

Petersham Urban Design Study Report

Parts E & F

Part E Response to Marrickville Design Excellence Panel

Part F Support for Councils draft Public Dodman Masterplan

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PART E - RESPONSE TO URBAN DESIGN REVIEW BY MARRICKVILLE DESIGN EXCELLENCE PANEL

RESPONSE BY: ANNAND ASSOCIATES URBAN DESIGN Updated May 2017

This section of the report provides direct response to the previous review of concepts by the Marrickville Design Excellence Panel and discusses improvements subsequently made by the architects and in the context of the proponents Urban Design Study (attached)

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1. Urban Design Report: The urban design report has been prepared retrospectively, as an afterthought document to justify the development proposals, rather than providing in depth analysis of the present and future character of the vicinity to inform the most appropriate urban design solution for the sites. There are a few inconsistencies in terms of recommended heights for the sites (refer to Figure 3.1 on page 7). The report does not clearly articulate the multiplying public benefits of the proposed increase in density. And the report hasn't yet been able to successfully articulate how the three proposed built forms, architectural expressions, vehicle and pedestrian circulations and public and communal open spaces will integrate well with each other and as part of Precinct 6.

This is NOT CORRECT ... The Urban Design Analysis based on Transit Oriented Development clearly indicates that increased height and density around the Railway Station support the principles of TOD. Indeed, the inconsistencies noted arise because the Urban Design Report suggests that additional height and FSR is justifiable beyond that requested in the Planning Proposal.

The report sets out potential Urban Design improvements in terms of connectivity, placemaking and public domain enhancement and activation.

The report then explains how much of this is difficult to achieve in the context of conflicting objectives. The proposed height and FSR diagrams promote greatest development potential adjacent to the station, then stepping down with increased distance from the station (yet still providing sufficient development potential to be viable).

Buildings are (at Council's suggestion) by different architects to generate diversity. The Urban Designer and proponents are prepared to work with the architects to coordinate materials and details which will generate the basis for a Precinct wide theme.

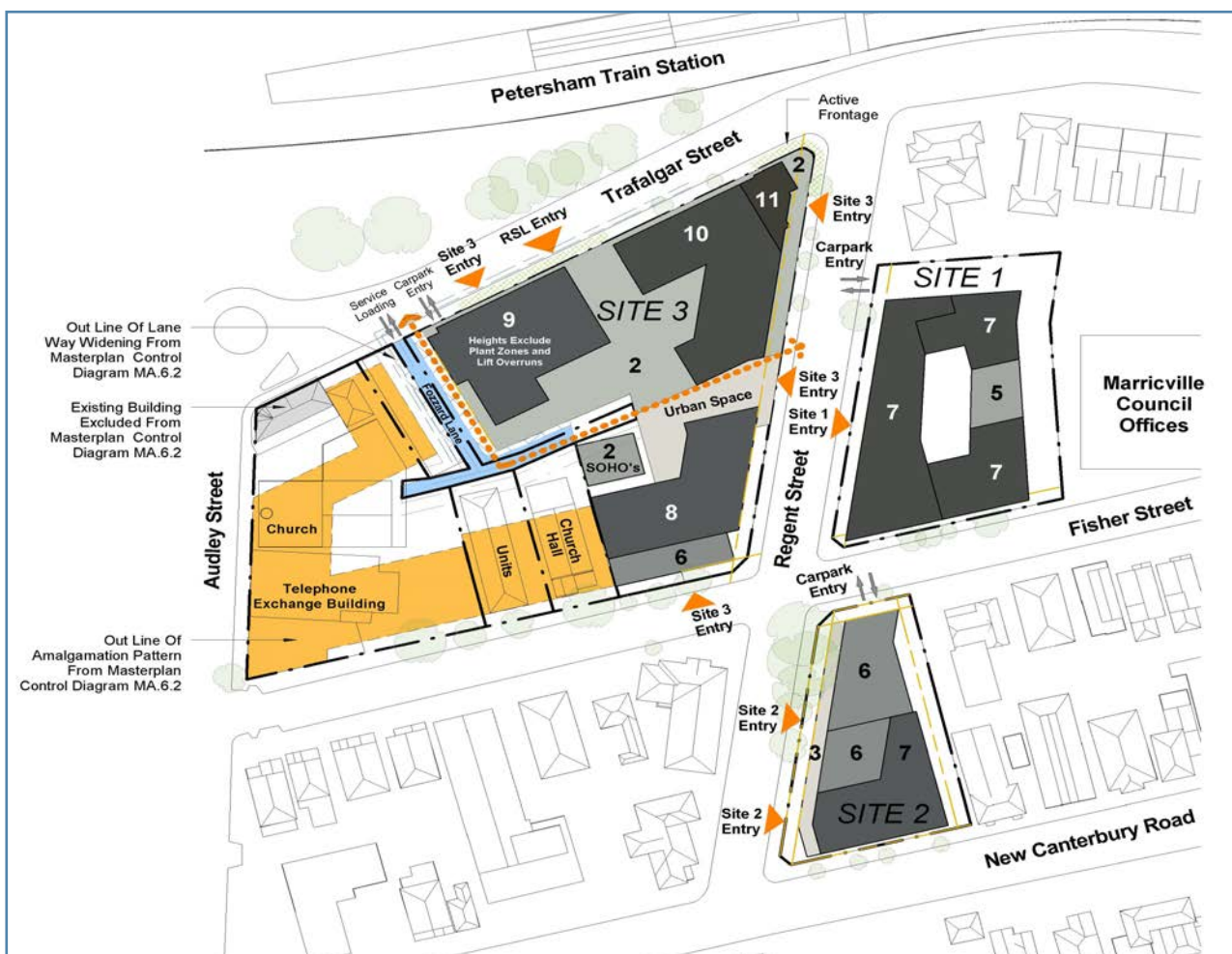


Figure E1 – Proposed Development Sites

2. Vision Statement: MLEP 2011 and MDCP 2011 Part 9.6 Petersham South (Precinct 6) set the vision for the area, including appropriate densities, improvements to the public domain, pedestrian and vehicle connectivity, etc. The proposals for Sites 2 and 3 depart significantly from these planning legislations, and, if implemented, will change the vision established for the area substantially. A compelling vision statement for the area has not yet been put forward (this should be included in the urban design report). The proposal has not provided a thorough analysis of the impacts of the increased density on the local traffic conditions, open space network, community facilities, etc. (this is a matter for Planning Services to consider). And the flow on effect of the proposed increase in density onto the nearby lots has not yet been adequately addressed.

The Urban Design Report (based on Transit Oriented Development) recommends increased height and density across the whole Precinct. Particularly in relation to the lack of development opportunity in other areas around the station, this Precinct provides exceptional TOD opportunity. The proposed Vision Statement would be for this whole precinct to be a focus for TOD up to height of 10-12 storeys (stepping down to 5-6 at Audley and NCR) and FSR in the order of 3:1 residential Floor Space (not counting club extensive FSR or any parking).

The Vision provides:

- Dense development connecting rail station with commercial development in Audley Street and east of Crystal Street.
- Improved public domain in the Precinct comprising:
 - A park in the street closure of Regent Street between Trafalgar and Fisher Streets
NOT ACCEPTED BY COUNCIL
 - Small privately owned publically accessible “sanctuaries” on mid-Regent Street (connecting with Fozzard Lane) and on the corner of Regent and Fisher associated with the conservation of existing trees
 - Improved pedestrian crossing from Railway Station to Regent Street Park
 - The beginnings of an “activated” Fozzard Place connecting Regent Street to Trafalgar Street and potentially also to Audley and Fisher Streets in a number of locations
This “activated” pedestrian network would be predominantly retail/entertainment at the Audley Street end but more likely live/work / office further east
- Traffic calming of the Precinct by strong landscaping of Regent, Trafalgar and Fisher Streets.
- Strong street tree planting to all streets to improve attractiveness, microclimate and softening of buildings

The Planning Proposal provides for pocket parks (privately owned).

Council will need to establish the need for further community facilities. These may be funded by development and developed on Council land or could be provided on site (eg. studios on Fozzard Lane could be partially assigned to Council as meeting rooms, community arts etc).

What this Planning Proposal does is to enable a stronger, more vital and more attractive Vision based on the capacity to generate growth across 3 separate but nearby sites and from this extend further through the Precinct towards true TOD.

3. Regent Street Shared Zone: The Panel is not convinced that the shared zone will provide the level of amenity and benefits to the community expected for high-density developments in such location.

The proponent has reviewed plans for Site 1 and believes that all vehicular access could be provided off Fisher Street.

The existing parking spaces (3 vehicles) to the corner site Regent/Trafalgar can access on an interim basis from Trafalgar but would be removed when this site is redeveloped (pending increased development potential).

This would enable a fully pedestrian space to be created at this gateway to the Precinct from the railway. The space should be a simple paved space with an avenue of large growth deciduous trees, park benches, possible large scale chess or bocce pitches and possible water feature. It could host regular weekend markets.

