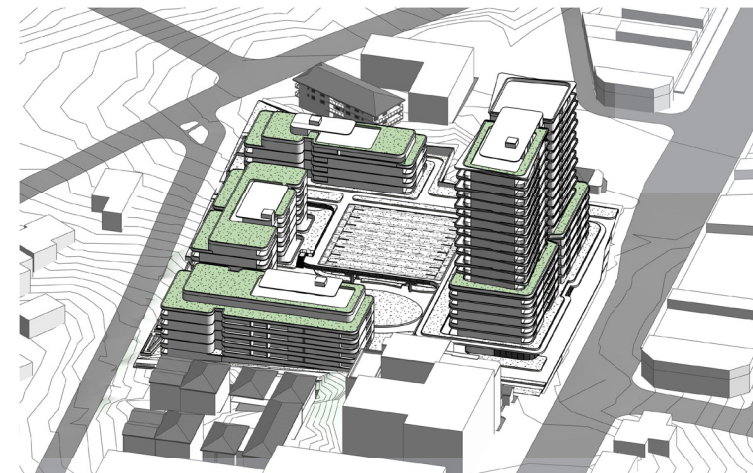
21 June | 10 am



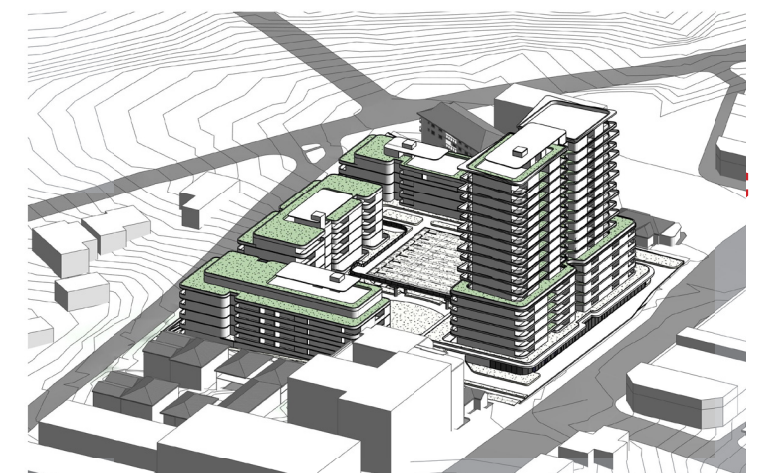
21 June | 11 am



21 June | 12 pm



21 June | 1 pm



21 June | 2 pm



21 June | 3 pm



3 The Design

Solar Access to George Suttor Reserve

The preferred envelope maintains a suitable level of sunlight to George Suttor Reserve in mid-winter by limiting building height at the eastern end of the site, orienting the proposed tower on the north-south axis and limiting building depth on the east-west axis.

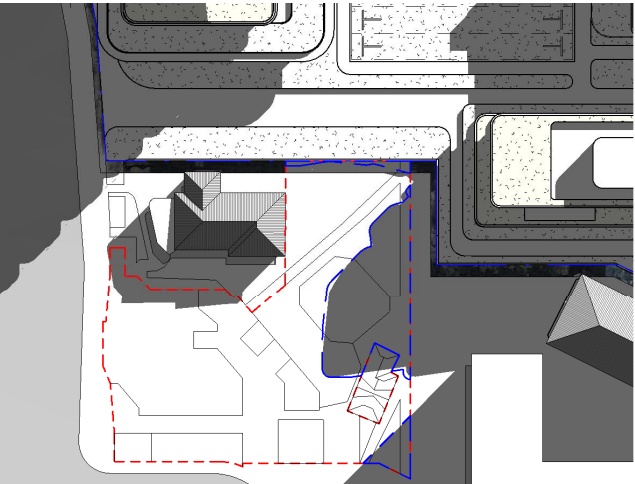
The figures adjacent provide a shadow analysis of George Suttor Reserve. The reserve maintains excellent solar access in midwinter during the morning hours with 82%-99% of the park in the sun.

Starting at mid-day the proposal's tower form near Old Northern Road begins to partially overshadow the park. At 12 p.m. the part of the reserve near Old Northern Road is overshadowed while the playground is in sunlight. Over 50% of the park is still in sunlight and the shadow moves quickly.

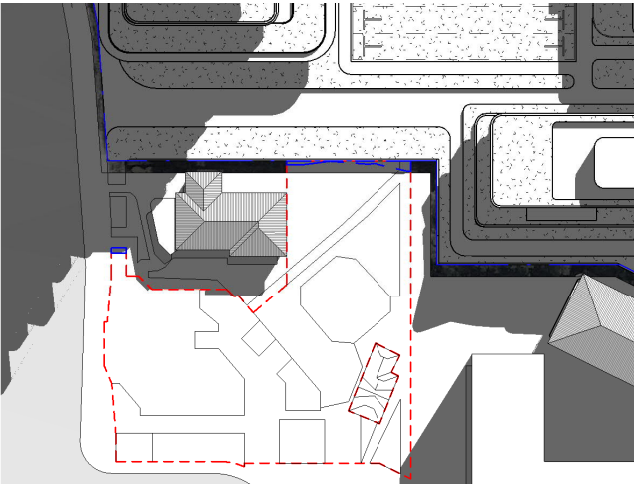
By 1 p.m. the part of the reserve near Old Northern Road is in full sunlight once again with the existing playground, toilet block and grassed area behind the clinic overshadowed. While the total extent of the reserve in direct sunlight is below 50% at 1 p.m. The important area between the playground and Old Northern Road are in sunlight and the usability of the open space is not compromised.

By 2 p.m. significant solar access is restored to the reserve with over 60% in sunlight and by 3 p.m. when schools are out, 80% of the reserve is in sunlight including the playground.

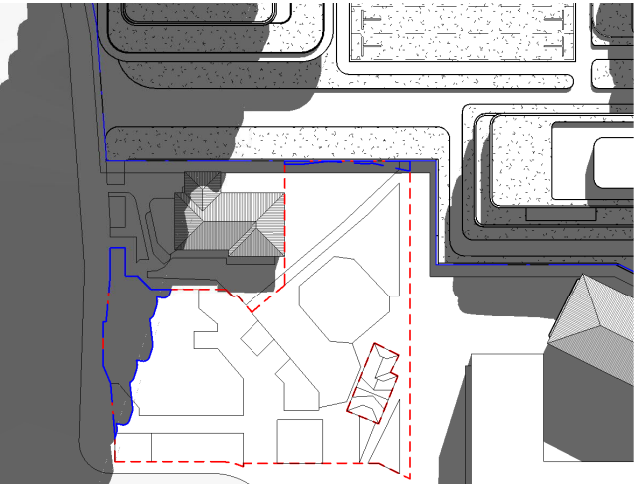
Overall, the extent of solar access to the reserve is very good and the amenity of the reserve is not unreasonably impacted.



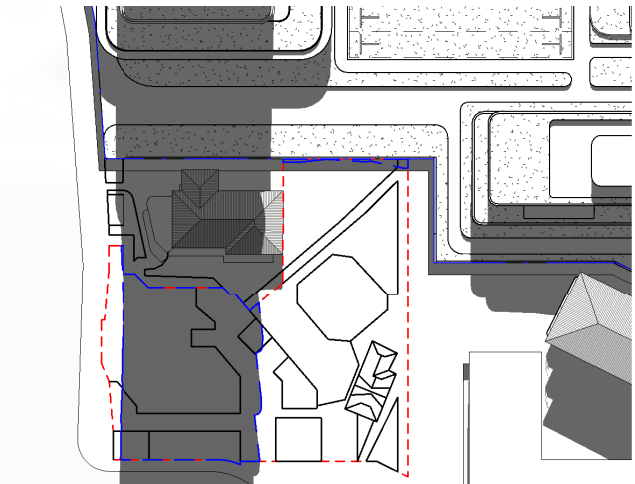
21 June | 9 am



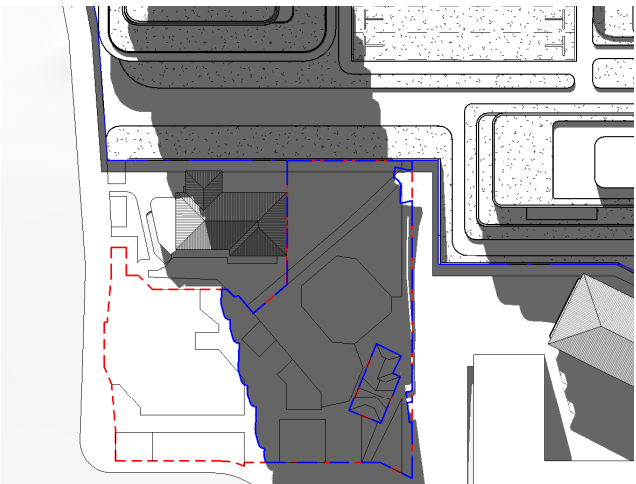
21 June | 10 am



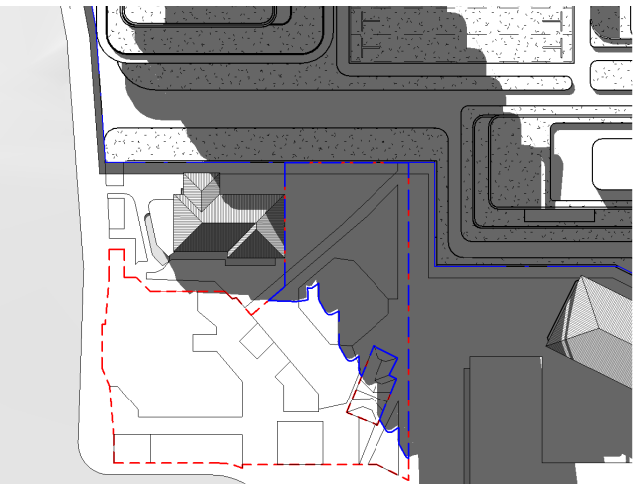
21 June | 11 am



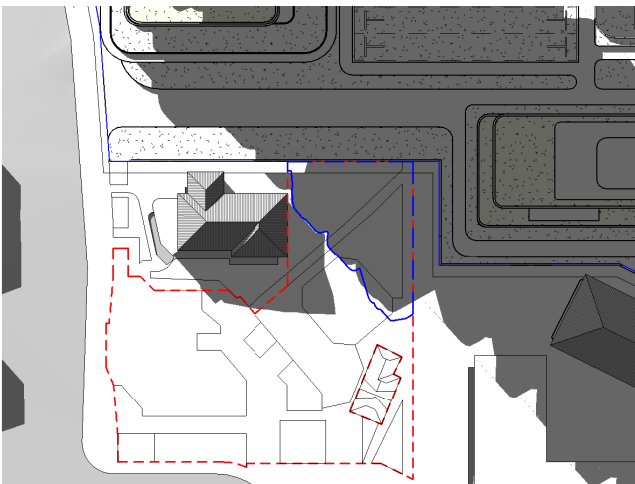
21 June | 12 pm



21 June | 1 pm



21 June | 2 pm



21 June | 3 pm

--- DENOTES PARK AREA: 1656m2  
--- DENOTES SHADOW

TIME	SUN LIGHT		SHADOW	
	m2	%	m2	%
9am	1366m2	82.5%	290m2	17.5%
10am	1643m2	99.2%	13m2	0.8%
11am	1499m2	90.5%	157m2	9.5%
12pm	1056m2	63.7%	600	36.3%

TIME	SUN LIGHT		SHADOW	
	m2	%	m2	%
13pm	619m2	36.7%	1049m2	63.3%
14pm	1085m2	65.5%	571m2	34.5%
15pm	1326m2	80%	330m2	20%
AVERAGE		74.1%		25.9%



3 The Design

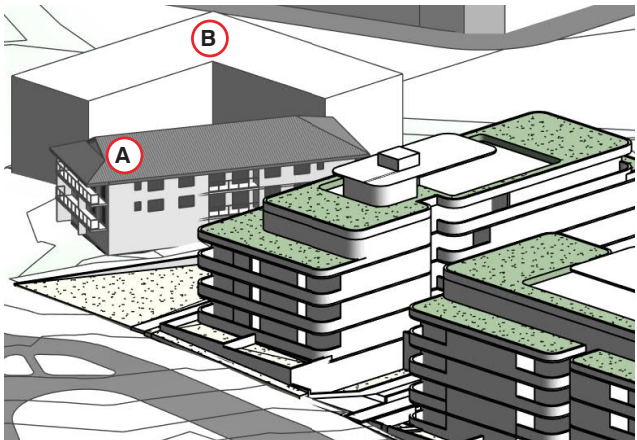
Solar Access to 2-4 Railway Street

The height and side setback of the proposed built form on the subject site to the southern boundary is set at 4 storeys with generous side setback to maintain reasonable solar access to the north facing balconies and windows (facing the side boundary) of 2-4 Railway Street which are close to the boundary of the subject site at mid-winter (labelled as A on the adjacent images).

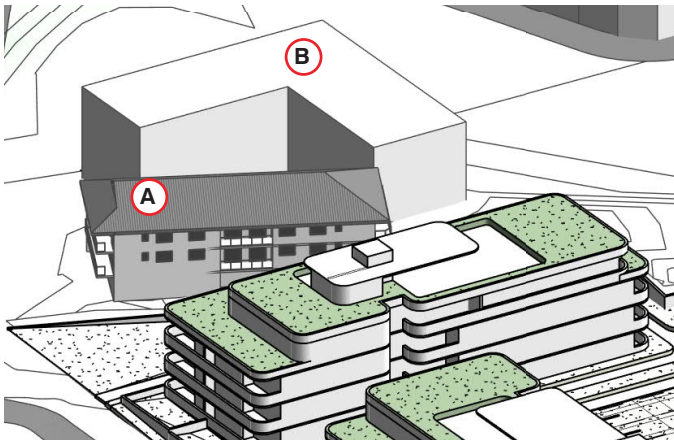
The balcony and living room windows behind each north-facing balcony shall have direct sunlight from 9 a.m. until after 2 p.m. at mid-winter. By 3 p.m. the windows will be in shadow. All windows at the northern facade of 2-4 Railway Parade will enjoy direct solar access form 10 am to 2 p.m. at mid-winter.

2-4 Railway Parade also comprises an L-shaped building which is south of what has been labelled building “A” in the adjacent images. This is labelled building “B” in the adjacent images. This building maintains good solar access with its eastern and northern facades achieving solar access from 9:00 a.m. in midwinter and beginning to experience overshadowing at around 1:30 p.m. The western facade of Building B begins to get sunlight at 12 p.m. with overshadowing starting about 1:30 p.m. At about 2:30 solar access is restored and continues up to and past 3:00 p.m.

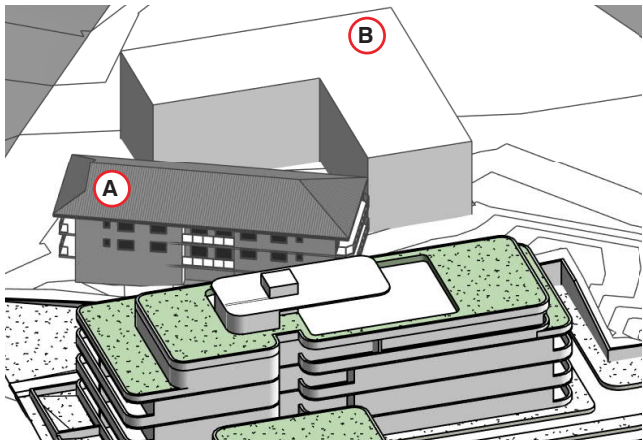
The proposal has reasonable and acceptable overshadowing impacts.



