

**TURNER**

—

**SANCTUARY**

14-16 HILL ROAD, WENTWORTH POINT

**URBAN DESIGN REPORT**

For Planning Proposal

Revision 4

31 October 2018



**SEKISUI HOUSE**



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## OVERVIEW

### INTRODUCTION

This Urban Design report is prepared in support of the proposed Planning Proposal for the Site located at 14-16 Hill Road, Wentworth Point.

The proposal is for a Master Plan for the 9.458ha site at 14 Hill Road, Sydney Olympic Park (Lot 3 DP859608) and from herein, known as the Site.

The initial Planning Proposal for the site was lodged with City of Parramatta Council on 20 December 2017. The announcement of the State Government's plan for Stage 2 of the Parramatta Light Rail project and the potential for a river crossing from Melrose Park to Wentworth Point through the Site, presented the opportunity to review the proposed

Site's Master Plan with a view to meaningfully integrate the proposed transport corridor. In line with this view, since February 2018, the design team has worked closely with Transport for NSW (TfNSW) to re-imagine the Master Plan for the Site as a well-connected and permeable environment which has significantly greater potential and amenity to house residence and contribute to the public realm and foreshore parklands.

This proposal is a considered approach to the unique qualities of the Site offering a point of difference to the established and urbanised headland of Wentworth Point. By offering a meaningful integration with the surrounding parkland through considered changes to the proposed built environment, public realm integration, landscaping strategies and distribution of massing across the Site.

The proposed plan further offers a significant increase to the public open and green space and includes a dedicated transport corridor to facilitate the integration of the future planned Parramatta Light Rail Stage-2 within the development site positively contributing to the expansion of public transport options for Wentworth Point and Sydney Olympic Park.



SITE BIRDSEYE VIEW | LOOKING TO SOUTH WEST

### **Project team**

Turner has worked closely with the consulting team for the project since February 2017, collaboratively preparing the concept Master Plan and associated submissions in support of the proposed Planning Proposal for the Site.

The Master Plan responds positively to its surrounding natural environment, enables the delivery of the State's Transport Infrastructure and meets both the client aspirations and stakeholder's vision for the area.

### **CLIENT**

Sekisui House Australia

### **TEAM**

#### **Master Planning:**

TURNER - Urban Design & Architecture

TURF – Urban Design, Public Domain & Landscape

#### **Planning:**

Sutherland & Associates

#### **Specialist Advice:**

Roberts Day – Urban Design Peer Review

ASON Group – Traffic

Northrop – Civil

CPP – Wind

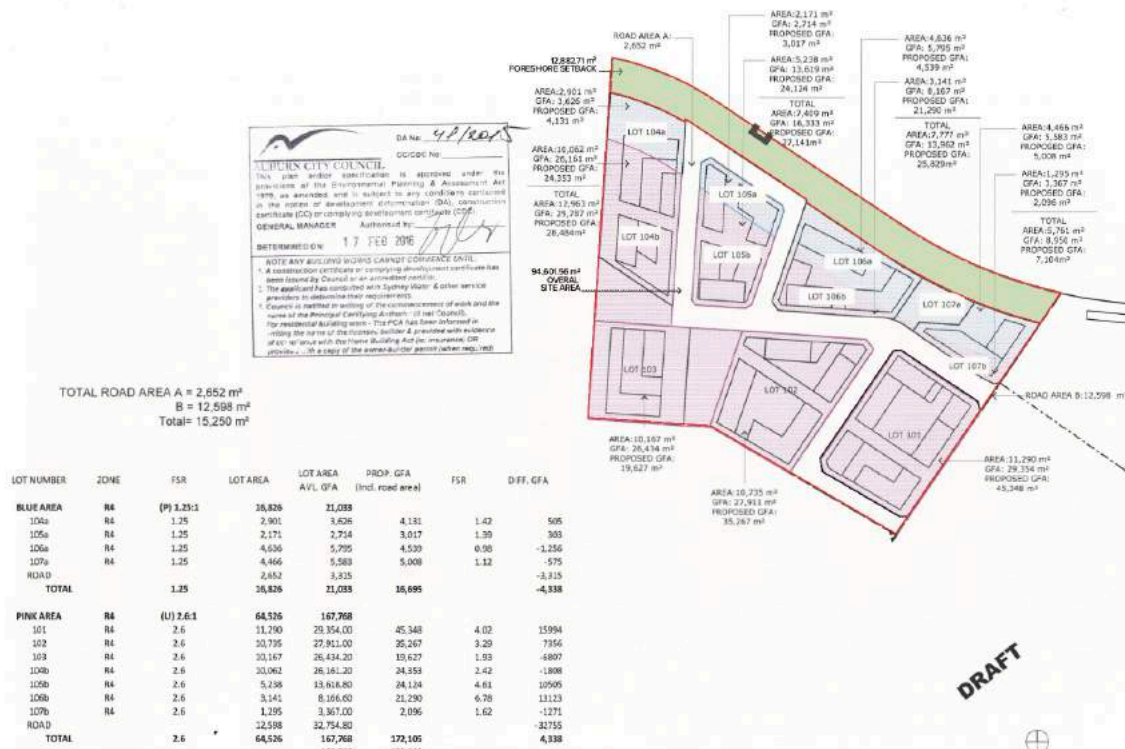
LTS Lockley – Surveyor

Kingfisher Urban Ecology &

Wetlands – Ecology

Peter Day EA+D – Public Art

Hill PDA – Socio-Economic Impact



AUBURN CITY COUNCIL APPROVED STAGE 1 DA

**Planning Context**

Wentworth Point is subject of the applicable Local Planning Policies with City of Parramatta Council as well as the site-specific controls as prescribed in the Wentworth Point Precinct Development Control Plan (DCP) 2014, adopted in August 2014 by Auburn City council.

In line with the current Wentworth Point Precinct DCP, Stage 1 Development Consent (DA-41/2015) was granted for the Site in 2015. The consent allowed for the staged development of the site with distribution of Gross Floor Area (GFA) equal to 188,800m<sup>2</sup> across lots 101 to 107 as illustrated in the diagram above.

The consent included demolition of existing structures, tree removal, earthworks, site remediation, construction of roads, sea wall and public domain works.

**Site Specific Master Plan**

Wentworth Point Precinct DCP 2014 provides site specific controls for the Site and the approved Master Plan was considered in relation to these controls.

Through a Planning Proposal process, variation of these controls has been proposed. In line with tis intent and in consultation with City of Parramatta Council and Transport for NSW (TfNSW) a revised Master Plan has been developed for overall site.

Since February 2017, this plan has been refined with the input of council’s Urban Design and Planning Teams, TfNSW and Sydney Olympic Park Authority (SOPA) to meet the overall objectives, future intended built environment as well as transport infrastructure needs of the peninsula.

The evolution of the Master Plan has been based on an intense analysis of the site’s specific attributes as well as an understanding and interrogation of the Parramatta River front developments as a whole. This analysis has been provided in Appendix A. in 2018, the Master Plan was further refined to recognise the strategic transport vision for the precinct and the greater Sydney Olympic Park.

# PART 1

## SITE ANALYSIS

### The context

Nestled within the parkland setting, the Site is situated to the northern aspect of Hill Road. The site stretches along the Parramatta River to the north, is bounded by Newington Reserve, a natural habitat and wetlands, to the west and is borders the Sydney Olympic Park's Millennium Marker and Woo-La-Ra, a set of man-made mounds to the south.

The overall site is zoned R4 for high density residential uses with a band along the river foreshore being dedicated to RE1, public recreation.

### Adjacent uses

High density residential developments occupy the east of the Wentworth Point peninsula with public park and primary school occupying the northern apex of the peninsula. The Newington reserve and Millennium Marker are located to the west and south of the site and are free of any built forms and are to remain untouched.

With recent residential and mixed-use developments, the peninsula's urban character has been solidly formed along its eastern aspect with predominantly residential uses to the south and mixed-use developments gradually being introduced along the northern half of the peninsula.

### Natural features

The original and significant landscape features of the site including significant flora and fauna, protection and /or riparian zones and corridors will be retained. The Master Plan has been considered and designed with the view to integrate with and contribute towards extending the natural features of the area.

Please refer to the Landscape Design report for detail of the approach.



SITE CONTEXT

**The site**

The Site occupies an overall 9.458ha parcel of land at LOT 3 DP 859608, located at 14-16 Hill Road, Wentworth Point.

Approximately 3km from the core of Sydney Olympic Park, 10km from Parramatta CBD and 20km from Sydney CBD, the Site is bounded by Hill Road to the east which connects the Site to Sydney Olympic Park. Parramatta River is located to the north.

Detail survey of the Site is provided in the Appendix C, Site Survey which shows the localised characteristics of the terrain, services and vegetation.

**Existing structures**

The aerial photographs below indicate the extent of existing structures on the site. These structures, remnants of an industrial use of the site have been gradually demolished as leases on parcels of land are coming to an end.

The Site also includes an easement for services along Hill Road which also accommodates a pedestrian and cycle way. This pathway is part of the greater Sydney Olympic Park network and is intended to be and further expanded through the proposed Master Plan for Lot3.



SITE AERIAL VIEW

## Connectivity & transport

The site is currently bounded by one road – Hill Road – where all vehicular traffic to and from the site will be accessed.

Hill Road also accommodates a pedestrian and cycle way which is intended to be retained as it forms part of the greater Sydney Olympic Park cycle and pedestrian network.

