



**New South Wales Government**  
**Independent Planning Commission**

**TRANSCRIPT OF PROCEEDINGS**

RE: DORAN DRIVE PLAZA PRECINCT PROJECT (SSD-15882721)

**APPLICANT MEETING**

COMMISSION PANEL:           ANNELISE TUOR (CHAIR)  
  DR PETER WILLIAMS

OFFICE OF THE IPC:           JANE ANDERSON  
  CASEY JOSHUA

APPLICANT  
REPRESENTATIVES:           POONAM CHAUHAN  
  GREG COLBRAN  
  NICK TURNER  
  JAMES McCARTHY  
  STEPHEN KERR  
  MARK KUHNE  
  ROBERT VARGA  
  SIMON LEAKE  
  OWEN GUY

LOCATION:                        VIA VIDEO CONFERENCE

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**TRANSCRIBED AND RECORDED BY APT TRANSCRIPTIONS**

MS TUOR: So good afternoon and welcome. Before we begin, I would like to acknowledge the traditional owners of the land from which we virtually meet today and pay my respects to their Elders past, present and emerging. Welcome to the meeting today to discuss the Doran Drive Plaza Precinct Project currently before the Commission for determination. The applicant, Deicorp Construction Pty Limited, is seeking approval for the first stage of the previously approved Hills Showground Station Concept Approval known as the Doran Drive Plaza Precinct. The project includes the construction of a mixed-use development comprising four residential towers up to 20 storeys, 430 residential units, a two- to four-storey retail and commercial podium, community spaces and a public plaza.

My name is Annelise Tuor and I'm the Chair of this Commission Panel. I'm joined by my fellow Commissioner Dr Peter Williams. We are also joined by Casey Joshua and Jane Anderson from the Office of the Independent Planning Commission. In the interests of openness and transparency and to ensure the full capture of information, today's meeting is being recorded and a complete transcript will be produced and made available on the Commission's website. This meeting is one of part of the Commission's considerations of this matter and will form one of the several sources of information upon which the Commission will base its determination.

It is important for the Commissioners to ask questions of attendees and to clarify issues whenever it is considered appropriate. If you are asked a question and are not in a position to answer, please feel free to take the question on notice and provide any additional information in writing, which we will then put up on our website. I request that all members here today introduce themselves before speaking for the first time and for all members to ensure that they do not speak over the top of each other to ensure accuracy for the transcript. So before we begin if you could just introduce who your team is and also I just need to let you know that Steve Barry who was meant to be attending is unable to attend from the Commission. Thank you.

MR COLBRAN: All right. Thank you, Commissioner, and first of all, from Deicorp's point of view and with our consultants we'd like to thank the panel for the opportunity for us to provide feedback today. I'd also just at this point in time would like to thank the Department of Planning. It's been a great pleasure working with their team to work our way through this project and the working with them has been excellent and we do appreciate all the help and what they've put together with us on this project.

If I can just take the opportunity, if I can, now to introduce the team who we have with us. From Deicorp it's myself, Greg Colbran, I'm the Development and Planning Executive. We have Poonam Chauhan who is the Senior Development Manager who

has worked tirelessly on this project. We have Stephen Kerr from Gyde who is our Town Planner. We have Nick Turner, from Turner Architects. We have James McCarthy from Turner Architects. We have Mark Kuhne from Urbis, our landscaping consultant. We have Robert Varga, Varga Traffic. We have Simon Leake and Owen Guy and they are from SESL Australia, which are soil specialists.

If you don't mind I'd also just like to give a presentation that we did talk about. Hopefully this will be able to guide us through the agenda and be able to put some more substance to it. And if I can just quickly, moving forward, and I'll only take a  
10 few seconds, is that to give you a short recap of the journey that Deicorp have been on this project. It's our second project working with Sydney Metro and also Landcom. We commenced work in mid-2019 working with Landcom and we submitted our DA in July 2021. During that time, we had worked our way through a rigorous review stage working with Landcom and Metro. We have three technical design review panels, we had three urban design review conferences and panels that we went through, four times State Design Review Panel meetings, and also just to let you know on at least a dozen occasions we had reached out to the local council to have meetings with them and they actually refused to have meetings with us.

20 We believe that taken into account with above and the meetings and what we have been through, the project has been through a very rigorous design review process and we're quite happy now to be able to put the presentation together for you, and if I can I'll hand over to Stephen Kerr to start our presentation. Thank you, Stephen.