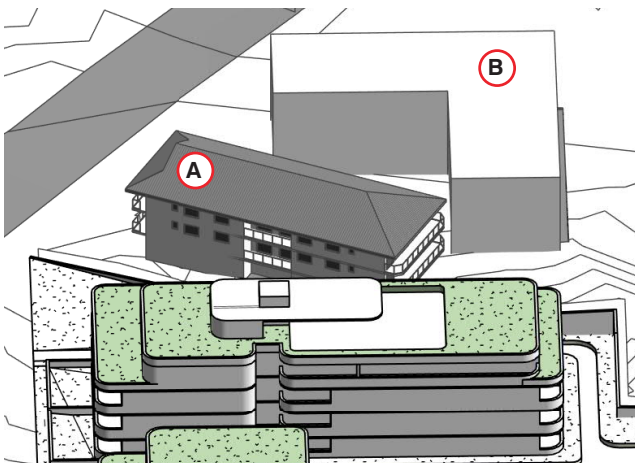
21 June | 9 am



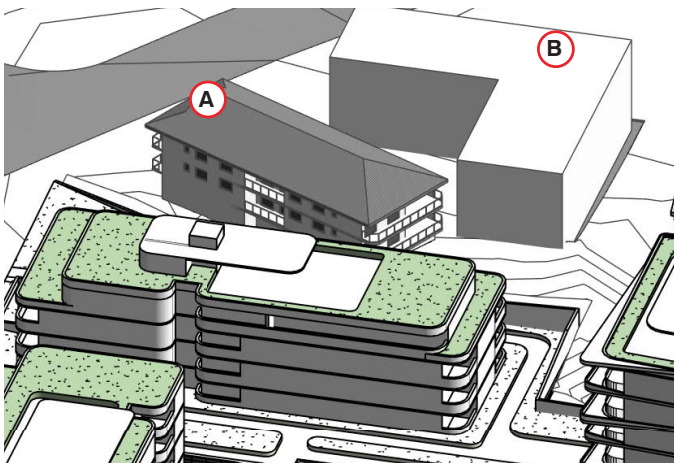
21 June | 10 am



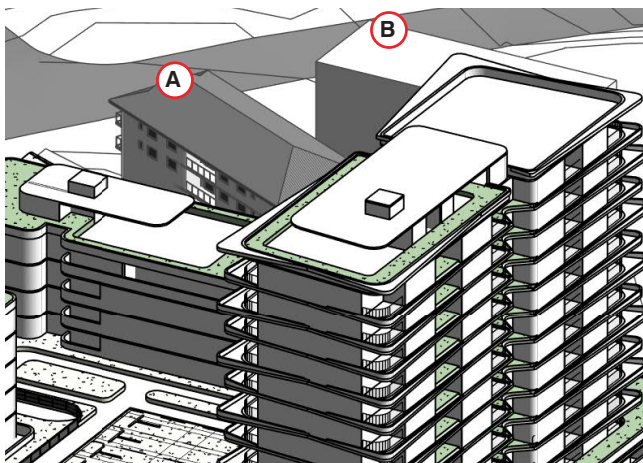
21 June | 11 am



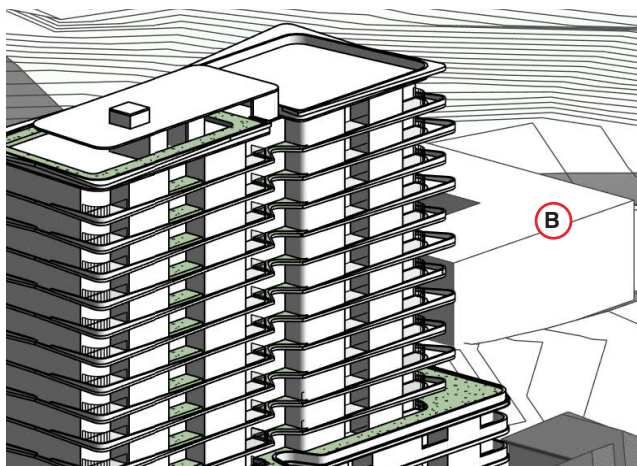
21 June | 12 pm



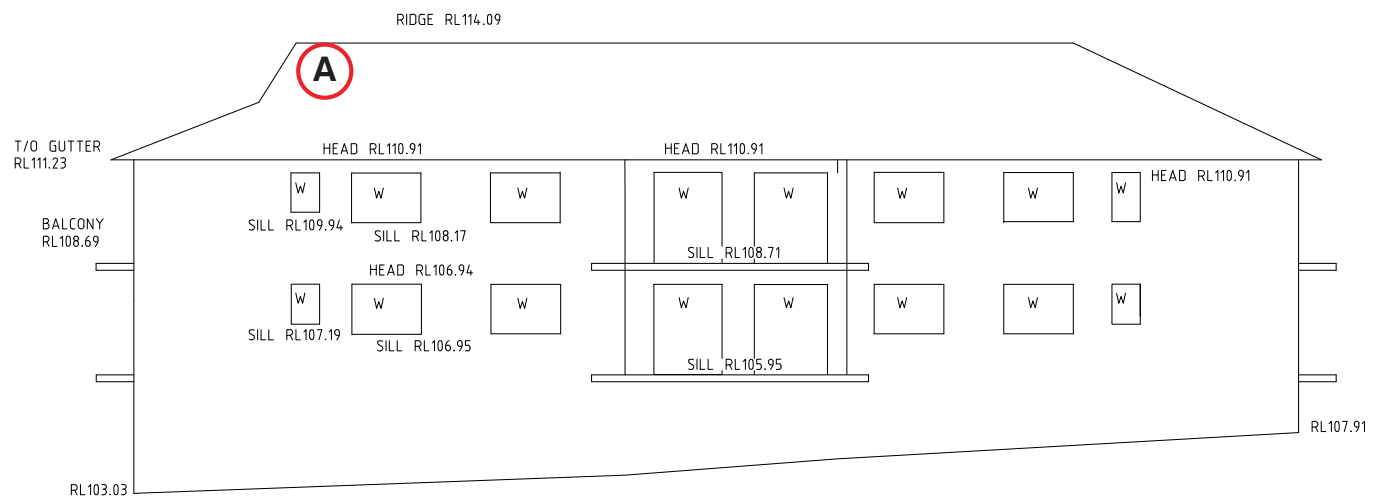
21 June | 1 pm



21 June | 2 pm



21 June | 3 pm



Northern facade of 2-4 Railway Street surveyed by LTS Lockley (41579 002DR, Rev C, 25/07/19)



## 3 The Design

### 3.7 Artist Impression

#### Bowling Green

The artist impression image to the right demonstrates the view to the Bowling Green with the new development as a backdrop.



Artist Impression \_ Bowling Green (Source: Altis Architecture)



### 3 The Design

#### Jenner Street

The artist impression image to the right shows the view at the corner of James Street and Jenner Street to the proposal.



Artist Impression \_ View to Jenner Street (Source: Altis Architecture)



### 3 The Design

#### Old Northern Road

The artist impression image to the right shows the view at the corner of Old North Road and Olive Street to the proposal.



Artist Impression\_ View at Old Norther Road (Source: Altis Architecture)



### 3 The Design

#### Old Northern Road

The artist impression image to the right shows the view at Old North Road looking towards Northeast to the proposal.



Artist Impression\_ View at Old Norther Road (Source: Altis Architecture)



### 3 The Design

#### Old Northern Road

The artist impression image to the right shows the view at Old North Road looking towards Northeast to the proposal in a distance.



Artist Impression\_ View at Old Norther Road (Source: Altis Architecture)

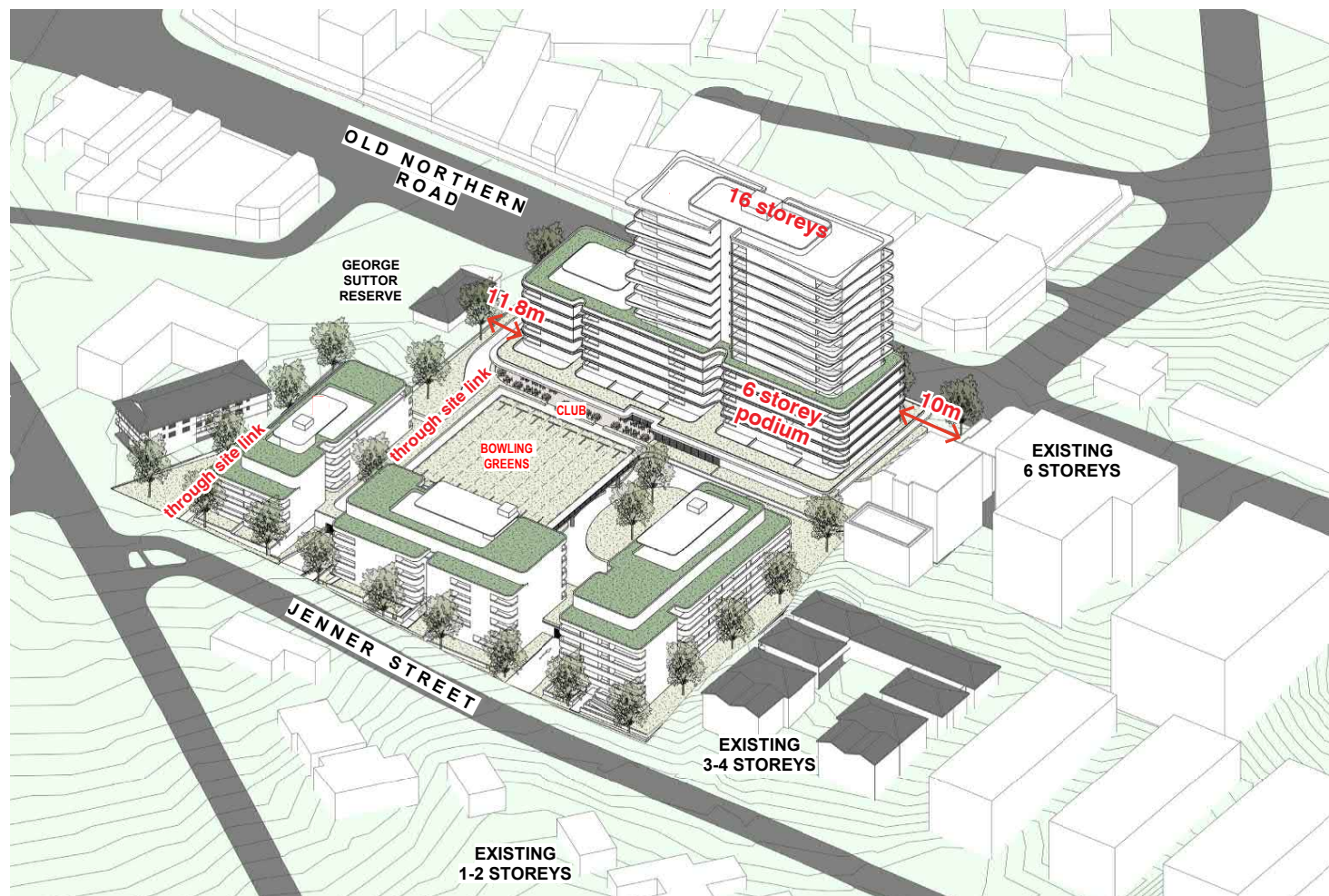


## 4 Comparative Analysis

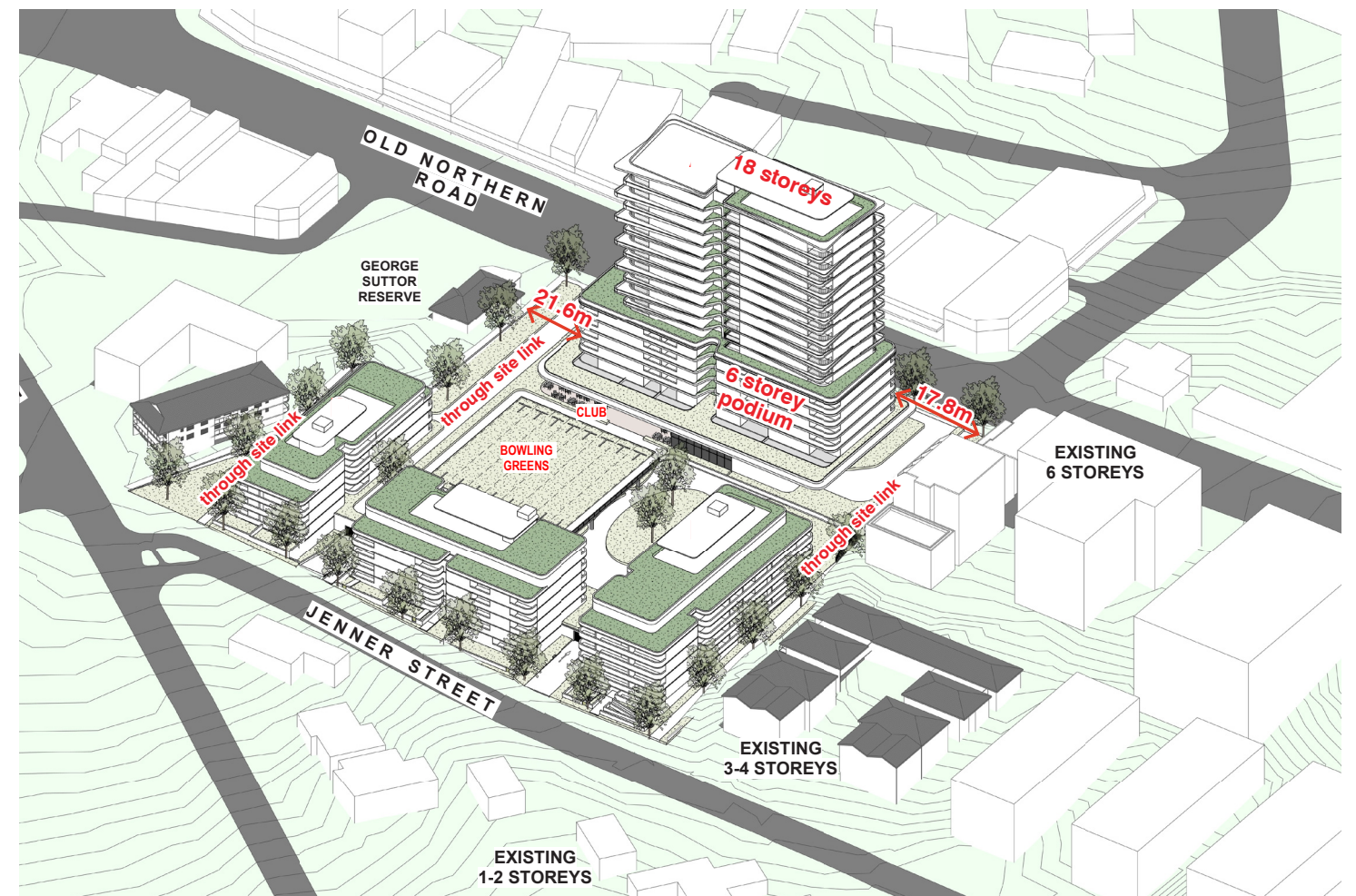
### 4.1 The Amendments

The proposal has been amended to respond to Council's recent comments. Key modification are as follows:

- Increased northern and southern setbacks at Old Northern Road Frontage
- Increase front setback at ground level to Old Northern Road to expand public domain and improve sight-lines to Creasy's Cottage
- Reduced building length at Old Northern Road Frontage
- Increased tower height from 16 to 18 storeys at Old Northern Road Frontage
- Additional through sight link along northern boundary
- A more direct path of travel for southern through site link



2021 Proposal



Amended Proposal



## 4 Comparative Analysis

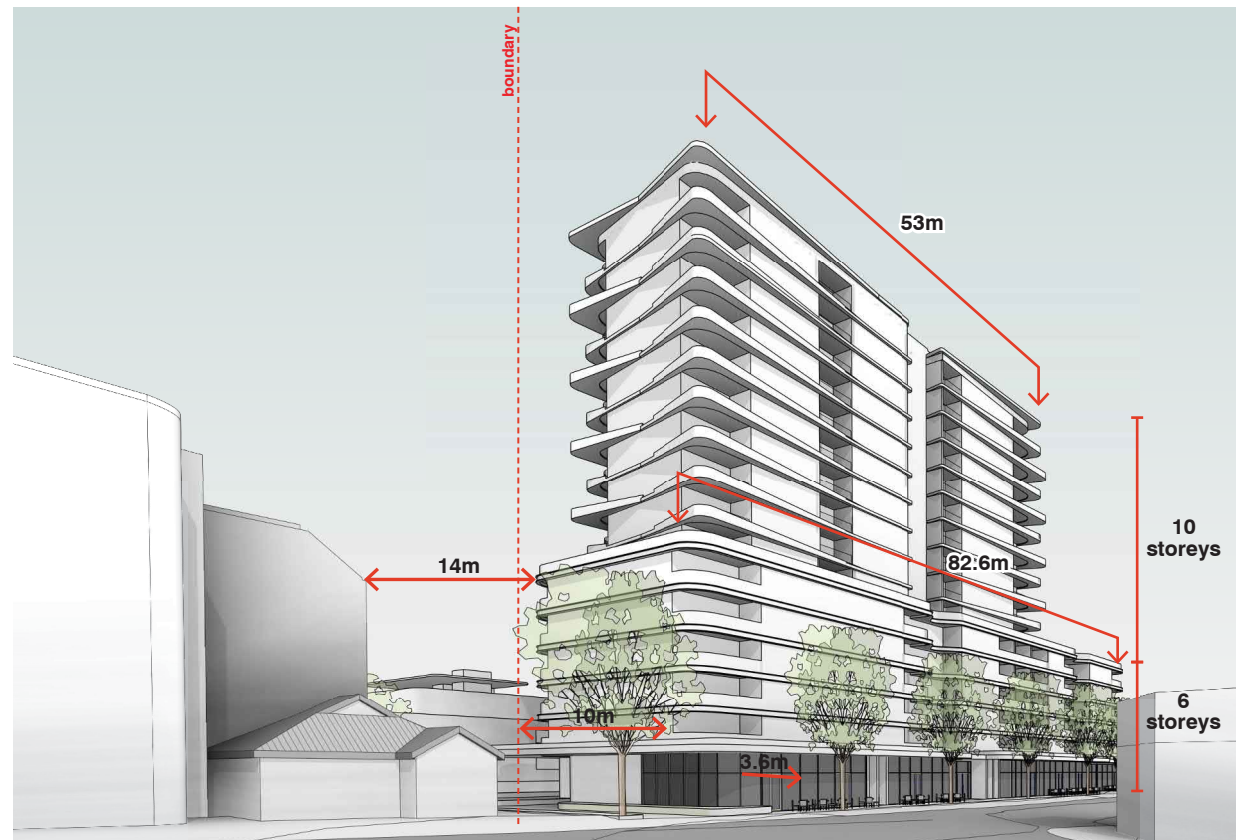
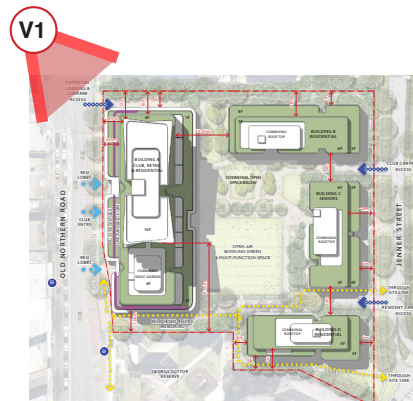
### 4.2 Old Northern Road North

