PETERSHAM STUDY REPORT

To Accompany Planning Proposal and Development Applications for:

- 3-7 Regent Street (Site 1)
- 13-17 Regent Street (Site 2)
- 287-309 Trafalgar Street and 16-20 Fisher Street (Site 3)

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For: Deicorp Projects Petersham Pty Ltd

OCTOBER 2016 ……..REVISED MAY 2017

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PART A – TOWN PLANNING OVERVIEW

1.0 INTRODUCTION

The purpose of this overview is to examine the issues associated with development adjacent to the Petersham Railway Station in the context of contemporary town planning principles and practice relating to:

- *A Plan for Growing Sydney*, the metropolitan strategy published by the Department of Planning & Environment in December 2014;
- policies relating to integrating transport and land use planning; and
- transit-oriented development.

The overview has been undertaken in connection with a major redevelopment proposal in this locality involving the relocation of the Petersham RSL Club and the redevelopment of the Club's extensive land holding in this area for the purposes of high density residential development (the RSL Project) as contemplated by *Marrickville Local Environmental Plan 2011 (MLEP 2011)*.

2.0 STUDY AREA

Land involved in the RSL Project is in the area bounded by Crystal Street, New Canterbury Road, Audley Street and Trafalgar Street (the *Study Area*) which is located adjacent to the Petersham Railway Station.

The *Study Area* represents a discrete planning precinct separated from surrounding areas by heavily trafficked roads, the Petersham Shopping Centre, the railway line and heritage conservation areas.

The *Study Area* is shown on **Figure A1**.

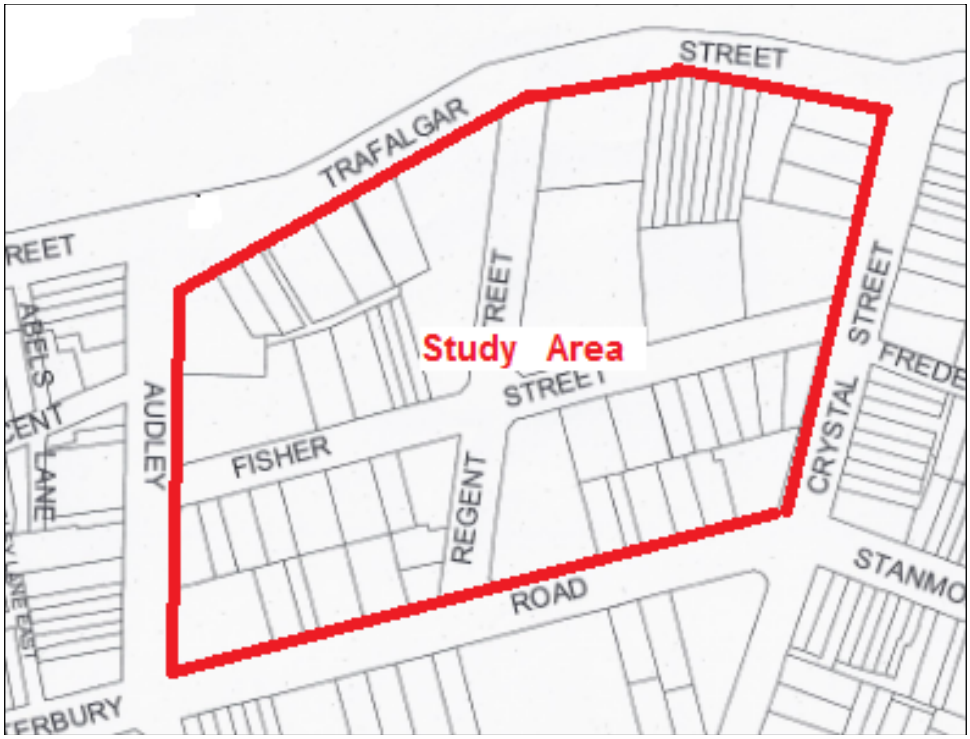


Figure A1: Study Area

3.0 OPPORTUNITIES & CONSTRAINTS

Development in the precincts surrounding the *Study Area* is largely restricted by their heritage characteristics, which include:

- the Petersham North Conservation Area on the northern side of the railway line;
- the Petersham South Conservation Area to the south of New Canterbury Road;
- the Petersham Commercial Precinct Conservation Area to the west of Audley Street; and
- significant heritage items on the eastern side of Crystal Street, including the Petersham Town Hall, the terrace housing on 109-123 Crystal Street and the former ANZ Bank building.

The prominent features of the area which make a significant contribution to community life include:

- the Civic Centre in Fisher Street;
- the Petersham RSL Club in Regent Street; and
- the Petersham Telephone Exchange and Post Office in Audley Street.

The only identified constraints to development in the *Study Area* are the group of Victorian houses on 1-5 Fisher Street and the Egyptian Room contained within the contemporary Masonic Temple at 23-25 New Canterbury Road, both of which have been identified as heritage items.

In this context, the *Study Area* provides the only real opportunity to significantly increase residential development densities in the vicinity of the Petersham Railway Station to take advantage of the vital public transport service Sydney's heavy rail network offers.

The area's proximity to the shops and services in the Petersham Shopping Centre also make it attractive and suitable for high density residential development.

The only sites of sufficient size to take full advantage these significant strategic attributes are:

- Council's Civic Centre site;
- the land involved in the RSL Project;
- the Petersham Telephone Exchange and Post Office site; and
- sites created by the consolidation of a number of existing allotments.

4.0 DESIRED FUTURE CHARACTER

The desired future character and structure of the *Study Area*, as contemplated by *MLEP 2011,* essentially involves:

- extension of the Petersham Shopping Centre onto the eastern side of Audley Street and into Fisher Street;
- a high density residential precinct adjacent to the Railway Station;
- a business precinct fronting Crystal Street; and
- fragmented areas of low density residential in the remainder of the area.

MLEP 2011 also recognises the important role the RSL Club plays in local community life by specifically facilitating its relocation to land on the western side of Regent Street to enable the Club to provide new modern facilities designed to meet contemporary community demand.

An illustration of the planned structure of the *Study Area* is contained in **Figure A2**.

Figure A 2 : Structure Plan

5.0 EVOLUTION OF DEVELOPMENT CONTROLS

A chronological analysis of the evolution of the current planning framework and standards applying to development in the *Study Area* is as follows

	Document/Instrument	Effect
ɔer 2005	*City of Cities - A Plan for Sydney's Future*	This metropolitan strategy was published by the NSW Department of Planning & Environment. Marrickville was identified as being in the South Subregion of the metropolitan area
2007	*Marrickville Urban Strategy*	This urban development strategy for Marrickville prepared on Council's behalf by SGS Economics and Planning Pty Ltd was adopted. This *Strategy* was based on and reflected the *City of Cities* metropolitan strategy

2009	*Marrickville Village Centres Urban Design Study*	This urban design study was prepared on Council's behalf by Olsson & Associates Architects Pty Ltd to assist with the making of *MLEP 2011* and *Marrickville Development Control Plan 2011 (MDCP 2011)*. The Study provided the basis for the development standards and controls contained in those documents. The Study was based on and reflected: the *City of Cities* metropolitan strategy; the associated draft South Subregional strategy; and the *Marrickville Urban Study*
ember 2011	*MLEP 2011* *MDCP 2011*	These plans became effective
ber 2012	*Inquiry into Use of Railway Corridors*	NSW Legislative Assembly's Committee Report on Transport and Infrastructure relating to the utilisation of air space above and land adjacent to railway corridors in the Sydney metropolitan area was published
ber 2014	*A Plan for Growing Sydney*	This new metropolitan strategy superceding *City of Cities* was published by the NSW Department of Planning & Environment. Marrickville was identified as being in the Central Subregion under the terms of the strategy
2015	*Sydnenham to Bankstown Urban Renewal Corridor Strategy*	NSW Department of Planning & Environment published the first railway corridor urban renewal strategy

Current standards and controls contained in *MLEP 2011* and *MDCP 2011* have their genesis in planning concepts developed in 2007-2009 and do not reflect current town planning principles and practice relating to:

- *A Plan for Growing Sydney* published in December 2014;
- contemporary policies relating to integrating transport and land use planning; and
- the principles of transit-oriented development.

6.0 MARRICKVILLE LEP 2011 - ZONING

6.1 Business Areas

The zoning of the land for the extension of the Petersham Shopping Centre as B2 Local Centre and the land fronting Crystal Street as B4 Mixed Use is appropriate in terms of the future structure of the *Study Area*.

Consideration could be given to rationalising the business zoning applying to the land fronting Crystal Street by rezoning the land at 1 New Canterbury Road, which contains the Oxford Tavern, from B1 Neighbourhood Centre to B4 Mixed Use to make it consistent with the business zoning applying to the majority of the land between Trafalgar Street and New Canterbury Road and more appropriately reflect its current and future use.

6.2 Residential Areas

The remainder of the land in the *Study Area* is zoned for residential purposes and is located in the R1 General Residential, R2 Low Density Residential and R4 High Density Residential zones.

In relation to the Railway Station, all of the land in the:

- R2 Low Density Residential zone fronting Trafalgar Street is located within 100m;
- R2 Low Density Residential zone fronting Fisher Street is located within 150m;
- R1 General Residential zone, with the exception of 23-29 New Canterbury Road, is located within 200m: and
- R4 High Density Residential zone is located within 150m.

The relationship of the zones to the Railway Station are illustrated in **Figure A3**.

Consequently, all of the residentially zoned land in the *Study Area* is appropriate for high density residential development in accordance with contemporary town planning principles and practices.

It would, therefore, be appropriate for all of these properties to be included in an R4 High Density Residential zone, while protecting whatever heritage significance 1-5 Fisher Street and 23-25 New Canterbury Road may have by the heritage provisions contained in *MLEP 2011*.

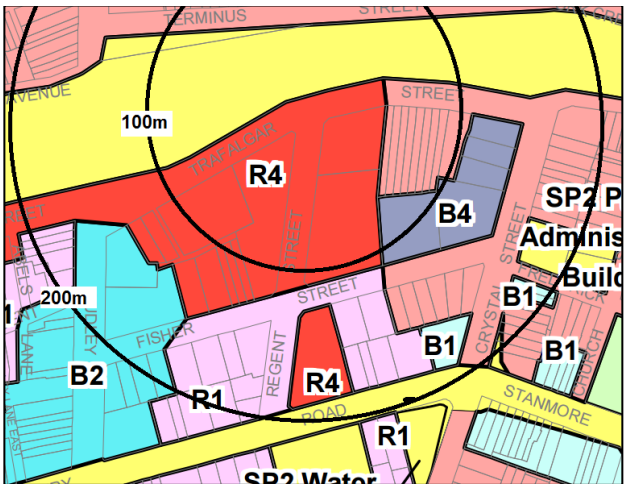


Figure A3: Distance from Station Entry

7.0 DEVELOPMENT STANDARDS

The development standards, in terms of building height and floor space ratio, applying to development in the *Study Area* were, largely, a result of the *Marrickville Villages Urban Design Study* undertaken in March 2009, the precursor to the making of *MLEP 2011* and *MDCP 2011*

However, this Study developed master plans for only a part of the *Study Area*, including:

- the area bounded by Regent, Fisher, Audley and Trafalgar Streets; and
- the land at 13-17 Regent Street.