MR KERR: Thanks, Greg. So what we thought we'd do with the presentation, it follows the order of the agenda that was provided to us and what I'll do, and James will help me on the built-form size, is just touch on the information in each slide without laboriously running through it, but by the same token if you have any  
30 questions at any point for a slide, please feel free just to butt in and we'll address it.

So the first thing I'll touch on is the dwelling mix question and it's the next slide, please. So the Showground Precinct is sort of much larger than this site, much larger than the Hill Showground Stage Precinct, and the Hills LEP includes quite a restrictive apartment mix requirement. That apartment mix requirement requires 20 per cent of the apartments to be three bedrooms or more - obviously the council has its own reasons for that - and that was applied into the concept development approval that sort of underpins this stage 1 detailed DA.

40 In this DA the apartment mix is the 10 per cent three bedroom apartments. That's strictly in accordance with the concept approval but, more importantly, it will ensure that across the Hills Showground Station Precinct as a whole, the 20 per cent target

proposed by the Hills Shire Council is achieved, and the reason for that is that in two other precincts which will follow with later DAs, a higher proportion of three-bedroom apartments are required. Those two other precincts, whilst they're still pretty close to the Hills Showground Station, they're slightly more distant and interestingly those precincts also propose quite a number more apartments.

10 So there are 430 apartments proposed in this application that's before the Commission today. In the Hills Showground Station Precinct as a whole there's 1,620 apartments and of those 325 will be three-bedders, which is 20 per cent of the total number of apartments and, as I said earlier, that's strictly in accordance with the concept development approval and it's strictly in accordance with the requirements of the Hills LEP.

20 MR McCARTHY: James McCarthy from Turner Architects. With regards to built form, I guess I just wanted to reiterate that the buildings sit fully under the 68-metre height limit, and that includes all the (not transcribable) and plant areas. It's fully compliant with the GFA cap and it's below the maximum number of units that's allowable in the concept approval. We have amended the built form in response to various SDRP meetings such that all the buildings are set fully within the minimum envelopes, and I just reiterate that there are no encroachments and no façade articulation that go beyond the concept plan building envelope. It's a fully compliant scheme as regards to that. We also went further and deleted two levels from the lower part of building A and seven levels with a gap between buildings C and D. That is in response to necessary requirements for solar access to our communal space, and really again defines the four towers and emphasises the separation between those buildings.

30 With regards to street activation, we have worked tirelessly with the rest of the consultant team to make sure that the loading dock and all of our services are brought into the centre of the floor plate of the new development, and that's allowed us to have a fairly consistent arrangement of tenancies, lobby entries and other active uses around the perimeter of the development. So we get really good street activation and other primary street elevations, and particularly to Doran Drive and Mandala Parade, where we're achieving up to 90 per cent at least. So that allows really good view lines and permeability from the street into the tenancies but also into the internal retail.

40 MR KERR: So on the issue of boundary setbacks, again there were prescribed boundary setbacks in the concept approval and they're reflected in the urban design guidelines that are called up in the concept approval also, and the standing strictly complies with those boundary setbacks, not penetrating them at any point. And as James will touch on a bit later, they were actually set within the boundary setbacks, in some instances to maximise solar access to the apartments.

MR McCARTHY: With regards to general solar access, first up the original concept approval, the re-inspection of those envelopes was on 12 o'clock and 1 o'clock, noting there would be solar access, sufficient solar access to the east and west elevations. In our proposal we've gone further. So on the east, which is on the right-hand side, we rotated the buildings a further 8.3 degrees, and on the west we've rotated the buildings inwards by 9.5 degrees. That's to ensure quality solar access to large solar access to our living areas and balconies and further ensures that our façade design - sorry, our articulation doesn't impede any of that solar access, so we're getting full compliance.

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With regards to separation across precincts, because our building sits fully within the concept envelopes, that means that we are equally or better than building separation that was required by the concept plan between our buildings and adjacent precincts. So those are up the top left of the screen. We're equally, if not better, in all those numbers. And internally within the courtyard itself we were achieving the 12-metre, expected four-metre, building separation required by our concept plans. In some cases we were getting up to 36 metres across that central courtyard.