The amended proposal achieves a better urban design outcome than the previous proposed for the following reasons:

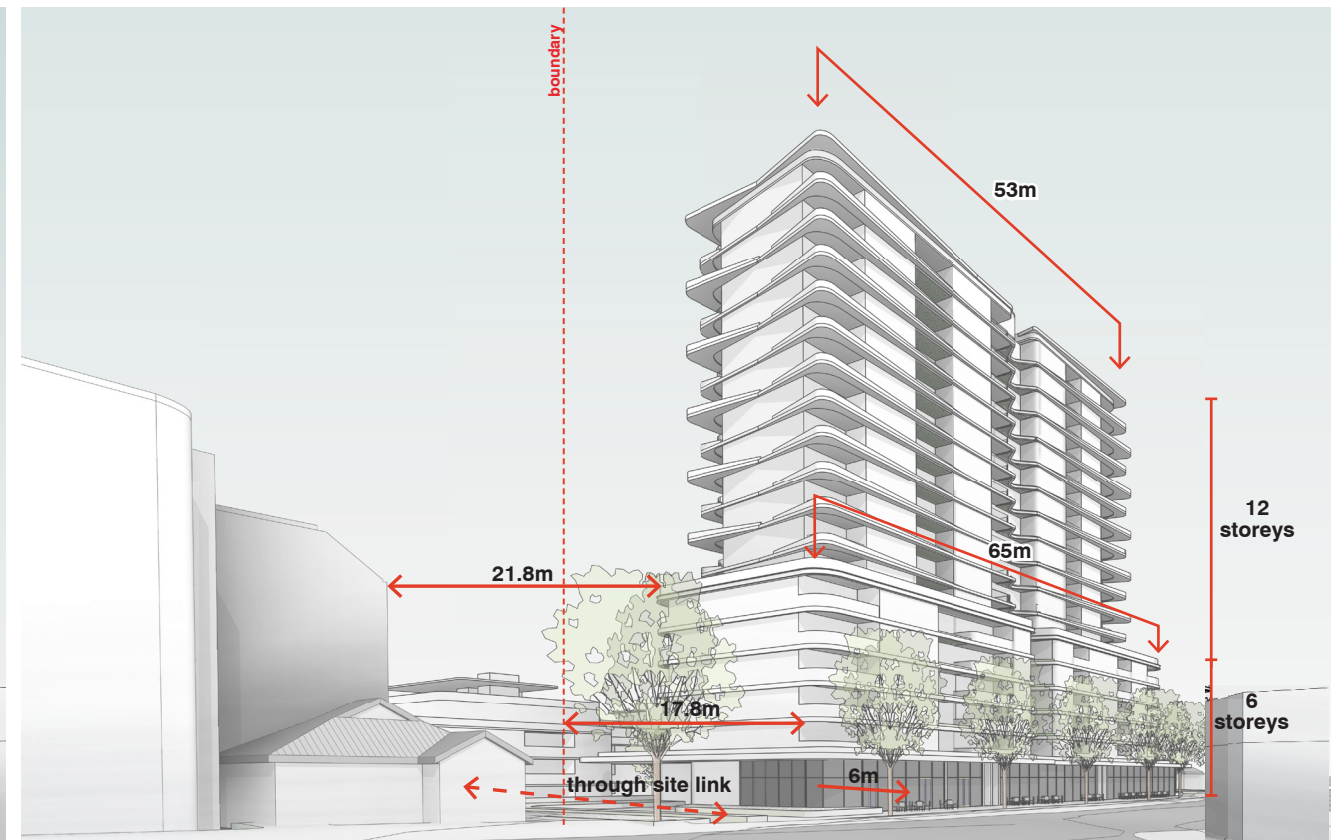
- The increased northern setbacks near the Old Northern Road Frontage provide a more generous curtilage to Creasy's Cottage. The setback reduces visual impacts on Creasy's Cottage and opens up greater views to the cottage within the streetscape.
- The increase front setback of the ground level at Old Northern Road expands the public domain and subtly increases the visual prominence of Creasy's Cottage within the streetscape.
- The increased front setback of the ground level at Old Northern Road provides a larger footpath with more opportunities for outdoor seating,

landscape and separation from the Old Northern Road carriageway.

- Reduced podium length at Old Northern Road frontage reduces bulk and scale within the streetscape with larger side setbacks allowing for additional landscape to soften built form and act as a scaling device.
- Increased tower height from 16 to 18 storeys at Old Northern Road Frontage allows for a similar floor space to be achieved to the 2021 scheme with an overall reduction in building bulk since podium is reduced in breadth and the northern setbacks of the building are increased, thus mitigating the impacts of bulk and scale when the building is viewed from the north.
- Additional through site link along northern boundary further expands the public domain and improves pedestrian links from the residential zone to the east with the town centre.



V1 - 2021 Proposal



V1 - Amended Proposal



## 4 Comparative Analysis

### 4.3 Old Northern Road South

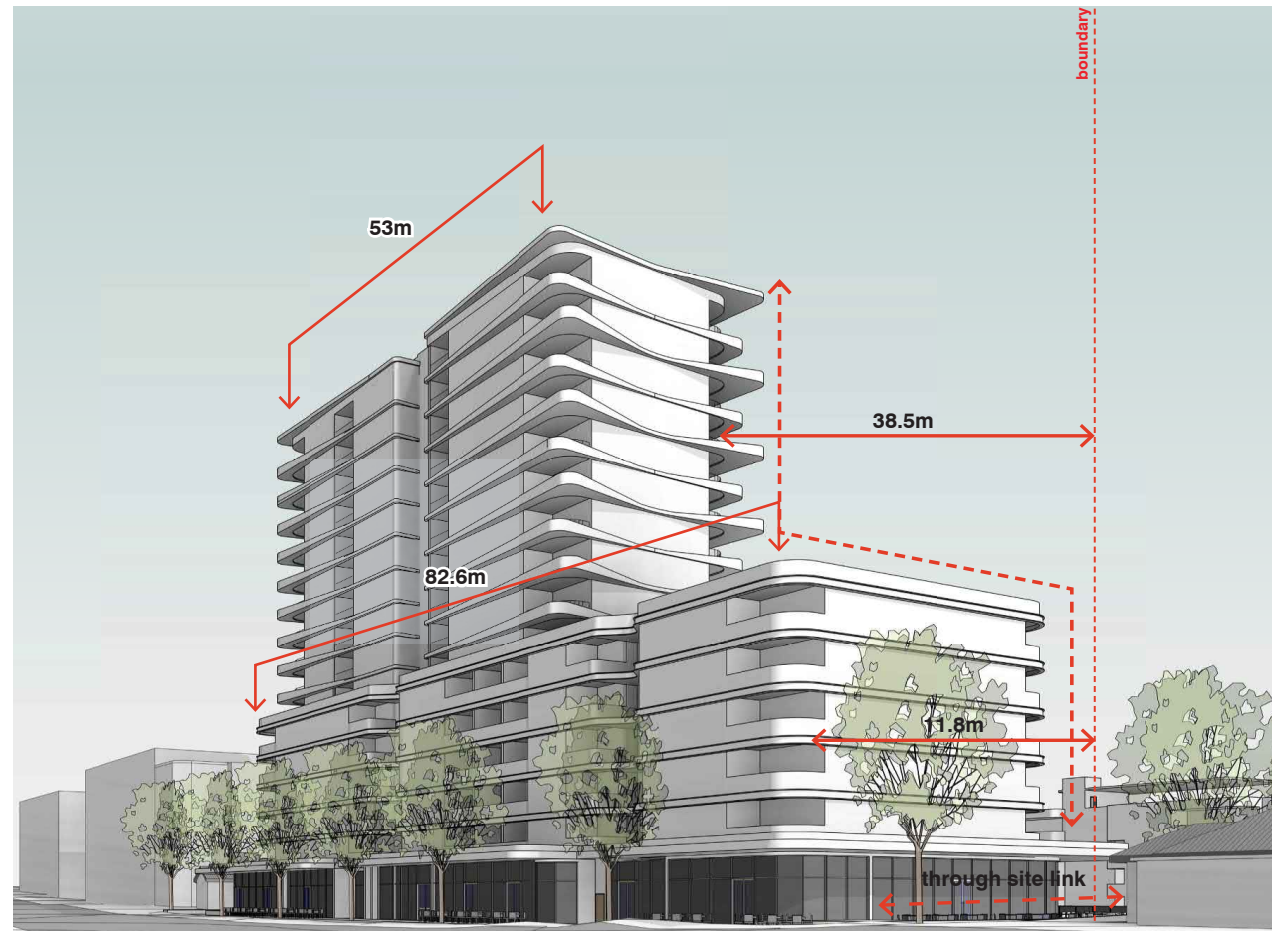
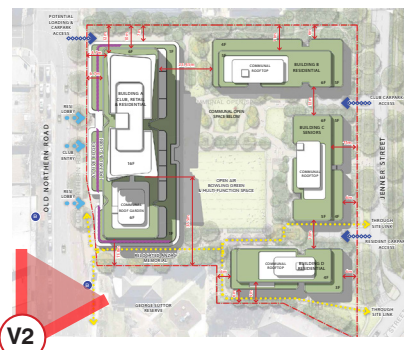
The amended proposal achieves a better urban design outcome than the previous proposed for the following reasons:

- While the southern setback of the tower from the podium below is reduced from approximately 38.5m to 31m, it is still sufficient to create a clear distinction between the two forms. The stepping profile of the building is still retained albeit in a slightly less dramatic form. A setback of 31m is generous and fully consistent with SEPP 65 principles.
- The tower and podium form appear more balanced due to the shortening of the podium at the southern portion of the site.

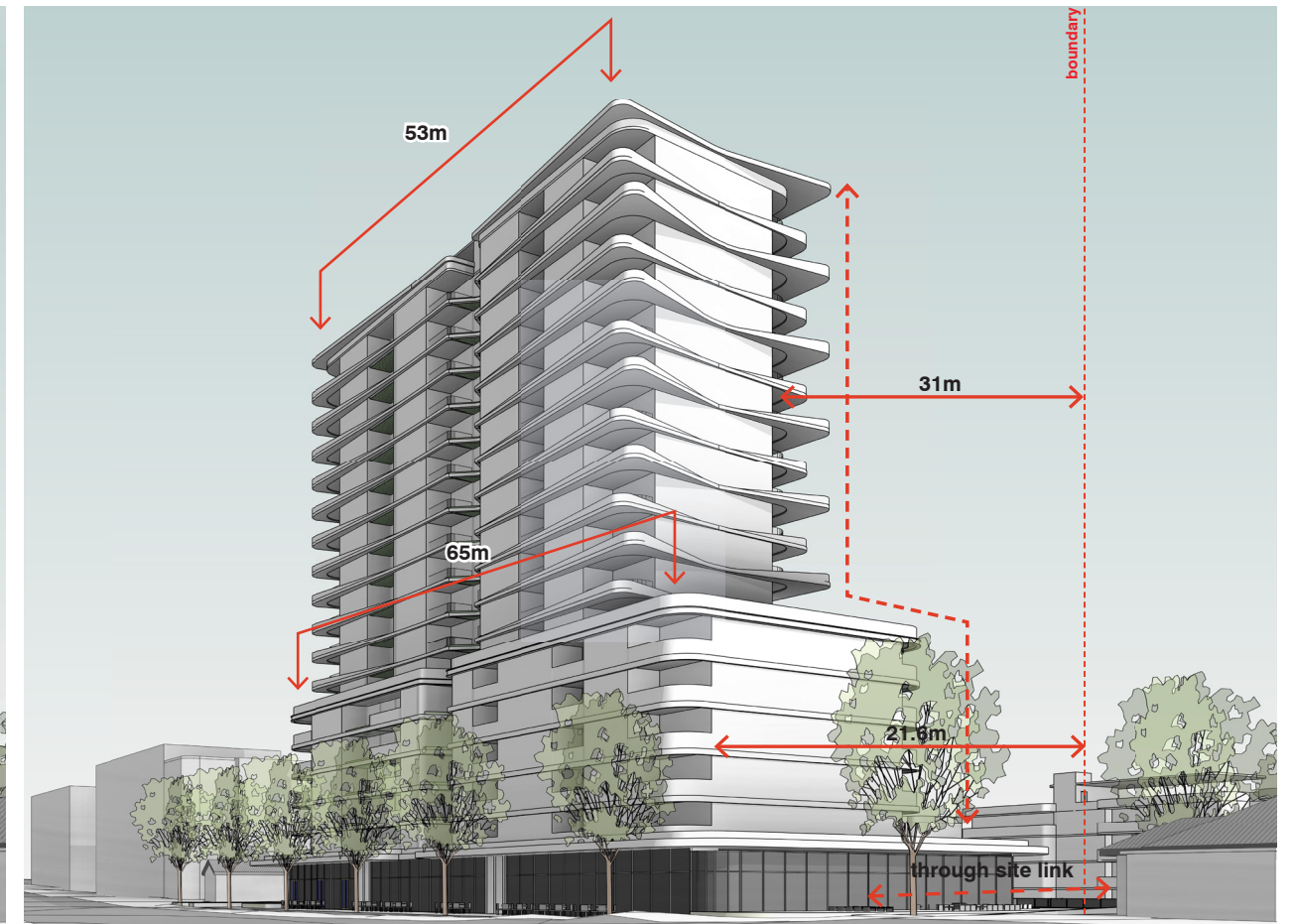
- The increased northern setback of the podium and the increase front setback at ground level increase the view corridor to Creasy's Cottage
- The increased front setback of the ground level at Old Northern Road provides a larger footpath with more opportunities for outdoor seating.
- Reduced podium length at Old Northern Road frontage reduces bulk and scale within the streetscape with larger side setbacks allowing for additional landscape to soften built form and act as a scaling device.
- Increased tower height from 16 to 18 storeys at Old Northern Road Frontage allows for a similar floor space to be achieved to the 2021 scheme with an overall similar building bulk and scale since the podium is reduced in

breadth and the southern setbacks of the building are increased. While the tower form appears taller, the visual impact is limited by the reduced bulk at the lower parts of the building.

- The larger southern side setback allow for the through site link to be wider and have a more direct travel path. This increases the public domain and improves the function and amenity of the through site link as it extends to the east.



V2 - 2021 Proposal



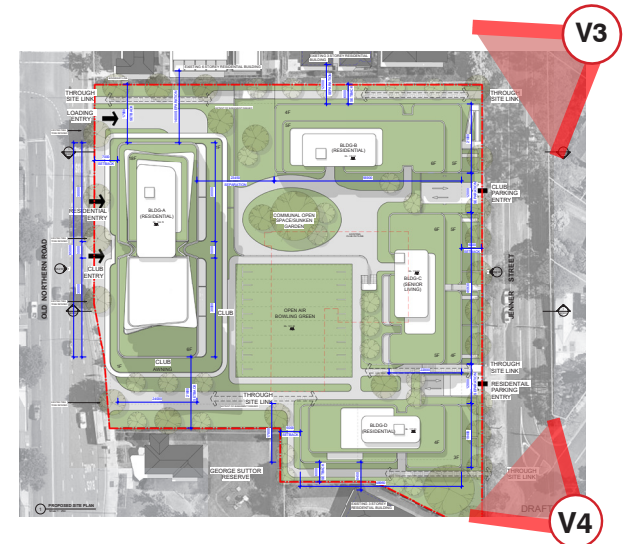
V2 - Amended Proposal



## 4 Comparative Analysis

### 4.4 Jenner Street

The proposed modifications do not have a material impact on Jenner Street except for additional through site link proposed along the northern side boundary of the subject site. The distance of the tower at Old Northern Road limits visual impacts and the increase in building height is not visually significant.