It did not address issues relating to other significant potential redevelopment sites, such as:

- the RSL Club's premises on 3-7 Regent Street;
- the Civic Centre site;
- the mixed-use business precinct planned to front Crystal Street; or
- other potential consolidated sites.

The Study also pre-dated Council's decision to facilitate the relocation of the RSL Club onto land on the western side of Regent Street in the area bounded by Regent, Fisher, Audley and Trafalgar Streets.

Consequently, the Study did not address development of the *Study Area* in a wholistic manner.

The Study was based on the *City of Cities* metropolitan strategy published in 2005 which has since been superceded by *A Plan for Growing Sydney* published in 2014 and prior to the adoption of contemporary town planning principles and practice relating to transit-oriented development, which foster and promote high density development in areas surrounding public transport nodes.

The master plans proposed in the Study were largely translated to lot-by-lot development standards designed to accommodate development of individual sites rather than the development of larger aggregated sites, such as the RSL Project which also included the relocation of the RSL Club.

As a result of this, the land comprising the RSL Project is subject to:

- 4 building height zones varying from of 17m to 26m; and
- 5 floor space ratio zones ranging from 1.8:1 to 2.8:1.

A number of the standards applying to development in the *Study Area* defy town planning logic.

These include:

- properties which are located further from the Station, such as the Civic Centre site which has a floor space ratio of 3.3:1, having significantly higher floor space ratios than properties immediately adjacent to the Station, which have floor space ratios ranging from 0.6:1 to 2.2:1;
- building heights which do not appear to provide a cogent and wholistic urban design approach to development of the *Study Area*; and
- a disconnect of standards which provide a 14m building height standard to properties to which a 0.6:1 floor space ratio applies.

Guidance on a more appropriate approach to standards in a similar context is offered by the concept approval issued by the NSW Department of Planning & Environment for the redevelopment of land at 78-90 Old Canterbury Road, land adjacent to the Lewisham West

Light Rail Station on the Pyrmont Bay to Dulwich Hill line and some 300m to 400m from the Lewisham Railway Station.

This site was also subject to a master plan prepared as part of the *Marrickville Villages Urban Design Study* which proposed building heights ranging from 4 to 9 storeys and a floor space ratio of 1.7:1.

The concept approved by the Department involved buildings with a height of 9-10 storeys for a distance of some 150m along the light rail corridor and a floor space ratio 2.67:1.

The Department's assessment report on the development indicated that:

- it was generally satisfied that the site could accommodate increased height and density given its excellent access to public transport;
- the proposed development would deliver public benefits, including the renewal of industrial land with excellent access to public transport to provide high density residential development;
- the site presented an opportunity to provide significant transit-oriented development and the lower floor space ratio contained in *MLEP 2011* did not maximise the opportunities to significantly increase residential density immediately adjacent to public transport; and
- additional density was justified by, among other things, benefits offered by a voluntary planning agreement and benefits in terms of increased mode share by public transport and reduced car dependency and traffic generation.

In these circumstances, a fresh approach is required to urban design principles applying to development in the R4 High Density Residential zone in the *Study Area* and the standards to be applied to its redevelopment in order to:

- reflect contemporary urban design practice;
- embrace Transit-Oriented Development in the area adjacent to the Railway Station;
- maximise the opportunities to significantly increase residential density on land immediately adjacent to the public transport facilities available in this area;
- optimise the development capability of larger aggregated sites; and
- facilitate the relocation of the entertainment and leisure facilities provided by the RSL Club to a new modern facility designed to better serve the needs of the local community.

8.0 PETERSHAM RSL CLUB PROJECT

The land currently zoned R4 High Density Residential in the *Study Area* under *MLEP 2011* has an area of 13,782m^2.

The RSL Project involves an area of 10,406m^2, or 75% of the land in this zone, and is largely used for licensed club and associated car parking purposes.

The remainder of the land in this zone involves:

- 285 Trafalgar Street, which has an area of 1,578m^2, or 11.5% of the land in the zone, and contains a 2/3 storey residential flat building containing 26 apartments;

- 311-315 Trafalgar Street on the western side of Fozzard Lane, which has an area of 653m^2 and contains:
- an obsolete 2 storey industrial building on 311 Trafalgar Street; and
- a 2 storey terrace house on 313-315 Trafalgar Street which is an integral part of 93 Audley Street and would be expected to be included in any redevelopment of that property; and
- 22-24 Fisher Street, which has an area of 1,144.9m^2 and contains:

- 1/2 storey church hall on 22 Fisher Street; and
- a 2 storey residential flat building containing 8 apartments on 24 Fisher Street.

The standards applying to development on 285 Trafalgar Street under the terms of *MLEP 2011* of a maximum building height of 17m and a maximum floor space ratio of 1.1:1 are expected to preclude any future redevelopment of this land having regard to the extent of development it currently accommodates.

The RSL Project offers a unique opportunity to develop the vast majority of land in this zone without prejudicing the future development of surrounding properties in a similar manner.

9.0 CONCLUSIONS

A fresh approach is required to urban design principles applying to development in the R4 High Density Residential zone in the *Study Area* and the appropriate standards to be applied to the redevelopment in order to:

- reflect contemporary urban design practice;
- embrace transit-oriented development in the area adjacent to the Railway Station;
- maximise the opportunities to significantly increase residential density on land immediately adjacent to the public transport facilities available in this area;
- optimise the development capability of larger aggregated sites; and
- facilitate the relocation of the entertainment and leisure facilities provided by the RSL Club to a new modern facility designed to better serve the needs of the local community; and
- to improve public domain areas in the vicinity of the Railway Station and access connecting the Station to the Petersham Shopping Centre

From a town planning perspective, the area is suitable for significantly higher building heights and floor space ratios than currently apply to development in the R4 High Density Residential zone in the *Study Area*.

PART B – VISION

Part B - Vision

1.0 Desired Future Character

The DCP nominates the block from the eastern edge of Audley to Regent Street and from Trafalgar to Fisher Street, as well as the carpark on Fisher/Regent Street and the Council Civic site as Masterplan sites. It does not expect redevelopment to occur in other sites and consequently does not address them in any detail, nor does it provide development controls which would encourage or facilitate development. The Desired Future Character for this area is set out in the DCP as follows:

1. To protect, preserve and enhance identified buildings within this precinct. (NA)

2. To protect the identified heritage items within the precinct. (NA)

3. To protect, preserve and enhance other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas and prevailing subdivision patterns. (Yes)

4. To maintain distinctly single storey streetscapes within the precinct.(NO)

5. To protect, preserve and enhance the existing character of the streetscapes, where only compatible development is permitted. (NA)

6. To protect the identified values of the Petersham South (Norwood Estate) and the Morgan Street Heritage Conservation Areas. (NA)

7. To facilitate urban renewal in appropriate locations allowing substantial change to the streetscape character while resulting in a high quality public domain. (YES)

8. To allow and encourage a greater scale of development and increased residential density on masterplan sites that provides new dwellings near local shops. (YES)

9. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome. (YES PLUS)

10. To support excellence in contemporary design. (YES)

11. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments. (YES)

12. To ensure that the design of higher density development provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjoining and surrounding properties. (YES)

13. To ensure that the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity. (YES)

14. To ensure that new development considers all potential impacts to biodiversity. (YES)

The various Heritage components apply much more to the area south of New Canterbury Road rather than the study area which contains few Heritage items and is NOT a Heritage Conservation Area.

NA=Not Applicable, NO= No Relevance, YES=Relevant and Facilitated, YES PLUS= More so.

Councils DCP Precinct Planning Controls facilitate development ONLY for nominated major sites:

MA 6.1 Corner Fisher and Regent and NCR an existing RSL Club carpark nominated as 4 storeys.

MA 6.2 Audley – Regent/Trafalgar – Fisher Streets which are nominated at various heights from 3 storeys near Audley (up to 5 at Fisher/Regent) and 6 storeys along Trafalgar between Fozzard Lane and Regent Street.

MA 6.6 Petersham Administration Centre on the corner of Crystal and Fisher Streets which is nominated mixed-use with building heights to 6 storeys

It is our contention that a much wider spread of redevelopment, at a greater density (and height) is both possible and desirable in this study area.

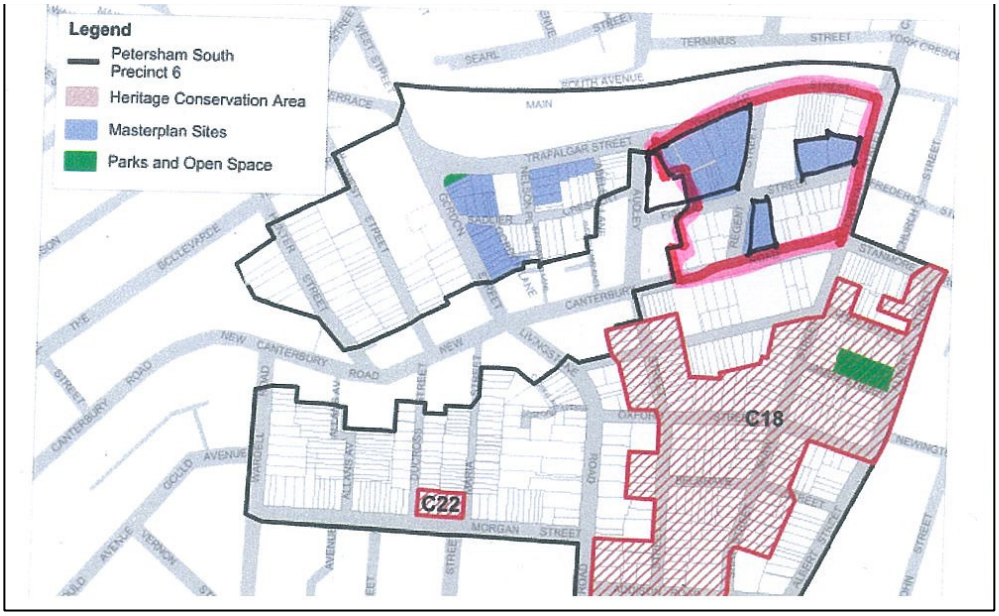
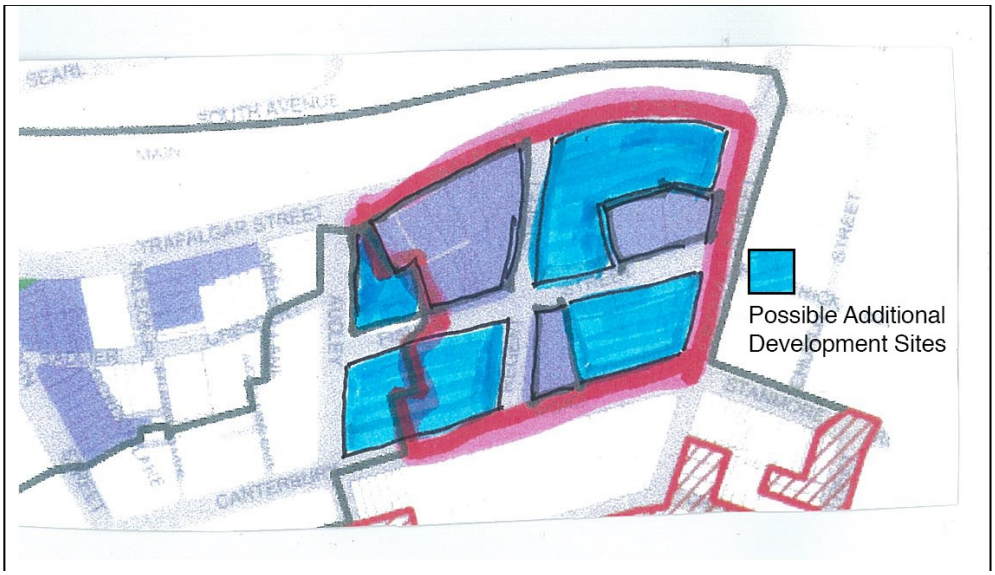