MR KERR: Turning to the landscaping and the landscaped areas, again concept approval and public main obviously forms an important element at the Doran Drive Plaza Precinct. The Doran Drive Plaza itself is currently 1,400 square metres in area but our square proposal is 1,400 square metres in area. It's required to have a six-metre wide pedestrian thoroughfare. The plaza has a six-metre wide pedestrian thoroughfare. It's required to have four-metre awnings to all active frontages, and this scheme has that required awning to all active frontages, as well as the 50 per cent tree canopy cover requirement within the plaza and the minimum 75 per cent indigenous species.

The plaza, without spending too much time on it, there was a great deal of design and development through the assessment of the application on the plaza; indeed, the development as a whole. You might've seen from the assessment report that there were four occasions where we sat down with the State Design Review Panel, obviously improving the scheme in return. One thing I haven't pointed out but you'll notice from the slides we're talking to, which I understand you've been provided with, we've just made a notation on the relevant slides of specifically what the outcome of the State Design Review Panel meetings was and at what point the State Design Review Panel signed off effectively on those design elements. And you'll see in the bottom right-hand corner of the slide there's one of those notations. The Doran Drive Plaza plays an important role in terms of connectivity as well and we'll come to that in a couple of slides time.

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The next slide deals with public domain and activation. On slide number 5, James spoke to the creation of active street frontages by the development and what that slide showed was a very high degree of activation on all frontages. What I'm focusing on here is Doran Drive Plaza itself, it's a highly programmed space, as I mentioned previously, very carefully designed with the State Design Review Panel. It serves a whole range of purposes. It includes (not transcribable) substantial landscaping and importantly a direct interface with the ground floor retail tenancies, which will make it an incredibly vibrant space when you consider this is a space to be passed through from the Metro Station.

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MR McCARTHY: So with regards to overshadowing, there's a substantial amount of solar analysis included in the submission, particularly with regards to the public spaces adjacent to our proposal. With the station plaza, which is to the right of the station entry, the concept plan required 65 per cent of that space to get to large solar access, roughly achieving 83.3 per cent, so substantially over the minimum requirements. For the station forecourt, which is just to the right-hand side of the station building - sorry, the left-hand side of the station building on the west, 80 per cent solar access is required, we're achieving 93.5 per cent solar access for two hours minimum. And in Doran Drive Plaza, because of the orientation of that plaza to the north, it receives 100 per cent solar access for two hours which will make sure of a quality space for people to use. Thank you.

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MR KERR: This is the connectivity slide that I foreshadowed. As you can see Doran Drive Plaza there in the centre of the slide, it provides connectivity between the Metro Station and the Castle Hill Showground as well as Cattai Creek in accordance with the council's Cattai Creek Master Plan. Connectivity is not limited to just Doran Drive Plaza, this is another matter that is subject to considerable development with the State Design Review Panel, that there's very strong connectivity through the retail podium of the building, and that allows you to travel from the Metro Station through to De Clambe Drive and what is proposed to be on the opposite side of De Clambe Drive, quite an active sort of lifestyle precinct according to the Castle Hill Showground Master Plan.

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This slide also does a pretty good job of illustrating the whole of the Showground Station Precinct. Obviously there's the site, that's the 430 dwellings that I mentioned and then Precinct West and Precinct East, in particular, where the balance of the 1,620 apartments will be provided, and across that precinct as a whole is the achievement of the apartment mix requirements. Just very quickly, maintenance of the Doran Drive Plaza, the short answer is the developer Deicorp will retain responsibility for the ongoing maintenance of the plaza, and you probably would've already observed in the proposed conditions at the bottom of the consent there's a requirement, condition E44,

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to prepare a management plan for the maintenance of the plaza, and it's quite detailed. As you can see by the very colourful graph on the left-hand side of this slide, there's a lot of thought been given already to the maintenance requirements for the plaza on an annual and ongoing basis.

10 Soil depths. The communal open space, of course, located on top of the podium is planted on structure. As the Commission no doubt is aware the Apartment Design Guide provides numerical criteria for planting on structure, they're well accepted. The provision that's been made in the design of this scheme greatly exceeds the criteria that prescribes in the Apartment Design Guide. There's 700 cubic metres of soil compared with the requirement for 420 cubic metres under the ADG. Soil depth also to ensure that the canopy trees can be sustained is 20 per cent greater than the standard prescribed in the ADG as well.