This will be a major (1500m²) open space contribution to the Precinct.

It could also host a café/coffee shop on the corner of Trafalgar/Regent opening out onto the plaza with tables and chairs.

Another small retail establishment (bookshop/art gallery/small bar/live-work) could be located at the open space “sanctuary” entrance from Regent Street to Fozzard lane.

NOTE THAT THIS REGENT STREET PARK IS WITHDRAWN DUE TO COUNCIL LACK OF SUPPORT.

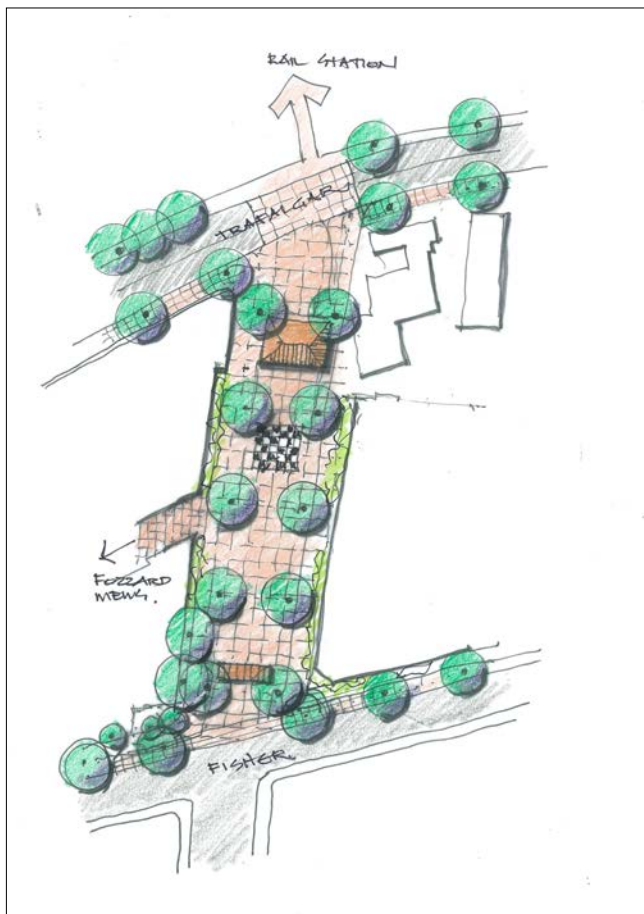


Figure E2 – Possible Regent Street Park

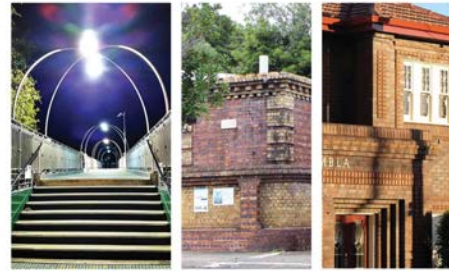
Petersham

Mixed Use Re-development, Petersham sites 1, 2 & 3

Design Principle

Design Principles:

- The utilisation of the range of external spaces experiences that encourage rest, recreation and an appreciation of the found built and natural elements of the place.
- Recognise and celebrate the axis of Regent and Fisher Streets as the defining urban matrix of the place.
- The Regent Street axis is distinguished by the themes of water and light, the street has a north south axis and links to Petersham Railway station.
- The orientation of the street encourages northern light across the public domain and terminates with the water tower on the southern hill.
- The Fisher Street axis is a celebration of community and culture, with the heraldic art deco Petersham Council Chambers to the eastern hill and the outdoor dining of Audley Street that encourages the recognition of the Portuguese community in the area.
- The use of fine grained paving and lighting elements that complements the open canopies of the Lemon Scented Gums that colonise the public areas.
- The reinforcement of the pedestrian links to the Petersham Railway Station.
- A materiality that reflects the diversity of the place and time.



TaylorBrammer

27.06.2016

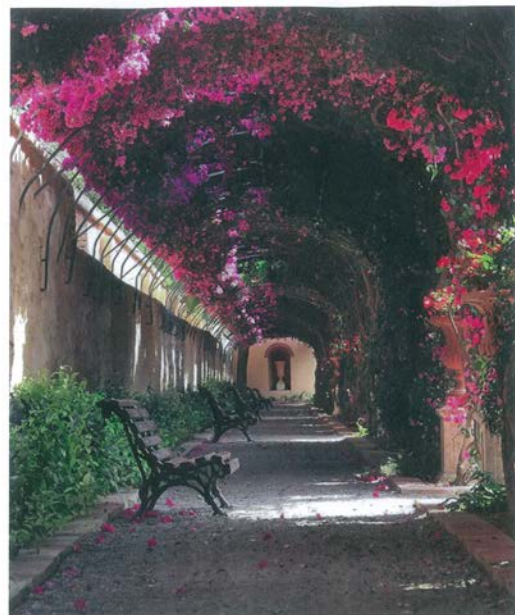


Figure E3 – Possible Regent Street Park Character

4. Site 1 (3-7 Regent Street) (A new design....however many concerns are still relevant)
 - a. The Panel has mixed views about the appropriateness of a 9-storey built form at the corner of Fisher and Regent Street, but it is in agreement that the proposal has not yet provided a compelling argument nor demonstrated the public benefits of the proposed increase in height and density. As it stands, the scale does not fit in with its current and future context for the area set by the MDCP 2011 and does not provide significant public benefits to justify the increased density.

(a) The Urban Design analysis based on Transit Oriented Development supports a 9 storey building at this prime gateway to the Precinct ...a significant corner just one block from the “gateway” to the Precinct from the railway and emphasizing the corner of Fisher extending east to the civic buildings and Town Hall. The Planning Proposal however, seeks only a maximum of 7 storeys

The benefit of increased height and density is the creation of a strong Transit-Oriented Development Precinct with the capacity to fund public domain improvements and provision of community infrastructure.

It is submitted that the height and FSR as contained in MDCP is inappropriate for such a potentially significant TOD Precinct. This building (and the others) form the basis for a major TOD Precinct and the desired future character should seriously consider the redevelopment of the whole Precinct to this end.

Note that there are very few buildings of Heritage significance in this study area (unlike the rest of the Petersham Station catchment which has very strong Heritage values.)



Figure E4 – Site 1 Perspective (Regent/Fisher)

- b. Overall, the internal layout of the units is quite tight and does not seem to conform to minimum recommendations in the Apartment Design Guide (ADG). Internalised room-sized study areas with no windows that could become bedrooms in the future are not supported, particularly the ones on Units A0.05, A1.13, A2.13, A3.13, A4.13, A5.13, A6.13 and A7.13.

Internal unit layout can conform with ADG, windowless rooms have been removed.

- c. Proposed side setbacks to the northern and eastern boundaries are not sufficient to provide good levels of amenity and privacy to future residents nor to maintain amenity and privacy to existing residents surrounding the site.

Side setbacks generally comply with ADG with appropriate detailing.

- d. Although the architectural expression is generally supported, the floor plans do not reflect the proposed elevations and modelling, and the expression on the Ground Level lacks sophistication and detailing. In terms of the treatment at the corner, design refinements are required to better integrate the corner element with the Regent and Fisher Elevations, as described in the recommendations below.

This is a new building with a similar materials palette to site 2 and co-ordinating architectural expression (colour, materials, details with site 3)

Architectural expression will be coordinated (colour, materials, details) with other sites.

Ground floor units can be better integrated with the street (fences, hedges, landscape, front street entry to units) at DA stage.

Design improvements have been undertaken to further emphasise the significance of this corner.

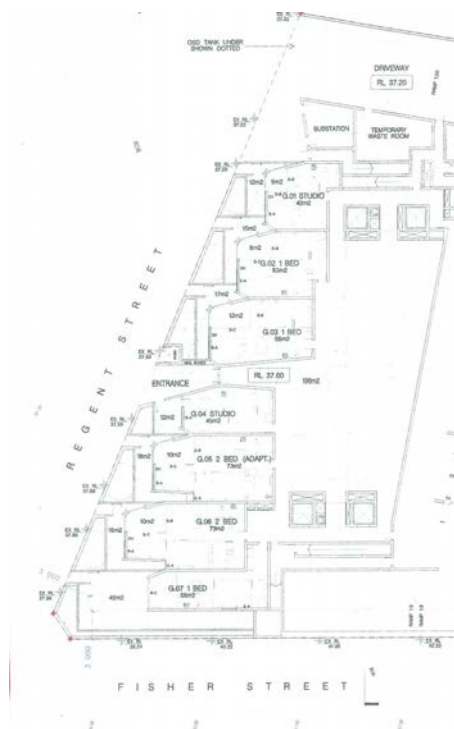


Figure E5 – GF Entries / Street Activation

5. Site 2 (13-17 Regent Street): The proposal prepared by Candelapas Associates fits in well with the context of the site, achieves good levels of amenity to the apartments, preserves established tree canopies and provides a sophisticated architectural solution for the site. Although the Panel does not generally support staggered walls and balconies facing the streets, this proposal is an exception to the rule. This is because the staggered walls are key components of the architectural form, which is also informed by the orientation, vegetation coverage and natural slope of the site. The proposal is supported, subject to minor design refinements as discussed below.