Figure B1 – DCP Nominated Major Sites



Figures B2 - Wider Development Potential

Figure 6.1a Location Diagram

Legend

Figure B3 – MA 6.1 (DCP Nominated)

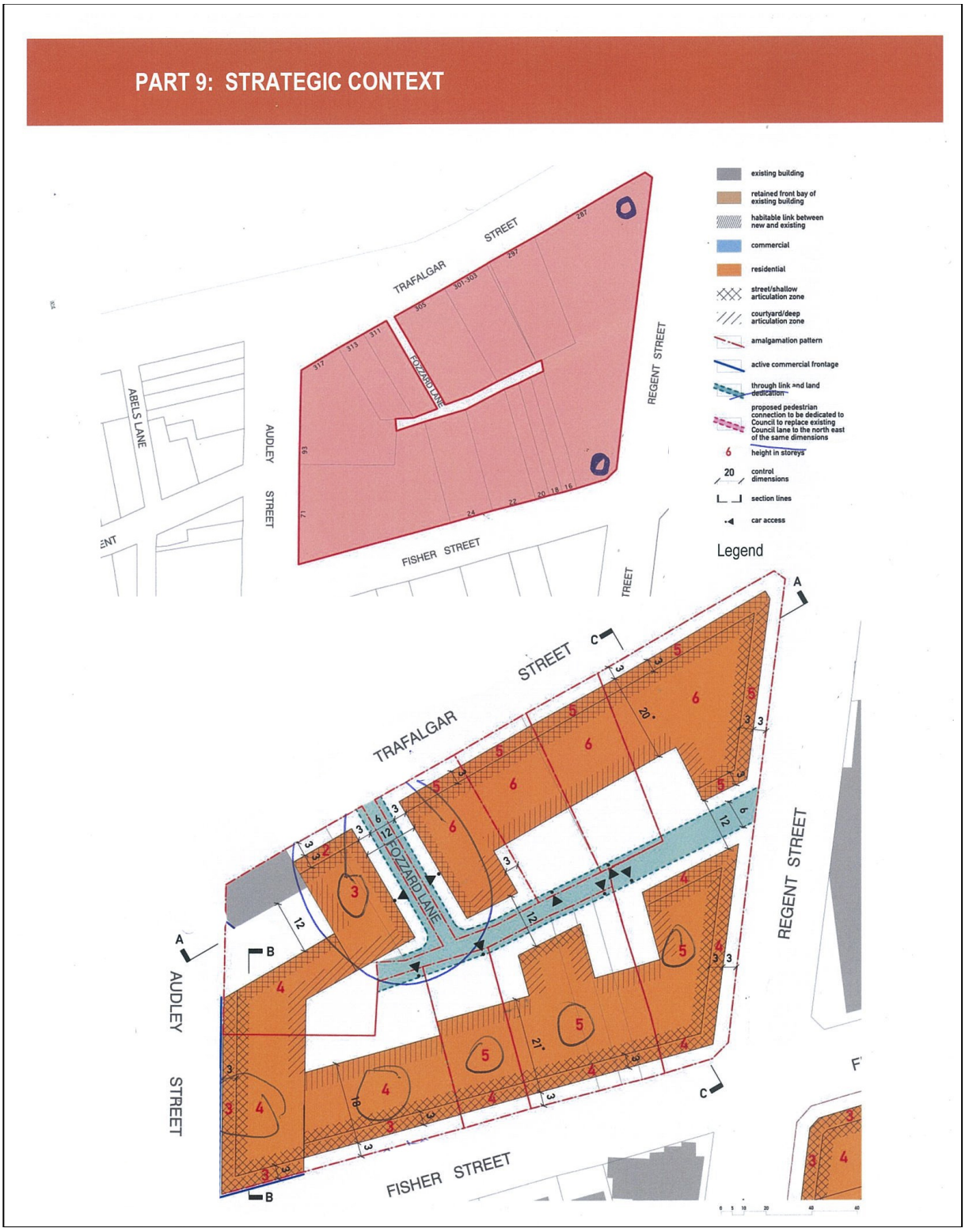


Figure B4 – MA 6.2 (DCP Nominated)

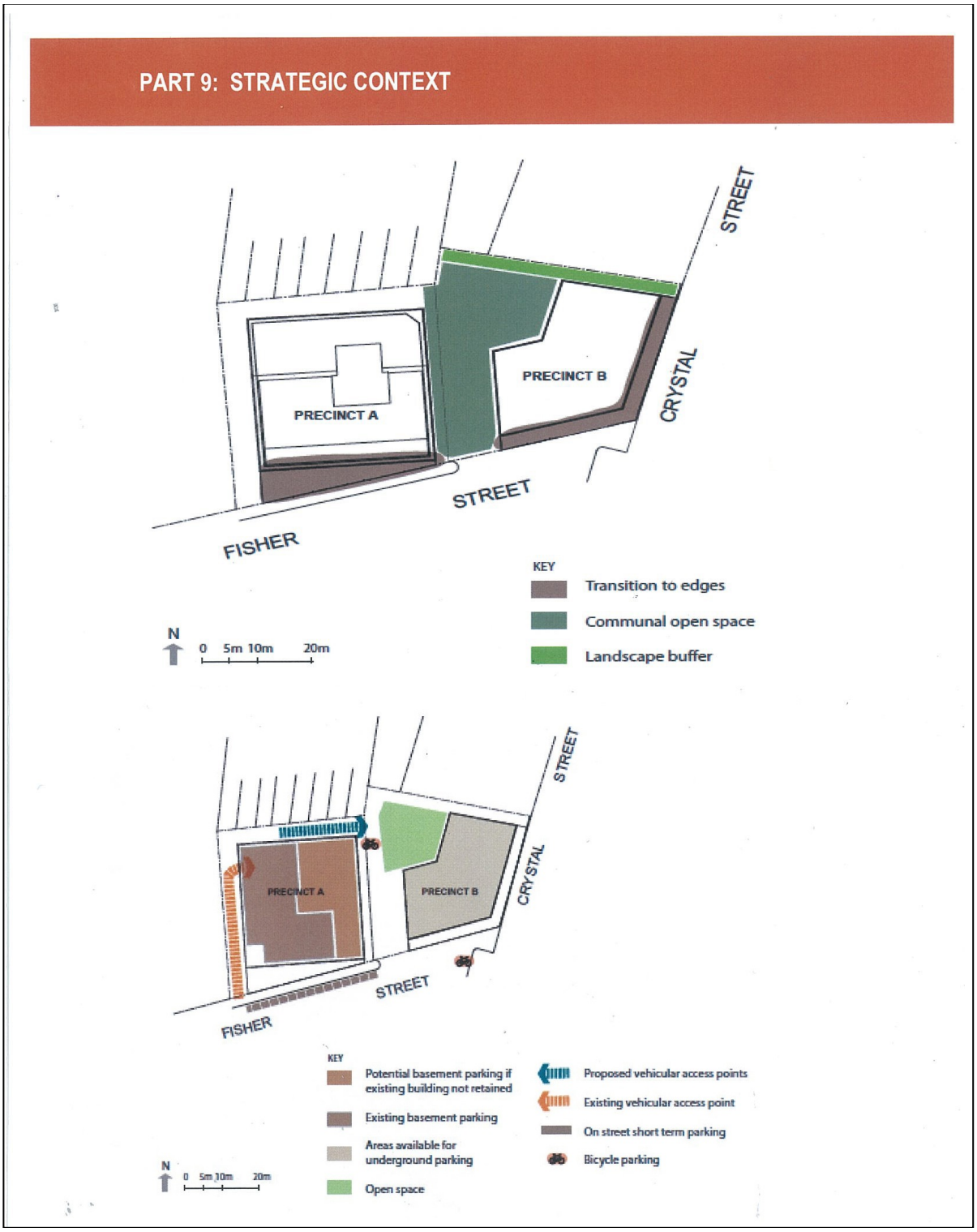


Figure B5 – MA 6.6 (DCP Nominated)

2.0 Vision

The Marrickville Village Centres Urban Design Study nominates key strategy directions as:

- Encourage urban renewal in and around centres
- Increase residential densities (in commercial zones)
- Investigate opportunities to support centre revitalisation

The associated map clearly indicates the area connecting Petersham Station with the Town Centre as a focus for renewal.

Note that the Marrickville Urban Strategy recommends the Study Area as a Village Centre with a focus on Renewal

Figure B6 – Focus for Renewal

Key to Urban Strategy Map

Town Centre

Town Centres generally have concentrations of retail, health and professional services, mixed with medium density residential in and around the centre. Town Centres also serve surrounding residential areas and provide for public transport interchange. *Newtown.*

Village

Village centres are generally medium sized concentrations of retail, health and other services integrated with medium density residential. Regional public transport provides connections to Town Centres. *Marrickville Road and St Peters* (potential Village).

Small Village

Small Village centres are generally small sized concentrations of retail and other local services integrated with medium density residential, with public transport services. *Stanmore, Dulwich Hill Shopping Centre, Enmore Road Shops, Marrickville Station and Petersham.*

Neighbourhood

Neighbourhoods generally have local shops combined with lower density and medium density residential development. They service the daily needs of residents with basic services within walking distance. They generally have four to 10 shops with access to parks, primary school and child care. Local transport services operate to larger centres. *Lewisham, Dulwich Hill Station, Tempe Station, Tempe Shops, Sydenham, Enmore Park Shops and Petersham Station.*

Stand Alone Shopping Centre

Large managed retail centre, with supermarket, discount department store, specialty food and clothing. *Marrickville Metro.*

Focus for Renewal

Focus for new housing and local improvements to access, parks and public domain. *Marrickville Road, near Enmore Park, Petersham (Shops and Station), Lewisham, Dulwich Hill Shops, Dulwich Hill Station and Marrickville Station.*

Station Revitalisation Plans

Draft Revitalisation Plans have been prepared for *Marrickville and St Peters Railway Stations* as Urban Strategy case studies.