20 That communal open space, if we turn to the next slide, we've sort of quite carefully and quite conservatively identified what we believe to be the useful areas of communal open space. They're shown hatched blue on this diagram and we've looked carefully also at the amount of sunlight access they'll receive but the standard, of course, is 57, that area's required to achieve no less than two hours of sunlight in the dead of winter. Slightly more than 60 per cent of the areas we've identified in this diagram achieve the required amount of sunlight, so it performs well against the ADG in that respect. And finally, turning to traffic and transport, and very briefly, the SIDRA modelling, which was accepted by Transport for New South Wales and Hills Shire Council, demonstrates that this proposal will not have an adverse effect on the performance of the road network. That modelling also demonstrated that the proposal won't cause queuing on De Clambe Drive that would otherwise require a median island to be provided in that location.

30 There was an issue raised regarding car parking. As you would've seen, this scheme involves a full-line supermarket to serve the future residents of not just the Hills Showground Station Precinct but the Showground Precinct more broadly, and then the secondary trade catchment areas which extend further afield than that. The car park proposed to serve the non-residential functions, but particularly that supermarket, is provided at a rate of one space per 32 square metres. That's a lot less car parking than would normally be required in the Hills Shire. The focus of that obviously is to find the right balance between supporting the transit-oriented credentials of the precinct and ensuring that there's not overflow parking that surround the streets through under-provision.

40 The rate that's been settled on, one per 32 square metres, I should also say, has been approved through a modification of the concept approval with the support of Transport

for New South Wales and the Hills Shire Council. It's the right quantity but quite usefully also it will have the lowest rate car parking provision of any transit-oriented precinct in Sydney. I think that brings us to the end of sort of the agenda items we've sought to address through these slides. We're very happy to take any questions. There's a whole host of experts available.

10 MS TUOR: That will be great, thank you very much for that. We didn't interrupt you as you went through the presentation just so that we make sure we got through everything in time but maybe the easiest thing is actually if you do put the presentation  
back up and we just go through, you know, each of the slides and we sort of then will  
ask you questions about it. So I think the first one would be the dwelling mix one.  
Given that that's one of the concerns of council, and I think you've explained the  
rationale behind it, and it's probably more a question for council as to why they think  
this one should provide 20 per cent given that it's meant to be achieving 20 per cent  
throughout the precinct. Just one minor question on that is that when you add up 23,  
10 and 24 and then, you know, you divide it by three, you actually don't get 20 per  
cent across the precinct. So - - -

20 MR KERR: Yes, I did the maths myself. It's not just a matter of adding those three  
up, it's 10 per cent of 420 dwellings and then - - -

MS TUOR: I see.

MR KERR: Yeah, so when you - - -

MS TUOR: Yep.

30 MR KERR: And that's why in my last dot point I've just had - those numbers work  
out to 325 three-bedroom apartments of the 1,620.

MS TUOR: Okay.

MR KERR: To get to that 20 per cent.

MS TUOR: All right. And then just scrolling down. Peter, did you have any  
questions?

DR WILLIAMS: Not on that. That's fine, thanks.

40 MS TUOR: Yes. So maybe just quickly sort of go to the next one, built form. I think  
that was all clear. Next one. Yes, so just with this one in terms of street activation,



one of the concerns that originally was brought up with the design panel was Andalusian Way, and given that in one of your later slides seemed to be one of the pedestrian desire lines and given that there is residential development proposed on the other side of Andalusian Way, it does seem as if, you know, it's becoming very much the service end of the development. So I just wanted to understand the logic of that and what sort of options were looked at in terms of trying to improve active uses along that street?

MR TURNER: Can I answer that? Nick Turner.

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MS TUOR: Sure.

MR TURNER: And James may backfill for me. There are two vehicles points of entry, one is a loading point of entry on Andalusian Way and there is a car entry for retail patrons and residents that comes in from De Clambe Drive. Both of those locations were clearly denoted in the urban design guidelines contained within the concept plan approval, and there was a clear logic behind obviously why our predecessors identified those two particular areas and that was obviously to disperse, I guess, the inactive components that are necessary and absolutely critical to get into the site, the inactive components that are necessary into two, I guess, discrete locations.

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What we have done, we have a loading area that's supported by a turning - a turntable, rather, and that helps minimise, I guess, the basic nature of bringing trucks in in a more conventional way. So we have a really discrete, the prominent residential lobby along Andalusian Way as well, as you can see about sort of two-thirds of the way heading north before you get to a very active corner again. So there are some critical components. Primarily the loading facility's there. We've worked very hard and there was a comment that came from the State Design Review Panel in meeting 4, and you will have seen those minutes; however, that was from a panel member that was fresh to the series of meetings, a landscape architect that had joined the panel and made a comment about that particular, I guess, series of inactive components in that location.