Further coordination has taken place with other architects to ensure that a colour, material, detail palette can apply across the Precinct.

Care will be taken to conserve, where possible, nominated trees on the western boundary of the site.

We have requested traffic advice regarding the location of the site access (particularly in the context of low speed and reduced traffic in the vicinity). This can be resolved at DA stage.

The driveway can be moved east if necessary although this will have dis-benefits on deep soil and landscape buffer planting.

The Planning Proposal seeks a maximum of 6-7 storeys on this site.



Figure E6 – Perspective Site 2 (Regent/Fisher)

6. Site 3 (287-309 Trafalgar Street):

- a. An 8 to 9-storey built form fronting onto Trafalgar Street and Petersham Railway Station could be supported.

A maximum height (within Sydney flight path requirements) is suggested for this site of 10-12 storeys on corner as landmark at station exit to Regent/Trafalgar Streets and then stepping down with distance from station. The Planning Proposal seeks 6-11 stores in line with consultation with Design Excellence Panel.

- b. The Panel has mixed views about the appropriateness of a 9-storey built form fronting onto Regent Street and an 8-storey built form at the corner of Fisher and Regent Street, but it is in agreement that the proposal has not yet provided a compelling argument nor demonstrated the public benefits of the proposed increase in height and density. As it stands, the scale does not fit in with its current and future context for the area set by the MDCP 2011 and does not provide significant public benefits to justify the increased density.

Our proposition is that for serious TOD a maximum of 10-12 storeys at closest point to station then stepping to say 8 storeys at Fisher, 6-8 storeys at Fozzard Lane on Trafalgar, 6 storeys set back 3-5m over a 3 storey podium to Audley Street and Fisher Street. This gives potential for a really strong TOD connecting the station and the Town Centre.

This is unusual but provides major TOD advantages which should be explored.

The proposed scale is different from existing scale. Our point is that a clear and rational review of the Precinct would suggest a desired future character of TOD similar to our proposal, rather than that existing.

Previous studies have NOT explored real development potential for this Precinct but rather reviewed a few of the most obvious development opportunities. The Planning Proposal promotes 6-11 storeys on this site.



Figure E7 – Perspective (Regent/Trafalgar)

Benefits of our proposed approach include:

- Creation of small “sanctuaries” connecting Regent Street with Fozzard Lane and on corner of Fisher and Regent
 - Beginnings of a truly activated pedestrian pathway and sanctuary in Fozzard Lane (activated by retail, artist’s studios, live/work, home office)
 - Major street landscaping improvements
 - Improvements to pedestrian crossing/connection from Regent Street to Railway Station
 - Major contributions to housing provision in close proximity to Railway Station
 - Major contribution to affordable housing
- c. The separation between the three proposed buildings and between the proposed buildings and adjoining sites (side and rear setbacks) is not sufficient to provide good levels of amenity and privacy to future residents nor to maintain amenity and privacy to existing residents surrounding the site.

Separations between buildings and between proposed buildings and existing or redeveloped buildings comply with ADG and will be appropriately detailed at DA..

Some separations are not based on habitable to habitable rooms and privacy and amenity can be satisfactory (and compliant).



Figure E8 – Site 3 Building Separation (looking from Court towards Trafalgar)

- d. Trafalgar Street and the corner of Trafalgar and Regent Streets are important pedestrian routes. Therefore, the buildings fronting onto it should be designed to provide good levels of street front activation, architectural interest and pedestrian safety. The interface between the RSL Club and the footpath on Trafalgar Street provides a large percentage of inactive uses. The architectural expression of the 'base' of the building lacks articulation and design sophistication and does not take into account the historical fine-grained elements of the existing industrial buildings. The porte cochere will detrimentally impact on pedestrian safety and amenity along Trafalgar Street. These matters are not supported.

The interface between the corner of Trafalgar and Regent Streets will engage with the street via a coffee shop/café oriented to Regent Street with sit out coffee tables in the plaza.

The base of the building has been redesigned to better accommodate the Panel's concerns.

The porte cochere has been removed, Trafalgar Street, in part, has been activated to the maximum extent possible consistent with Club needs and legal requirements.

Note that the conditions on licensed gaming premises limits the actuality of further direct visual relationship with Trafalgar Street.



Figure E9 – Site 3 - Corner Activation (Regent/Trafalgar)

- e. The deep soil zone with 3.5m high retaining walls/terraced landscapes (on the north-eastern block) does not provide good interface and activation to Regent Street, and thus is not supported.

The interface with Regent Street has been redesigned following further works on the Club design. This has implications for the deep soil zone and for the edge treatment/interface with Regent Street (and Trafalgar Street).



Site E10 – Site 3 - Regent Street Engagement



Figure E11 – Site 3 - Regent Street Engagement (north)

- f. The proposal does not provide vehicle or pedestrian connection between Fozzard

Lane and Regent Street. The applicant stated that the extension of Fozzard Lane towards Regent Street is constrained by a 2.0m to 3.0m level change between the lane and Regent Street. Whilst this argument seems reasonable, the proposal should, as a minimum, provide a publicly accessible pedestrian link between the lane and Regent Street. Additionally, the Panel is unconvinced that the enclosed communal open space at Level 1 will provide any public benefit to the community.

A design revision now provides for pedestrian connection from Regent Street Park, through a small publicly accessible pocket park and down stairs to a public space on Fozzard Lane.

This space (a widened mews court) will be activated by artist's studios/SOHO's opening directly onto this mews space and engaging with it (see diagrams/illustrations).

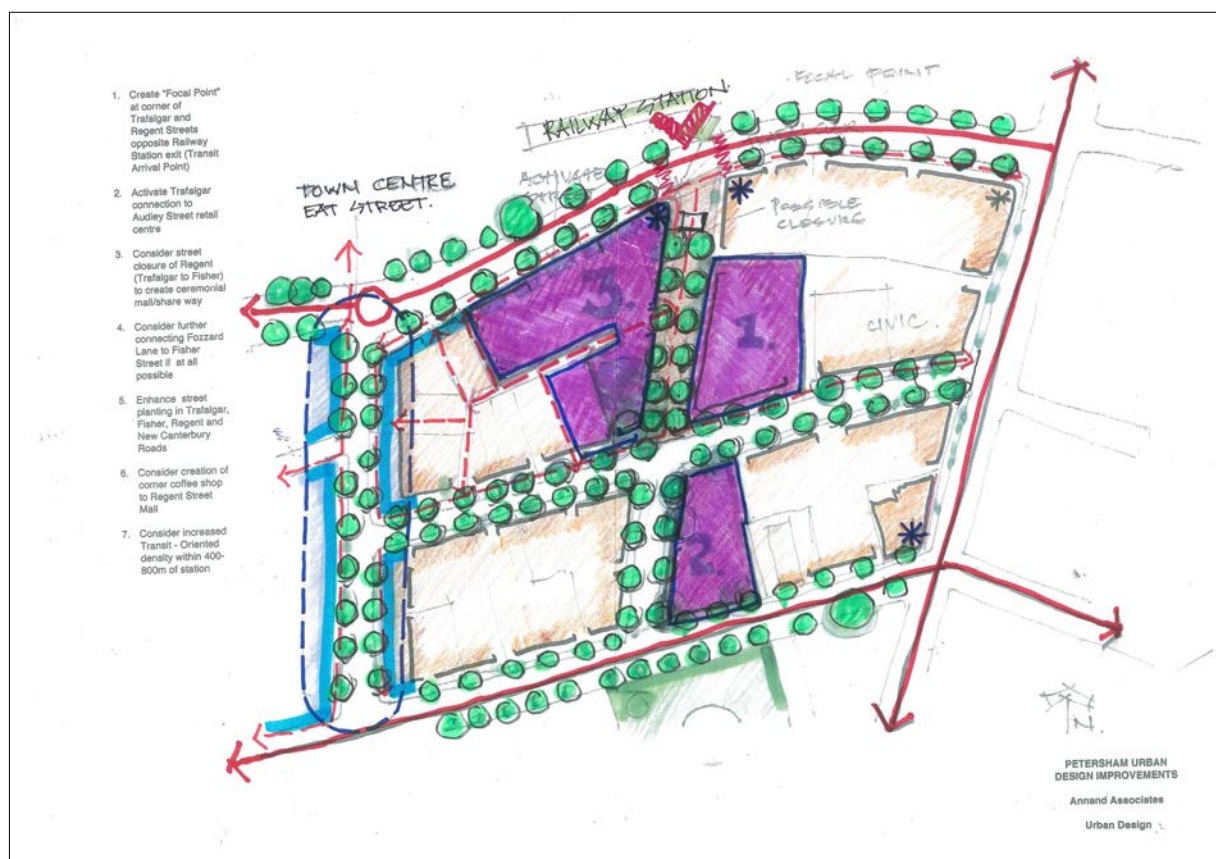


Figure E12 – Fozzard Lane Connectivity



Figure E13 – Site 3 – Fozzard Lane Connection



Figure E14 – Site 3 – Fozzard Mews (studios)

- g. Lobby entries need to be redesigned to provide a well-defined street address to the buildings off Trafalgar Street and Regent Street.