Mixed Used Development Investigation Areas

Within the centres, there are opportunities to increase the level of mixed use development. This may be in select industrial sites that are redundant and/or present residential amenity conflicts. Further investigation is required to consider these sites. *Petersham Station, Lewisham, Australia Street, Alice Street, Marrickville Road and Meeks Road.*

Investigation Areas for New Centres

These are investigation areas for redevelopment of larger clusters of industrial land into new centres, with improved access to shops, services and transport, while maintaining or increasing total employment. These investigation areas are within or near to the Strategic Employment Lands. *St Peters and Carrington Road.*

Enterprise Corridor

Areas immediately around busy roads that connect centres, containing important commercial, retail and light industrial activities. Often providing lower rent locations for start-up enterprises. *Parramatta Road and Princes Highway are Enterprise Corridors.*

Green Corridor (indicative)

Important biodiversity and recreational connections. The Cooks River is a priority area for improved river and ecosystem health; future improved links to the Hawthorne Canal and along the Alexandra Canal are being investigated.

Airport and Port Related Activities

These lands contain important industries that support the major economic gateways of the Port and Airport.

Heritage Items

Heritage items shown are those identified in MLEP 2001 as heritage items or on the State Heritage Register.

Open Space

Local and regional parks, playgrounds and sportsfields.

Strategic Bus Corridors

New direct and frequent State Government bus services linking to Sydney CBD along Parramatta Road and along Illawarra Road, Victoria Road, Enmore Road and King Street.

Employment Lands

Sites for light industry, which are generally small and isolated. These locations provide local production and services.

Strategic Employment Lands

Contain various employment activities such as factories, warehouses, transport logistics or major storage operations with some associated offices. These places are vital to the economy and ability to service the city.

Shops, Restaurants and Services

An area zoned in council's planning controls for commercial and business activities. The majority are located in centres and are a focal point for transport services.

The methodology applied suggests identifying opportunities for higher yield and providing generic control outcomes for commercial areas.

This study then identified areas of high development potential in the study area based on the following criteria:

- Sites where there was high redevelopment potential included considering factors such as:

  - Constraints and opportunities from desktop mapping
  - Underdeveloped property (car parks)
  - Large areas with few land owners
  - Sites/buildings with low heritage value
  - Strategic location (i.e. very close to station or other key nodes)
  - Corner location allowing good frontage/urban design response
  - Access to positive site amenity (i.e. outlook onto park)
  - Sites that won't cause significant amenity impacts
  - Sites with opportunities to improve current situation (renewal/design response to minimise existing poor amenity)
  - Multiple groupings of properties with low constraints

It is our contention that these criteria could and should have been more widely applied across this Precinct in order to accommodate:

- The RSL Club
- Church properties
- Small (2-3 storey) apartment buildings
- Residential properties which might well amalgamate in the future.

This would suggest a wider application of development potential across the Precinct and a more complete development than that envisaged by Council.

This raises an important question which requires resolution

The Vision for this Precinct (which is not clearly stated anywhere) appears to be to keep everything pretty much the same with some infill development on three nominated sites in this Precinct.

3.0 An Alternative Approach

An alternative approach in the context of Transit-Oriented Development and very limited development opportunity elsewhere around Petersham Station would be to optimise the development potential of this subject Study Area.

This would suggest the possible redevelopment of some of the existing residential properties (one and two storey cottages and terraces and small apartment buildings).

Such a strategy would be more in keeping with the principles of Transit-Oriented Development (which is otherwise constrained around Petersham Station).

Vision

Thus the Vision for the Study Area could be:

Create a dense transit-oriented residential and mixed-use precinct connecting the Petersham Railway Station with commercial areas to the west (Audley Street) and south-east (Crystal Street/New Canterbury Road). This Precinct should be supported by small areas of open space (pocket parks) and community facilities.

Figure B7 – Alternative Development Approach

PART C – URBAN DESIGN STRATEGY

1.0 Urban Design Constraints

The Urban Design Constraints of this Precinct are as follows:

- High traffic volumes on New Canterbury Road, Crystal Street and on Trafalgar Street (to a lesser degree)
- Buildings of character on Fisher Street (opposite Council), Trafalgar Street (towards Crystal Street) and Fisher Street (near Regent Street) and corner of Audley Street/Trafalgar Street
- Heritage listing on “Egyptian Room” in Masonic lodge (although the building itself is of no significance)
- A number of small 2-3 storey apartment buildings. In order to redevelop these will require amalgamation of strata plans. This is much easier now than in previous times if a reasonable development incentive can be provided.
- A number of church buildings, halls etc. which can be redeveloped as mixed-use developments with residential over church uses (if adequate incentives can be provided).
- Any major increase in yield (and population) will create additional demand for community infrastructure)To be identified by Council). This can be provided in the base of residential buildings and funded by development contributions.

Whilst some of these buildings in the Study Area are of character, their separation by other redeveloped or vacant sites (clubs, old blocks of flats, obsolete factory buildings and a telephone exchange) reduces their significance to the degree that they could be redeveloped in order to generate some significant Transit-Oriented Development …particularly as such development is not possible elsewhere around the Railway Station due to Heritage constraints.

2.0 Urban Design Opportunities

Urban Design Opportunities include:

- A potentially serious TOD contribution to increased population with immediate access to Railway Station
- The capacity to connect and integrate the Railway Station with nearby commercial centres with density residential and mixed-use development
- The capacity to fund major local improvements including:
  - provision of open space
  - improved street landscaping
  - provision of community facilities
  - provision of affordable housing
- The relief of pressure for redevelopment on areas of recognised conservation significance elsewhere in Petersham/Marrickville.

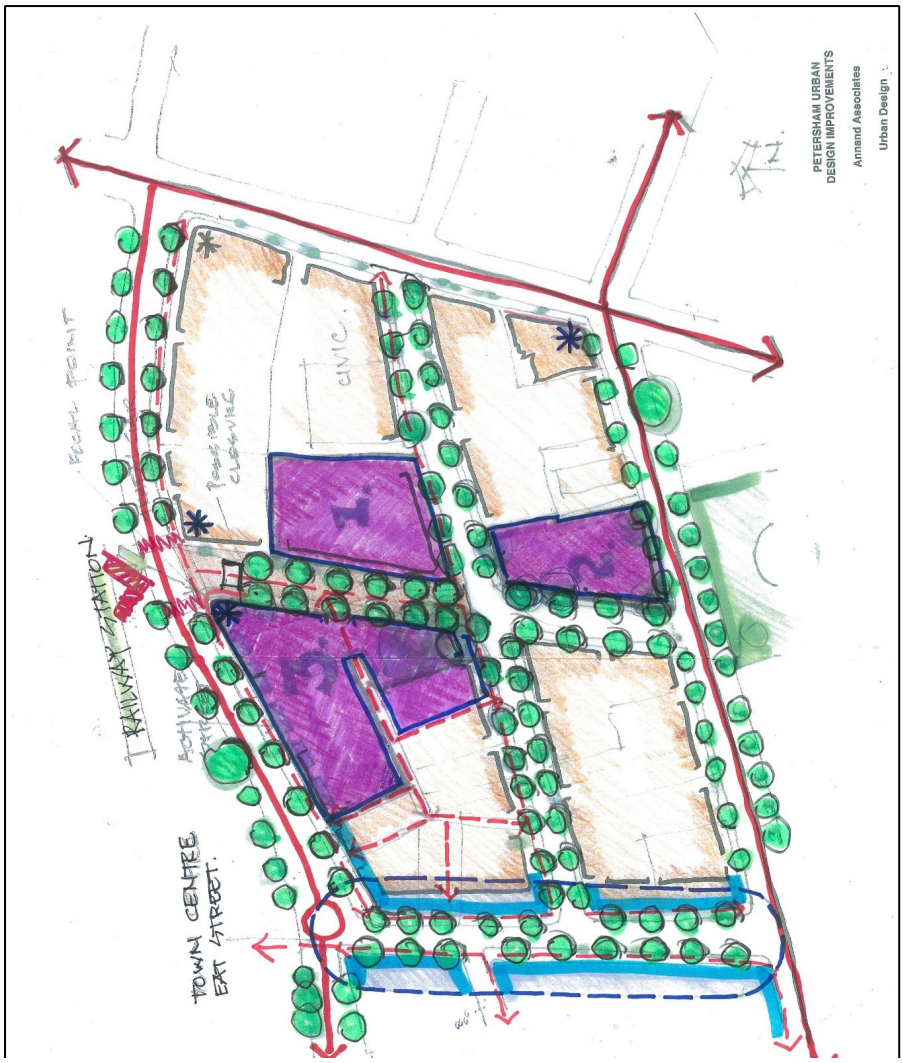


Figure C1 - Opportunities

3.0 Urban Design Strategy

Based on a review of Council documents, the constraints and opportunities and characteristics of the Study Area, recent State Government policy and Transit-Oriented Development principles we are supportive of the following:

3.1 Building Height

Up to 10-12 storeys adjacent to the Railway Station and stepping down to 6 storeys at Audley Street (with 3 storey street frontage), Crystal Street and New Canterbury Road (see Figure C2)

It should be noted that any definition of height should enable access to and the use of the roofs as roof-garden communal open space.

3.2 Development Yield / FSR

Up to 3:1-3.5:1 for 100m from the station, 2.5:1 for 200m and 2:1 for balance of Study Area. Note that this FSR is to be measured against development yield and should not include items such as parking surpluses etc (see attached discussion and traffic report). (see Figure C3)

3.3 Building Form

- Long facades should be avoided (restrict to 35-40m maximum) without major articulation.
- Heights should vary
- Frontages should be articulated
- Buildings should have front setbacks as shown (3-6m residential, 0m for commercial/club/mixed use)
- Further setbacks should occur at 3-4 storeys to Trafalgar/Audley and Fisher (west) or 6 storeys Regent, Fisher Street east, and New Canterbury Road
- The club frontage to Trafalgar Street should create a strong podium for the residential buildings

3.4 Connectivity

The proposed development will improve connectivity, particularly in the block bounded by Trafalgar, Regent, Fisher and Audley. In final form this could comprise a very interesting activated series of pedestrian places and shared zones

3.5 Street Activation

- Seek to activate Trafalgar Street with commercial components of the club to the maximum extent possible
- Seek to activate the important corner of Trafalgar and Regent with a café/coffee shop
- Seek to activate the Fozzard connection with retail / commercial to Regent Street, artist studios/sohos where possible on Fozzard Lane and green walls to the club. Residential units facing the street (Regent Street) should have direct access from the street through a deep soil (if possible) front private garden court.