**V3 - 2021 Proposal**



**V3 - Amended Proposal**



**V4 - 2021 Proposal**



**V4 - Amended Proposal**

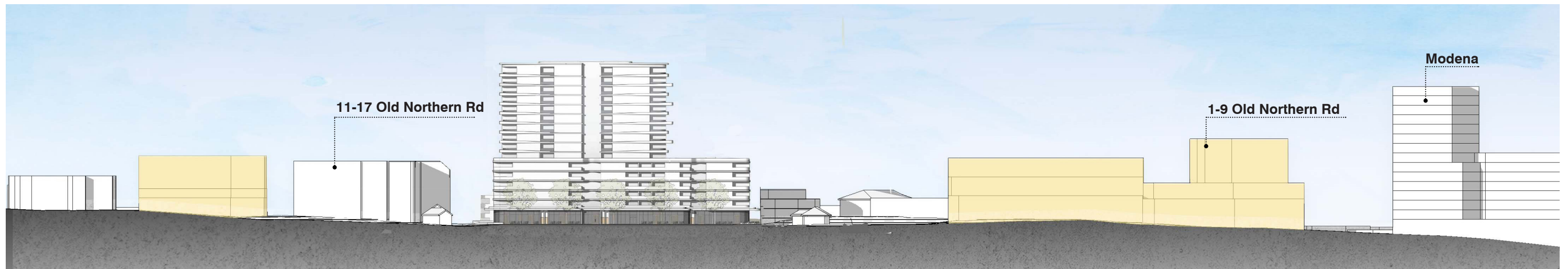


## 4 Comparative Analysis

### 4.5 Streetscape

The amended proposal fits within the streetscape more effectively than the March 2022 proposal due to the following:

- The reduced facade length creates more legibility to the existing open space to the south and the proposed new public domain to the north being the proposed through site link.
- The podium/tower form appears more balanced with the tower sitting more towards the centre of the podium.
- The width of the podium fits better with the proportion of other built form in the centre.
- The height of the tower is increased but within the wider context this increase is negligible and will not have a significant impact on the streetscape.
- The expression of the podium at six storeys stitches the built form into the streetscape existing and future streetscape.



2021 Proposal



Amended Proposal



## 4 Comparative Analysis

### 4.6 Visual Assessment

A visual assessment has been undertaken assessing the amended design scheme of 18 storeys against the existing condition (with future context as anticipated by the existing LEP indicated) and against the 2021 proposal.

#### View 1 - Existing (including LEP Future Context)

The view south down Old Northern Road shows the taller buildings existing on the east side of the street compared to what exists on the west side of the street. To the south of the street in the distance the 15-storey Modena Apartments terminates the view, and while distant, is still a significant visual element.

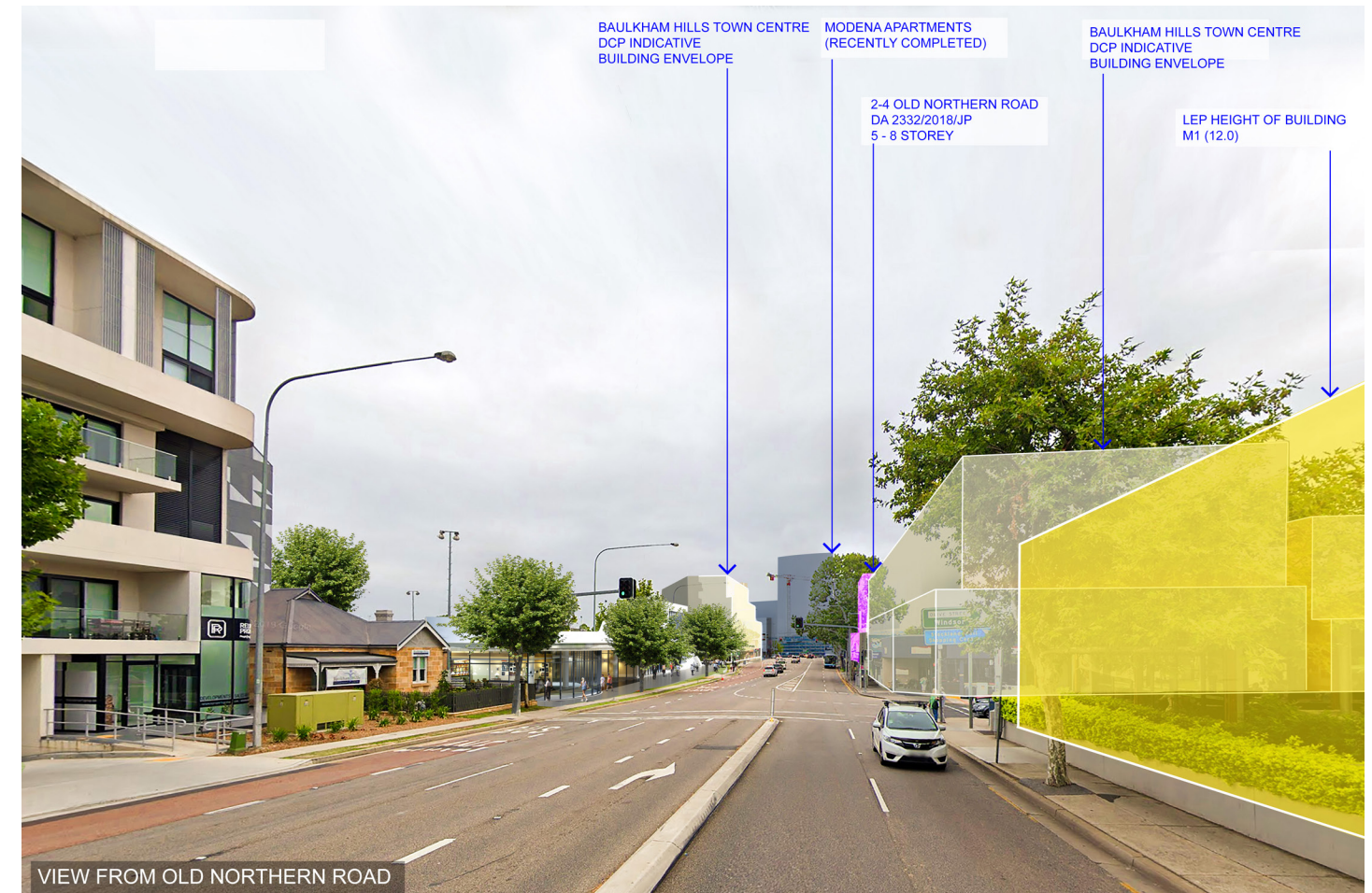
The consented built form on the west side of Old Northern Road near Windsor Road and the LEP permitted envelopes along Old Northern Road are shown

in the view to indicate the future built form context. In the block opposite the subject site, the permissible building height is 20m and the DCP envelope is indicated which gives rise to a street wall not dissimilar to that already established by 11-17 Old Northern Road (of approximately 6 storeys).

Creasy's Cottage is a distinct low scale element in the streetscape particularly due to its heritage character, sandstone facade and pitched roof. The cottage has minimal setbacks to the new building immediately adjacent.

The subject site is distinctive from its neighbouring sites, comprising bowling

greens near Old Northern Road with the low scale bowling club behind. The site's built form does not contribute to the character of the street but the continuous palisade fence at the front boundary contributes little to the quality of the streetscape except for allowing views to the existing bowling green's landscape perimeter.



VIEW FROM OLD NORTHERN ROAD

Existing View (showing LEP Future Context)



4 Comparative Analysis

View 1 - March 2022 Proposal vs. Amended Proposal

March 2022 Proposal

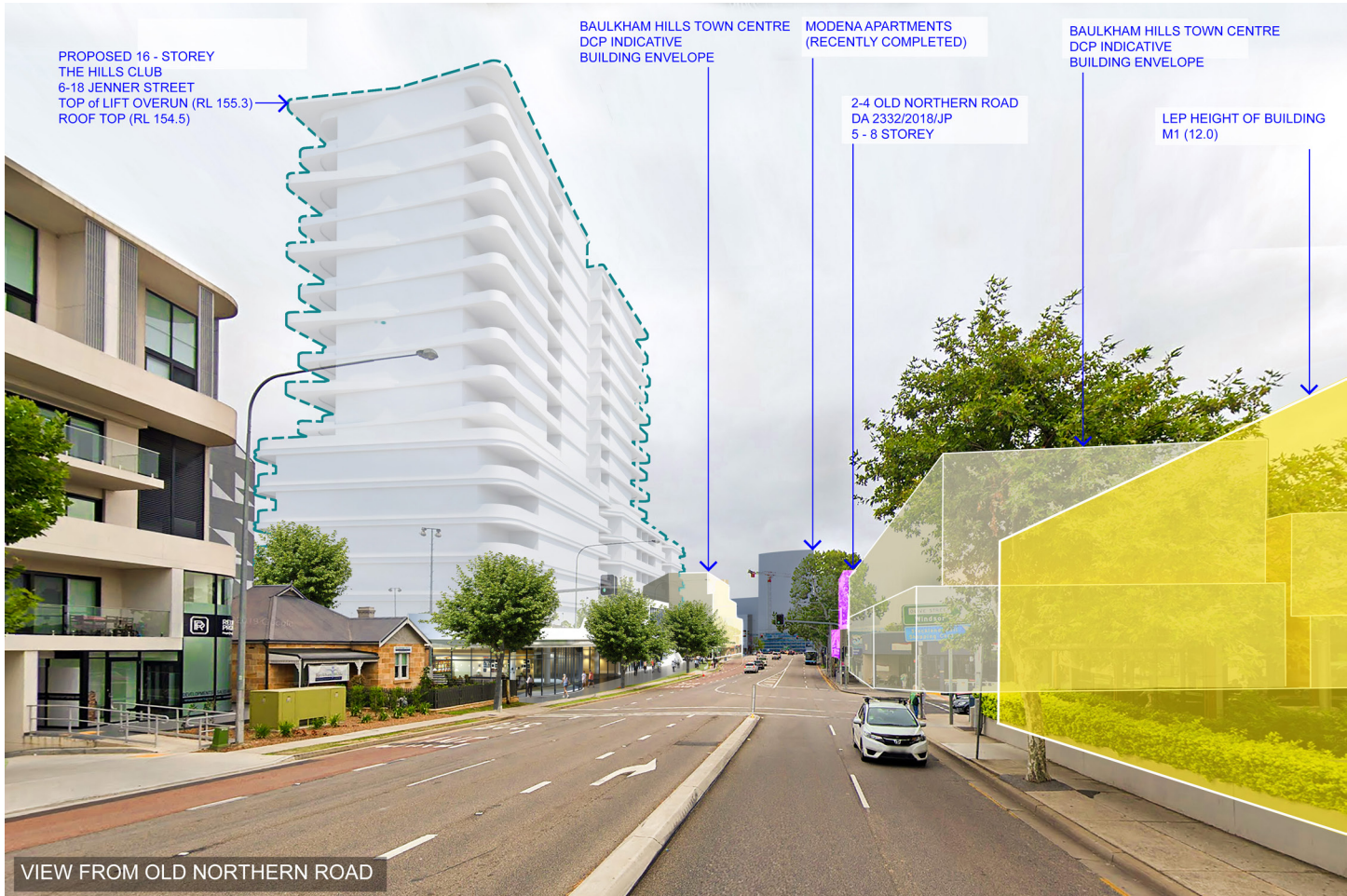
The proposed building maintains the street wall established by 11-17 Old Northern Road through both height and setback. The podium height is also compatible with the indicative building envelopes on the western side of Old Northern Road which are set at 20m building height (approximately 6 storeys). The tower appears setback above the podium. The northern edge of the proposed podium is visually prominent.

Amended Proposal

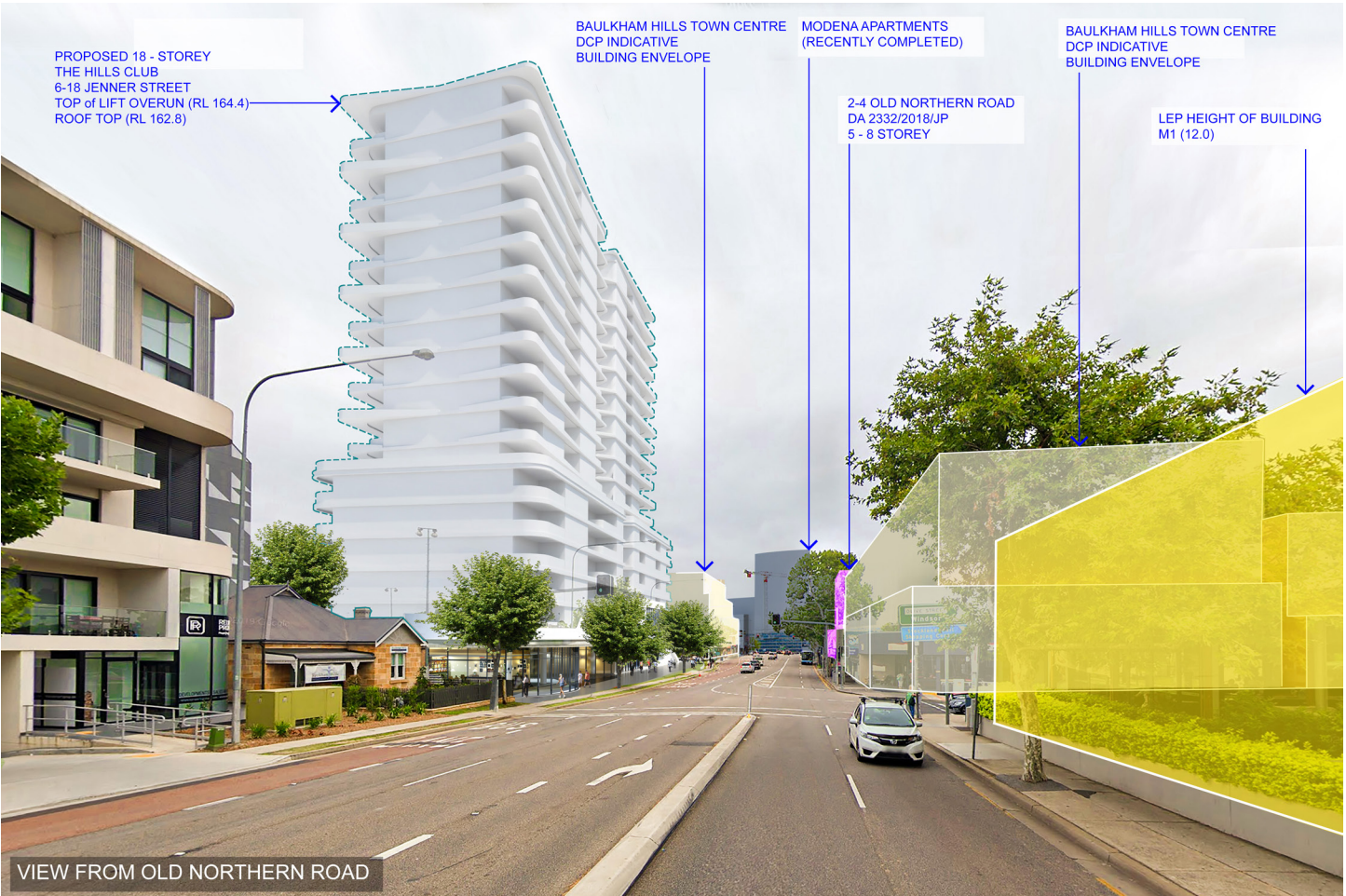
The podium maintains a height and alignment consistent with that established by 11-17 Old Northern Road. The reduced length of the podium reduces bulk within the streetscape.

The amended proposal provides more visual relief to Creasy’s Cottage through increased building separation. The gap achieved between 11-17 Old Northern Road and the proposal contributes to the improved visual relief. The building appears more distant in the view due to increased northern setbacks. The increased height gives the impression of a slenderer tower form.

The proposed envelope is compatible with its context.