Lobby entries have been redesigned to access directly from Trafalgar Regent and Fisher Streets wherever possible..

- h. Overall, the internal layout of the units is quite tight and does not seem to conform to minimum recommendations in the Apartment Design Guide (ADG).

Internal layout of units can comply with ADG.

- i. It is a little unclear whether the proposal intends to keep some of the established trees on the site, particularly at the corner of Regent and Fisher Streets.

The proposal will conserve the trees on the boundary of Fisher Street and Regent Street south. Other trees are unlikely to survive major site works. New trees will be planted in deep soil close to the Fisher Street/Regent Street corner. This will require re-location of the Electricity sub-stations. (with DA).

New major trees will also be planted in deep soil in the Fozzard Mews Court.

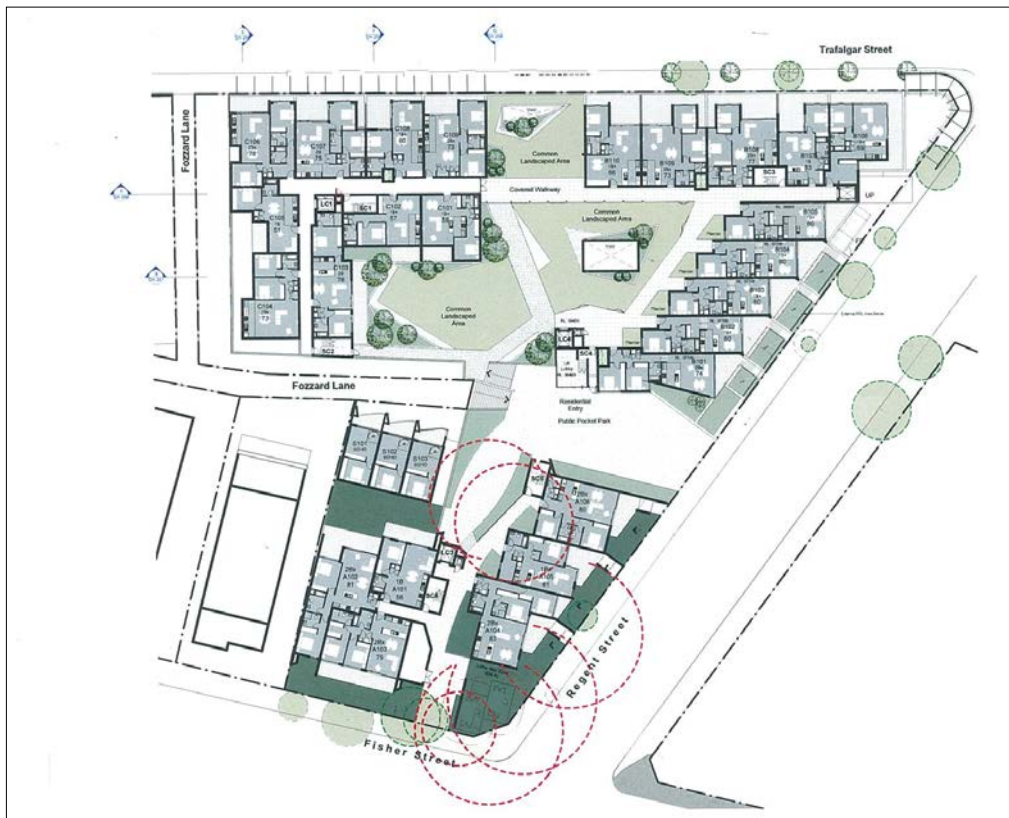


Figure E15 – Site 3 – Possible Tree Conservation

- j. Architecturally, the proposal needs further elaboration to achieve design excellence and to better integrate with the historical context of industrial and residential buildings in the area. The intent to provide two buildings on one single-storey podium disregards the existing fine grained character of the area and the site's natural topography.

The proposal has been further developed architecturally, particularly with respect to the building base, the prominent corner to Trafalgar/Regent Streets, the grain and street level treatment to Trafalgar Street, and the widened Fozzard Lane. It is likely that, over time, most of the industrial and fine-grained character in this precinct will be redeveloped.



Figure E16 – Site 3 – Trafalgar Street/Building Base

- k. The Panel is not convinced that the staggered buildings fronting onto Regent Street is an appropriate solution for this site.

The staggered building form has been revised as recommended by the Panel.

RECOMMENDATIONS

The Panel provides the following recommendations:

1. Urban Design Report and Vision Statement: The urban design report should be expanded to include the following:
 - a. If the applicant seeks to depart from the controls in the MLEP and MDCP 2011, particularly in terms of height and FSR, an in depth urban design analysis of a much wider area should be undertaken for general strategic urban form principles. This analysis should then inform the best long term built form principles for the four blocks between Trafalgar Street, Crystal Street, Canterbury Road and Audley Street. Higher density should be located on these four blocks, given its proximity to the Railway Station. The density, however, should be seen in the context of other similar Railway Station centres and the important urban design and heritage values of the local area.

An in-depth Urban Design Analysis has been provided for the subject precinct (*Audley-Crystal/New Canterbury Road). This is provided as an attachment/prelude to this review. The density is compared with a variety of other TOD's and the important urban design and heritage values of the local area (Note that most significant Heritage values occur to the north of the rail, to the south of New Canterbury Road, east of Crystal Street and west of Audley Street, leaving the study area as the only area in Petersham with real development opportunity.

- b. If the applicant seeks to depart from the vision statement for Precinct 6 in the MDCP 2011, the urban design report should articulate a convincing vision statement for Precinct 6 that takes into account the public benefits that such proposal could deliver to the local community;

A revised Vision Statement has been provided for this Study Area (part Precinct 6) and is able to deliver the following public benefits:

- Mews court on Fozzard Lane (activated)
 - Pocket parks on corner of Fisher/Regent and providing access to Fozzard Lane (activated)
 - Opportunities for extension of pedestrian/small spaces placemaking from Fozzard Lane to Audley Street and Fisher as well as Trafalgar and Regent Streets.
 - Streetscape/avenue planting improvements throughout Precinct
 - Improved pedestrian crossing/connection to Railway Station
 - Provision of community facilities in association with Council in bases of residential buildings
 - Provision of parking for Council employees
- c. The multiplying public benefits of the three developments for the area should be clearly articulated in the urban design report, including significant improvements to the public realm. These improvements should be in accordance with or complementary to the work undertaken by Council's Public Domain team.

Multiplying public benefits have been articulated in the Draft Urban Design Report and above. A review of Council's draft Public Domain Plan indicates areas of overlap. (See Report Section F).

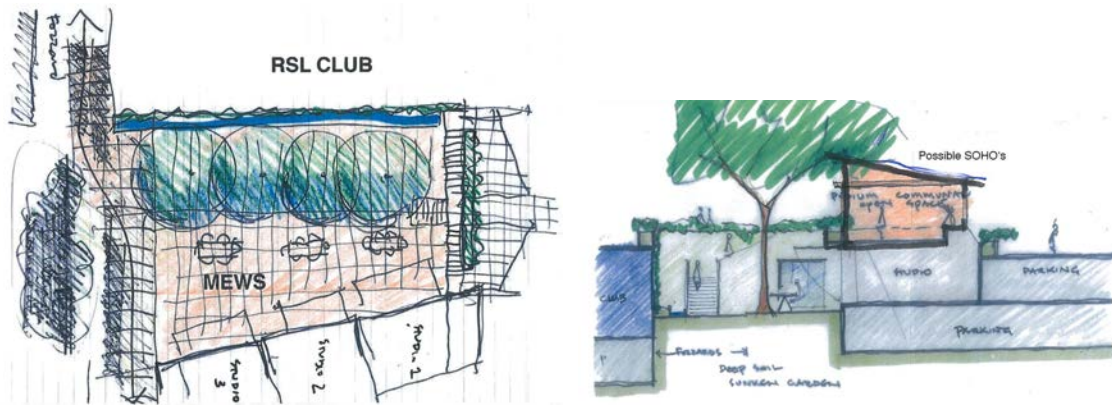


Figure E17 – Site 3 – Fozzard Mews



Figure E18 – Trafalgar Street Screen

- d. The urban design report should clearly articulate how the three proposed built forms, architectural expressions, vehicle and pedestrian circulations and public and communal open spaces will integrate well with each other and as part of Precinct 6.

The Urban Design Report articulates how built forms, architectural expressions, vehicular and pedestrian circulations and public/communal open spaces integrate with each other and with the wider Precinct (see Urban Design report).