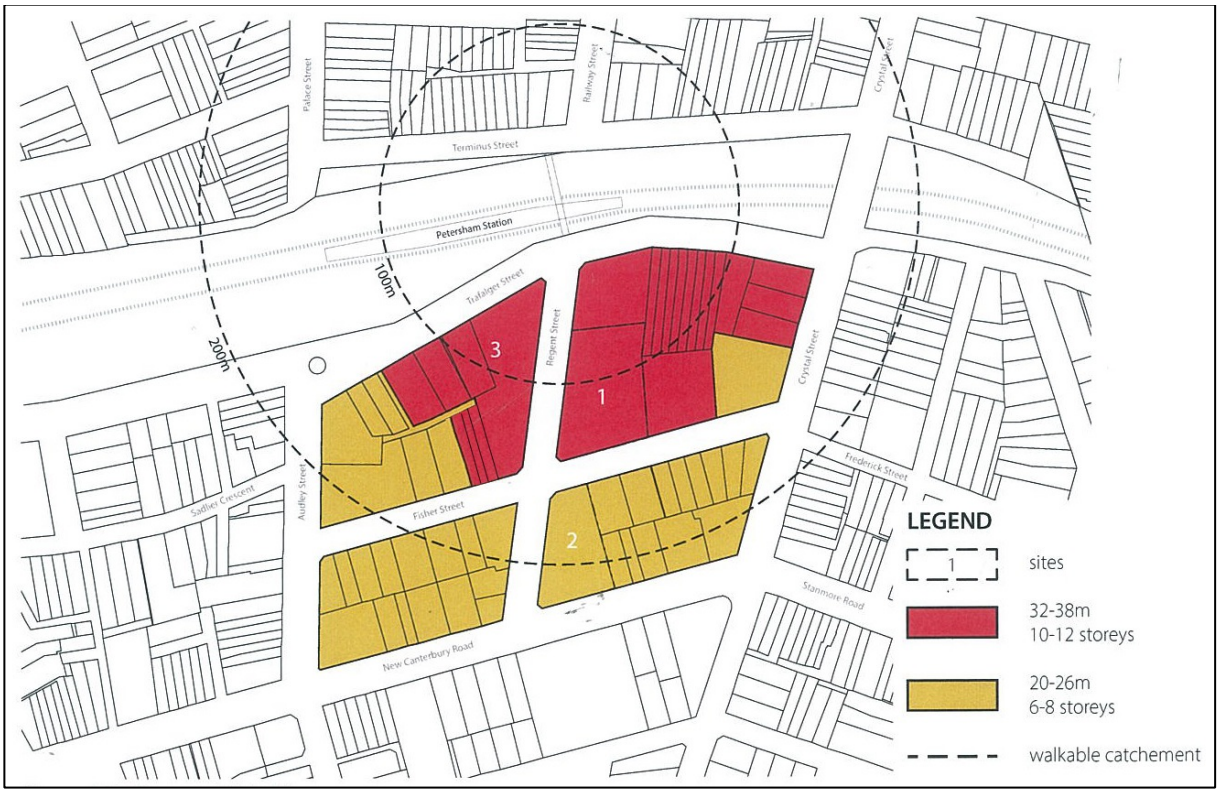


Figure C2 – Potential Building Height

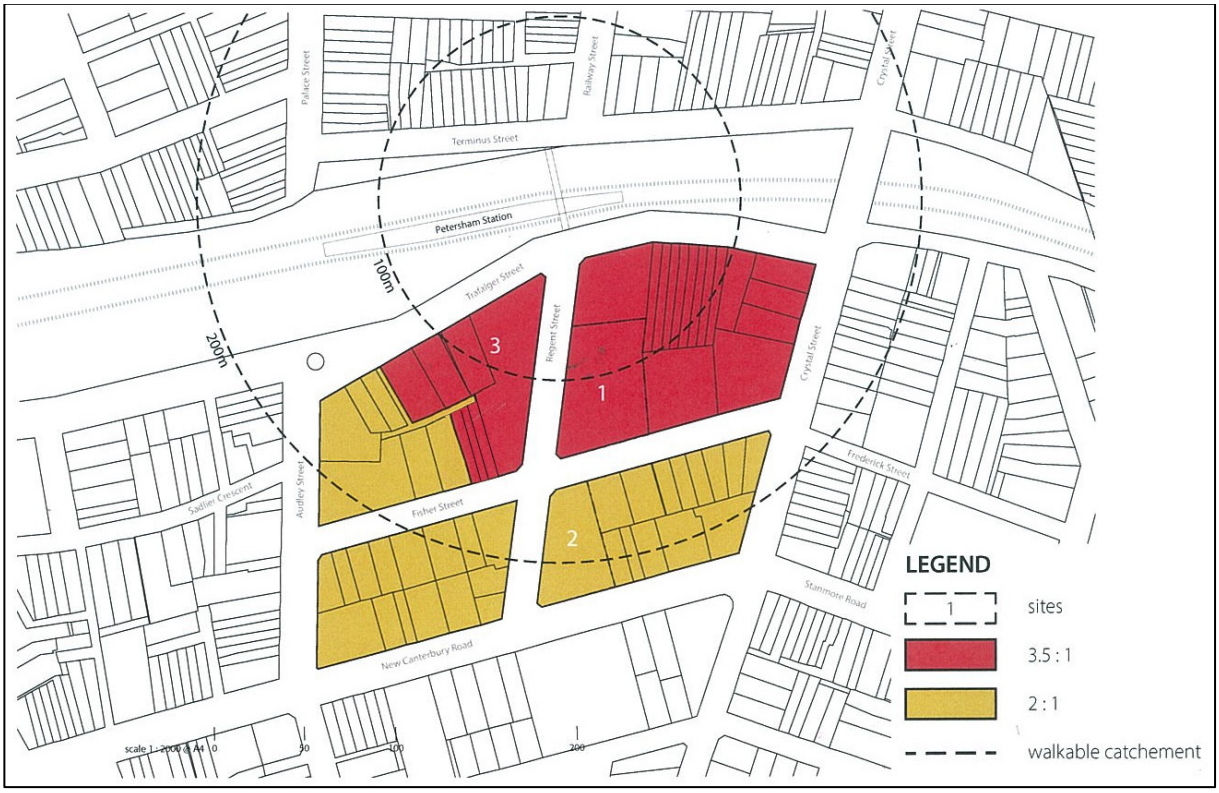


Figure C3 – Potential FSR

3.6 Placemaking

Placemaking opportunities should be explored. Consider the following:

- Closure of Regent Street between Trafalgar and Fisher as a pedestrian park or mall. This should be a simple, formal, paved space with large avenue deciduous trees, benches, a small pavilion and a water feature. Interim arrangements may need to be made to maintain access to corner site (Regent/Trafalgar) for 3 parking spaces. THIS IS NOT SUPPORTED BY COUNCIL AND THEREFORE WITHDRAWN.

- Provision of small privately owned / publically accessible pocket park spaces on private land (and privately owned) with public use ROW's). These could include:

o small park on corner of Fisher and Regent to conserve existing trees and provide deep soil for additional planting (privately owned)

o small park / semi-public space at intersection of Fozzard Walk and Regent Street (privately owned)

o widening of Fozzard Lane to create public mews space associated with stair connection to Regent Street and artist studios/sohos

o Further small spaces (by others) associated with pedestrian connection to Fisher and Audley Streets

- Streetscape improvements to all streets with avenue planting, WSUD, public art.

- Improved pedestrian crossing from Regent Street park/mall to the railway entrance bridge

Figure C4 –Possible Regent Street closure (NOW REMOVED)