March 2022 Proposal



Amended Proposal



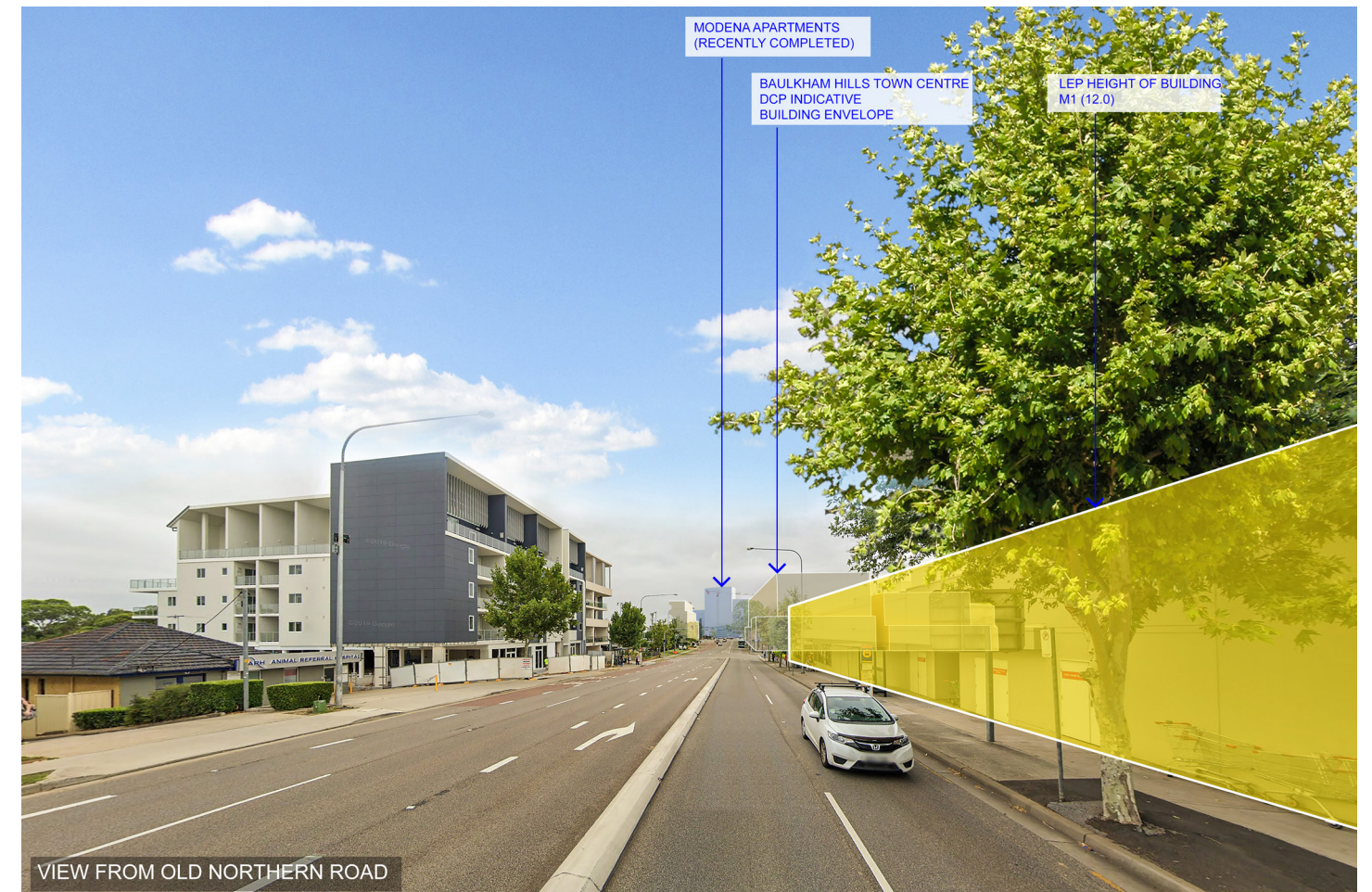
## 4 Comparative Analysis

### View 2 - Existing (including LEP Future Context)

The view south down Old Northern Road features taller buildings on the east side of the street compared to what currently exists on the west side of the street. To the south in the distance the Modena building terminates the view.

Building types and height vary within this view, with future built form permitted by the LEP increasing scale towards the south. The shopping centre and recently constructed buildings in the town centre signal the commencement of the town centre setting at this location.

11-17 Old Northern Road appears as an infill building awaiting a future context given its strong streetwall and party wall configuration.



Existing View (showing LEP Future Context)



4 Comparative Analysis

View 2 - March 2022 Proposal vs Amended Proposal

March 2022 Proposal

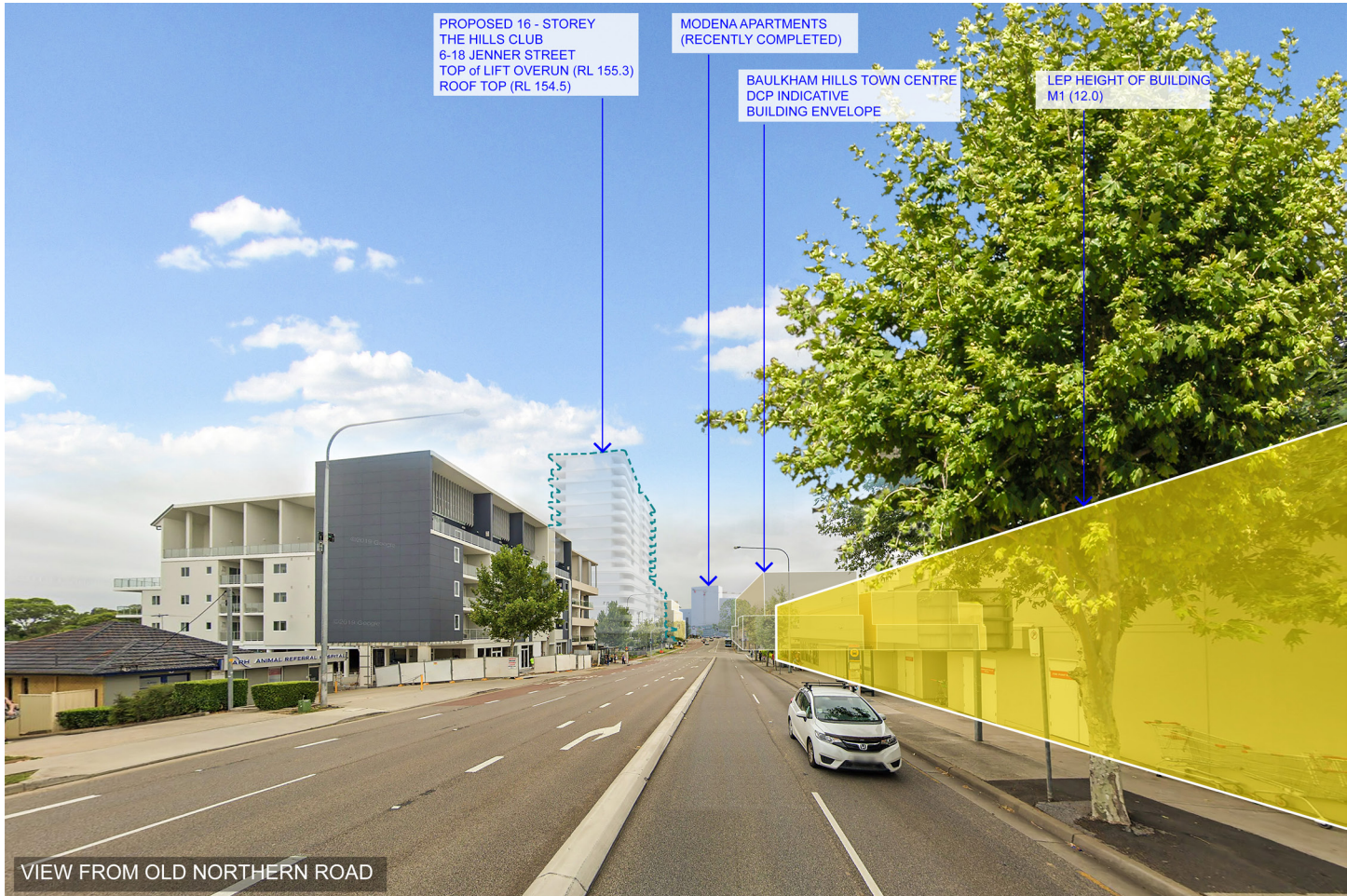
The proposed building maintains the street wall established by 11-17 Old Northern Road through both height and setbacks. The podium height is also compatible with the indicative building envelopes directly opposite the site on the eastern side of Old Northern Road which are set at 20m (approximately 6 storeys).

The tower appears setback above the podium and foreshortened due to its alignment to the street. The depth of the tower relates well to the proportions of 11-17 Old Northern Road as well as the Modena building in the distance. Visual bulk and scale impacts are mitigated through setbacks, limited building depth, built form modulation and facade articulation.

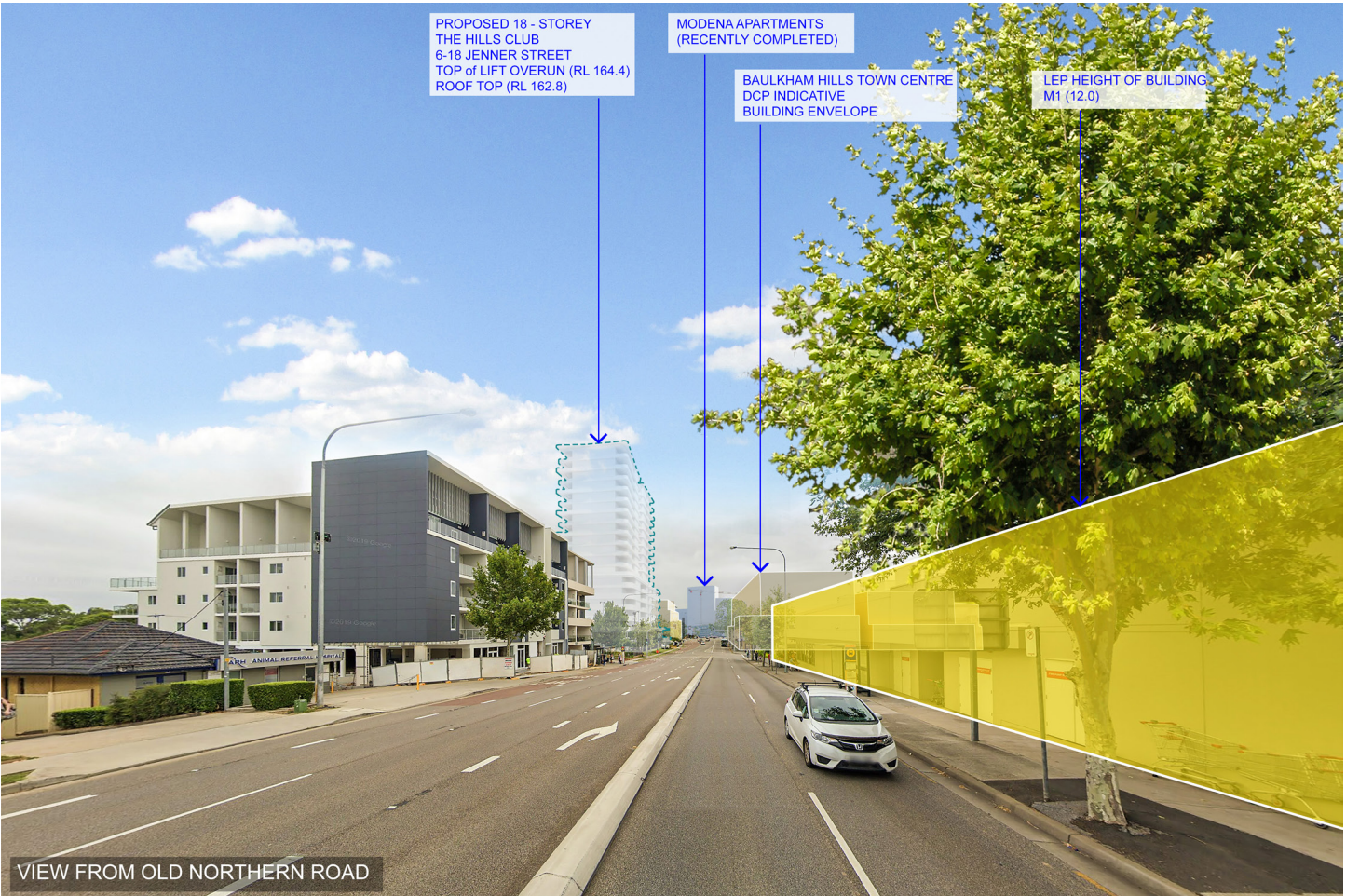
Amended Proposal

The amended proposal has a very similar visual impact to the March 2022 proposal. The alignment with the street wall of 11-17 Old Northern Road is still achieved. The tower form appears slightly slenderer given its minor increase in height. The proposal maintains its visual relationship with the Modena building at the terminus of the street with both building reading as tower forms of similar heights.

The proposed envelope is compatible with its context.



2021 Proposal



Amended Proposal



## 4 Comparative Analysis

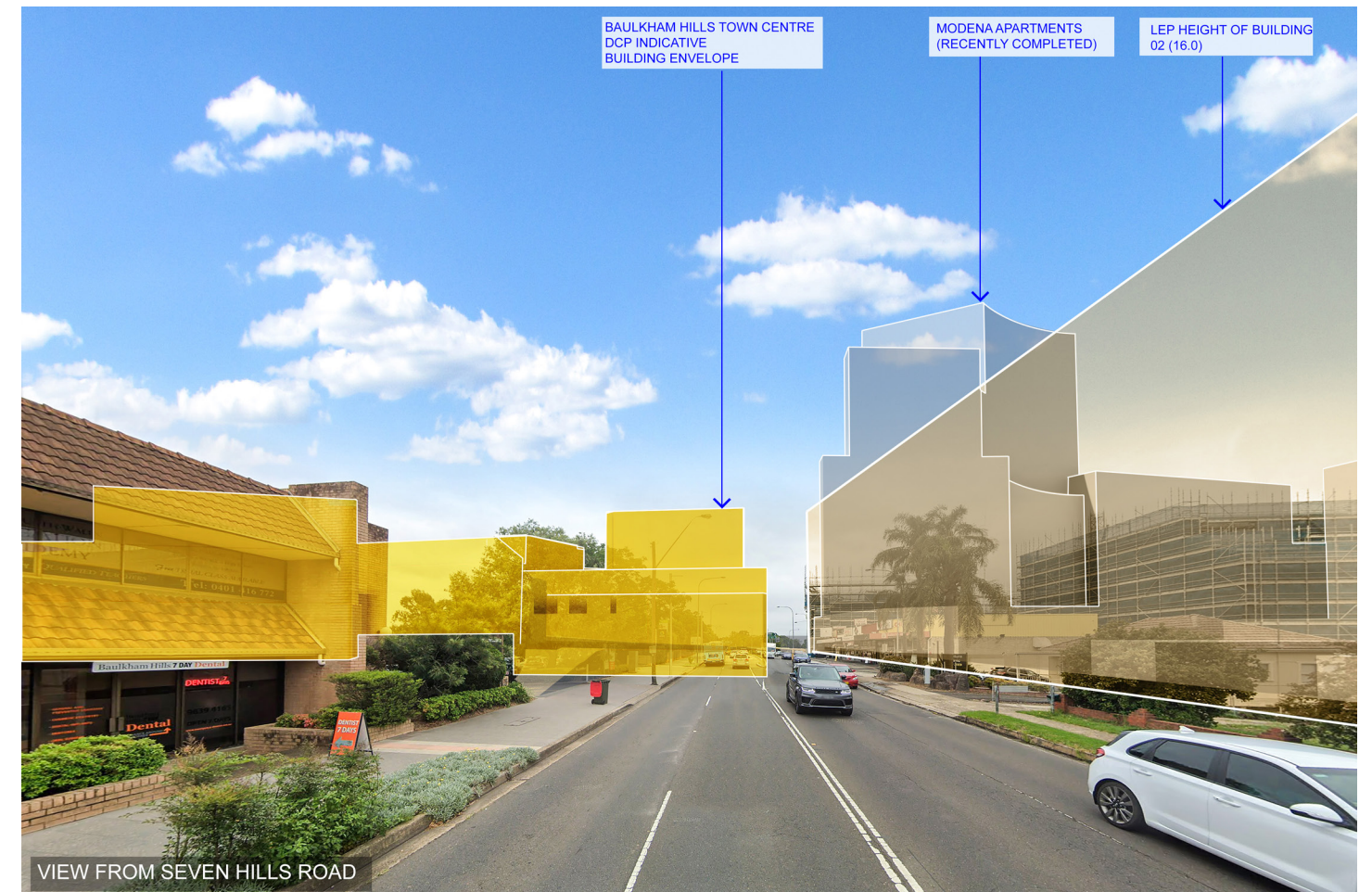
### View 3 - Existing (including LEP Future Context)

This view is from Seven Hills Road west of the main intersection with Old Northern Road and Windsor Road.

This view is dominated by the Modena Apartments. The view is to be terminated by a large building on the eastern side of Old Northern Road shown indicatively based upon the Baulkham Hills Town Centre DCP requirements.

This view shows the significantly increased density and height of development already built and expected within the area in the future. Taller buildings and increased density define the character of the area as a town centre.

From this viewpoint the existing site development is not visible.