Figure E19a – Materials Palette (site 1)



Figure E19b – Materials Palette (site 2)

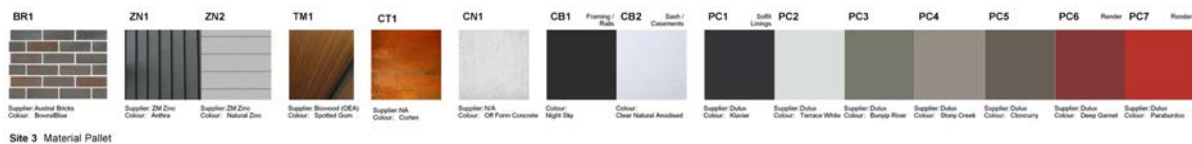


Figure E19c – Materials Palette (site 3)

2. Regent Street Shared Zone: the transformation of Regent Street into a publicly accessible park ('Regent Park'), between Trafalgar Street and Fisher Street, could be explored, instead of the provision of a shared zone. This could be discussed with Council's public domain team. The Panel acknowledges that temporary vehicle access to the property at 283-285 Trafalgar Street should be provided, and that vehicle access to Site 1 should be located off Fisher Street.

Regent Park has been removed as a proposition due to Council lack of support. Rather street landscapings will be enhanced with avenue planting, rain gardens, street furniture etc.



Figure E20 – Potential Regent Street Park

3. Site 1 (3-7 Regent Street):

- a. The Panel is not yet convinced that the proposed scale and density are appropriate for the site. The Panel recommends the height to be reduced to a maximum of 7-storeys. FSR and bulk should be commensurate with the site's constraints and opportunities, the recommendations in the ADG, and relevant controls in the MDCP 2011 Parts 4 and 5.

Alternatively, the proposal should provide a compelling argument for the proposed extra density and height, should demonstrate the public benefits of such density to the local community and should assess the flow on effects onto adjoining sites.

Further support for height and bulk of this building is provided as is evidence of compliance with ADG and improved interface with Regent Street .

The revised proposal conforms with Desired Future Character proposed in Urban Design Study and contributes to public benefits as set out above (and in Urban Design Study).

- b. The internal layout of the units should be reconsidered to [1] eliminate 'internalised' room-sized study areas, particularly the ones on Units A0.05, A1.13, A2.13, A3.13, A4.13, A5.13, A6.13 and A7.13; and [2] conform to minimum recommendations for apartment size and layout in the Apartment Design Guide (ADG). Direct access from the street to the Ground Level units is supported and should be maintained.

The internal layout of units is able to be revised to eliminate internalised units and comply with ADG. Direct access from Regent Street is maintained and improved.

- c. Side setbacks to the northern and eastern boundaries should be increased to provide good levels of privacy and amenity to the units and maintain privacy and amenity to nearby residents. The setbacks should be informed by the minimum recommendations in the ADG.

Side setbacks have been revised to be ADG compliant and provide good levels of privacy and amenity.

- d. The architectural expression should be refined to [1] ensure that the floor plans reflect the articulations proposed in the elevations and modelling; [2] achieve high level of sophistication and detailing to the Ground Level elevations; and [3] either extend the expression of the 4-storey podium to the street corner or reconsider the articulation and proportions of the corner element to achieve a more visually cohesive expression to the overall building.

Architectural expression has been refined to:

- Ensure plans reflect articulation in elevation and 3-D models
- Provide sophisticated and direct access at ground floor level from Regent Street
- Remodel the corner element to achieve a more visually cohesive expression

4. Site 2 (13-17 Regent Street):

- a. Clarification about access and purpose of the vegetation buffer on the eastern boundary should be provided. The Panel assumes that public access will not be allowed and line of security/fencing will be provided. This needs to be clearly stated on the plans. If possible, the apartments on Level 1 that adjoin the green buffer/deep soil zone should have direct access and ownership of the landscaped zone.

A traffic engineer has been briefed to advise on driveway location (in the context of closure of Regent Street and Extreme traffic calmed environment).

The vegetated area is part of on-site landscape and can be largely provided as private open space for ground floor units given that roof garden common space is being provided.

- b. The preservation of two existing trees near the western boundary is supported, but the proposal should demonstrate that site excavations to construct the Basement Level will protect tree roots. The plans should clearly indicate the trees to be preserved.

The preservation of these trees will be protected by landscape buffers and deep soil/tree root barriers at basement level.

- c. A traffic engineering report may be required to confirm if the location of the driveway off Fisher Street can be supported. This is a matter for Council's engineer to consider.

See (a) above and Engineering Report)

- d. Whilst it is clear that three voids are provided between the gallery access and the west-facing units, it is unclear whether a void is provided between the gallery access and the 2- bed apartments to the east of the gallery. The Panel recommends a void to be provided.

A void is provided.

5. Site 3 (287-309 Trafalgar Street):

- a. Whilst an 8 to 9-storey built form fronting onto Trafalgar Street could be supported, the Panel is not yet convinced that the proposed scale and density of the buildings fronting onto Regent and Fisher Streets are appropriate for the site. The Panel recommends the height of the southern residential block located at the corner of Fisher and Regent Street to be reduced to 5 to 6-storeys. Alternatively, the proposal should provide a compelling argument for the extra density and height, should demonstrate the public benefits of such density to the local community, and should assess the flow on effects onto adjoining sites.

The attached Urban Design report:

- Suggests a 9-12 storey building on this corner (at Railway Station access/egress)
- Supports a 7-8 storey building at Fisher Street/Regent Street and a 6-8 storey building adjacent to Fozzard Lane (8 on Trafalgar / 6 to rear of site)

Public benefits are provided as set out above in Urban Design Report.

- b. The separation between the two buildings facing Trafalgar Street is proposed to be 12m wide. This should be increased to approximately 18m wide (or greater) to conform to minimum recommendations in the ADG. The side setback to the building on the eastern boundary (Fozzard Lane boundary) is proposed to be 5.5m measured from the centreline of the lane. This should be increased to provide acceptable levels of amenity and privacy to the units, particularly the ones facing the lane. The separation should be informed by the minimum recommendations in the ADG. The separation between the two buildings facing Regent Street is proposed to be 10m wide. This should be increased to approximately 12m wide or greater, depending on the final height of the buildings facing Regent Street. The separation should be informed by the minimum recommendations in the ADG.

The separation between buildings on Trafalgar remains at 12m wide but is still ADG compliant due to orientation, window location, screening etc.

The side setback to Fozzard Lane (eastern side) is 6m from centre of lane thus providing opportunity for 12m separation for first 6 levels and provide an additional 3m above Level 6 to enable an 18m separation to future development on west of Fozzard Lane.

The separation on Regent Street has been increased to 15 m as shown. This can provide ADG compliance for lower levels (up to 6) with further setbacks or special treatment required above Level 6.

- c. Although the Panel acknowledges the need of the RSL Club to have 1,000sqm of floor area in one level, there is an opportunity for the club to provide retail and commercial uses directly accessed from and fronting onto Trafalgar Street and the corner of Trafalgar and Regent Streets. The recommendation is to bring 'active uses' associated with the RSL, such as restaurants, coffee shops, hairdresser, etc. to the front part of the building to 'externalise' retail and commercial uses, thereby improving street activation. The porte cochere should be eliminated or provided at the rear, off Fozzard Lane. The floor level of the club needs to be carefully considered in relation to the sloping footpath. Ideally, the club floor level should be the same level as the footpath or higher; not below the footpath.

The architects have fully explored the capacity to activate Trafalgar Street and the corner of Trafalgar/Regent Street.

The revised plans present the best possible resolution (in the context of licensing laws). There is a direct conflict between needs of "gaming" facilities, smoking areas and public domain activation.

A coffee shop/café has been provided to the corner of Regent Street/Trafalgar with direct access to outdoor eating area in Regent Street.

The port cochere has been removed and replaced with a setdown/pickup area at kerbside.

Trafalgar Street has been activated to the maximum extent possible.

- d. The 3.5m high retaining walls/terraced landscapes facing Regent Street should be eliminated. Instead, the units on Level 1 on the north-eastern block should have direct access from Regent Street. This will provide better interface and activation to the Street (or a potential 'Regent Park').

The above comment related to a "misread" of the plans. The Regent Street units all have direct access from Regent Street.

- e. As a minimum, the proposal should provide a publicly accessible pedestrian link between Fozzard Lane and Regent Street (or 'Regent Park'). The proposed communal open space at Level 1 should become a publicly accessible pocket park and through-site link.

A publicly accessible pedestrian link has been provided through a pocket park with steps to the lower level Fozzard Mews which can be expanded with deep soil and activated as shown with artist's studios or similar SOHO units.

- f. Proposed lobby locations, configuration and access should be reconsidered. Two separate residential lobbies should be located on the Trafalgar Street Elevation to provide better address to the residential buildings and to improve street activation. The lobbies to the buildings facing Regent Street could either be accessed directly off Regent Street/potential 'Regent Park' or off a publicly accessible pocket park.