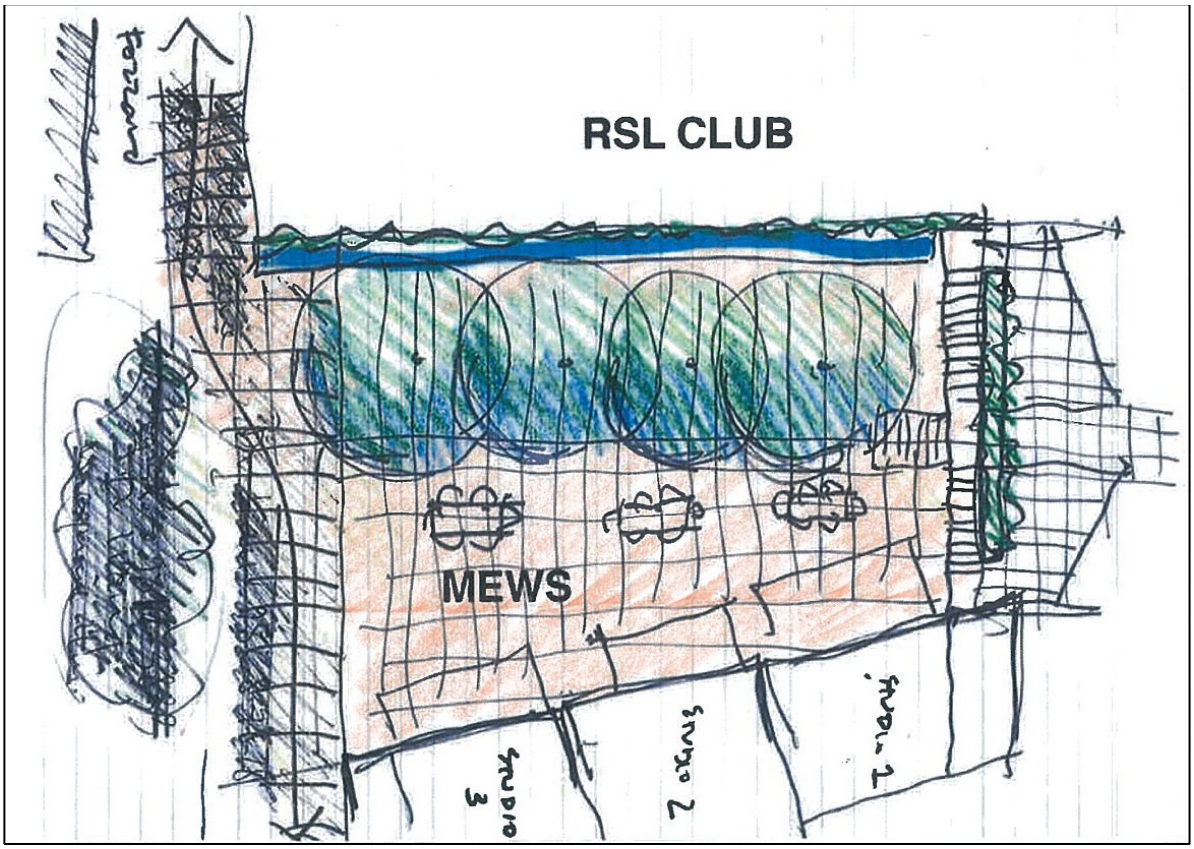


Figure C5 – Placemaking Fozzard Mews Plan

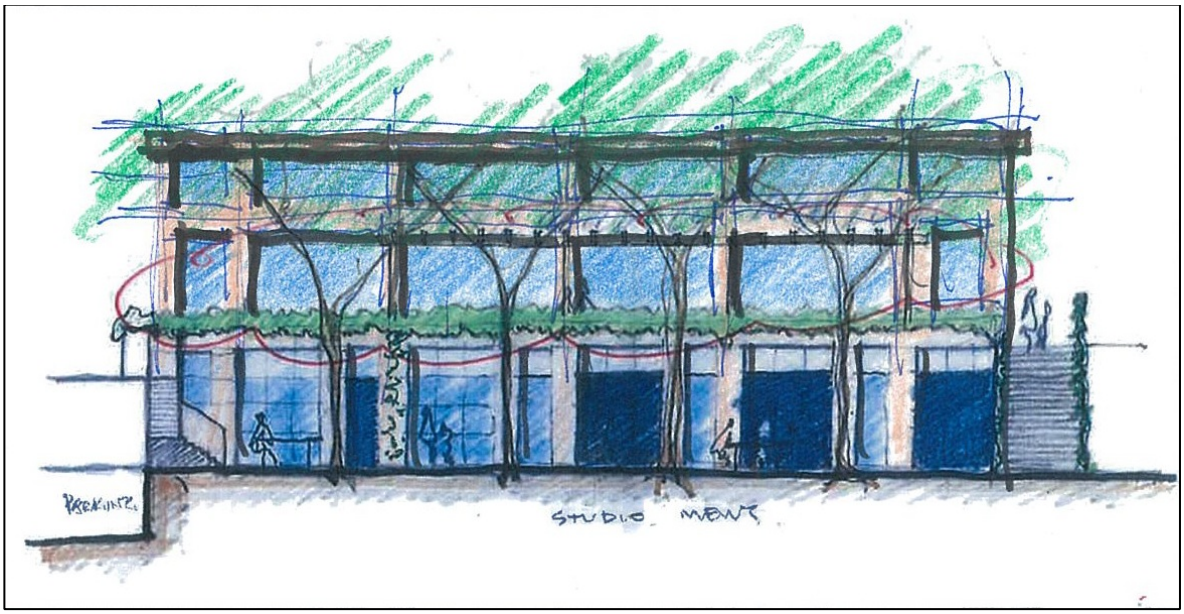


Figure C6 –Fozzard Mews E-W Section (Possible Future Activation)

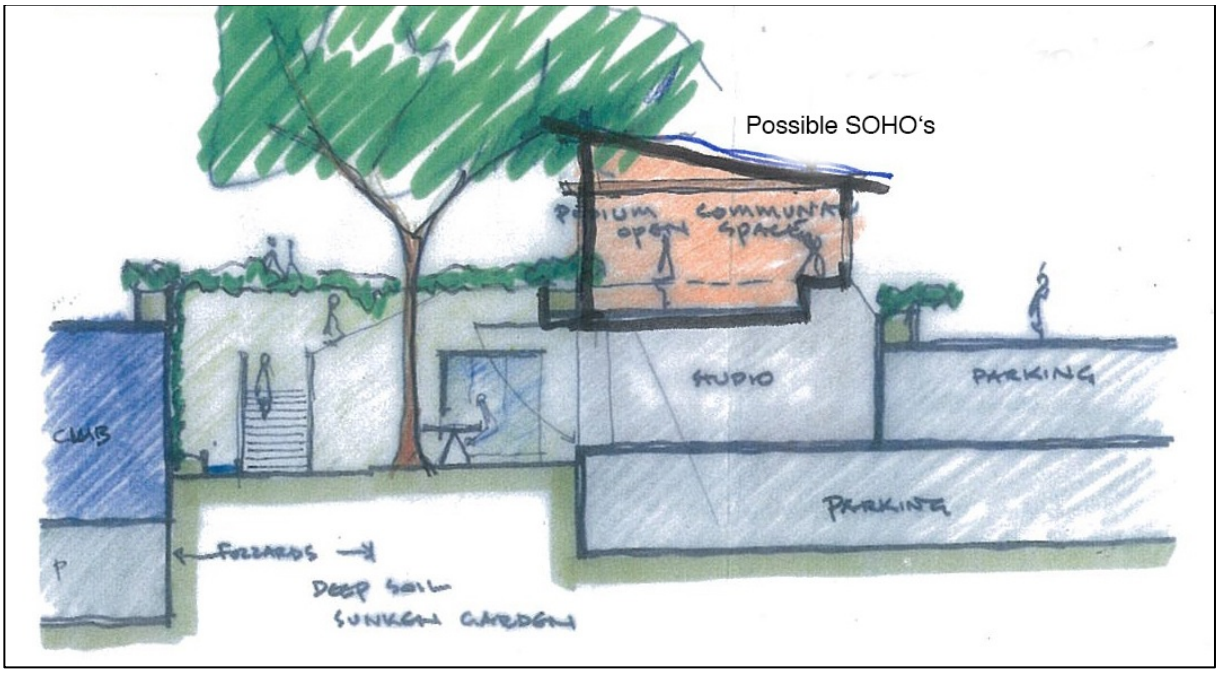


Figure C7 –Fozzard Mews N-S Section

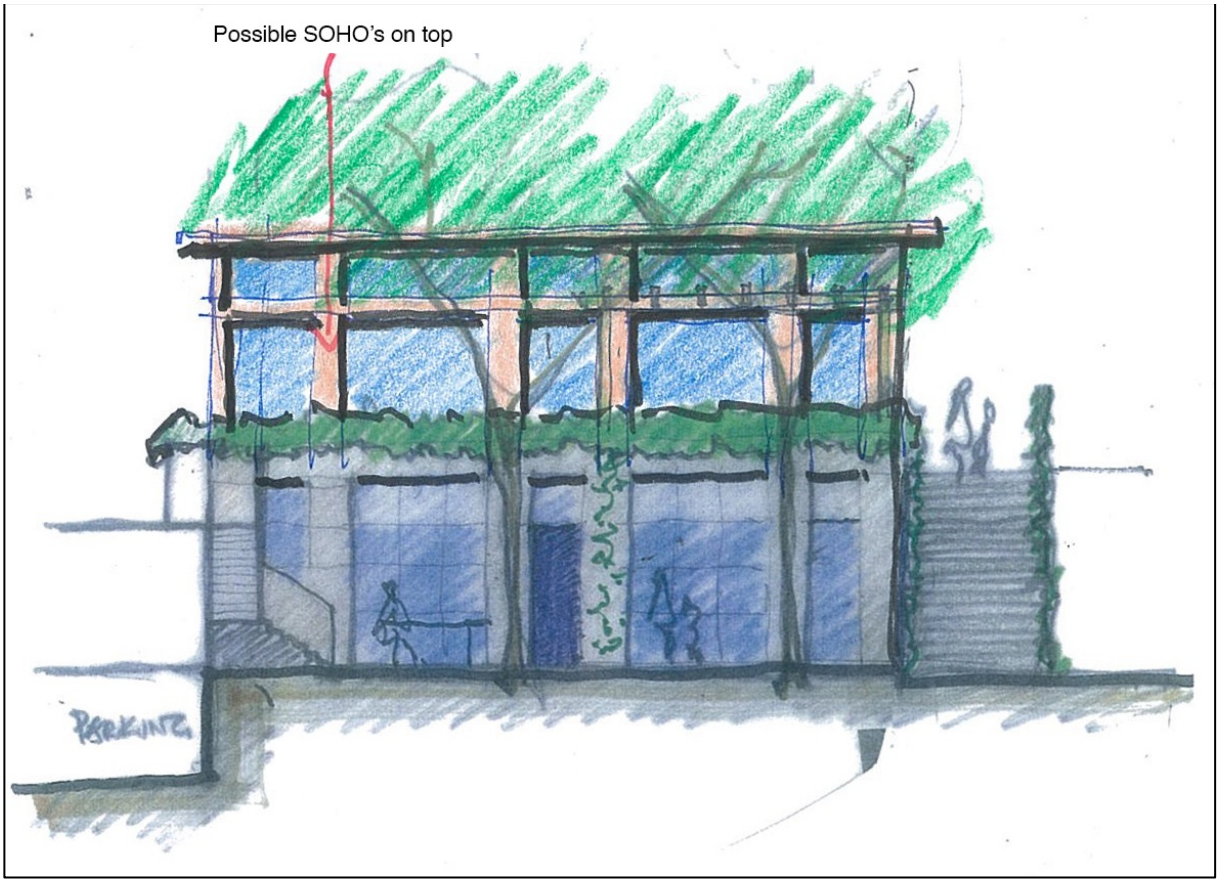


Figure C8 – Fozzard Mews E-W Section (Rear Terrace Sites)

3.7 Landscaping

The following landscape treatments should be explored:

- Conservation of indicated trees in appropriate, undisturbed deep soil (Fisher Street corner of Regent, Site 3 and Regent Street, boundary Site 2)
- Landscape treatment to Council satisfaction in Regent Street
- Improved avenue tree planting in all streets
- Careful edge treatments of front landscaping to residential frontages
- Exploration of deep soil possibilities associated with the Fozzard Lane pedestrian precinct

3.8 Infrastructure

Work with Council to identify additional infrastructure needs including social/community services/facilities, open space etc.

Such facilities and services once identified might be provided in development or financed by development and perhaps provided by Council (perhaps in administrative centre ?).

3.9 Movement

Cars

- Major traffic movements are maintained on Audley, Trafalgar, New Canterbury and Crystal Streets
- Local traffic uses Fisher and Regent off New Canterbury Road
- Streets are calmed

Pedestrians

- Improved through block pedestrian connections from Regent to Fozzard Lane and then variously to Trafalgar, Audley and Fisher Streets
- Improved walkability due to traffic calming, improved footpaths and pedestrian paths/shareways
- Improved pedestrian crossing from Regent Street closure to the Railway Station entry
- Improved climatic comfort from avenue tree planting

Cycle

- Local cycle traffic is supported by traffic calming of this Study Area.

4. Transit-Oriented Development

Transit-Oriented Development is now a major plank of State Government Policy.

Transit-Oriented Development is characterised by the following principles:

1. A clear Vision
2. Creation of an enduring and memorable Public Domain
3. Respect for market realities
4. Planning for complexity
5. Commitment to democratic management (Not overly regulated)
6. Integratio of multiple and mixed uses
7. Embedded sustainable development
8. Balance of flexibility with Vision
9. Optimisation of density benefits
10. Connection with community.