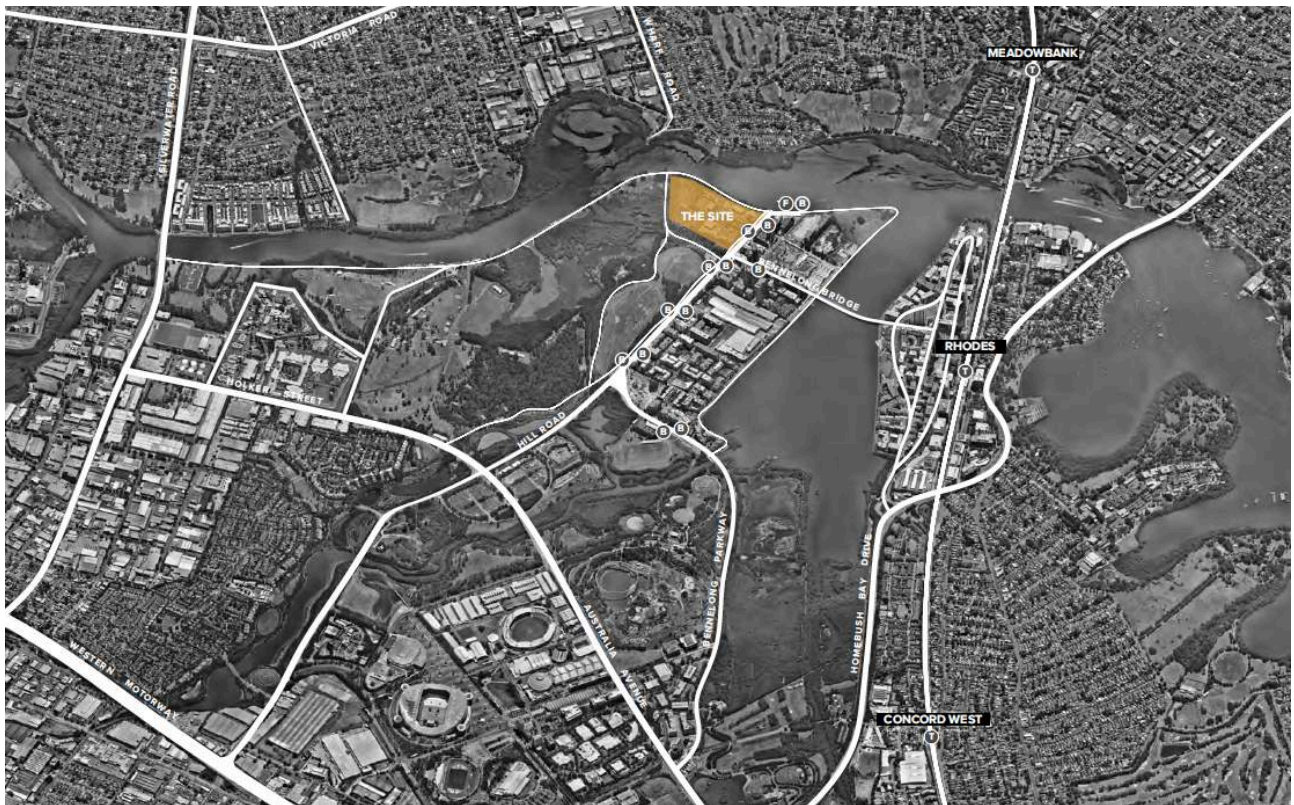
Public transport is currently available by ferry, with the ferry wharf located approximately 20m, walking distance of the site.

There are currently southbound and north bound bus routes (Route 526) from Burwood to Sydney Olympic Park Ferry Wharf with bus stops directly opposite the Site.

This bus service is available every 30 minutes and connects the peninsula to Rhodes train station via Bennelong Bridge. This is a seven minutes trip, offering public transport connections from Rhodes Train Station to greater Sydney areas.

The Site, now facilitating the ability to integration transport corridor, utilised by buses and light rail, will have a significantly enhanced permeability and greater connectivity to centres such as Parramatta city centre, Sydney Olympic Parl and Rhodes via the expanded network of roads.

The transport corridor will transform what is currently a disconnected headland to a well serviced (by public transport options of busses, ferry and light rail), making it a desirable location to reside, work and enjoy the natural parklands.



CURRENT CONNECTIVITY AND TRANSPORT



## Public spaces

There are limited public open and green spaces to the eastern aspect of the peninsula, with the exception of the proposed Peninsula Park to the apex of the headland. This is a result of densification of the peninsula with developments.

To the west of the Site, the integrated network of cycleway and pedestrian access through the parklands is flanked by the Newington Reserve which contains wetlands and natural habitats along the riverfront, extends westward towards Blaxland.

To south, the site benefits from over 25ha of parklands known as Woo-la-ra which extend south connecting to park and wetlands associated with Sydney Olympic Park as illustrated in the diagram below.



SYDNEY OLYMPIC PARK | PARKLAND LAND CATEGORY CLASSIFICATIONS

# PART 2

## DESIGN PHILOSOPHIES

### Sekisui House Sustainable Vision

A sustainable society refers to a society based on a balanced, a global ecosystem, in which all people can live in comfort. The proposed Master Plan has been developed with the notion to capture Sekisui House, the land owner's vision for a sustainable society. Sekisui House endeavours to achieve their aim for a balanced sustainable society based on four main values:

## THE ENVIRONMENT, THE ECONOMY, SOCIETY AND RESIDENTS

### Four Design Themes

Sekisui House has four original and unique design themes for creating communities and homes, Satoyama, Michi, Enu Bai Yutaka and Gohon No Ki. Hassel Architects describe Sekisui House's four themes as a distinct, unique and innovative approach to the creation of new communities in Australia. The themes run through all aspects of Sekisui House's new community developments and are grounded on deeply rooted philosophies. It is felt that the application of these themes in the planning and design of Sekisui House communities will help address many of the issues currently faced in the development of urban areas in Australia.

Sekisui House applies these four themes to all elements of the planning, construction and management with the aim to:

- Develop an appreciation of the surrounding natural environment in all residents
- engender ownership and pride in the natural surroundings;
- protect and enhance biodiversity and natural ecosystems through the development;
- improve the e micro-climate within both the public and private domain;
- enhance the e sensory experience of the communities' residents as they pass through the community.

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### SATOYAMA

GREEN INTEGRATION

### MICHI

ACCESS DESIGN

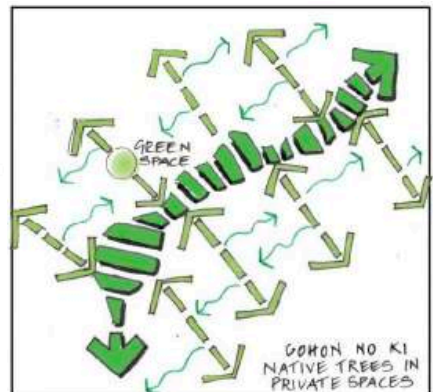
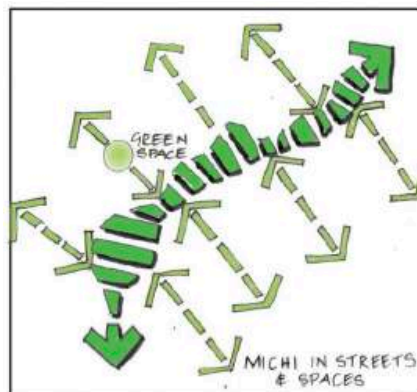
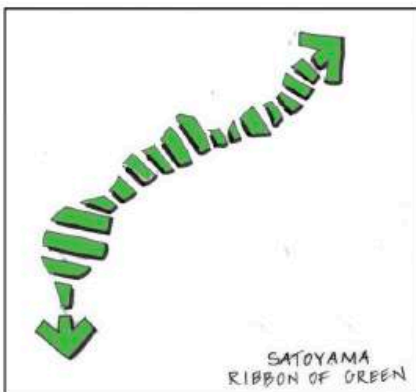
### ENU BAI YUTAKA

CUMULATIVE BENEFITS

### GOHON NO KI

RICH LIVING SPACE

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## Key Master Plan Objectives

The primary objectives of the re-revised Master Plan, in keeping with Sekisui House Design themes include:

- Parkside development to contrast the urban grid of Wentworth Point Peninsula to the east;
- Integration of the proposed transport corridor to enable Parramatta Light Rail Stage-2 and contribute to the creation of a meaningful Transport Hub (light rail, ferries and bus services) at the apex of the peninsula;
- Achieve greater ratio of public open space by reducing the number of buildings and their footprint;
- Ensure architectural design excellence for the site;
- Investigate the integrating of taller buildings on site to absorb the density;
- Creating a unique skyline with varying height;
- Achieve appropriate dwelling mix and yield through efficiencies in spatial planning;
- Provide legible street address to all buildings;
- Maximise the number of apartments with views, and solar access;
- Promote social interaction amongst residents and the community.

These objectives have been observed along the Sekisui House Design themes to develop a Master Plan suited to the unique characteristics of the site and sensitivities of its natural surrounds. Furthermore, to contrast the approved scheme for the site (i.e. under Development consent DA-41/2015), which is an extension of the developments, typified along the eastern aspect of Wentworth Point Peninsula, east of Hill Road.



SITE BIRDSEYE VIEW | LOOKING TO NORTH EAST

# PART 3

## DESIGN PROCESS

### Initial Concept

Sekisui House, in line with their corporate sustainability philosophy and design themes, engaged Kengo Kuma and Associates Architects (KKAA) of Japan to re-imagine a new Master Plan for the site at Wentworth Point. Specific to the site, the design themes from the Sekisui House design themes were considered to develop a plan, that included:

1. The Millennium Marker axis and the retention of views to and from the marker as a considered measure for visual connectivity to key contextual landmark;
2. Significant increase to the public open space (versus the approved scheme) and deep soil planting;
3. Maximising deep soil planting and landscaping;
4. Green Integration (Satoyama), the scheme to deliver a meaningful relationship and integrating with the surrounding context with the proposed parks and landscaping to the streetscape;
5. To allow for the green fingers to be established along the streets;
6. Integration of water in the further development of the landscape scheme;
7. Manage levels with the surrounds where elevated street levels can be integrated and appropriately transitioned into the natural ground levels of the surrounds;
8. The proposed initial concept by KKAA proved to be a significant departure towards a landscaped based scheme where the buildings were seen as objects in parkland.

The scheme was further interrogated in relation to efficiencies of built form, compliance with requirements of the ADG, accessibility, legibility and connectivity.

The plan was subsequently revisited to ensure the proposed concept delivers an enhanced outcome and greater quality of urban space, better connectivity to the surrounding and legibility of the street network.