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Prior to that the panel had actually acknowledged that, in fact, it was fairly skilfully concealed and the façade is designed in such a way that it's certainly not a B grade façade, it's actually consistently A grade like the retail and active uses that wrap around the other three and a half, I guess, three and a third facades around the site. So it was a new issue that came late in the piece but was actually consistent and we clarified that it was consistent with the urban design guidelines contained within the concept plan approval. James, did you want to add anything?

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MR KERR: Nick, I was just going to say, I think the decision to locate the townhouses on that Andalusian Way frontage also. I think it goes a long way to mitigate in terms of that local activity.

MR TURNER: Yes. And that was definitely - yes, so we have a unique typology along Andalusian Way which is a series of two-storey townhouses that sit directly above that and they provide a very different scale and grain to the more conventional residential flat buildings that occur within the towers, the single level apartments, and that was done deliberately to really try and animate the podium of the building and there's been an evolution of the façade characterisation through rich brick detailing and texture façade, with a real emphasis on not relying on painted - superficial painted finishes but highly detailed, textured, more refined detailing in, I guess, a contemporary domestic scale along Andalusian Way and certainly above that loading area.

MS TUOR: And just on that last point in terms of that detailing, where do we - is it just what's in the elevations or is there more detail as to, you know, exactly what the materials are going to be?

MR TURNER: There's a lot - - -

MR McCARTHY: Yes. There's a lot - - -

MR TURNER: You go, James.

MR McCARTHY: There's a lot of detail within, yes, the elevation but also a series of detailed CGIs that were accompanying the submission and, in particular, there's a close-up of that elevation which shows the detail of the brick, the sort of coursing, the corbelling, and how the townhouses in particular bring activation to our façades. So there's a low (not transcribable) and hopefully those will be the main car park accesses on that three-storey residential.

MS TUOR: But in terms of - as I understand, there's a condition, a proposed condition of approval that would require details of materials to be submitted for approval by the Secretary, but in terms of translating that image that's before us into a plan that specifies, you know, brick here and stone there or grass here and what the roller doors are going to be like, et cetera, et cetera, is there - given that it's quite an important elevation that's going to be - its success will rely on that detailing if it's not going to have active uses, is there a detailed drawing that shows that, that you could point us to?

MR McCARTHY: We have a materials board which gives - so first of all, elevations are tagged in detail. The tagging refers to the materials legend on the elevations which goes through each of the components that you're just questioning, and then that reference to the materials and finishes is a page in the submission where we in detail pick out all of the brick types and colours, and all of the materials and finishes that help with the design aspects in particular, so - - -

MS TUOR: Okay.

10 MR TURNER: But that also includes the brick bonding, so the various textures and - there's probably four or five different types of brick bond in there to give it that texture and life, but I understand there's a condition - yes, there's a proposed condition of consent that requires some one to 50 details, which is not uncommon, and that certainly would then cement the design intent that's contained in those detailed elevations. There are also CGIs without trees that we intentionally provided and I hope this is - it's always difficult on a screen. I don't know, James, if you can zoom in on that, but you can - if you can or Poonam - it's the one 50 construction or façade details both in section, most importantly, but also elevation will cement the detailed intent. That's getting better.

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So we have - there's details of header courses. Perhaps that's a good spot to finish. Unfortunately this is not the image without the trees but we have conventional stretcher bond for the body brick or body of the façade. We also have stack bond brickwork that then is recessed and sits between the vertical upper windows and the punched balconies at the lower level. You have soldier courses around the big capsule-like windows which are a reference to some of the domestic architecture that exists within the Hills Shire, and then lower down at street level where we get back to more of an urban environment and we have a closer pedestrian connection to the façade.

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We've used - if you can just scroll that image down - we've got a highly textured corbel brick pattern - there we go - that works its way along the street. So we also return materials and finishes into the reveals of those surfaces, not relying on conventional car park entry or services entries of paint and untidy and services. There's a high quality - where we have the substation there's a high quality louvre arrangement and the awning continues to meet the residential lobby that you can see in the centre of the screen there just to the left of the white car. There's a lot of attention being paid to both the primary plane of the façade but also the return and the reveals to ensure all that quality moves back within the site so it's very much a three-

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dimensionalised - - -

MS TUOR: Okay. So in terms of - if I look at the elevation for that, I would be able to see sort of indications or clearly that would say what these materials are?