Lobby locations have been revised where possible to provide direct access to lobbies from Trafalgar Street, Regent and Fisher Streets.

- g. The internal layout of the units should be refined to provide high level of internal amenity and to conform to minimum recommendations for apartment size and layout in the ADG.

Internal layouts can be refined and are ADG compliant.

- h. Established trees at the corner of Fisher and Regent Streets should be preserved to maintain existing tree canopy. The plans should clearly indicate the trees to be preserved.



Figure E21 – Site 3 – Regent Street Pocket Park (to Fozzard Mews)

The trees along the boundary and in the corner will be maintained in deep soil due to lack of basements in this area. This will also permit the creation of a small park with additional mature tree planting (subject to relocation of Electricity Sub-Stations).

- i. Architecturally, the proposal needs considerable elaboration. The architectural expression should be unique and informed by its context, rather than a design solution that could be seen anywhere in Sydney. Particular attention should be given to [1] the selection of materials that are found in nearby period buildings or heritage items, such as dark-red face- bricks; [2] facade intervals and articulation that maintain the fine grained character of existing industrial buildings on the site (approximately 20m facade intervals) and higher solid to void proportions, particularly at Podium Level. The preservation of the facade on 301-303 Trafalgar Street should be carefully considered to maintain some of the historical fabric of the site and to encourage a more carefully considered architectural expression that fits in with its historical context; [3] the provision of two podiums that are associated with the two residential blocks in order to provide a more visually prominent base to the building. Consider the provision of solid balustrades to the First Floor Apartments fronting onto Trafalgar Street, so that the First Floor reads as part of the Club and gives the Club greater visual presence on the street; [4] the provision of transparent clear glazing and openable windows along the north face of the RSL Club/retail spaces - there may be a climate controlled inner line of glazing - so that the interstitial space functions like a verandah, even though secured from the street; and [5] an awning should be provided to the whole length of the RSL Club facade.

The proposal has been further refined in the context of the Panel's comments and the development of internal plans for the Club. The following should be noted:

- Materials, colours and details have been developed into a design palette which will be drawn upon by all three buildings (and other future development).
- Facade intervals and articulation have been revised to improve the "grain" of the façade (particularly the base)
- The preservation of the façade of the Macullums building is not possible in the context of part demolition for widening of Fozzard Lane and need for vehicular entry at the low point to basement parking. A more solid base however can be provided to the proposal.
- The revision of podia to integrate the Club as "base" and differentiate residential buildings above by increasing solidity of the 'base'
- The provision of clear glazing (and activation) along the northern façade of the Club. Note that Public Domain will by law need to be visually screened from any gaming areas
- An awning has been provided along the Trafalgar frontage and wrapping the corner into Regent Street



Figure E22 – Trafalgar Street Building Base

- j. Improved activation to Fozzard Lane, particularly on the lower levels, should be carefully considered.

A detailed study of the potential for activation of Fozzard Lane has been carried out as part of the Urban Design Study.

The floor level of the Club is too low to provide any overlooking or activation. There are also potential conflicts with noise and cigarette smoke from the Club.

Thus it is recommended that the northern wall of Fozzard Lane (Club wall) should be a “green” wall (see details).

The proponent has redesigned the rear of the previous terrace sites so that “activating” artist’s studios can be provided accessing from Fozzard Mews (see drawings).

This type of development can be continued west along Fozzard Lane until proximity and connection with the Audley Street “eat street” precinct will enable viable commercial activation.

- k. Detailed internal layout of the RSL Club should be provided.

Detailed internal layouts of the Club are now available and will be included with DA.

- l. The widening of Fozzard Lane is supported, but it is unclear how wide the lane will be. Improvements to paving and landscaping to the lane and to the footpath along Trafalgar Street are also recommended. Street cross-sections should be provided clearly indicating the laneway profile and proposed improvements to Trafalgar and Fozzard Lane.

The proposed widening of Fozzard Lane will be a 3m widening each side for a final width of 10m. This is adequate for the traffic function but does not permit footpaths or major landscaping (beyond “green” wall).

Cross sections are enclosed to demonstrate profile and improvements.

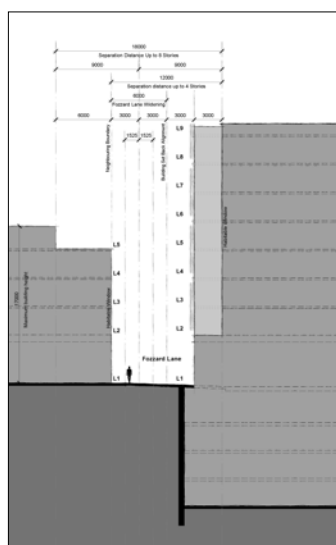


Figure E23 – Fozzard Lane Widening - Section

6. Other comments applicable to the three sites:
 - a. Accurate and convincing 3 dimensional imageries should be provided for all three proposals at DA Stages. If a Planning Proposal is pursued prior to DA, 3 dimensional studies of the built form should be provided.
 - b. Cross-sections at 1:20 and 1:50 should be provided clearly indicating the interface between public, private and semi-public spaces for the three sites.
 - c. Detailed schedule of finishes to be provided for the three proposals at DA stage.

These items are provided with DA documentation.

SUMMARY

The proposal for Site 2 (13-17 Regent Street) is generally supported, subject to design refinements. Significant design changes and further information are required for the proposals on Site 1 (3-7 Regent Street) and Site 3 (287-309 Trafalgar Street). The urban design report should be expanded. The Panel provided several recommendations above.

We believe that we have provided sufficient Urban Design advice to support taller, denser buildings for the 3 sites and across this section of Precinct 6. We believe that revised designs address the issues raised by the Panel and result in more attractive, better integrated buildings with a very evident raft of public domain and community benefits.

PART F – SUPPORT FOR COUNCIL’S DRAFT PUBLIC DOMAIN MASTERPLAN

This document emphasises the capacity of the Proposal to contribute to Councils Draft Public Domain Masterplan.....

1. Public Domain Masterplan (Draft)

Council’s Masterplan is still under production however the draft Masterplan includes the following:

1. Introduction
2. Public Domain Vision and Structure Plan
3. Design Principles
 - 3.1 Reveal the Place
 - 3.2 Sustainable Environment
 - 3.3 Easier to Get Around
 - 3.4 Places for People
4. Public Domain / Masterplan Initiatives
 - 4.1 Reveal Character / Revitalise Spaces
 - 4.2 Improve Links to Railway
 - 4.3 Stitch the Centre Together
 - 4.4 Provide Sanctuaries
5. Implementation Strategies

We have assessed the subject proposal for sites 1,2 & 3 against these headings.

2. Vision and Structure Plan

The proposal reveals and builds on existing character. It:

- improves links with railway station
- supports civic spine link and village square
- provides pocket sanctuaries