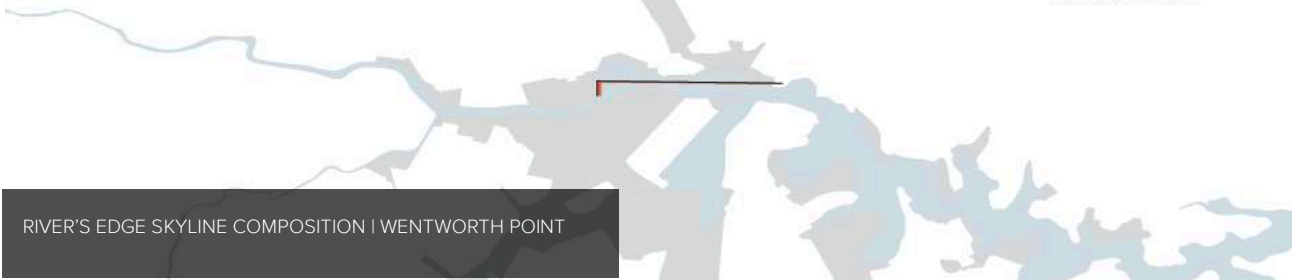
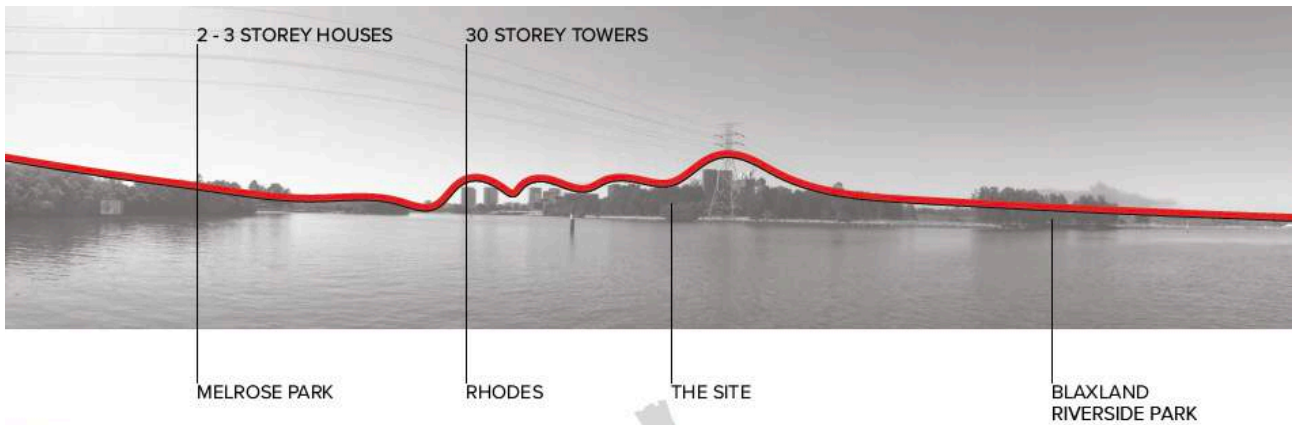


KENGO KUMA & ASSOCIATES ARCHITECTS, JAPAN | MASTER PLAN FOR WENTWORTH POINT FEBRUARY 2017

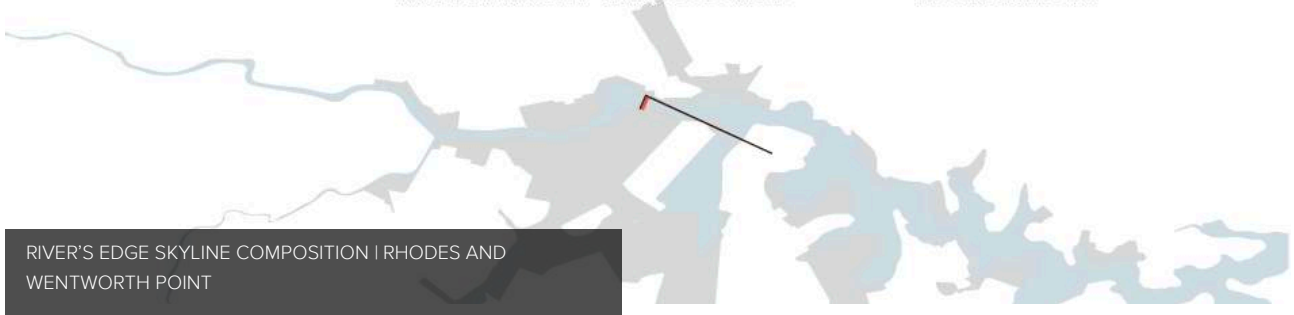
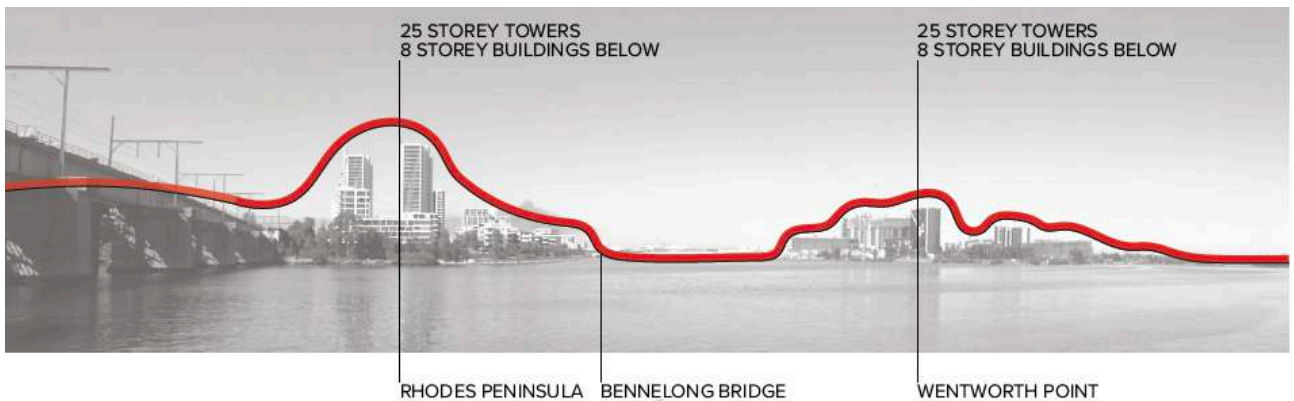
To ensure best practice, a close study of the river's edge was undertaken as part of the development of the proposed master plan.

The study interrogated the built character of the Parramatta River's edge, in order to establish a baseline understanding of the local conditions, in relation to scale, density, amenity of the public realm.

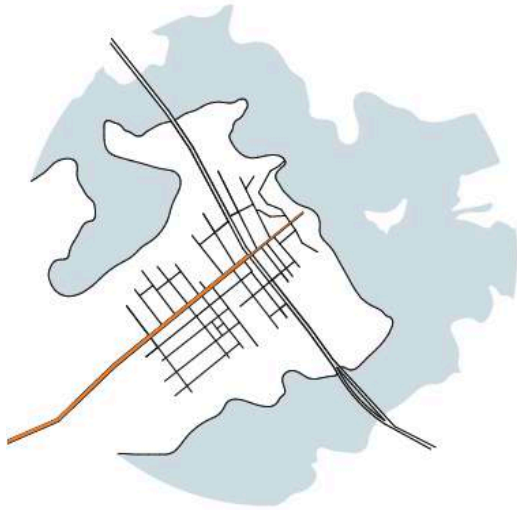
Similar peninsular were identified (see diagrams on the following page) and the built character, streetscape and street wall comparison was utilised to develop a suitable built edge and height of building, appropriate to the structure plan, streets and open spaces for the proposed Master Plan.



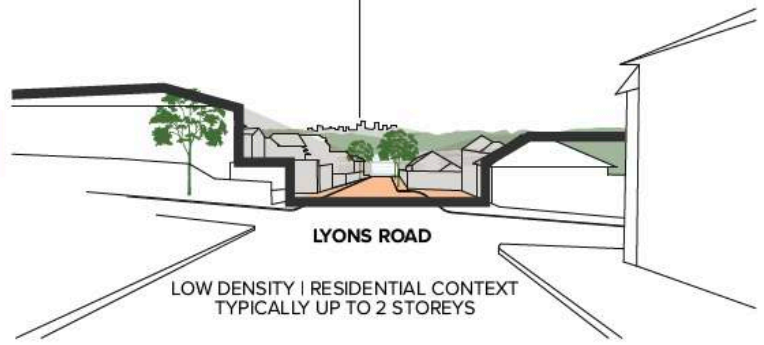
RIVER'S EDGE SKYLINE COMPOSITION | WENTWORTH POINT



RIVER'S EDGE SKYLINE COMPOSITION | RHODES AND WENTWORTH POINT



**VISTA | URBAN LANDMARK**  
WOOLWICH | ST LEONARDS



**LYONS ROAD**

LOW DENSITY | RESIDENTIAL CONTEXT  
TYPICALLY UP TO 2 STOREYS

Comparative Study – Drummoyne Peninsula



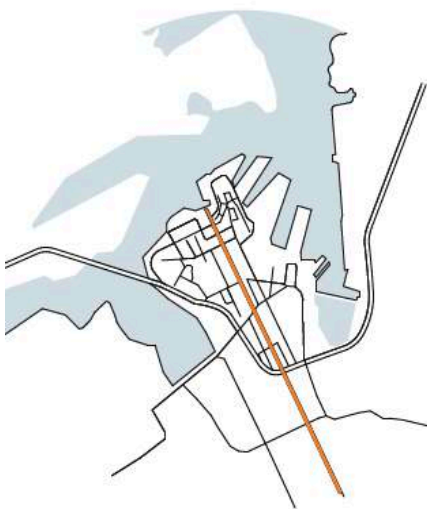
**VISTA | URBAN LANDMARK**  
SYDNEY HARBOUR BRIDGE & CBD



**DARLING STREET**

LOW DENSITY | MIXED-USE CONTEXT  
TYPICALLY UP TO 3 STOREYS

Comparative Study – Balmain Peninsula



**VISTA | URBAN MARKER**  
BALMAIN EAST | OPT



**HARRIS STREET**

MEDIUM DENSITY | MIXED-USE CONTEXT  
TYPICALLY UP TO 6-8 STOREYS

Comparative Study – Pyrmont Peninsula

### Consultation & workshop process

Through a series of meetings and workshops with the City of Parramatta Council, Sydney Olympic Park Authority and TfNSW, the design intent, strategies and concept plans were present and discussed. The workshops held with council's urban design and planning team informed the development and further refinement of the Master Plan where key feedbacks were implemented as strategies in the proposed plan. These include:

1. The current consent for 25 storeys "crew cut" buildings, under current applicable controls, will result in a sub-optimal outcome for the peninsula. Alternative building heights to be considered in the development of the built form;
2. Additional height for buildings can be supported for a scheme that offers significant public benefit;
3. There will be a great public benefit to further increase the publicly accessible parkland along the foreshore;
4. Provision of a central community park as a desirable heart to the overall development site will be positive;
5. Connectivity across the site to be significantly improved from the proposed limited street network of the Stage 1, Infrastructure consent;
6. Key urban vistas along east west direction to be improved and maintained such as vista along the proposed east-west foreshore street;
7. Street network to facilitate legibility and clear means of access to each individual building lobby;
8. Building alignment and detail landscape treatment to the podium to allow for a desirable outlook to and from the site;
9. Activation at street level be ensured by apartment entry lobbies and landscaping;
10. The overall design to provide a clear delineation between public and private areas;



SITE MASTER PLAN AND MASSING UNDER CURRENT CONTROLS

The announcement of the Parramatta Light Rail Stage-2 led to the Master Plan being re-visited, post the submission of the Planning Proposal for the Site with City of Parramatta Council in December 2017.