MR TURNER: Yes. And we've tagged all of those.

MS TUOR: Yes. Okay. All right. And presumably in looking at whether there was opportunity to relocate any of those and spread them around to other areas presumably - or have them set behind more active uses, presumably you looked at it as part of your design development for this?

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MR TURNER: Well, we actually did with the previous - the first three design - State Design Review Panel sessions and very early on they were comfortable with the arrangement that we had come up with in terms of those areas that were active and inactive and the distribution of those.

MS TUOR: Okay. So maybe back to the presentation. Peter, did you have any questions?

20 DR WILLIAMS: Yes, look, if I may, Annelise, thanks. Sorry, Nick, just to confirm or clarify a point you made a little bit earlier on. Am I correct in stating or summarising it this way, in terms of activation and vehicular access, the key points on De Clambe Drive and Andalusian Way, basically those two points were more or less prescribed for you or to you by the concept approval itself?

MR TURNER: Yes, that's correct. And I understand the logic, it makes perfect sense. They were all indicated on the - within the urban design guidelines contained within the concept plan approval. It was a predetermined preference for those functions to occur in those locations.

30 DR WILLIAMS: Okay. Thanks, Nick, thank you.

MS TUOR: All right. So probably the next thing in your presentation was going down to the solar access setbacks issue.

MR COLBRAN: Just trying to return to the - - -

MS TUOR: Yes.

40 MR COLBRAN: - - - presentation, one sec.

MS TUOR: Thanks. So just on this one, as I understand it, the urban design guidelines have controls about setbacks between the buildings and then there's a control in relation to the length of building façades and that there's no actual dimensions between the buildings, so between A and B and C and D there isn't a setback control but it ends up occurring because of the length of building control, and as I understand, normally the ADG would apply and it would be, you know, 12 metres but what's proposed is sort of less than 12 metres. So that's how we understand how it's working and that's what's been approved in the concept plan. But just in terms of then solar access to building B, in particular, and building D, I understand you did the  
10 shift to try and maximise that but in terms of privacy you've essentially got blank walls on those roughly north-facing elevations.

So one of the things we were exploring was just whether there is some more opportunity to sort of rather - particularly on the balconies and things, say where it's the 11-metre separation whether there is opportunity to sort of - rather than having a solid wall there for privacy have more of a, you know, louvred wall or something, would still allow some sunlight in but not impede on privacy. So just if you can explain sort of the logic behind it, I suppose.

20 MR McCARTHY: There's two parts to that. One, of course, is the wind report that sits in parallel with the solar analysis because these apartment buildings are 20 storeys and corner apartments need shielding of their balconies. We've (not transcribable) the corners, since it gives them that sort of outlook (not transcribable) the apartments, but we do need to give significant protection to at least one side of the balcony to prevent wind moving across the balcony area. So we can't have open balconies put on exactly for that reason. We have looked to minimise a lot of it between the buildings, so we felt that with the bookending of the building that protection wasn't quite strong from a façade point of view. Whether the façades are predominantly left open in place, and then the end façades and the solar façades then get that bookending position.

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MS TUOR: Okay. Peter, any questions or - - -

DR WILLIAMS: Yes, I think our understanding is that the building separations basically comply with the urban design guidelines and the concept plan but may not comply with the Apartment Design Guide, I think that's our understanding.

MR KERR: It's just they achieve the requirements in 3F-1 of the Apartment Design Guide. But of course the Apartment Design Guide is, as the Department of Planning wrote in their circulars, it's not meant to be a bible. It's a set of strict numerical  
40 criteria. The relevant objective is that the architects achieve respectable levels of external and internal visual balance here. Of course that's achieved through, as James

has said, the bookending of those buildings. But in terms of strict numerical compliance, blank walls don't provide any separation according to 3F-1, so the only question is there's one balcony there which is open and would require 12 metres for that balcony as has been mentioned but then on the opposite side nothing because it's a blank wall and that balcony doesn't simply look into that blank wall, that balcony actually looks out past the building into the communal open space area as well. I'm not sure whether I've - - -

MS TUOR: No, that's - - -

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MR KERR: - - - sort of (not transcribable).