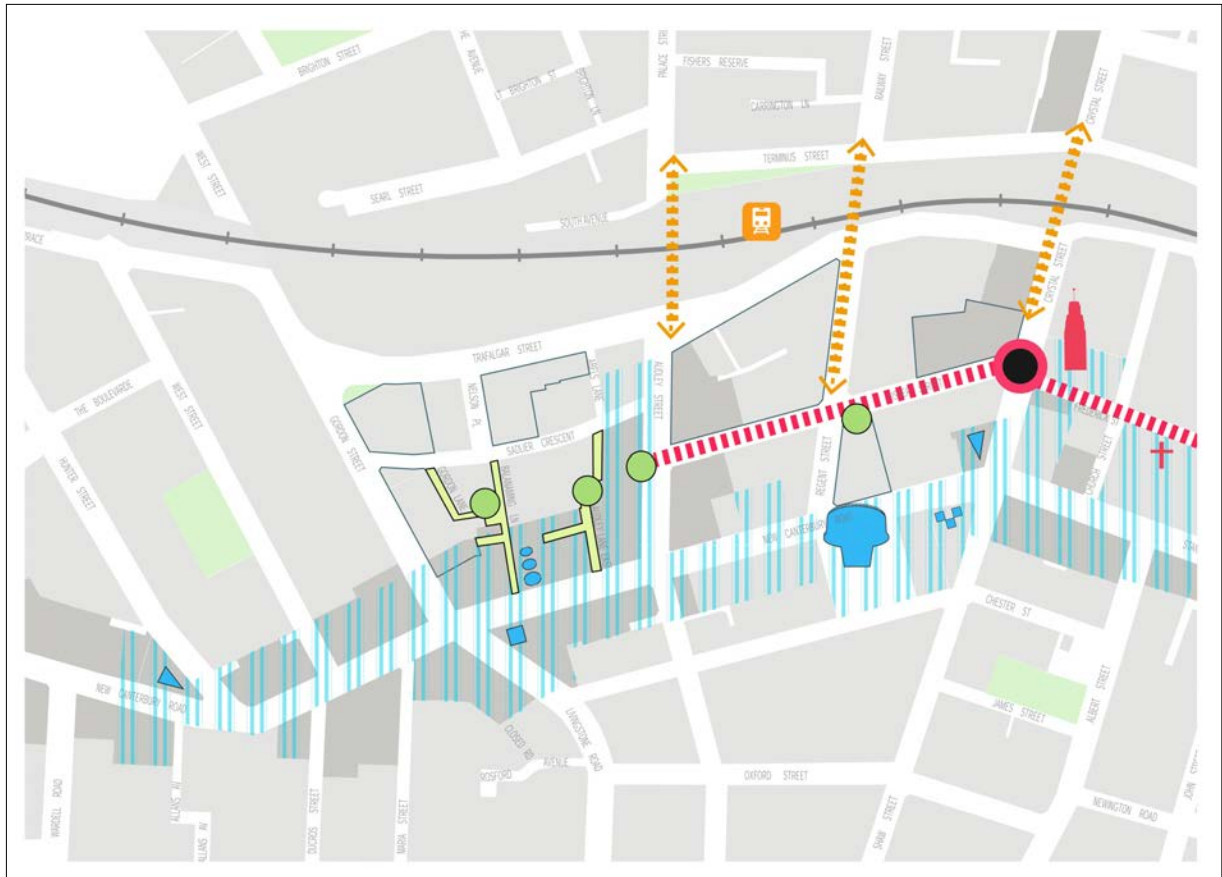


Figure F1 – Public Domain Structure Plan

3.2 A well planned, sustainable, urban environment

The proposal:

- strengthens walkability and TOD (the very essence of sustainability)
- enhances tree planting throughout Study Area
- provides greening and 'sanctuaries'
- facilitates "green streets" (primary and local)
- connects laneways (with green walls, mews courts, 'sanctuaries' and activation, etc)
- can contribute to kerb extensions for tree planting and rain gardens
- can maintain some existing on-site trees (on Regent and Fisher Streets)
- contributes to streetscape character

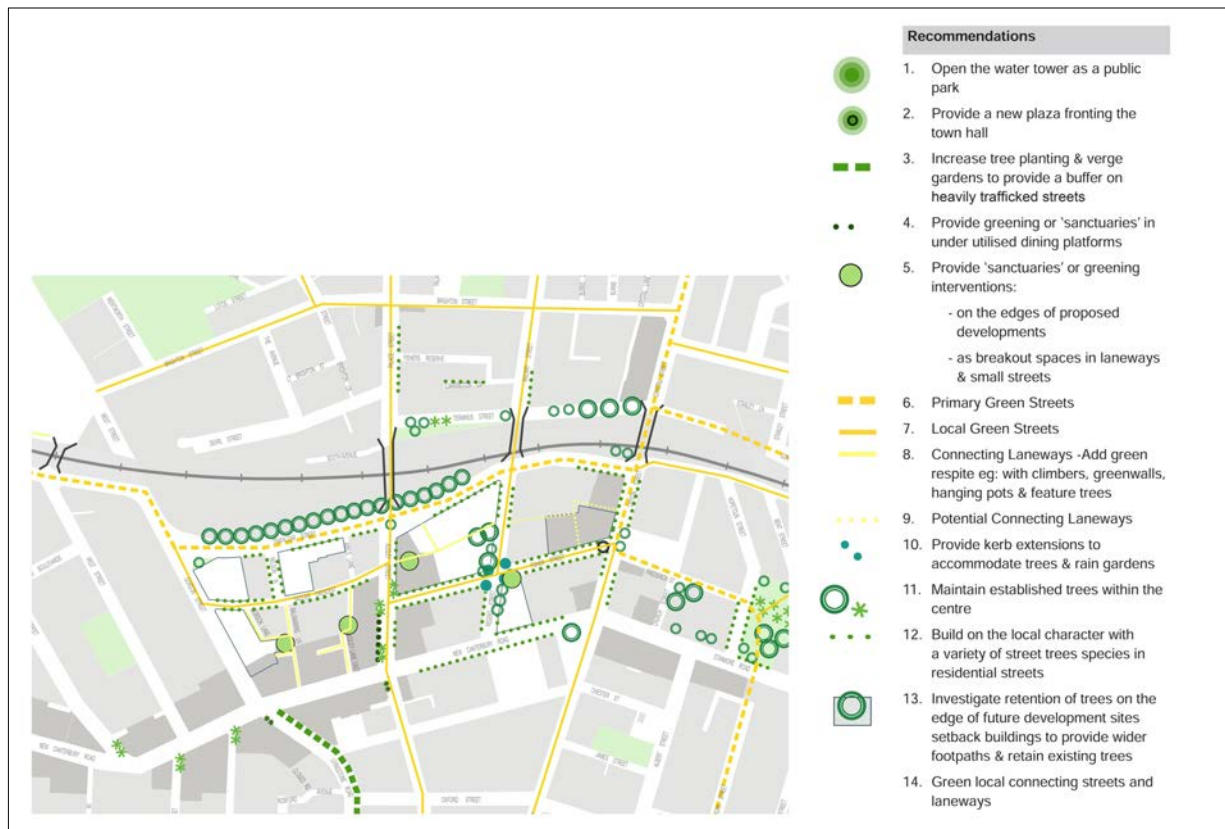


Figure F3 - Sustainable Development

3.3 Making it easier to get around

The proposal provides:

- clearer and more accessible pedestrian connections (way finding and improved pedestrian crossing to railway)
- improved footpaths, landscape, walkability and activation
- improved pedestrian crossing to railway
- improved streetscape views and vistas
- increased traffic calming
- facilitation of laneway activation and enhancement (Fozzard Lane)
- improved connections/through-site links etc

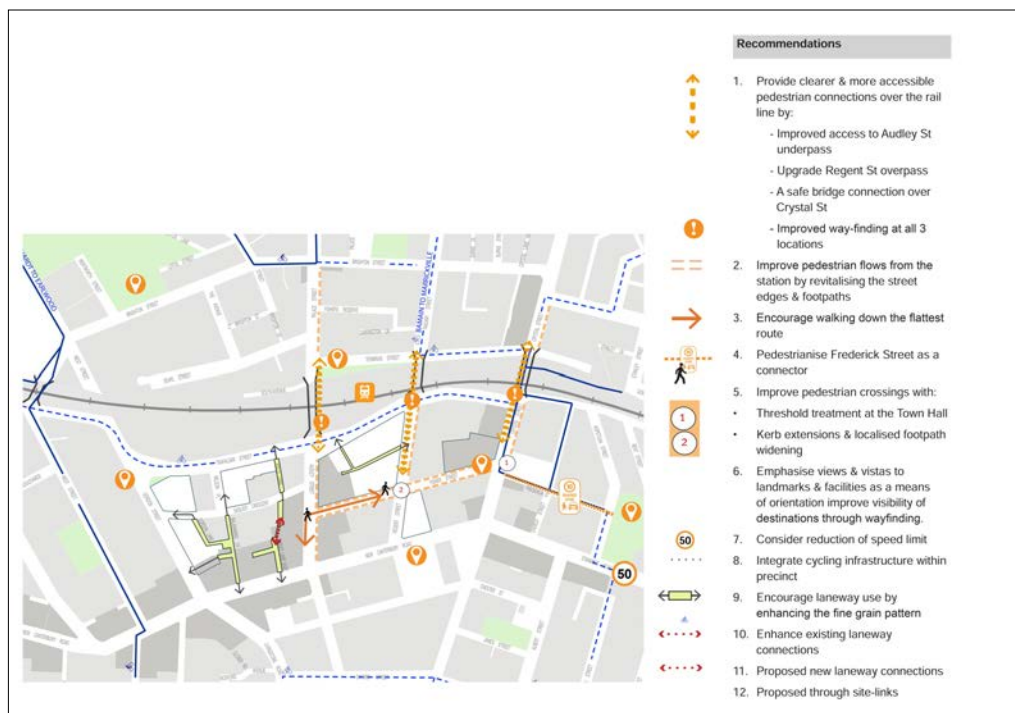


Figure F4 – Walkability

3.4 Making places for people

The proposal is able to:

- enhance public domain structure and placemaking
- improve street lighting, public art, paving etc
- enhance amenity with new public domain works throughout Study Area
- improve safety with increased public passive surveillance
- improve amenity throughout Study Area
- create breakout spaces/'sanctuaries' on private land for public use
- introduce public art to streets and places

Recommendations

- 1 Provide breakout spaces on the edges of proposed developments
- 2 Activate under utilised dining platforms on Audley St
- 3 Activate laneways & provide greening interventions
- 4 Retain the established green within the centre
- 5 Setback proposed developments to provide wider footpaths & retain existing trees