The amendments to the plan are to allow for a meaningful integration of the transport corridor and future light rail and its associated infrastructure with the Site, requiring a site-wide re-visioning of road network, distribution and organisation of the buildings as well as adjustment to the public open space.

The following is a brief list of considerations, based on workshops held with TfNSW to date to enable the future inclusion and integration of the transport corridor and light rail with the Site:

11. Conceptual considerations of the river crossing from Melrose Park to the north;
12. Inclusion of pedestrian and cycle pathway with future bridge for Active transport Link (ATL);
13. Implementation of appropriate levels, gradients, clearances, setbacks and turning circles with the street design across the Master Plan in relation to the transport corridor and future light rail technical requirements;

14. Proximity to the Wentworth Point Ferry Wharf and future non-residential uses to the apex of the peninsula for a meaningful transport hub.

These recommendations and feedbacks were considered and implemented into the development and final re-design of the proposed Master Plan for the Site.



ARTIST IMPRESSION OF THE PROPOSED DEVELOPMENT  
INTEGRATING LIGHT RAIL



## Design Evolution

Throughout 2017 and 2018, Turner, Turf (Landscape), Kengo Kuma & Associates Architects collaboratively have refined the proposed concept master plan for the Site at Wentworth Point to achieve a desirable and superior outcome for the precinct.

In chronological order, the proposed schemes for the site include:

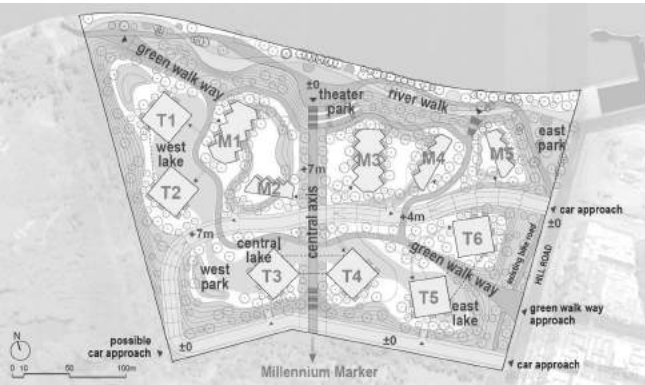
- A. Urban Growth Scheme, November 2015 – Was granted Stage-1 Consent;
- B. KKA A Scheme, February 2017 – A predominantly landscape driven scheme with a mix of low-rise and twin-tall buildings in landscape;
- C. KKA A, Turner and TURF Scheme, April 2017 – Further development of the Landscape driver Concept Plan, rationalisation of the building locations, height and scale in relation to the approved GFA for the site;
- D. KKA A, Turner and TURF Scheme, April 2017 – Evolved structure plan, with greater extend of roads, define developable lots and buildings meeting ADG requirements.
- E. Proposed Planning Proposal Master Plan, December 2017 – Advanced structure plan, delineation of public and community open space
- F. Amended Master Plan, August 2018 – Integrating transport corridor with amended structure plan, revised building locations and GFA of 228,800m<sup>2</sup> for the site based on enhanced and expanded public realm and green open space and greater connectivity and access to public transport.

Appendix B – Master Plan Package includes the renditions of the concept plans which has been interrogated and refined to reach the current proposed Master Plan for the Site. The proposed plan has also been subject of a Peer Review by Roberts Day where the proposal has been tested against national and international benchmarks such as the NSW Government Architect's Better Placed Design Policy. The accompanying report by Roberts Day outlines the details of this peer review.



A. URBAN GROWTH SCHEME | NOVEMBER 2015

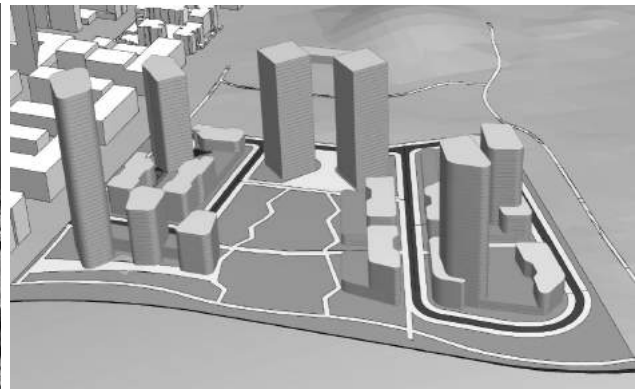




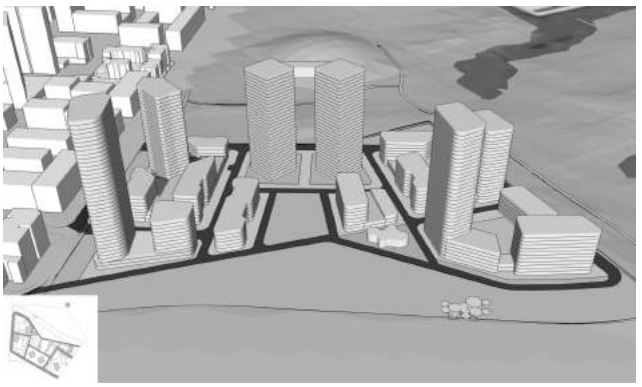
B. KKA A SCHEME | FEBRUARY 2017



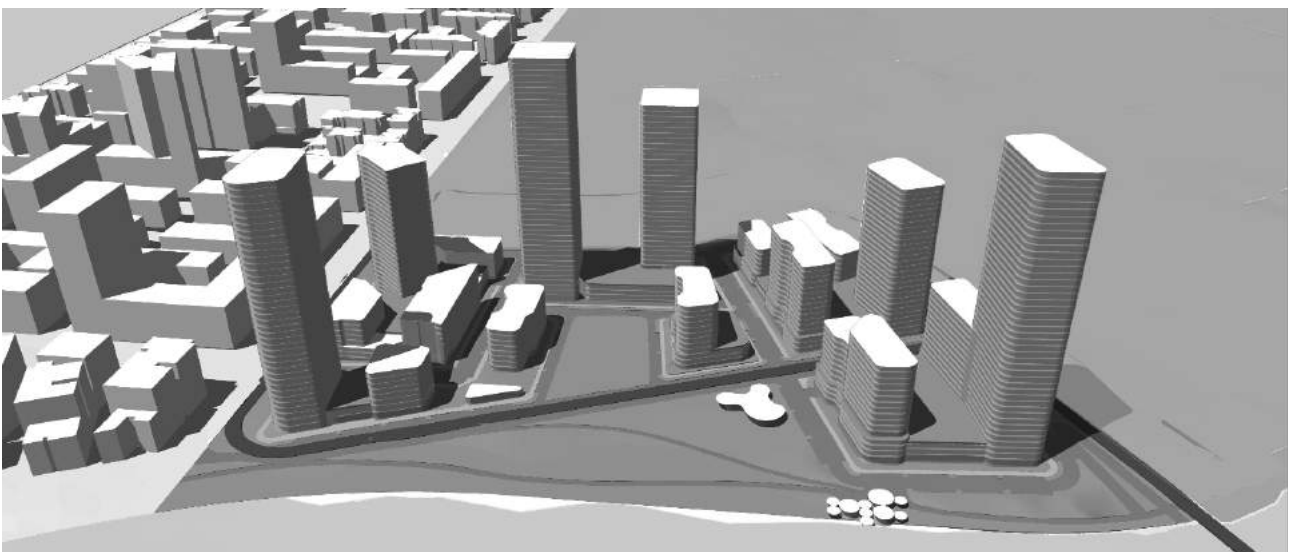
C. KKA A, TURNER AND TURF SCHEME | APRIL 2017