Transit-Oriented Development generally applies to the area immediately around a Railway Station up to 800m (10 minute walk) from the station. Generally, the station is at the centre of town, so the TOD applies to the Town Centre retail, mixed-use and surrounding residential.

Sometimes, however, as in the case of Petersham, the Town Centre is some distance from the station. This provides opportunity for increased residential densities to take advantage of Transit without relying on the amalgamation and redevelopment of small Town Centre sites (this is often very difficult … and disruptive).

TOD's can come in various forms. They can be:

- Predominantly employment hubs, eg:
  - Sydney CBD
  - North Sydney
  - Chatswood

- Predominantly retail hubs eg:
  - Rockdale
  - Campsie
  - Hurstville

- Predominantly residential use eg:
  - Petersham
  - Wiley Park
  - Wolli Creek
  - Rhodes
  - Lewisham South

- Special use hubs
  - Kogarah (St George Hospital)
  - Westmead (Hospital)

- Mixtures of the above eg:
  - St Leonards
  - Chatswood
  - Kogarah
  - Hurstville
  - Rhodes
  - Wolli Creek

Note that the different TOD types can have different transit behaviours:

- Commercial hub will have predominant inflow in a.m. and outflow in evening
- Retail hub will have in and out flow spread through the day but with workforce peaks as above
- Residential areas will have predominantly outflow in the a.m. and inflow in the evening
- Mixed zones will have a much better distribution of traffic throughout the day

A TOD in this nominated location has major advantages. These include:

- Capacity to improve TOD function of Petersham Railway Station without disturbing Conservation Areas
- Capacity to assemble large sites readily (club, carparks, Council Administration, industrial)

- Capacity to leverage the rest of the Study Area into site/strata amalgamation
- Capacity to connect strongly with Petersham Town Centre and nearby commercial/retail areas
- Capacity to improve the landscape, public domain and community infrastructure.

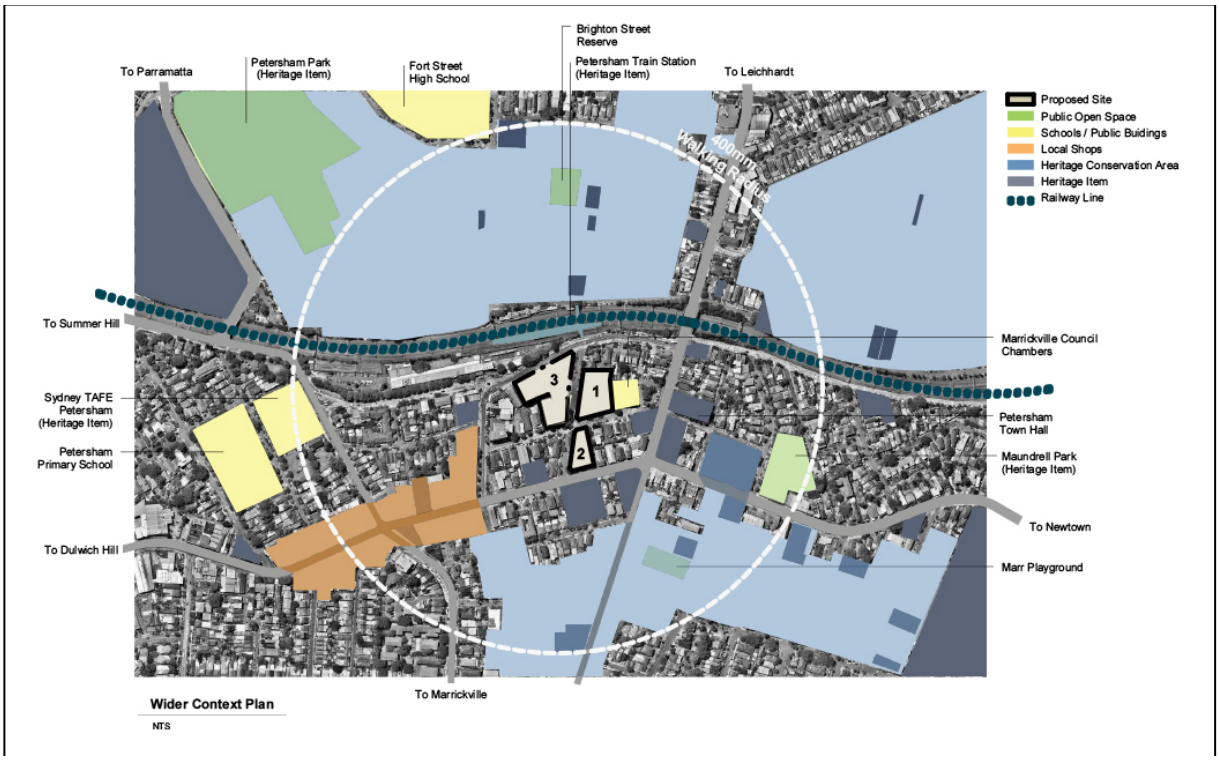


Figure C9 – Transit Orientated Development Potential - Petersham

Figure C10 – Transit Orientated Development Potential - Petersham South

PART D – URBAN DESIGN / SEPP NO 65 ASSESSMENT

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PART D – URBAN DESIGN / SEPP NO 65 ASSESSMENT

1.0 Introduction

AAUD have been engaged by Deicorp Projects (Petersham) Pty Ltd to provide Urban Design advice as input to pre- DA architectural design and to provide an Urban Design Assessment of a Planning Proposal for development of the 3 sites below:

- 3-7 Regent Street – site 1
- 13-17 Regent Street – site 2
- 287-309 Trafalgar Street including 16-20 Fisher Street – site 3

The Planning Proposal applies across all sites.

The report provides a discussion about the 3 sites, their context and whether the Planning Proposal responds appropriately to context, planning controls, guidelines and policies.

The report also briefly discusses the Planning Proposal with respect to the nine (9) principles of SEPP No 65 and provides recommendations on scale and yield which we consider appropriate to the sites.

1. Methodology

In arriving at the opinions and recommendations of this report, AAUD have carried out desktop reviews of available Planning Proposal documents within the framework of context, Marrickville and State Planning instruments, as well as planning/architectural documents provided by the proponent.

AAUD has visited the site, had conversations with Council officers and had discussions with individual site architects and the proponent.

AAUD has reviewed the Council's Masterplan and the possible relationship of the sites with major local elements – the Petersham Railway Station and the Petersham Town Centre.

The proposal's compliance with SEPP No 65 and the context analysis inform the recommended outcomes for the site. AAUD have provided preliminary feedback to Council, the proponent and the architects.

1.2 Documents Reviewed

In preparing this report AAUD has reviewed the following applicable controls, documents and information relating to the 3 sites and their context.

- Planning Proposal Design Concepts including report by Ludvik & Associates , Concept Architecturals by Nordon Jago and Candalepas Associates.
- Marrickville LEP (2011)
- DCP 2011 Marrickville
- Masterplan for Petersham Town Centre
- Employment Lands Study
- A Plan for Growing Sydney 2014 and draft Central Subregional District Plan
- Sydenham-Bankstown Rail Corridor Study 2015

1.3 Executive Summary

The purpose of this report is to provide a Peer Review and a SEPP No 65 Assessment Report considering the Planning Proposal and to recommend an appropriate scale, form and density/yield for proposed development of the 3 subject sites.

The general observations by AAUD include:

- The subject sites in close proximity to the Petersham Railway Station and the Petersham Town Centre lend themselves to significant development height and density as Transit-Oriented Development
- The subject sites are appropriate (using Transit-Orientated Development principles) for the highest height and density in Petersham .....more than currently proposed
- The Council proposed activated pedestrian lanes/shareways are problematic but may be delivered over time. The proposal makes a definite start on this.
- The proposal needs to pay detailed attention to existing trees and potential for retention
- The proposal should strive to create enhanced “Public Domain” throughout the Study Area.
- The proposal should enhance safety and walkability of the Study Area particularly between the station and the Town Centre (Audley Street)

AAUD recommendations include:

- A revised “Public Domain” plan which replaces that proposed in the Masterplan.
- Increased heights and densities, highest at Railway Station and transitioning at Crystal Street, New Canterbury Road and Audley Street (Town Centre)

2.0 Context

2.1 Petersham South Precinct

This Study Area (part Petersham Precinct 6) is situated south of the Petersham Railway Station just 5 km west of Sydney CBD on the main western rail line. The area is a mixed residential precinct with a wide variety of other retail, business, civic, entertainment & other uses. The Study Area comprises the northern part of Precinct 6, north of New Canterbury Road. Major uses in the vicinity include the Petersham Town Centre, (adjacent), the Parramatta Road Corridor, Leichhardt Town Centre and a number of educational establishments.

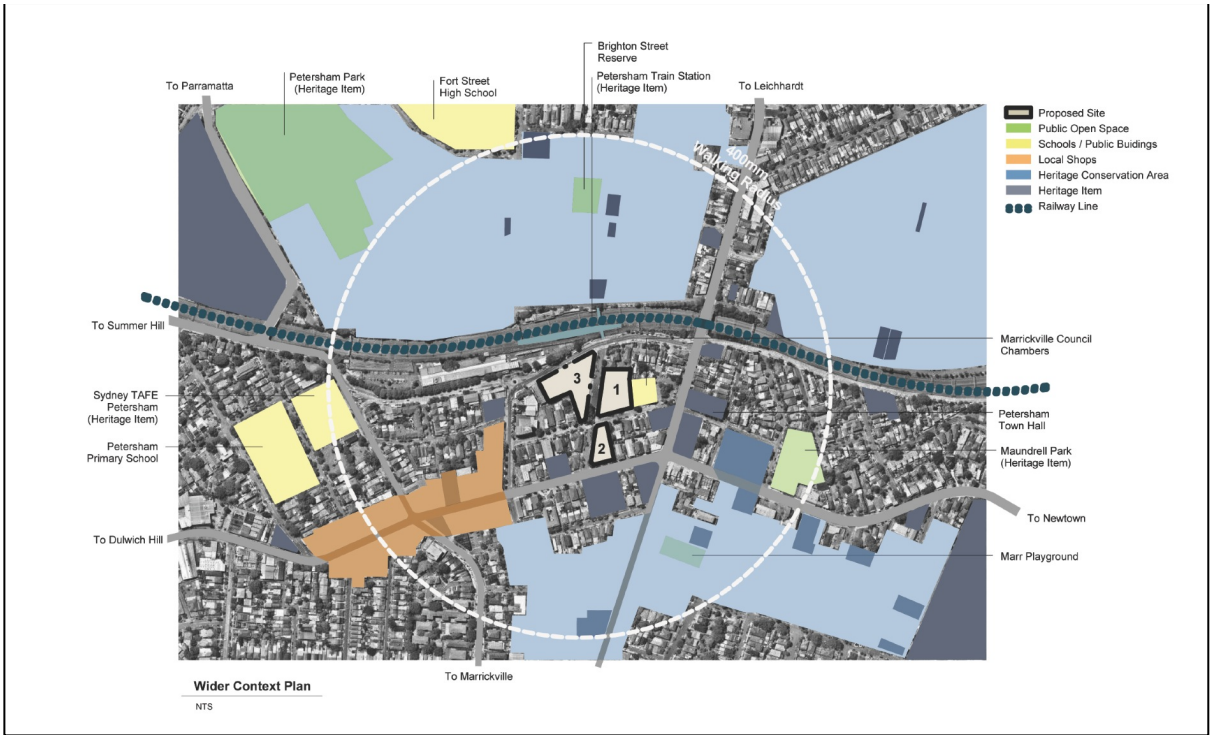

Figure D1 - Petersham Precinct

2.2 Immediate Context

The 3 sites form a significant part of a predominantly residential (but with some other civic & entertainment uses) precinct immediately south of Petersham Railway Station bounded by the railway line (north), New Canterbury Road (south), Crystal Street (east) and Audley Street (west). This precinct connects the railway station with the Petersham Town Centre.