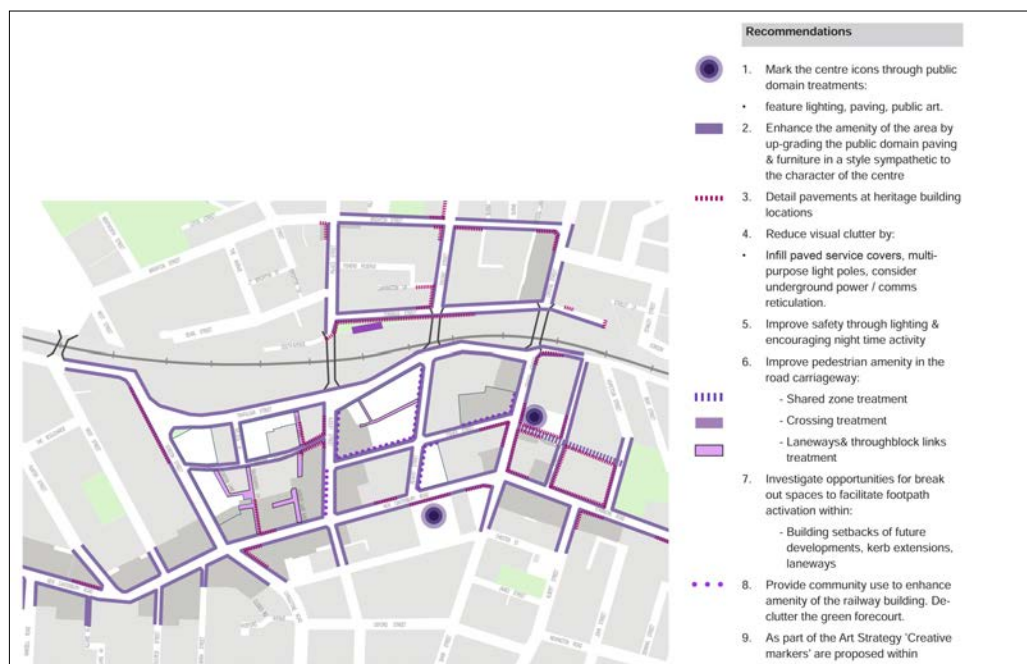


Figure F5 - Places For People

4. Reveal Character & Revitalise

4.1 New Canterbury Road

The proposal can contribute to New Canterbury Road by:

- improving frontage and landscape
- improving public domain in conjunction with Council works

4.2 Improve Links Across the Railway

The proposal can:

- improve pedestrian crossing from railway to Regent Street across Trafalgar Street
- improve walkability of Trafalgar, Regent and Fisher Streets

4.3 Stitch the Centre Together

The proposal can:

- Enhance linkages between Audley Street/Town Hall, rail station/Fisher Street in terms of landscape, walkability, paving and safety
- Increase Traffic Calming
- Facilitate laneway activation
- Improve through-site links

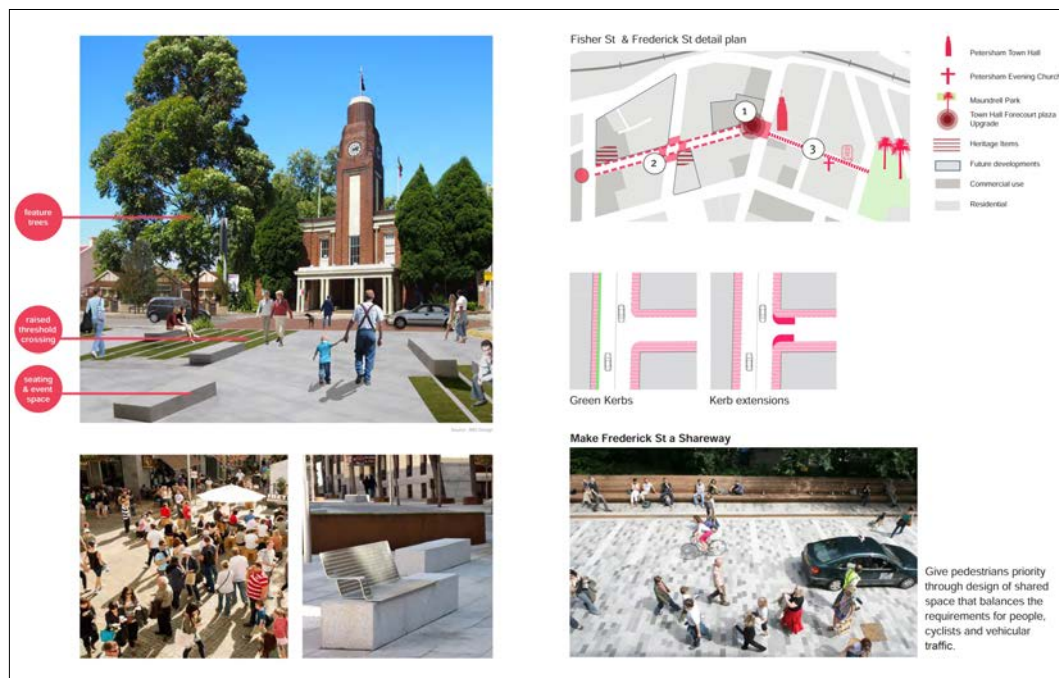


Figure F6 - Stitch the Centre Together

4.4 Provide 'Sanctuaries'

The proposal is able to provide:

- minor 'sanctuaries' at/in:
 - corner of Fisher/Regent (private land)
 - connection of Fozzard Lane and Regent Street (private land)
 - Fozzard mews part private land)
- activation to the corner of Regent and Trafalgar Streets
- activation to Fozzard Lane
- conservation of some significant trees (and planting of others)
- enhanced street landscaping

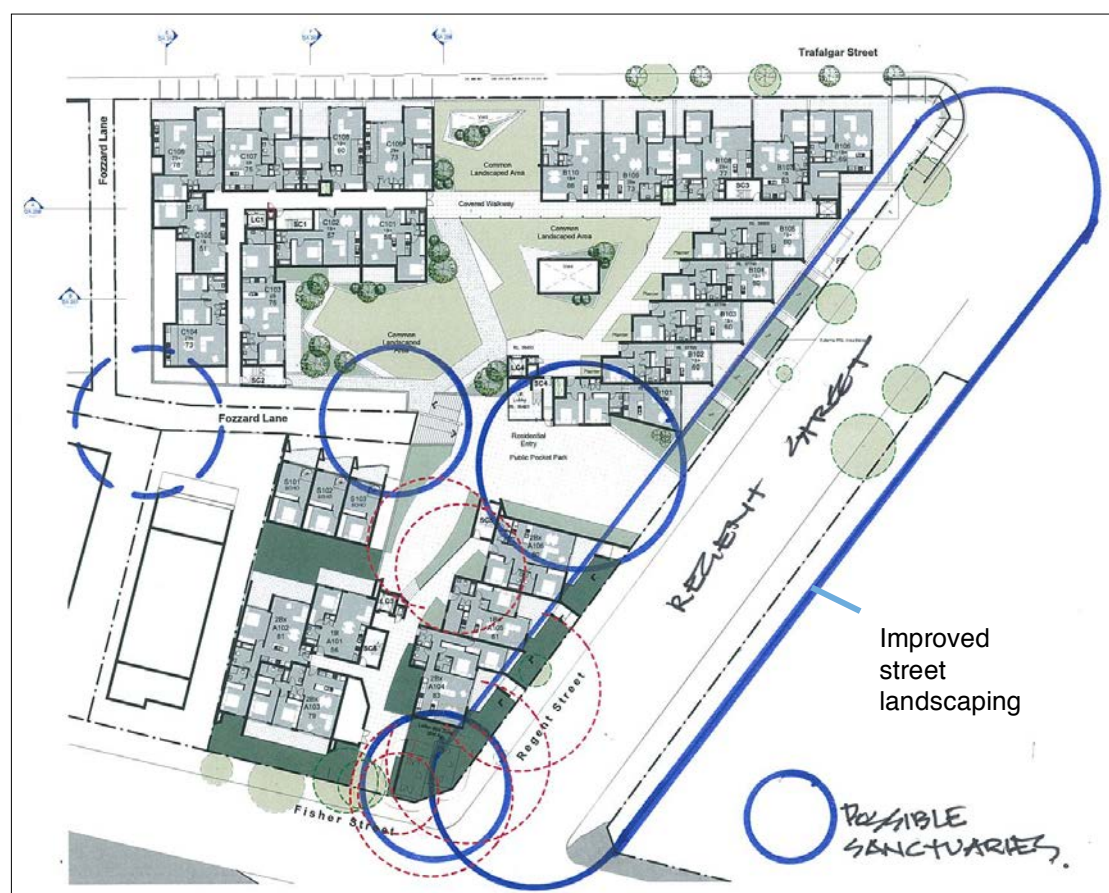


Figure F7 - Sanctuaries

5.0 Implementation

The proposal is thus able to:

- contribute funding towards implementation of public domain works
- provide works in lieu as part of redevelopment bundles

This will enable immediate implementation of major public domain works.