D. KKA, TURNER AND TURF SCHEME | JULY 2017



E. INITIAL PLANNING PROPOSAL MASTER PLAN KKA, TURNER, TURF AND ROBERT'S DAY SCHEME | DECEMBER 2017



# PART 4

## DESIGN STRATEGIES

### Parkside vs Gridside

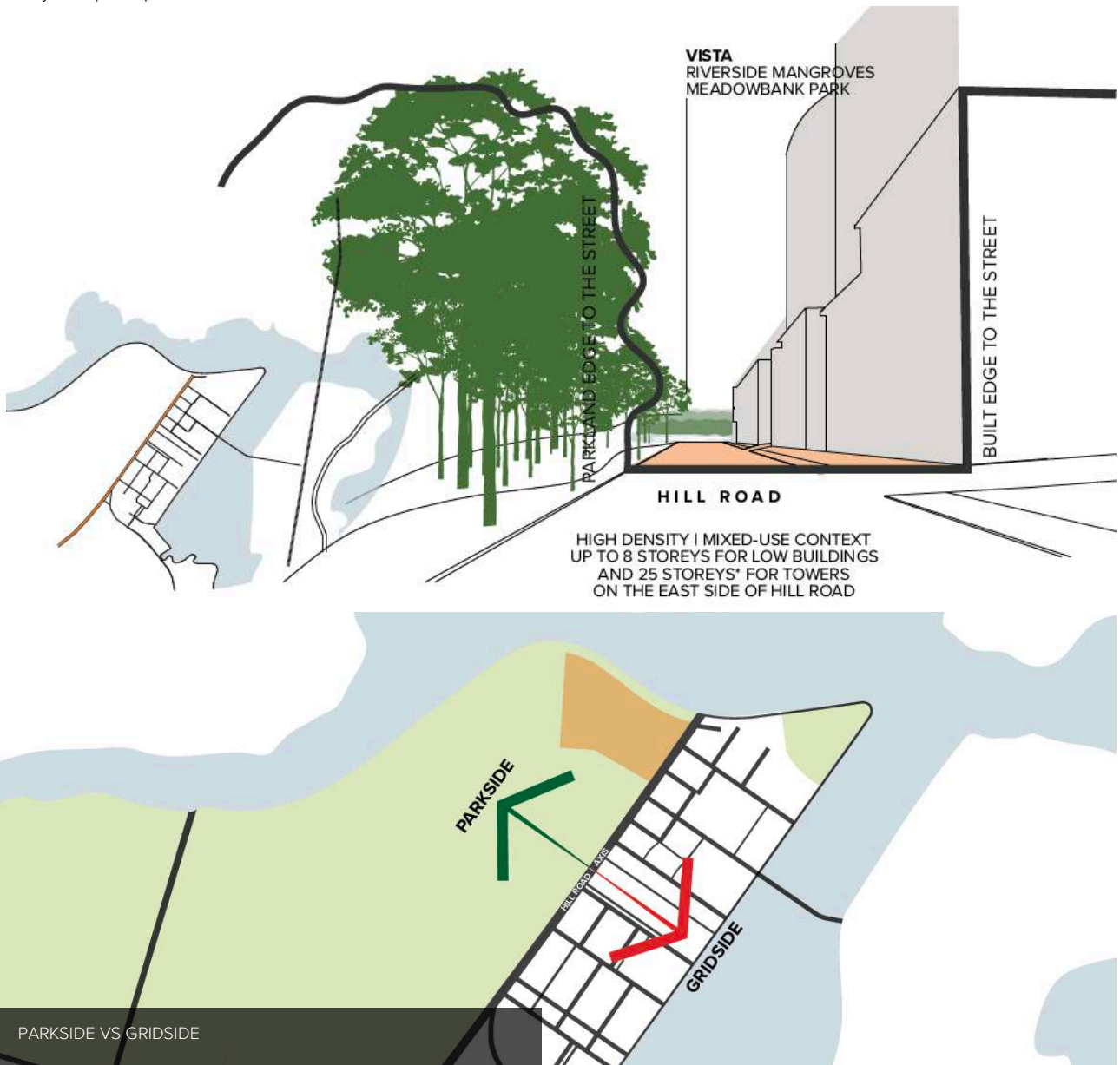
The primary objective, as set by the design team for the Site, is to develop an appropriate design response within the parkland setting. This is to contrast the dense urban grid of Wentworth Point Peninsula to the east of Hill Road.

To achieve this, the Master Plan takes the direction to improve the natural setting and visual character of the Site by integrating with the surrounding parkland through complimentary landscaping throughout the development and achieve the Satoyama principle for the Site.

By maintaining existing significant vegetation along the foreshore and providing major public parklands on site, the visual character of the foreshore will be significantly improved in comparison to the outcome achieved by the approved scheme. The proposed Master Plan will provide a consistent and coordinated presence to the river's edge through the provision of significant building setbacks, continuous foreshore pedestrian access and further expansion of the landscape as Foreshore Park.

This quality can be further enhanced by the application of a considered palette of urban landscape elements across the site.

The single ownership of the 9.458ha site by Sekisui House, who will be developing the Site in successive stages, will ensure the character and quality of the Individual development lots (and separate development applications) is maintained throughout the development stages.



## Structure Plan

The proposed structure plan offers a clear and legible hierarchy of street network which ties in with the surrounding streets. By increasing the extent of the proposed roads, access and permeability across the site has been increasingly improved.

Vehicle movements versus pedestrian priority has been carefully considered with the proposed character, landscaping and pedestrian access. This intent will be further developed as part of the future detail design of a consistent palette of materials and finishes for each development phase.

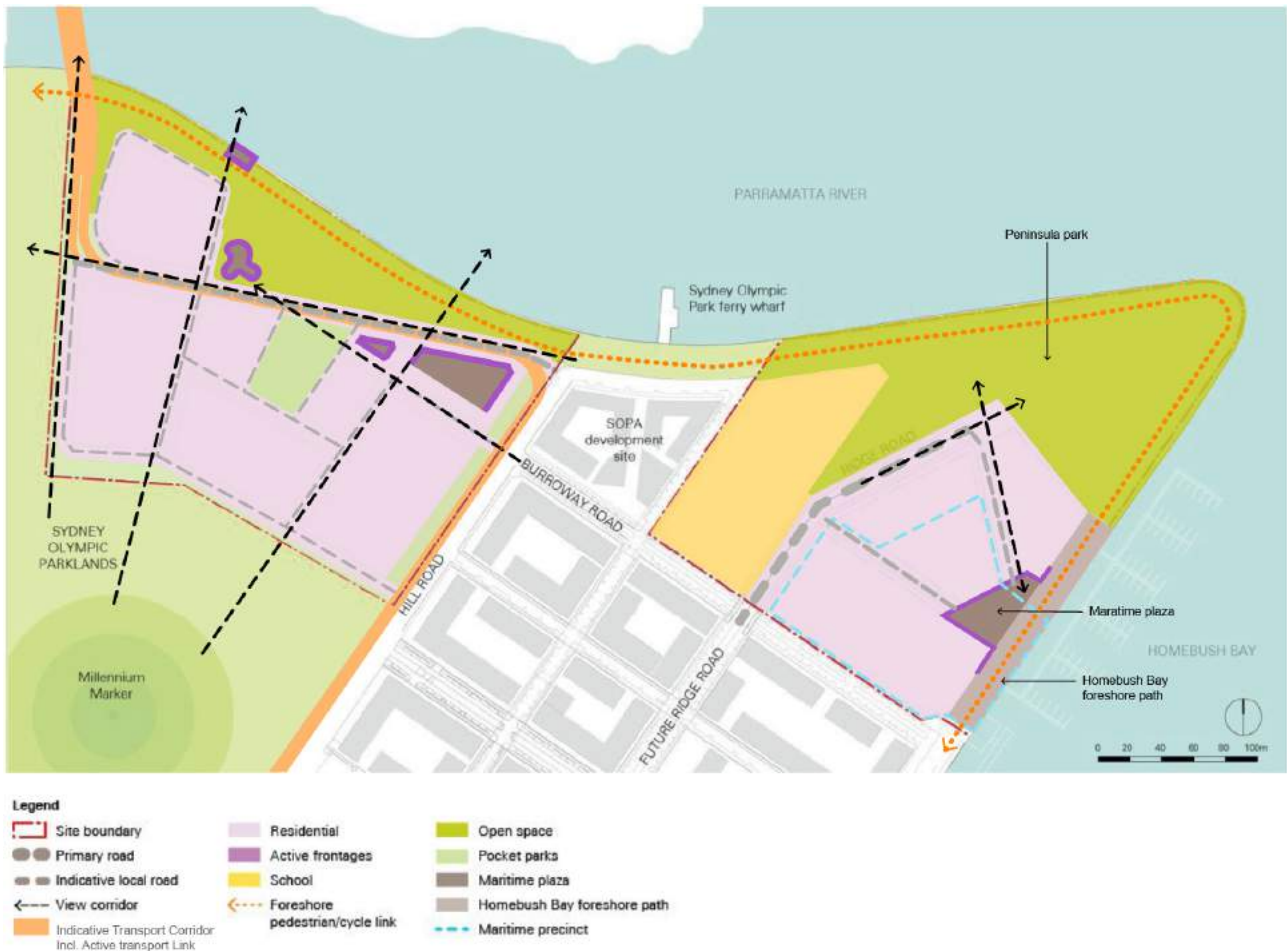
The structure plan has been carefully designed to allow for efficient developable lots. These lots are further strengthened by the organisation of buildings within them offering a clear street edge definition with low scaled base podium levels of the buildings offering a human scaled street-wall, mitigating the visual impact of the proposed taller buildings, setback from the edge of the streetscape.

Corner buildings have been considered as landmarks and their street presence has been expressed accordingly.

The public parks have adopted a more organic approach where the landscaping integrates with the surrounding parklands, especially along the foreshore in a sensitive way.

This has been achieved by significant increase to the landscaping and deep soil planting as well as placement of the buildings away from the water's edge, providing significant public benefits

It should be noted that the future incorporation of the transport corridor and river crossing will significantly improve the site permeability, access and egress.



INDICATIVE STRUCTURE PLAN | PROPOSED AMENDED DCP

**Landscaped and open spaces**

The proposed Master Plan, in contrast to the approved Urban Growth scheme, offers a genuine integration with its parkland setting through significant increase to the public open space.

This is in excess of 28,245 m<sup>2</sup> or 26.7% of the overall site area dedicated to public open space across the site.

The integration of the transport corridor reduces the footprint of the public open space however, it will still be in excess of 5,400m<sup>2</sup> or additional 8% above the approved Stage 1, Urban Growth scheme.

The diagrams on pages 24 and 25 illustrate this comparison and the accompanying Master Plan Public Domain and Landscape Report by Turf Design Studio provides a comprehensive overview of the landscape strategies and design details.

The Master Plan provides landscaped streets with a diversity of native street trees which also reflects and reinforce street hierarchy as well as a variety of public open and green spaces to cater for different activities.