MS TUOR: Just one follow-up question on that as well. Is there somewhere that would demonstrate what those blank walls are going to look like from the public domain as well? Just, you know, are they going to be - how visible are they going to be?

MR McCARTHY: The submission includes sections that are actually elevated to the ends of each of these buildings so you can see what they look like, and also the CGIs are positioned to give views back into those spaces as well. And they're not going to be blank, so we've brought the same level of high quality finishes for the front elevations to all sides of the buildings. There's no, there's not going to be a front and back to these buildings. These buildings are very much designed in the round. So the same quality and brick detail referred to previously, it flows through onto the side elevations and there's a mix of materials between brick and the other finishes. It's a brickwork composition (not transcribable).

MS TUOR: So specifically you say that I would be able to understand it from the sections. Can you just - do you have them there or can you refer us to the drawing numbers just so that we can easily find it?

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MR TURNER: So it will be sections and also the CGIs from Doran Plaza. James, do you have the section numbers there?

MR McCARTHY: Just bringing those up.

MR TURNER: Or drawing - better still drawing numbers.

MR McCARTHY: Should be in the 200 series which is elevations and sections. And then the CGIs are at the end of the DA (not transcribable)

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MS TUOR: You can send it through to us later.

MR McCARTHY: Absolutely. The 200 series, elevation of the sections, and the 900 series are (not transcribable) perspectives.

MS TUOR: Okay. All right. Moving down. Do you want to scroll down and when a slide comes up that I had a question about we'll just quickly ask it. Not too fast. The landscaping. Peter, did you have a question about that?

10 DR WILLIAMS: Yes, sorry, just with landscaping, to the two main landscaped areas, Doran Plaza itself but also the communal open space also. There was some issues with the minimum soil depth but in your slides you've pointed out that I think the minimum depth required is a thousand millimetres, one metre, and you've got 1.2 metres so you're actually exceeding, but there was some concerns expressed about that the soil depth wasn't deep enough nonetheless and possibly changing the species of trees to fit the soil depth. Can you just explain the suitability of the soil depth and given it does appear to comply but yet there still seems to be a concern.

MR KUHNE: I might start and then hand over to our soil specialist if that's okay.  
20 Mark Kuhne, Design Director of Urbus, landscape architect. At the plaza we have a minimum of 1,500 millimetres deep on the plaza. For large trees the minimum soil depth required under ADG is 1,200 millimetres. So we far exceed the minimum - both the minimum soil depth and volume for the size of trees that we're proposing to go in the public domain here at Doran Plaza but also throughout all of the communal areas. When we step up onto the podium levels we're proposing smaller trees, and when I say small trees under the category as per the ADG, these are trees between and six and eight metres high. So they're still substantial trees but those - the heights of those small trees they require 800 millimetres depth. So when you step up onto the podium we're providing a minimum of 1200. So critically with this minimum soil depth we're  
30 also ensuring that we've got the correct soil mouldings for all planter typologies across the entire site. I can hand over to our soil specialist. Do you want us to expand on that further?

MR COLBRAN: Sorry, Mark, if I may add there. Greg Colbran from Deicorp. One of the other criteria, obviously with the development that we worked through and where we take a lot of time and I think as it was mentioned at the beginning of the presentation that Doran Drive will be maintained by Deicorp. So to ensure the long-lifegevity and also the increased and the way the design of the plan has gone, it is to our advantage, it's not as if we're handing it back to anyone, that we have taken the  
40 time to go to the experts and taken the time to listen to our soil specialist and ask them for full recommendations. We put the design of this in their hands because they are

the experts to make sure that the longevity of both Doran Drive and our podium plaza is maintained.

DR WILLIAMS: Thank you.

MS TUOR: Sorry, I was on mute. Yes, just keep scrolling. Not too fast. Yes. I think we've looked at that. That's just the solar access again, yes. So just on that one, your arrows was there any hierarchy in the colour or they're just sort of showing desire lines?

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MR KERR: That's just trying to differentiate the three main desire lines.

MS TUOR: But there's not a hierarchy of them?

MR KERR: No, there's not a hierarchy.

MS TUOR: Okay. Next one. Yes, that was maintenance. Yes.

DR WILLIAMS: Sorry, could I just ask a point just on that. You mentioned that it's -  
20 I was wondering about how the maintenance of Doran Plaza was going to be looked after. So it will stay in Deicorp's ownership and Deicorp will bear the cost of maintenance, is that - - -

MR COLBRAN: Yes.