Existing View (showing LEP Future Context)



4 Comparative Analysis

View 3 - March 2022 Proposal vs Amended Proposal

March 2022 Proposal

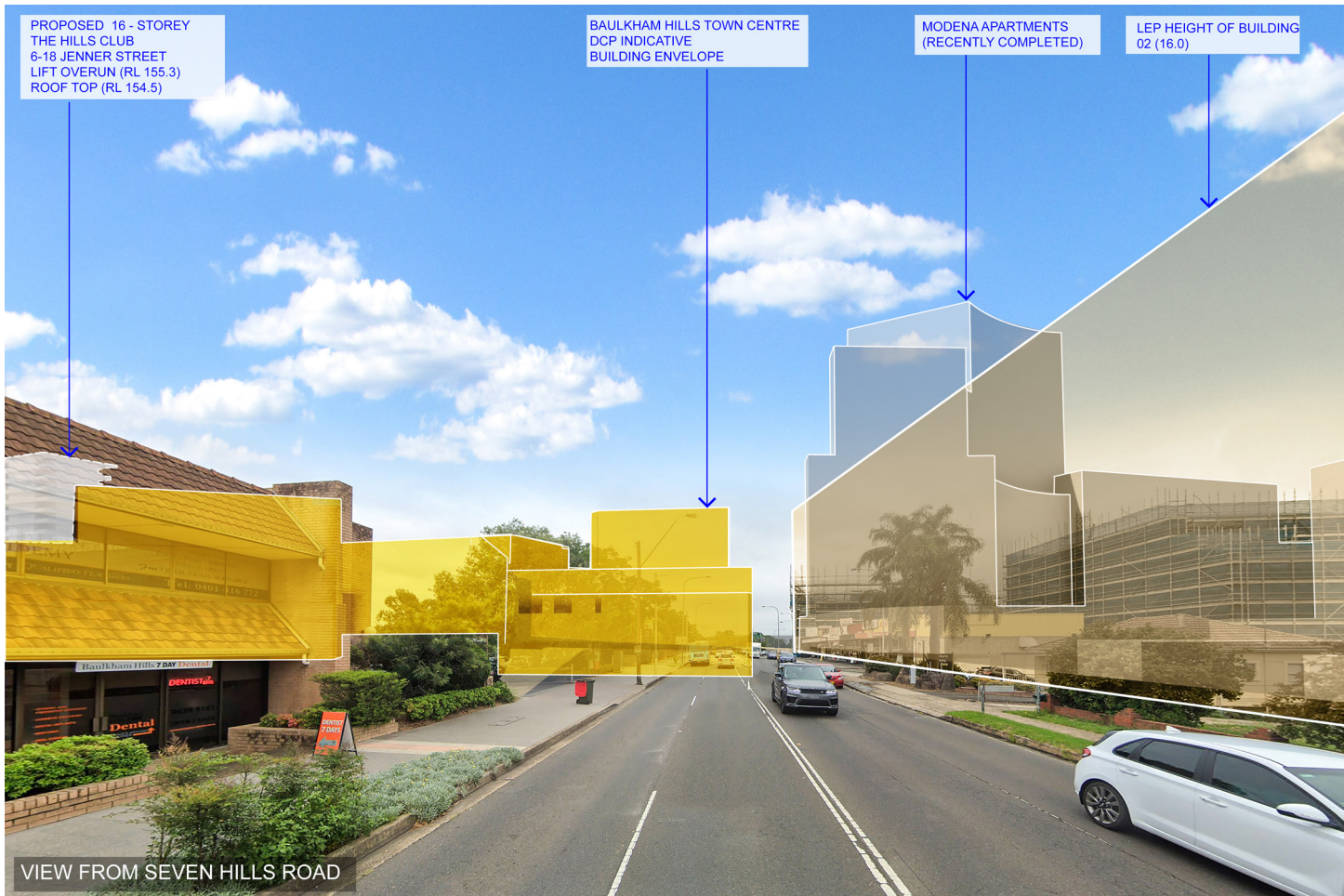
This image shows the impact that the increased height would have on Seven Hills Road. Although the height is greater than adjoining buildings, the building is still hidden behind the ridge line of existing buildings.

This image demonstrates how the increased height on the subject site has the same nil visual impact on the street view on Seven Hills Road as the existing development on the site.

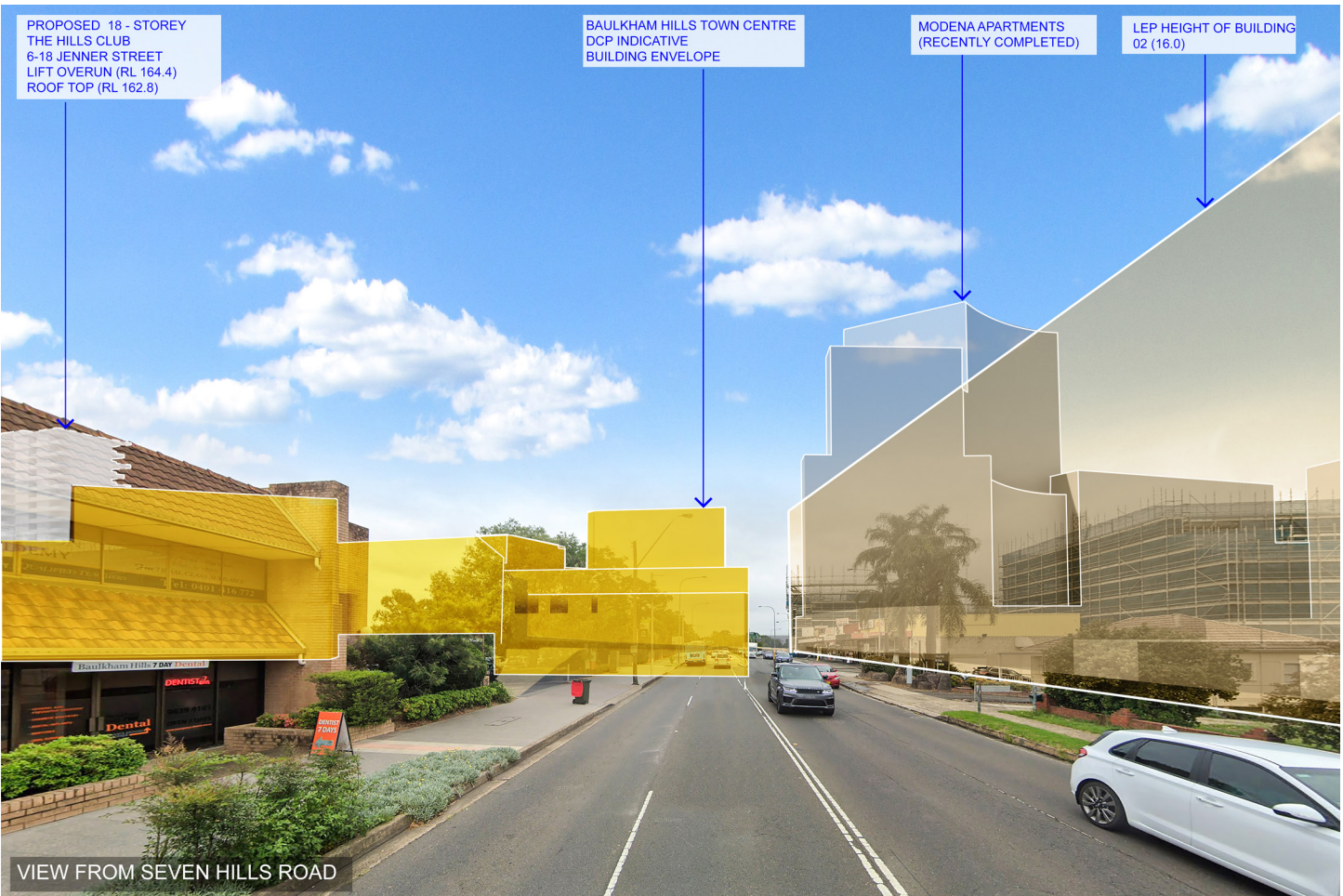
No visual impact arises.

Amended Proposal

As with the 16 storey proposal of March 2022, the proposed 18 storey proposal is not visible from this viewpoint and no visual impact arises.



2021 Proposal



Amended Proposal



## 4 Comparative Analysis

### View 4 - Existing (including Future Context)

On approach to the town centre from the south, the built environment is dominated by the Modena development in the foreground.

Future buildings along Old Northern Road including the consented DA at 2-4 Old Northern Road (construction commenced) and the future indicative buildings at 1-9 Old Northern Road appear lower than the Modena but a notable increase in height and density to what currently exists. The Modena building and future indicative built form provide enclosure to the dominating and expansive roadway, signalling an more urban town centre character.

Existing built form on the subject site is not visible within the view.



VIEW FROM WINDSOR ROAD

Existing View (showing LEP Future Context)



## 4 Comparative Analysis

### View 4 - Preferred Outcome

#### March 2022 Proposal

On approach to the town centre from the south, the built environment is still dominated by the Modena Development in the foreground with future built form on Old Northern Road adding to a sense of enclosure to the street.

The proposed development has a very limited visual impact on approach to the town centre and the height does not appear out of context within the future context of the town centre.

#### Amended Proposal

While the proposal appears slightly taller than the March 2022 proposal from this viewpoint, the additional impact is negligible.

The proposal's apparent height is very similar (indeed nearly matched) to the height of future built form at 1 Old Northern Road, appearing in context with the future built forms in the middle and foreground of the view.

No adverse visual impact arises.



March 2022 Proposal



Amended Proposal



# 5 Conclusion

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The subject site provides a unique urban renewal opportunity in Baulkham Hills being a large site with important community history having two street frontages and being at the interface to a public reserve. A high quality urban design outcome can be achieved on the subject site suitable to the Baulkham Hills Town Centre's urban setting and its strategic role in the area.

The unique role of the site as a community-focused asset for private recreation means that the design outcome must be site-specific and respond to the particulars of the site's role in the town centre as well as its immediate context. At the same time, the density of development should be commensurate with the town centre's strategic role and what is being contemplated on other key sites nearby. Given the transitional position of the site, built form should be distributed to respond to the distinct characters of Old Northern Road, Jenner Street and George Suttor Reserve, that is increased density near Old Northern Road and reduced density new Jenner Street.

An important objective for the site is that large communal and recreation spaces should be achieved at ground level with a connection to the public domain so that the bowling club remains stitched into the local fabric of the town centre. To achieve this, high density development should be concentrated along Old Northern Road. Locating a tower form at the northern part of the site allows for generous open space to be achieved at ground level while ensuring that built form is limited in bulk and scale at Jenner Street, thus achieving compatibility with the existing character of the adjoining residential zones.

At Jenner Street, built form shall achieve compatibility with the existing character of the streetscape by limiting building lengths, maintaining a human scale with upper level setbacks and providing for deep soil landscaped to the front and side boundaries.

The modifications to the proposal improve its urban design merit, particularly in regard to Creasy's Cottage and the Old Northern Road streetscape improvements and the further enhancement of pedestrian permeability via an additional through site link.

This report demonstrates that the impact of bulk and scale can be managed on the site by responding to each boundary interface and a desirable urban design outcome can be directed through a site specific DCP and reference to the concept design prepared by Altis Architecture.



# APPENDIX 1 - ADDITIONAL SITE ANALYSIS



Regional Context

The subject site is strategically located 5 km north of Parramatta, 3 km south of Castle Hill and 3.5 km southeast of Norwest. The site is near the junction of 3 major roads and less than 1 km to the M2 motorway. The site is well located regional open space, employment lands, hospitals, schools and other key land uses.



Site Location (Base Image Source: Google Earth)



Site Background

The subject site was the location a steam tram then steam train with Baulkham Hills Station at the site. The last service ran in 1932 and Council owned the site for many years. The Hills Club was formed in 1935 and moved onto the site, leasing from Council. The first green were commenced in 1936 with the third green and clubhouse opened in 1958. The Club bought the site outright in 1994.

The existing site development includes an ANZAC at the north western part of the site, a clubhouse at the centre of the site which addresses Old Northern Road, three bowling greens and surface car parking accessed from Jenner Street.

Based on the site's history as the first major transport hub and later a community recreation hub, it can be characterised as a core site within the centre.



1 View of bowling green of The Hills Club



2 View of existing car parking of The Hills Club



Legend  
[Red dashed line] Subject Site    [Callout box] View

Site Location (Source: Nearmap)



Old depot (Source: www.hdbc.com.au)



Aerial view of site (Source: www.hdbc.com.au)



The club (Source: www.hdbc.com.au)



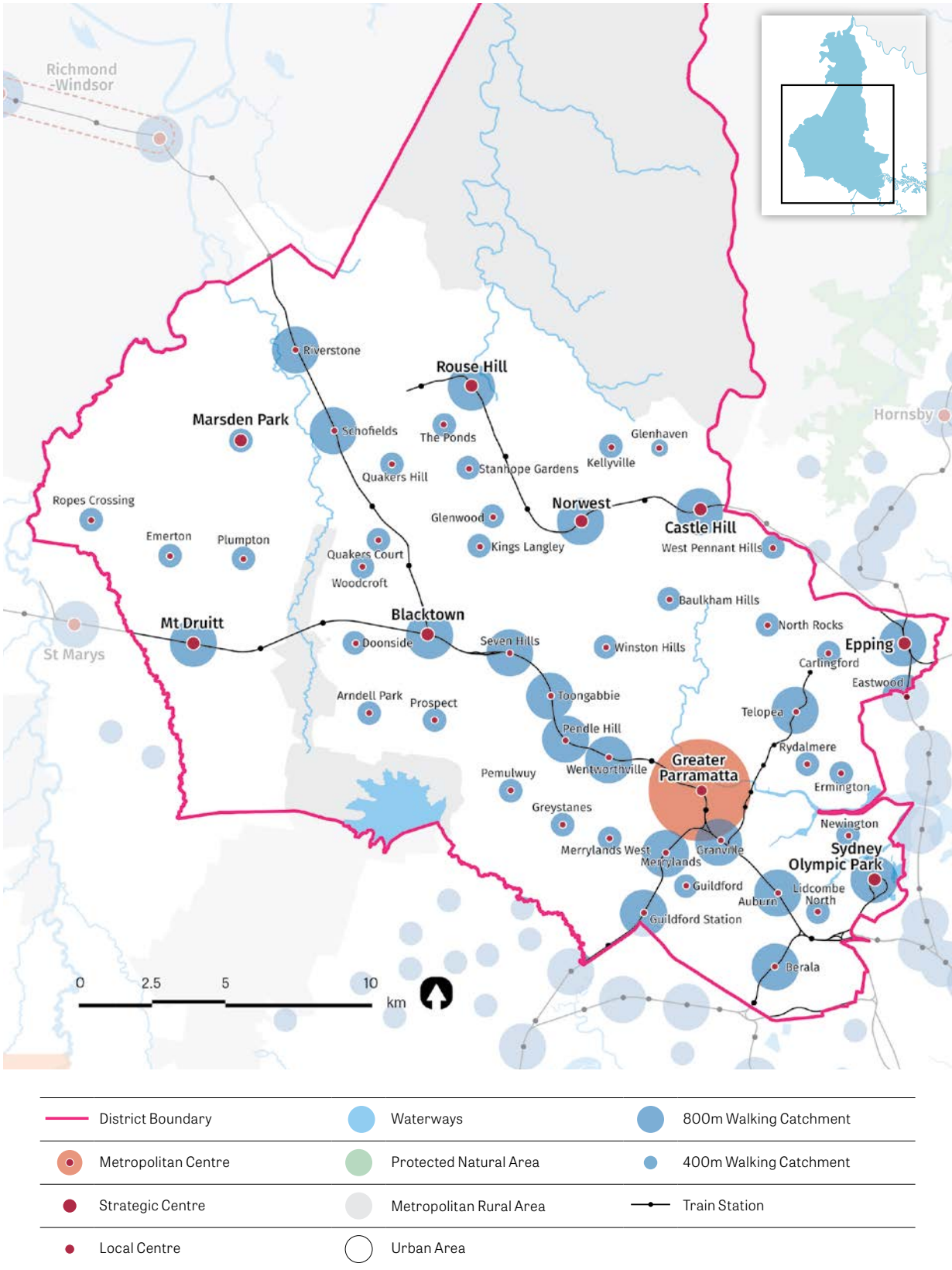
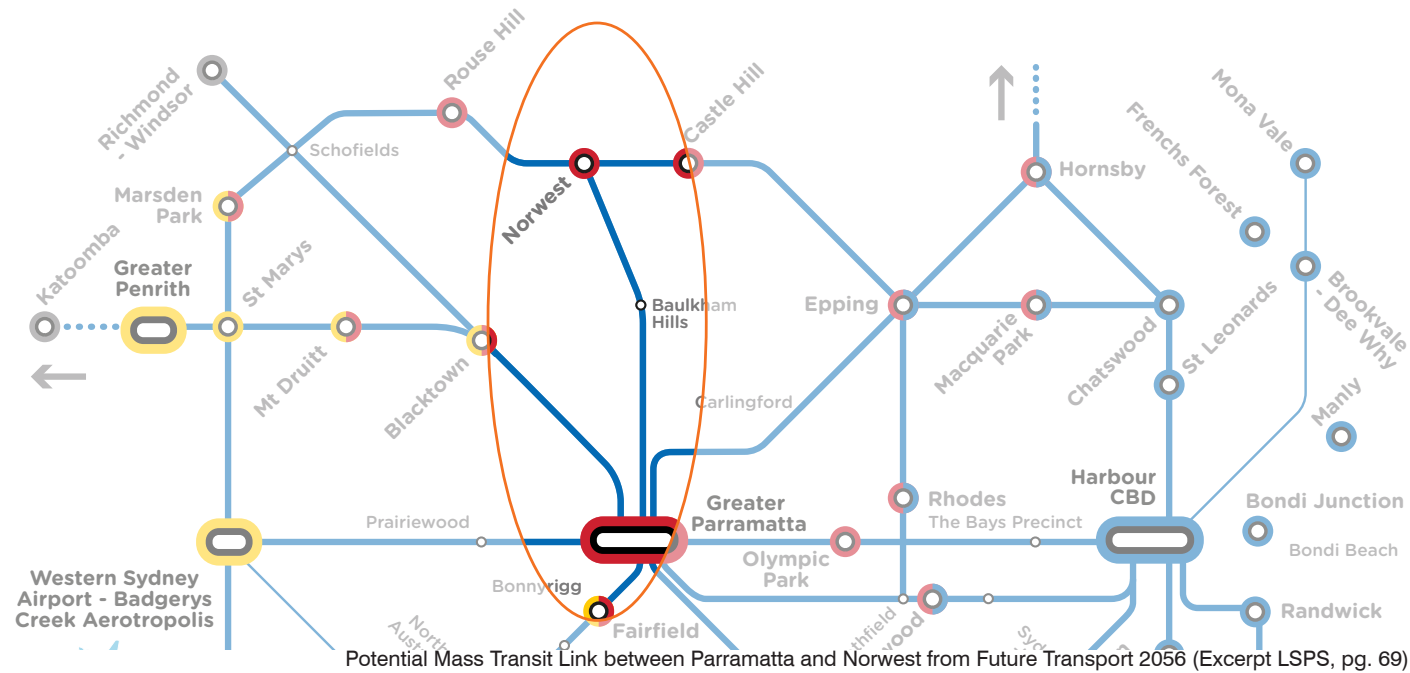
Planning Context