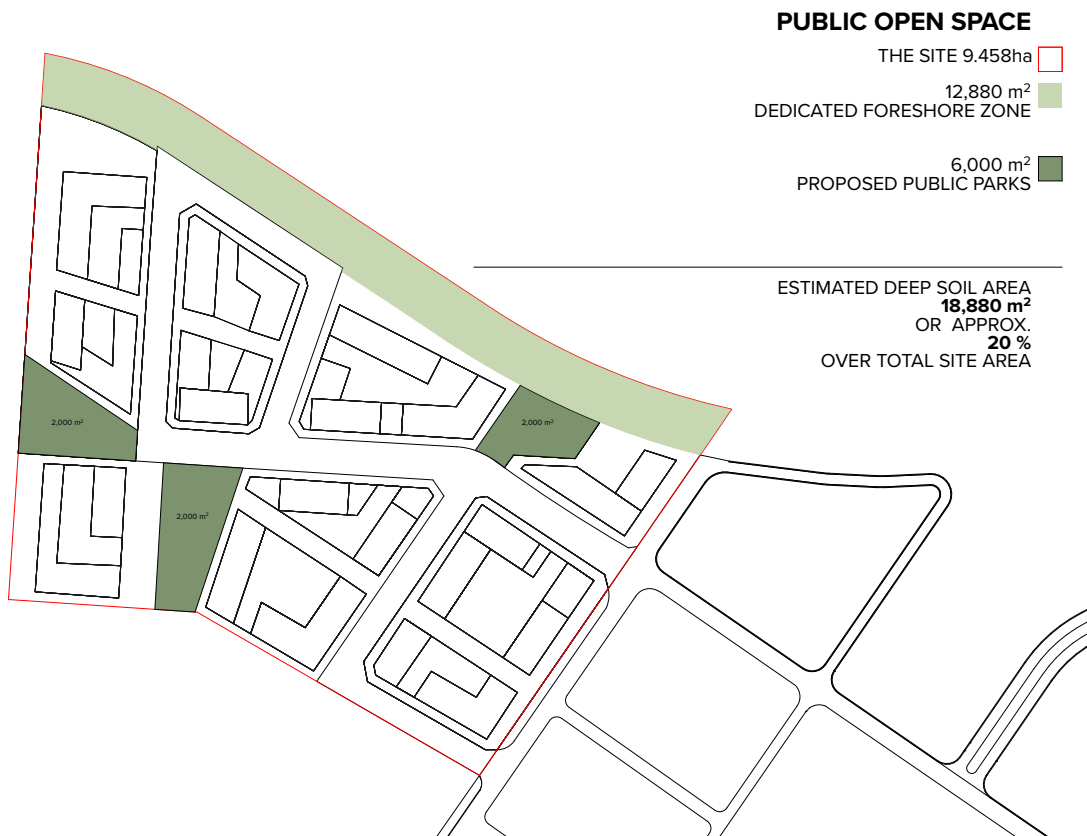


PROPOSED LANDSCAPE DESIGN BY TURF DESIGN STUDIO

All street parking is inclusive of soft landscaping with a diversity of appropriate native tree and by maintaining deep soil beneath the roads, the streets have the capacity for significant landscaping.

The plan will contribute to the creation of a continuous foreshore parkland by providing a major public Foreshore Park and the proposed Neighbourhood Green to the centre of the site.

The landscape design for the Site provides opportunities for communal open space located on podiums and ensures an appropriate relationship and transition between public and private spaces.



PUBLIC OPEN SPACE | APPROVED SCHEME



## PUBLIC OPEN SPACE (WITHOUT TRANSPORT CORRIDOR)



- THE SITE 9.458ha
- FORESHORE PARK 19,970 m<sup>2</sup>
- NEIGHBOURHOOD GREEN 3,085 m<sup>2</sup>
- LINEAR PARK 4,180 m<sup>2</sup>
- SOUTHERN PARK 1,010 m<sup>2</sup>

**PUBLIC OPEN SPACE**  
**28,245 m<sup>2</sup>** (18,880 APPROVED)  
 OR APPROX.  
**26.7 %** (20% APPROVED)  
 OVER TOTAL SITE AREA

PUBLIC OPEN SPACE | PROPOSED MASTER PLAN

## PUBLIC OPEN SPACE



- THE SITE 9.458ha
- FORESHORE PARK 16,450 m<sup>2</sup>
- NEIGHBOURHOOD GREEN 3,085 m<sup>2</sup>
- LINEAR PARK 3,770 m<sup>2</sup>
- SOUTHERN PARK 1,010 m<sup>2</sup>

**PUBLIC OPEN SPACE**  
**24,315 m<sup>2</sup>** (18,880 APPROVED)  
 OR APPROX.  
**25 %** (20% APPROVED)  
 OVER TOTAL SITE AREA

PUBLIC OPEN SPACE | PROPOSED MASTER PLAN INCLUDING TRANSPORT CORRIDOR

**Connectivity and access**

The proposed Master Plan integrates with the surrounding street network and provides a connected network of streets with clear hierarchy and structure appropriate to their intended function. This is as illustrated in the diagram below and further detailed street sections, including building interfaces, are in the accompanying Appendix D Road Type Sections.

The Foreshore Street is designed to provide the site with primary means of vehicular access to and from Hill Road which will also incorporate the future transport corridor. Proposed Typical Local Streets provide direct access to the buildings and are designed with on-street parking and tree planting.

The proposed share- ways as pedestrian priority streets surrounding the public parks, offer the pedestrian with safe and accessible means of moving through the site and its public spaces.

The street network provides direct street frontage to all public open spaces and buildings alike and is further improved via Through Site Links as shown below.

Service and podium car parks are accessed via side streets and diverted away from Hill Road, to eliminate conflicts between vehicular traffic and pedestrian access.

The site also offers a well-connected pedestrian and cycle network which connects to the existing continuous foreshore access and further afield, to the cycle network of Sydney Olympic Park.

With the integration of the proposed transport corridor (including Active Transport Link, ATL, for pedestrians and cyclist) and river crossing to Melrose park, the street network is further expanded across Parramatta River.

The accompanying Traffic Report by ASON Group provides further details on the proposal.



- Legend**
- Site boundary
  - Primary roads
  - Indicative local streets
  - Through Site Pedestrian Link
  - Indicative Transport Corridor
  - Indicative slow streets
  - Access road

**STREET NETWORK PLAN | PROPOSED AMENDED DCP**

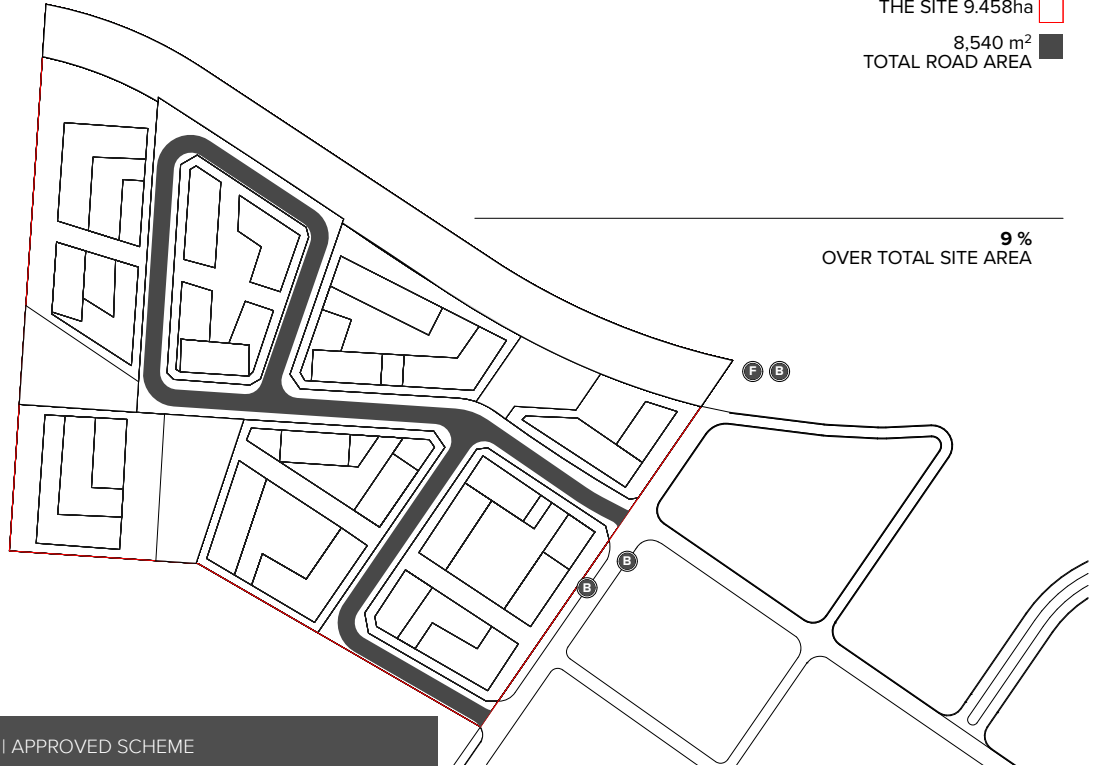
In comparison to the approved scheme, the proposed Master Plan offers greater extent of connected and varied street network, with over double the coverage across the site.

The plan offers more options to move around and through the site, creates greater interaction between buildings and streetscape while improving activation and safety in the public realm.

The increase in the street network also offer greater opportunity for the inclusion of on street parking, convenience and ease of access for visitors.

**ROAD AREA**

THE SITE 9.458ha   
 8,540 m<sup>2</sup>   
 TOTAL ROAD AREA



ROAD COVERAGE | APPROVED SCHEME

**ROAD AREA**

THE SITE 9.458ha   
 11,700 m<sup>2</sup>   
 TOTAL ROAD CARRIAGEWAY AREA  
 APPROX. 5,500m<sup>2</sup>   
 TRANSPORT CORRIDOR



**17 % (9% APPROVED)**  
 OVER TOTAL SITE AREA

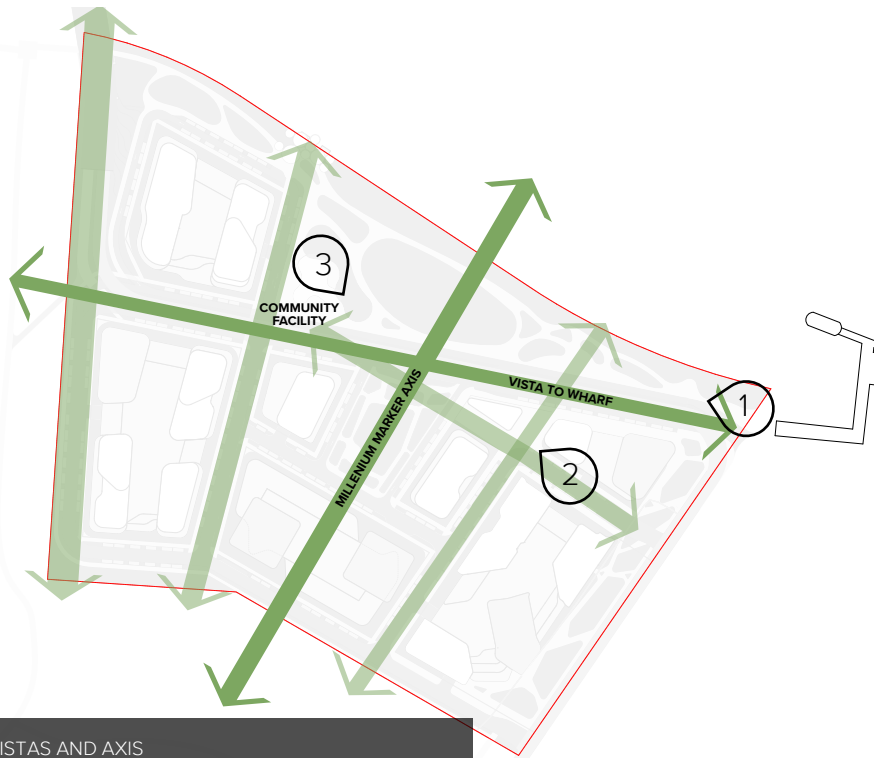
ROAD COVERAGE | PROPOSED MASTER PLAN

### Vistas and sightlines

The Master Plan offers clear sightlines and vistas across the site to key contextual and site elements (i.e. Millennium Marker or community and publicly used areas). The sightlines are defined by way of building separation, street alignments and carefully positioned tall buildings across the site.