DR WILLIAMS: Right. I was just wondering what particular relationship or any sort of legal relationship might've been created in terms of the maintenance it was staying - wasn't staying in - or wasn't being transferred to public ownership, that was all.

30 MS TUOR: Nothing on that? Yes, solar access again, yes, that's fine. Traffic and transport. Any questions on that, Peter, I didn't really have any.

DR WILLIAMS: Sorry, just on the - just to back, sorry, one slide more, back on the solar access for the podium space, the communal land. It wasn't quite clear in the assessment report, I think it's a bit - better explained here and thanks for your explanation on that, Steve. I wasn't quite sure of the proportion that achieved or didn't achieve the minimum of - you know, the requirement of two hours of solar access a day but you're saying here that it's over 60 per cent of the communal space no the podium, is - - -

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MR KERR: Yes. It principally is all part of the communal open space which is the requirement of the Apartment Design Guide. So the quantum of useful communal open space exceeds the requirements of the ADG and then as you've said, Peter, 60.5 per cent of that achieves the required amount of sunlight whereas the standard, the minimum amount required is 50 per cent.

DR WILLIAMS: Okay. Thanks for that. Thanks a lot.

MS TUOR: Anything on traffic and transport? Any questions on that, Peter?

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DR WILLIAMS: No, we're fine, thanks Annelise.

MS TUOR: Yes. All right. So then I think it was just asking you if you had - what your response to the Department's assessment report was and, in particular, the recommended conditions.

MR KERR: We've been through both of those in detail. The assessment report is a very balanced and comprehensive report in terms of that. Likewise we have no concerns with the recommended conditions.

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MS TUOR: Okay. Then just one other thing was, I think one thing that was mentioned to us was just in terms of perhaps some additional conditions, things to do with how connecting to country is being dealt with and sort of artworks in relation to Cattai Creek, et cetera, et cetera. So maybe if you can just elaborate on how you're proposing to deal with that aspect of the proposal.

MR COLBRAN: If I could. Greg Colbran from Deicorp. Connecting with the country and the public art it's something that is very dear to Deicorp and something that we look forward to working to - all our projects and especially a major design with this one. We have a longstanding relationship with Jennifer Turpin as a public artist. We have worked on this project with her for nearly two and a half years and been guided by what her thoughts were for public art, but connecting with country we also worked very closely with Danny and Jamie Eastwood. I'm not sure if you're familiar with those names but Danny Eastwood is an Elder in the Indigenous communities and very well respected.

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We put together about three projects with Danny and again he came on at the same time as we worked our way through with Jennifer to make sure that the tones and also the meaningfulness of connection with country, Cattai Creek and the local Indigenous owners of the land was all tied together. So in relation into where we're working with our DA submission, there was detailed documentation from both Danny and from

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Jennifer and we look forward to working with them right through to the completion of this project and advancing that further.

MS TUOR: Thank you.

MR KERR: So, sorry, so you had additional conditions recommended to you, have you, or - - -

10 MS TUOR: No, it was just - one of the suggestions was just making sure that the conditions that are in the proposed consent did adequately address that aspect. To date we actually haven't looked in detail at the conditions and the proposed conditions so it's just something we'd be looking at. Just one thing I wanted to clarify. My understanding is that the tower form based on the diagrams was always required to be set back from the podium. So just confirming that that has occurred throughout the development, particularly on the street façades that the tower form is and in relation to the Doran Street Plaza that the tower form is set back from the podium, is that correct?

20 MR McCARTHY: That is correct. So the retail is in conformance of the zero setbacks to the edge of Doran Plaza, and then the towers overhead, which is buildings A and B, have setbacks minimum of three metres from the edge of the retail.

MS TUOR: All right. Good. I didn't have any other questions. Peter, did you have anymore questions?

DR WILLIAMS: Not from me, thanks. Thanks, Annelise, thank you.

MS TUOR: Casey or Jane, did you have anything that we've missed?

30 MS JOSHUA: No, thank you.

MS TUOR: All right. Well, thank you very much for coming in and asking our questions - answering our questions and that's it.

MR KERR: No, thank you. Thanks for listening to us.

DR WILLIAMS: Thank you.

MR COLBRAN: Thank you very much.

40 MS CHAUHAN: Thank you.

DR WILLIAMS: Thank you everyone. Thanks for your time. Bye.

**MEETING CONCLUDED**

**[2.57pm]**