Central City District Plan and Future Transport 2056

Baulkham Hills is located within the Central City District as per *A Metropolis of Three Cities - the Greater Sydney Region Plan*. Baulkham Hills is a designated local centre with a 400 m walking catchment and Baulkham Hills is specifically identified as a community hub (pg. 48). Centres

Future Transport 2056 also sets Baulkham Hills Town Centre on a “City Shaping Corridor”, within “The Greater Sydney City-Shaping Network”. This network seeks to achieve the desired 30-minute city, that is allowing residents to access their nearest metropolitan centre within 30 minutes and be able to travel efficiently between metropolitan centres (pg. 110-111).

The subject site has an important role to play in Baulkham Hills as an important centre and community hub. The re-imagining and revitalisation of the club will strengthen the town centre’s role as this hub.



Centres Map (Central City District Plan, pg. 51)



Local Strategic Planning Statement (2020)

The Hills Future 2036 Local Strategic Planning Statement (LSPS) identifies Baulkham Hills Town Centre as an important town centre within the LGA, being one of its “larger local centres (pg. 64)”. The LSPS underscores the “city shaping corridor” set out in Future Transport 2056 between Norwest and Parramatta, likely to be metro rail with the future metro station possible on the existing library site which is 130 m south of the subject site. Baulkham Hills Town Centre is also located within the Parramatta to Castle Hill Strategic Bus Corridor.

The LSPS sets out key roles for Baulkham Hills as follows:

- an urban renewal area (pg. 9)
- the node that connects workers in The Hills to Greater Parramatta and the Shire’s strategic centres (pg. 13)
- a place that provides for weekly shopping needs, recreation and entertainment (pg. 64)
- an area subject to some new housing to 2036 (pg. 56)

The LSPS also commits to precinct-specific public domain plan for Baulkham Hills Town Centre (pg. 32).

The LSPS does discourage uplift until transport and traffic issues are better resolved (pg. 63). Regardless, the town centre is given an important role as an important centre with major transport connections. The subject site is well positioned to contribute to achieving the urban renewal described in the LSPS.

KEY

- LGA Boundary
- Urban Growth Boundary
- Metropolitan Rural Area
- Employment area
- Station precinct
- Release areas

Infrastructure

- 1 Strategic bus corridor
- Bus priority measures
- M Metro station
- Train station
- Hospital
- TAFE Education
- Potential health precinct

Open space

- Rural Green Grid
- 1 Urban Green Grid priorities
- Playing field opportunity sites
- National, State and Regional parks
- Local parks

Centres

- Metropolitan centres
- Strategic centres
- Town centres
- Transit centres
- Village centres
- Planned village centres
- Neighbourhood centres
- Planned neighbourhood centres
- Rural villages



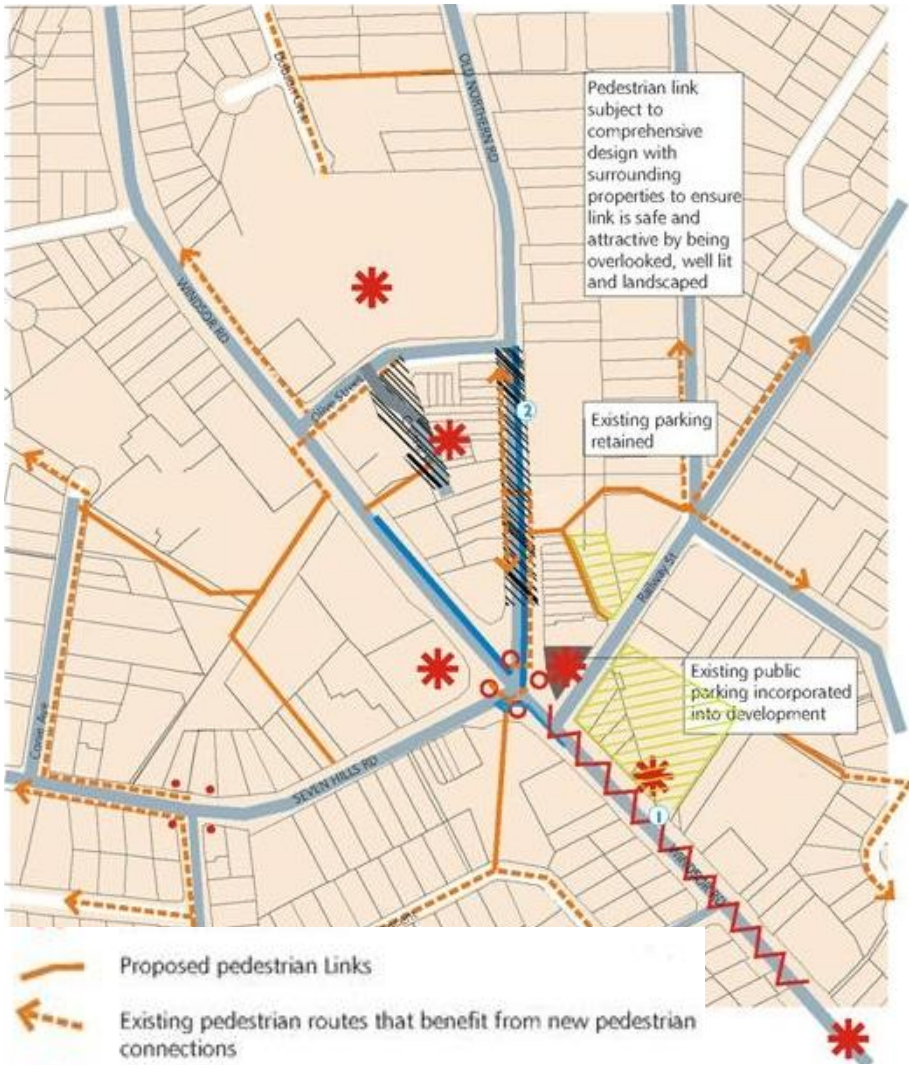
Excerpt LSPS Structure Plan (pg. 24-25)



DCP and Draft Master Plan

The Hills DCP 2012 includes a precinct-specific DCP for Baulkham Hills Town Centre and a Draft Master Plan was prepared in 20. The Draft Master Plan identifies the subject site as a strategic investigation site.

Both documents set out an important east-west through site link through the southern part of the site linking Old Northern Road, George Suttor Reserve and Jenner Street.



Source: The Hills DCP 2012, Part D, Section 10, pg n pg. 10



FIGURE 37 Opportunities  
Source: Draft Baulkham Hills Town Centre Master Plan pg. 37



Open Space & Community Facilities

The site is less than a ten minute walk to a range of open space and community facilities in and around Baulkham Hills town centre.

Open Space

- 1 George Suttor Reserve
- 2 O'Regan Reserve
- 3 Yattenden Oval Reserve
- 4 Harry Carr Reserve
- 5 Stevenson Creek & Bidjigal Reserve

Religious Institutions

- 1 Australian Christian Churches
- 2 St Matthews Uniting Church
- 3 Church Anglican
- 4 Holy Trinity Baulkham Hills
- 5 Our Lady of Lourdes Catholic Church

Public Facilities

- 1 Baulkham Hills Community Centre
- 2 Baulkham Hills Seniors Centre
- 3 Baulkham Hills Library





Educational, Medical & Seniors Care Facilities

The site is less than a ten minute walk to education, medical and seniors care/ living facilities in and around Baulkham Hills town centre.

Educational Facilities

- 1 Baulkham Hills High School
- 2 Baulkham Hills North Public School
- 3 Baulkham Hills Early Learning Centre
- 4 The Hills Preschool
- 5 Milestone Early Learning Baulkham Hills
- 6 Little Amigos Child Care & Early Learning Centre
- 7 Little Bunnies Child Care Centre
- 8 Our Lady of Lourdes Primary School
- 9 Jasper Road Public School

Medical Facilities

- 1 Precision Heath Clinics
- 2 Myhealth Medical Centre Baulkham Hills
- 3 Baulkham Hills Dental
- 4 Ears' R Us Hearing Clinic
- 5 Baulkham Hills Day Dental Centre
- 6 Railway Street Medical Centre

Seniors Care Facilities

- 1 Bupa Aged Care Baulkham Hills
- 2 Baptist Care Aminya Retirement Village

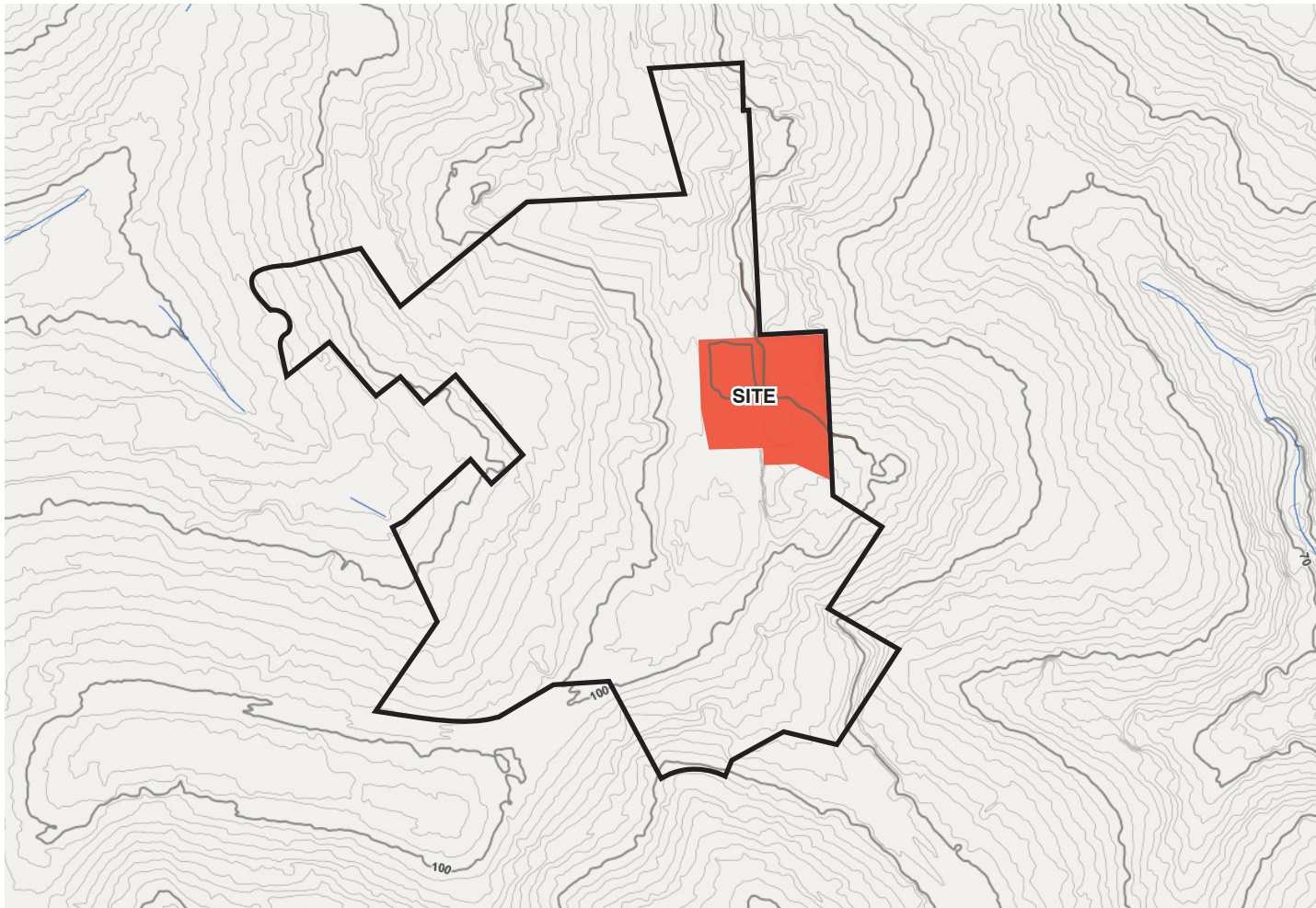


Legend  
Subject Site



Topography

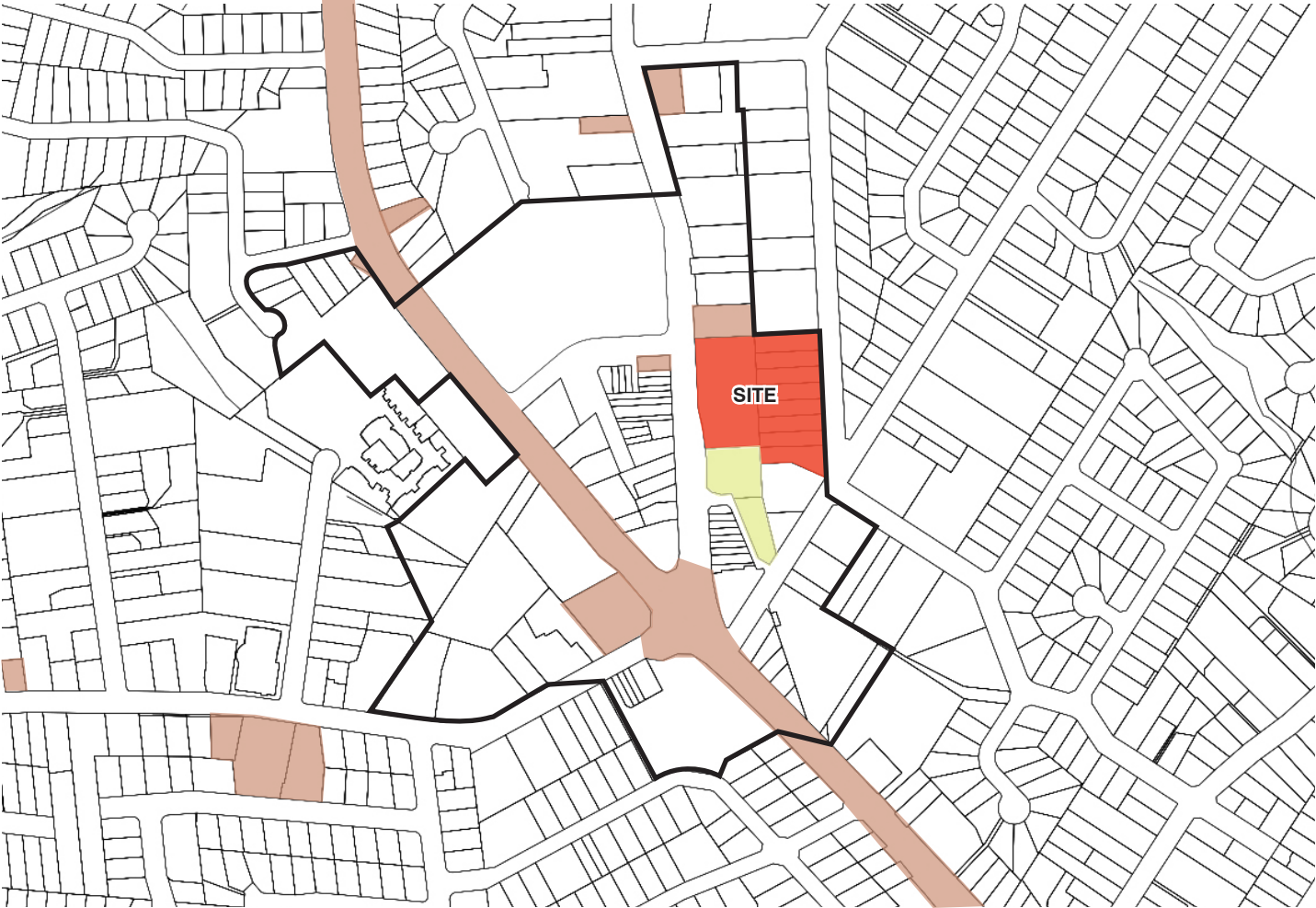
Baulkham Hills Centre is sited generally at a ridge line. The subject site is near to the ridge line with the site topography sloping down towards the north east.