Appendix E Comparative view analysis provides further diagrams in relation to the enhanced provisions of vistas and sightlines for the proposed amended Master Plan and the following artist illustrations demonstrate three of the key vistas aligned with key east-west axis.

- THE SITE □
- PRIMARY VISTAS ▬
- SECONDARY VISTAS ▬





ARTIST IMPRESSION OF INDICATIVE BUILDING MASSING  
VISTA 2



ARTIST IMPRESSION OF INDICATIVE BUILDING MASSING  
VISTA 3

### Comparative view analysis

The comparative view analysis between the proposed Master Plan and the approved scheme demonstrates that the proposed plan offers an undulating skyline, to contrast the uniformity of the approved scheme or that of the current eastern side of the peninsula.

It offers greater degree of visual connection, ties in better with the surrounding parkland and landmarks and offers clear means of wayfinding across and through the Site.

The comparative analysis between the proposed Master Plan and the approved scheme has been provided in Appendix E Comparative view analysis.



PROPOSED MASTER PLAN AERIAL VIEW



URBAN GROWTH SCHEME AERIAL VIEW



PROPOSED MASTER PLAN VIEW FROM THE WHARF | LOOKING WEST



URBAN GROWTH SCHEME VIEW FROM THE WHARF | LOOKING WEST



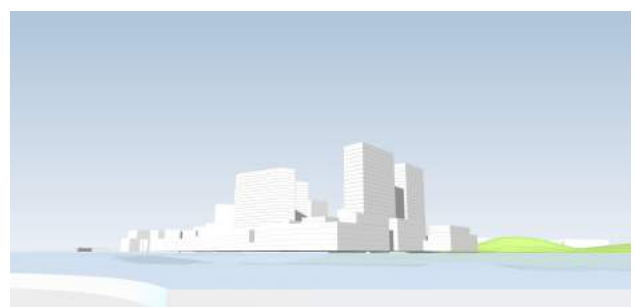
PROPOSED MASTER PLAN VIEW FROM MILLENIUM MARKER | LOOKING NORTH



URBAN GROWTH SCHEME VIEW FROM MILLENIUM MARKER | LOOKING NORTH



PROPOSED MASTER PLAN VIEW FROM MELROSE PARK | LOOKING SOUTH



URBAN GROWTH SCHEME VIEW FROM MELROSE PARK | LOOKING SOUTH

### COMPARATIVE VIEW ANALYSIS

**Public, community and retail uses**

The Master Plan will provide for significant additional open space in comparison to the approved plan.

The open spaces and parklands are further complimented with community and retail facilities to encourage active uses and provide the local community and visitors to the site with on-site offering.

The plan proposes the adaptive reuse of the wharf structure for a café, (see concept illustration below) while some retail is proposed to the north-east corner, close to the public transport for the benefit of the greater community.

The offerings are placed across the foreshore aspect of the site to take advantage of river views, the foreshore pedestrian and cycle ways and site’s natural and landscaped amenities.

The accompanying Socio-economic Impact Assessment by Hill PDA demonstrates the compatibility of the proposed retail offerings on the Site with the alternatives on offer across the eastern aspect of the peninsula.



**LAND-USE (GROUND PLANE)**

- THE SITE
- GREEN OPEN SPACE
- ROAD RESERVE
- LIGHT RAIL BRIDGE & CORRIDOR
- RESIDENTIAL
- NON-RESIDENTIAL
- POTENTIAL COMMUNITY & CHILDCARE

**NON-RESIDENTIAL USES**



INDICATIVE CONCEPT FOR ADAPTIVE RE-USE OF EXISTING WHARF PREPARED BY MR. P STUDIOS FOR SEKISUI HOUSE

### Building height & massing

The general built form and skyline of proposed Master Plan aims to create a unique skyline, through a tiered layering of the built form.

There are six proposed tall buildings placed in an arc, crossing the Millennium Marker Axis as illustrated below, to maximise building separation and offer unimpeded views from each building.

Within the development, the monotony of typical perimeter block arrangement, typified by the eastern aspect of the Wentworth Peninsula, has been altered by the proposed undulating height, upper level setbacks and consistent three to four storey street walls.



### MILLENNIUM PARKLANDS AXIS

THE SITE □

TALL BUILDINGS ■



### SEPARATION OF TALL BUILDINGS

THE SITE □

TALL BUILDINGS ■

DISTRIBUTION OF TALL BUILDINGS



One of the key principles of the proposed Master Plan is to increase the extent of the public open and green spaces across the Site.

Through intensive workshops with City of Parramatta Council Urban Design team, increased building height has been considered as a favourable solution to the decluttering of the ground plane for public as well as community uses with enhanced landscaping.

Furthermore, the integration of the transport corridor into the Site significantly elevates the Site's connectivity and serviceability by public transport.

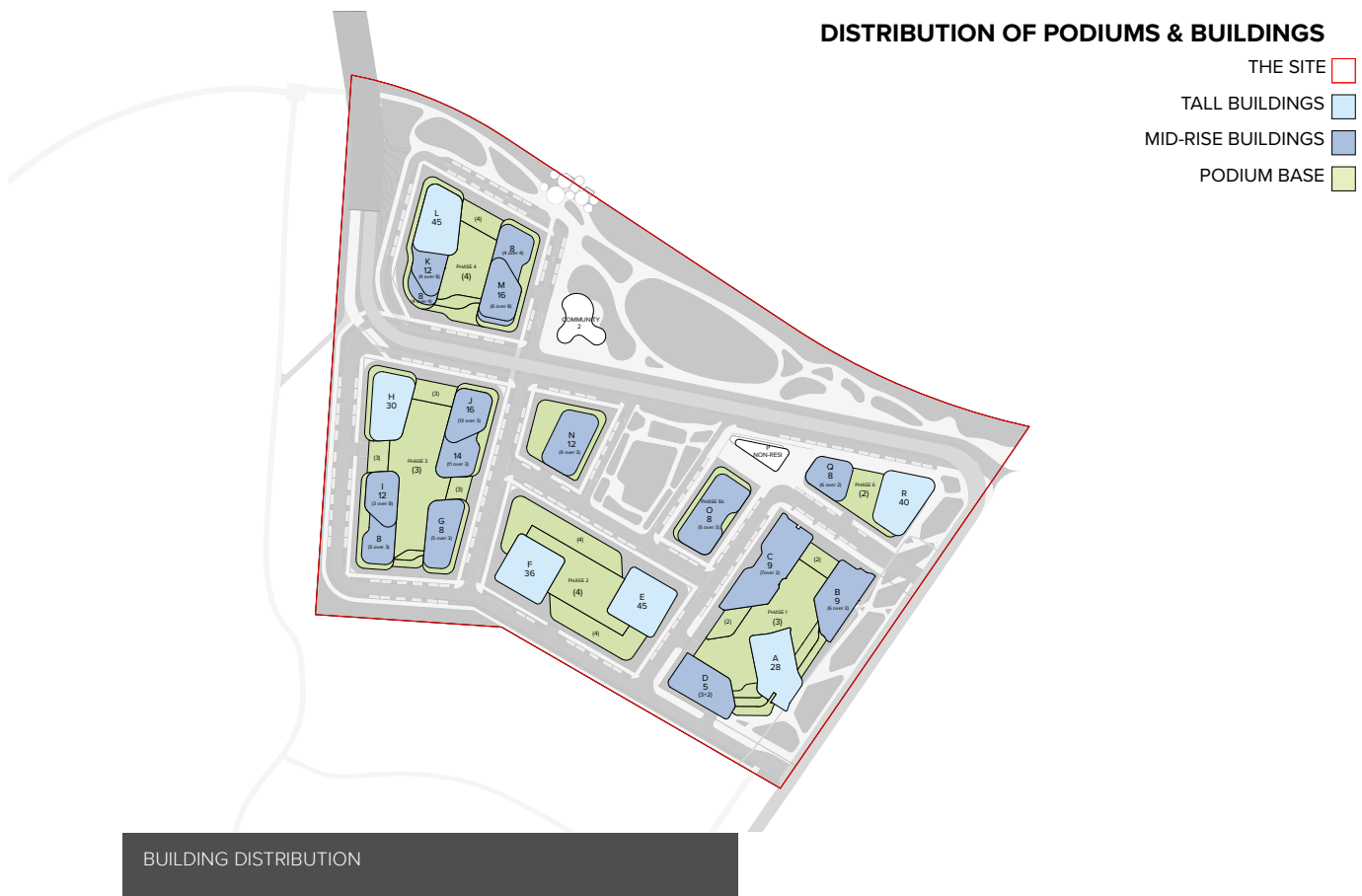
Hand in hand, these factors have substantial community and public benefits which supports a review of the Site's capacity to house a greater density than the previously anticipated under the Urban Growth Scheme and approved Stage 1 Development Consent (DA-41/2015) in 2016.

The Master Plan proposes an increase to the density and demonstrates how the proposed GFA of 228,800m<sup>2</sup> for the site has been distributed across the six separate lots.

The proposed tall buildings maintain the 750m<sup>2</sup> floor plate. The mid- and low-rise buildings, while observing ADG requirements for solar access, building separation, maximum building depth for the floor plate,

these buildings have also been carefully located in relation to street-wall definition and overall streetscape to mitigate their visual impact across the public realm.

The proposed massing of the Master Plan has also been interrogated and tested in relation to the environmental impacts of the taller buildings and specifically in relation to the solar access and shadow impacts of the buildings onto the green open spaces and Newington Nature Reserve. The extent of these impacts has been further described in the following section. Appropriate placement of buildings, distance between them and their orientation contributes considerably towards mitigating the environmental impacts of these built forms.



**Street wall & setbacks**

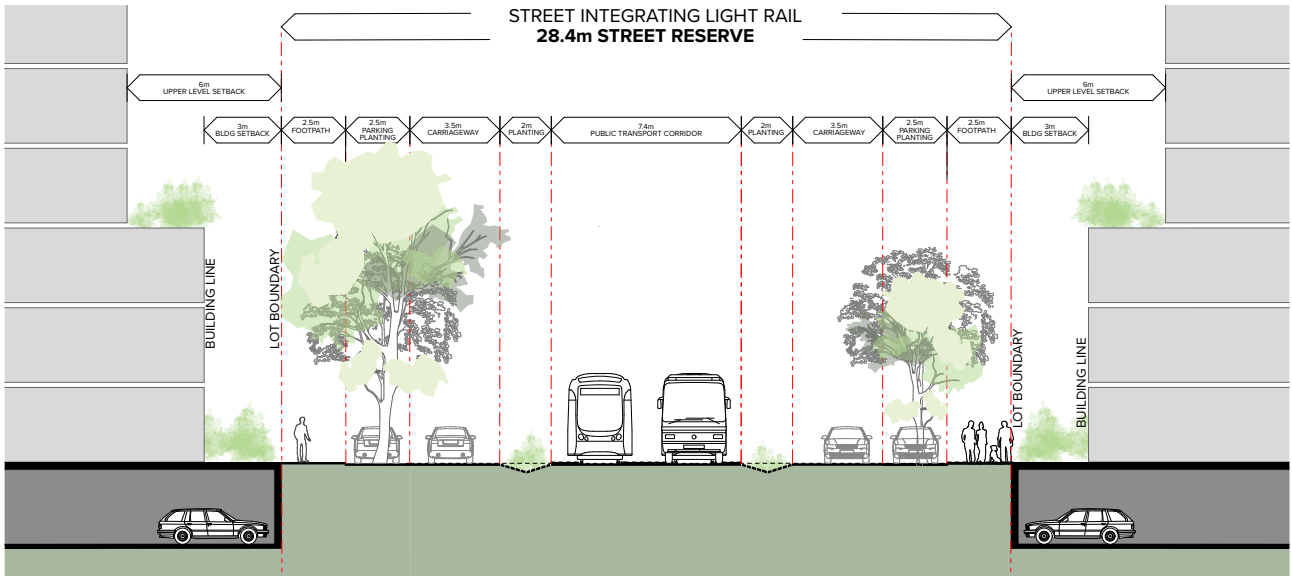
The emphasis on the landscaped nature of the site has been maintained in the approach to the planning of the individual lots within the Site. Each lot maintains a clear street edge definition by sleeved residential edges while the natural flow of the landscaping to embrace the buildings and podium top communal landscaped areas.

This softening of the built edges maintains the design intent and is in keeping with the Satoyama principle for the Site.

In order to maintain a human scaled streetscape, the three to four storey podium base has a 3m setback from the street reserve while the upper levels are setback further 3m (6m from street reserve).

The podium base at street levels are edged with landscaping, accentuating the upper level setbacks, creating a distinct separation between the lower and upper levels.

Appendix D\_Road Type Sections demonstrated these conditions in detail.



**Legend**

- Site boundary
- 5m
- 5m to park edge
- 25m
- 3-5m to road
- 15m
- 7m
- 0m
- Indicative Transport Corridor

BUILDING TO STREET SETBACKS

## Building separation & orientation

The general arrangement of the buildings and the organisation of the height around site has also been carefully crafted to provide maximum solar access for an enhanced internal amenity and mitigate direct sightlines between the buildings.

The proposed building separation meets the Apartment Design Guide (ADG) intent while maintaining important view corridors to waterfront and across the site to community building and communal spaces.

Buildings are orientated to maximise views from the building but also to have northern exposure for maximum solar gain as illustrated in the sun hour diagrams on the following page.

Buildings address the street and define the public spaces to assist in creating comfortable pedestrian spaces.



## Solar compliance

The site's northern orientation enables high levels of solar access for a greater extend of dwellings and across a longer period of the day.

Comparison of the solar access for the proposed and approved plan are illustrated in the diagrams below and demonstrate the enhanced outcome

over the approved scheme where the extent of self-shadowing of building on site is reduced due to appropriate spacing and siting of the building.



PROPOSED MASTER PLAN – SOLAR GAIN AT 9 AM



URBAN GROWTH SCHEME – SOLAR GAIN AT 9 AM



PROPOSED MASTER PLAN – SOLAR GAIN AT 11 AM



URBAN GROWTH SCHEME – SOLAR GAIN AT 11 AM



PROPOSED MASTER PLAN – SOLAR GAIN AT 1 PM



URBAN GROWTH SCHEME – SOLAR GAIN AT 1 PM



PROPOSED MASTER PLAN – SOLAR GAIN AT 3 PM



URBAN GROWTH SCHEME – SOLAR GAIN AT 3 PM

SOLAR GAIN FOR BUILDINGS

### Shadow impact

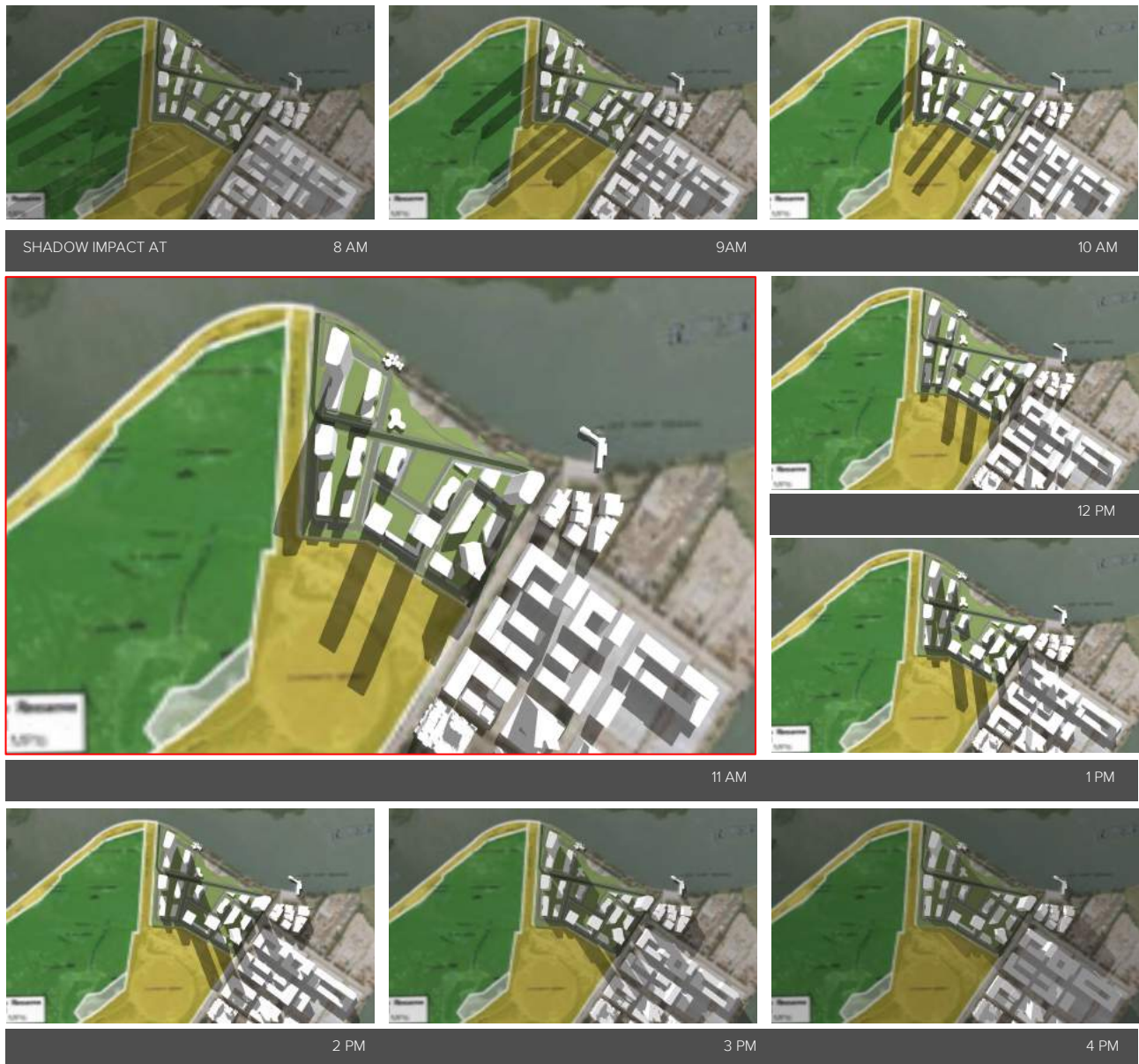
The increased distance between the proposed tall buildings, their slender shape and orientation mitigates adverse impact onto the surroundings caused by the cumulative impact of overlapping building shadows.

The diagrams below demonstrate the impact of the shadow cast by the proposed towers and building on to the surrounding parklands, public open spaces and communal podium throughout the winter solstice.

The shadow impact onto natural wetlands of Newington Reserve (shown in GREEN in the shadow diagrams below) is minimal as the building shadows, at the peak of winter solstice,

- Have little accumulative impact due to the separation of tall buildings and their spacing;
- Shadows of tall buildings are slender and move quickly across the site;
- There is no overshadowing of the reserve by the proposed buildings after 11am.

Extended shadow studies are included in the appendices of the report, Appendix F Shadow analysis and Appendix G Comparative shadow analysis where the proposed scheme is compared to the approved Urban Growth Scheme.



SHADOW DIAGRAMS | WINTER SOLSTICE





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## **APPENDICES**

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**TURNER**