Legend  
Subject Site

Heritage Items

Immediately to the north of the subject site is the Creasy’s building, a single storey sandstone cottage. To the south at George Suttor reserve is archeological heritage related to the old steam train. The Bull and Bush hotel is heritage listed at the junction of Seven Hills Road and Windsor Road. Parts of Windsor Road are also heritage listed. There are other heritage items peppered along Old Northern Road. These heritage items add to the eclectic mix of buildings in the area.



Legend  
Subject Site   Heritage Item   Heritage item - Archaeological



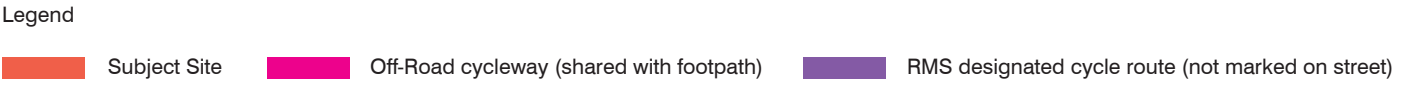
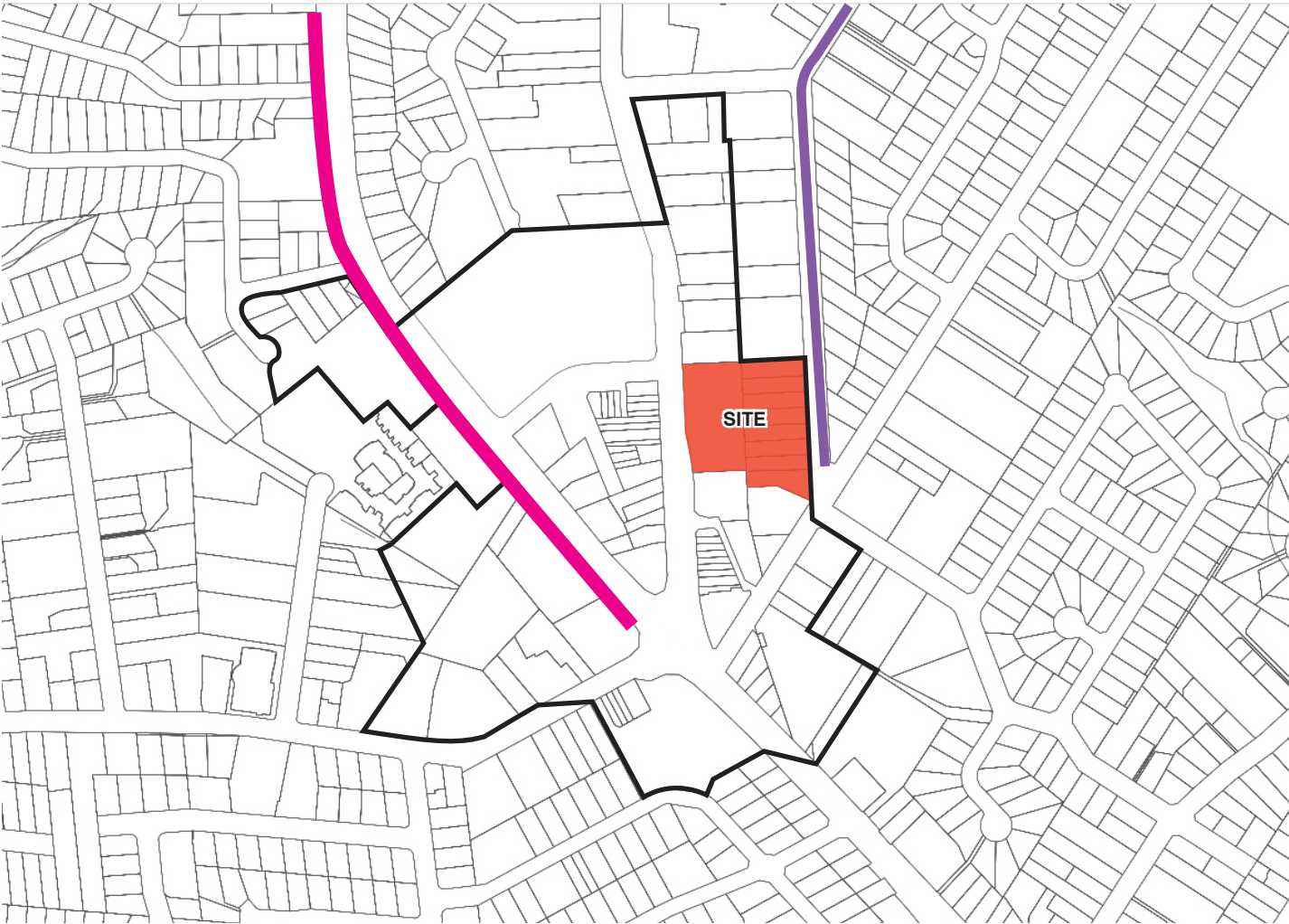
Pedestrians

Pedestrian permeability is generally poor within the town centre. However, pedestrian access around Olive Street (and the north-west corner of the subject site) is good with a combination of zebra crossings and signalised crossings. Pedestrian amenity is somewhat poor where footpaths are narrow and hard up against arterial roads. There are opportunities to improve pedestrian connectivity and amenity in the centre.



Cycling

The area has limited cycleways. However, the lower density residential areas east of the subject site are suitable for cycling. The topography of the area does make cycling relatively challenging. Jenner Street is identified by the RMS as an on-road cycle route. The dedicated off-road cycle path along Windsor Road is also an important link into the Town Centre.





# APPENDIX 2 - IMPLEMENTING THE PRINCIPLES



3.3 Implementing The Principles

Pedestrian Network

Objectives:

- Improve pedestrian amenity at existing street frontages.
- Better separate pedestrians from Old Northern Road.
- Achieve the through-site link already sought in existing DCP and Master Plan to assist in carrying out vision for town centre.
- Improve pedestrian connections between RE-2 zone open space and RE-1 zone open space to the south.
- Improve pedestrian connections between Old Northern Road and Jenner Street.
- Connect through-site link to any private recreation open space.
- Achieve safe and pleasant pedestrian connections.
- Provide a sense of place within the pedestrian network.
- Locate the Anzac Memorial in a prominent place that is easily accessible by the public.
- Create a pedestrian network with simple wayfinding.

ANZAC Memorial

Guidelines:

- Locate the Anzac Memorial near where the east-west pedestrian link, the main street, the north-south pedestrian link and the private recreation space meet.
- Ensure the memorial is easily accessible.
- Ensure the placement of the Anzac Memorial is conducive to ceremonies and remembrance.
- Ensure memorial is visible from Old Northern Road.
- Setback memorial sufficiently from Old Northern Road to limit adverse amenity impacts from roadway.

Existing Footpaths

Guidelines:

- Widen footpaths to both Old Northern Road and Jenner Street.
- Plant street trees at regular intervals.
- Provide landscape treatment to edge of Old Northern Road to provide sense of separation and protection for pedestrians.

East-West Through Site Links

Guidelines:

- Establish an east-west through site link near the existing George Suttor Reserve.
- Provide connections from the east-west link to George Suttor Reserve.
- Locate the through-site link near the southern part of the site where topography changes are less dramatic and better accessibility can be achieved.
- Locate through site link close to midpoint between Olive Street and Raemot Lane.
- Provide a secondary through site link near the northern boundary of the site to help break down the significant length of the block between Raemot Lane and Hill Street and maximise the permeability of the subject site.
- Connect through site link to private recreation space.
- Orient club and apartments to provide casual surveillance of the through site link.

North South Link

Guidelines:

- Create the opportunity for a pedestrian link between private recreation space on the site, the east-west pedestrian link and George Suttor Reserve.

Public Domain Interface

Guidelines:

Old Northern Road

- Design built form to respond to the width of the street with upper levels set back above the podium to maintain a human scale in the streetscape.
- Limit the podium height at Old Northern Road to no more than 6 storeys.
- Footpaths are to be built to the building edge at Old Northern Road with The Hills Club and retail entrances directly facing Old Northern Road to improve street activation.
- Ensure the Club and retail floor-to-ceiling heights at street level are generous to establish a civic scale to Old Northern Road (at least 4 m).
- Glazing at ground level facing Old Northern Road shall be maximised to strengthen the connection between public domain and the club.
- Large expanses of blank walls facing the street and George Suttor Reserve are not permitted.
- Provide building setback that is compatible with 11-17 Old Northern Road, provides views to Creasy’s Cottage and allows for a widened footpath
- Provide a northern side setback Creasy’s Cottage to protect its visual integrity and character.

George Suttor Reserve Interface

- Provide a semi-active interface to George Suttor Reserve to improve casual surveillance and activity to the existing public open space.
- Provide the opportunity for clear, safe pedestrian path(s) between the site and George Suttor Reserve.

Jenner Street

- Align built form to the street with a street wall of 4-5 storeys to maintain a medium-rise, human scale to Jenner Street.
- Provide individual entries to ground level apartments from Jenner Street where topography permits.
- Provide casual surveillance of the street.
- Ensure private courtyards facing Jenner Street have semi-permeable fencing above 1.2 m or use a combination of palisade fencing and landscape to provide casual surveillance and create a connection between the building and the public domain.
- A deep soil front setback to Jenner Street is required to allow for robust landscape planting.
- Landscape shall allow for direct sight lines to be maintained between individual apartment entries and the footpath at Jenner Street.



Land Uses

Objectives:

- Facilitate revitalisation of The Hills Club.
- Enable a greater diversity of uses to bring a wider range of activity to the site where uses can complement and support one another.

Guidelines:

- Uses on the site should include:
  - Club
  - Multi-purpose recreational space
  - Retail
  - Residential
  - Seniors Living

Distribution of Uses

Objectives:

- Place uses on the site to create activity to Old Northern Road.
- Place uses on the site to avoid amenity impacts to Jenner Street.
- Locate open space and outdoor recreation areas to enjoy good solar access and have a high level of natural casual surveillance.

Guidelines:

- Retail and Club entrances shall address Old Northern Road
- More intensive and non-residential development to adjoin Old Northern Road:
  - Club
  - Retail
  - High density residential
- Ensure a visual and physical connection achieved between ground level uses and footpath to Old Northern Road.
- Local residential uses near Jenner Street.
- Locate bowling greens and common open space at centre of site.

Density

Objectives:

- Allow for suitable density uplift to achieve a revitalised club
- Permit a density that is similar to other strategic sites in the town centre

Guidelines:

- Permit an overall FSR of approximately 2.24:1
- Concentrate floor space near Old Northern Road
- Reduce density near Jenner Street

Address	Proposed FSR	Status		
360- 378 Windsor Road	3.2 : 1	Planning Refused	Proposal	
2-4 Old Northern Road	3.0 : 1	Under construction		
2 Seven Hills Road, 27 Yattenden Crescent and 346-350 Windsor Road	2.97:1	Built		
1 Old Northern Road	3:1	Existing Standard	LEP	FSR
12-26B Old Northern Road and 347-357 Windsor Road	2.7:1	Existing Standard	LEP	FSR

Built Form

Objectives:

- Allow a height on the site to achieve a density commensurate with other strategic sites in the Baulkham Hills Town Centre while having a built form outcome that provides for generous, high quality open spaces and recreation opportunities appropriate to the site's RE-2 zoning.
- Distribute built form on the site to achieve compatibility with the site context.
- Limit the impact of bulk and scale and overshadowing on George Suttor Reserve
- Achieve a human scale for pedestrians.
- Maintain reasonable solar access to George Suttor Reserve.
- Respect the curtilage of the heritage building to the north (Creasy's)

Strategies:

- Concentrate taller, bulkier urban forms near Old Northern Road and the shopping centre site.
- Transition building height down towards town centre boundary and lower scale residential areas to the east.
- Align with neighbouring buildings along Old Northern Road.
- Use built form to define the street.
- Limit the width of built form to the northern boundary of the site where it interfaces with the heritage building to the north (Creasy's Cottage)
- Provide a setback to the side boundary where it adjoins the heritage building.
- Reduce building lengths near Jenner Street
- Orient and place built form on the site to allow good solar access to open spaces.

Cont.....



Built Form (cont.)

Guidelines:

- Old Northern Road
- Align podium to the street
  - Street wall height shall be a maximum of 6 storeys to relate to 11-17 Old Northern Road.
  - Parts of building above 6 storeys to be setback from levels below sufficiently to create visual distinction between podium and tower forms.
  - Orient built form generally on the north-south axis to limit the length of facade facing Creasy’s cottage.
  - Provide a minimum building side setback to the boundary near Creasy's of at least 6 m.
  - Increase northern (side setback) at upper levels of the building.
  - Step building down in height towards George Suttor Reserve.
  - Align street wall so that it is compatible with the alignment of 11-17 Old Northern Road.
  - Maintain solar access to at least 50% of George Suttor Reserve at mid-winter.

Jenner Street

- Maintain a streetwall of approximately 4 storeys and no higher than 5 storeys.
- Setback uppermost level of buildings.
- Minimum setback to street wall shall be 6 m
- Align street wall with the street
- Maximum height of buildings near Jenner Street shall be 6 storeys.
- Encroachments to overall height limit for lift overruns and shade structure to allow for roof gardens shall be permitted.
- Step buildings with topography along street.
- Setback upper storeys to street by an additional 5 m (total setback of 11 m)
- Provide setbacks to side boundary consistent with ADG.
- Unbroken building lengths facing Jenner Street should not exceed 45 m.

Vehicles and Driveway Entries

Objectives

- Manage the potential impact of vehicle movements on the surrounding area
- Limit acoustic impacts
- Create safe vehicular access and parking
- Avoid large numbers of vehicles entering and exiting site onto Old Northern Road to limit potential impacts on traffic flow on the congested road.

Strategies

- Distribute vehicular movements around the site so that impacts are not concentrated on one part of the site.
- Locate parking entries away from residential neighbours.
- Avoid servicing vehicles using Jenner Street which is sloped and where there is a higher sensitivity to noise.
- Create clear distinct parking areas for different uses.
- Limit the frequency of vehicular ingress and egress at Old Northern Road.

Guidelines

- Locate parking in basements.
- Place loading dock entry at Old Northern Road.
- Use enclosed loading dock.
- Place resident and club driveway entries at Jenner Street.
- Setback driveways at Jenner Street from side boundary significantly, at least 15 m.
- Separate resident parking from club parking.

Landscape and Open Space

Objectives

- Integrate open space as the heart of the site given its RE-2 zoning.
- Provide a large open space area for recreation on the site.
- Provide for communal open space for future dwellings on the site.
- Achieve a high quality landscape outcome.
- Protect recreation areas from traffic impacts.
- Increase the tree canopy.
- Limit hard surfaces at ground level.
- Connect landscape to larger context.
- Improve pedestrian amenity and safety.

Strategies

- Consolidate landscape open space to achieve a large space for recreation.
- Place consolidated landscaped open space near George Suttor Reserve to establish a green corridor.
- Eliminate surface car parking.
- Provide sufficient front, side and rear setbacks to allow for planting.
- Use landscape to buffer pedestrians from Old Northern Road.
- Provide building height in metres that allows for accessible roof gardens that can be easily maintained.

Guidelines

- Parking shall occur in basements.
- Create landscaped open space at ground level at the centre of the site.
- Maintain a landscape corridor between central open space and George Suttor Reserve.
- Provide an east-west landscape link between Old Northern Road and Jenner Street.
- Provide a deep soil landscape setback to Jenner Street of at least 6 m to allow for canopy planting.
- Provide side setbacks for building of at least 6 m to allow for canopy planting.
- Maximise soft landscape above the basement car parking areas within the central open space.
- Provide landscape roof gardens for buildings near Jenner Street.
- Provide landscape podium areas for buildings near Old Northern Road.
- Provide new street tree planting to Old Northern Road and Jenner Street.
- Provide low-scale landscape buffer along edge of Old Northern Road as a buffer between pedestrians and road traffic.



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