This precinct comprises a mix of 1 and 2 storey cottages, some 2 & 3 storey RFB's, some civic/administration buildings, hotel, RSL Club, Telephone Exchange and a number of church buildings.

Figure D2 - Immediate Local Context

2.3 The Sites

The sites arranged around Regent Street include the Petersham RSL (3-7 Regent Street), RSL Club parking areas at 13-17 Regent Street , 287-309 Trafalgar Street (includes 3 x industrial buildings) and 16-20 Fisher Street. It is proposed that the club move from the existing Regent Street site across the road to the Regent/Trafalgar site. The consolidation of the club, its parking (and major residential development) on this site will enable the other sites to be developed as residential apartment buildings.

Figure Figure D3 - Locality / Site Plan

2.4 Conclusions

Based on the analysis of the site and its context, the site is appropriate for Transit-Oriented Development (TOD) around Petersham Station.

We recommend the following heights and FSR's:

Site 1: 3-7 Regent Street: up to 10 storeys max and up to an FSR of 3.0:1

Site 2: 13-17 Regent Street: up to 8 storeys and up to an FSR of 2:5:1

Site 3: 287-309 Trafalgar Street/16-20 Fisher Street : up to 12 storeys plus at Regent Street up to an FSR 3.5:1 (incorporating RSL Club) and up to 6-8 stories on Fisher Street

This provides the potential for a height and density focus in the area between Crystal Street, New Canterbury Road, Trafalgar Street and Audley Street and transitioning to Crystal/New Canterbury Road and Audley Street at the Town Centre. The Planning Proposal including proposed revisions is supported providing recommendations are adequately addressed. These heights and densities should be predicated on the creation of substantial public domain enhancements.

3.0 The Proposal and Response to Controls

3.1 The Proposal

The proposal comprises several buildings on 3 different sites. The proponent has been in negotiation with Council for some time. This report will focus only on the latest submissions. This submission includes a Planning Proposal Report by Ludvik & Associates and pre-DA Concept Architecturals by Nordon Jago and Candalepas Associates with supporting reports.

The proposal is for an amendment of the Planning Controls to permit the following amendments to the LEP and DCP.

1. **Zoning –** Registered club use over land 297-307 Trafalgar Street

2. **Building Height**
   Site 1 increased to 5 -7 stories
   Site 2 increased to 6-7 stories
   Site 3 increased to 6-11 stories

3. **Floor Space Ratio**
   Site 1 from 2.8:1 up to 2:6:1
   Site 2 from 1.8:1 up to 2:5:1
   Site 3 increased from 2.5:1 average to 3.5:1 including club

4. **Revision of parking requirements** is required for a club to prevent club parking being added to GFA calculations.

The Proposal claims justification for the increases as follows:

- The Metropolitan Strategy - A Plan for Growing Sydney promotes increased heights and densities around railway stations particularly with the inner/middle ring suburbs.
- The Strategy sets the general principle of increasing new housing and employment around centres and key transport corridors and nodes to provide a sustainable live and work balance.
- Current heights and FSR's appear to have no particular planning justification or logic.
- The recently released Sydenham-Bankstown Corridor Rail Study promotes a range of heights and densities around rail stations a similar distance from the CBD up to and beyond 10 storeys within 400m (FSR up to 3.5:1) of stations and 6-8 storeys between 400 and 800m of stations (FSR of 2-2.5:1).
- There is a strong logic to this where it can be achieved.
- This Study Area contains a significant number of sites which are suitable for redevelopment (vacant carparks, club, industrial, post office, old RFB's and cottages) with a very small number of buildings which might have minor conservation potential.
- A typical height/density framework is to maximise height and density at the Railway Node and then reduce gradually with distance from the node over 400-800m (5-10 minute walk).
- Overall height also depends on the local parameters such as location, pedestrian barriers, connections, activities, topography etc.
- The Petersham Town Centre is about 200m from the station and thus could be connected to transit by a higher density TOD redevelopment precinct.

3.2 Design Concepts

Site 1: 3-7 Regent Street

This building is proposed as an 5-7storey perimeter block building following Regent and Fisher Streets and set back behind a 3m front garden.

Roof gardens are proposed to support a central podium court as communal open space.

Site 2: 13 – 17 Regent Street (Fisher Street / New Canterbury Road)

This building is proposed as a 6-7 storey perimeter building which turns the corner from Regent Street into New Canterbury Road.

This building attempts to conserve some perimeter eucalypts on the site (Regent Street frontage) and provides extensive deep soil zone along the eastern boundary suitable for large tree planting.

Communal Open Space will be provided on rooftops as roof gardens.

Site 3: 287-309 Trafalgar Street/16-20 Fisher Street

The proponent proposes a generally 8-11 storey building over this site with residential apartments over a new RSL Club and parking.

It is proposed to build the club to the Trafalgar Street frontage including a retail offering as part of the club on the corner to promote street activation with street awnings to provide weather protection from the station to the club (and then on to the Town Centre).

The apartments are proposed as 3 individual buildings on a podium to break down building bulk and scale.

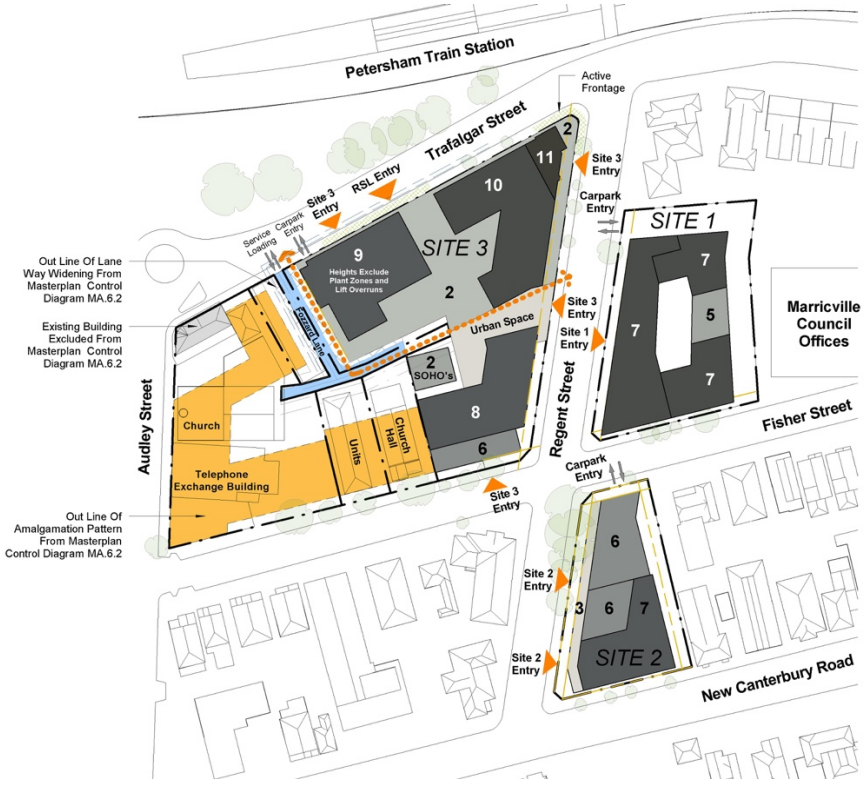

Figure D 4 - The Proposals

3.3 Conclusion

The fundamental issues are the need for inclusionary zoning to permit the moving of the RSL Club, the desirability to optimise development potential within close proximity of The Petersham Rail Station and Town Centre and the need to provide development standards that will produce a desirable urban design outcome.

Current controls appear rather random and inconsistent with contemporary planning thought.

It would seem that from an Urban Design perspective both heights and FSR's could be increased throughout this precinct based on the following:

- State Government policy promoting TOD development around Railway Station nodes, centres and transit corridors particularly for inner and middle ring suburbs.
- The subject sites (all within 200m. of the Railway Station all qualify as core TOD.
- The sites can stimulate the development of the Precinct between Crystal Street (main N-S road), New Canterbury Road (E-W main road) and the Audley "eat street" edge to the Petersham Town Centre.
- The SEPP 65 Apartment Design Guide can generally be accommodated with minimal off-site impacts.
- The development can fund major public domain, community and streetscape improvements.

Figure D5 - The Proposed Master Plan

4.0 SEPP 65 Analysis and Commentary

This section of the report provides an overall assessment of the proposal against the 9 Principles of SEPP No 65 and the Apartment Design Guide (ADG).

It provides further commentary on the proposal's performance (and potential for improvement).

Principle 1 – Context / Neighbourhood Character

SEPP65:

Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

General Comment:

The existing context is a mix of building heights, types and ages which connect the main road bridge over the rail at Crystal Street through to Parramatta Road with New Canterbury Road and west to Petersham Town Centre.

Architecture is generally low-rise (2-3 storeys) with occasional larger buildings (Council, the RSL etc). Styles vary from Victorian through Edwardian, to 20th Century RFB's (1920's-later).

Land use is predominantly residential with occasional Civic (Council), entertainment (halls, pubs, clubs) and quite a number of religious buildings (churches, halls etc) leading to Audley Street which is an evolving "eat-street" but with the Post Office/telephone exchange and a number of small industrial buildings largely redundant separating the subject sites from the Town Centre to the west.

There are a number of mature eucalypti on the club carpark sites. Street planting is not significant.

This whole precinct, located between the railway station, two major roads and the Petersham Town Centre, is appropriate for high-rise, high density residential and mixed-use development to promote Transit-Oriented Development (TOD).

Transit-Oriented Development (TOD)

TOD is a major plank of State government policy. TOD is being promoted throughout Sydney to the maximum extent possible within the local context. Heights and densities promoted vary from centre to centre but are regularly in the order of 10-12 storeys (or significantly more) within the 400m walking radius from the station.

In this particular case the 100-200m radii are as shown on Figure D7 and the following should be noted:

- The 200m circle on the south side of the railway connects Crystal Street/New Canterbury Road with the Audley Street edge of the Town Centre. This whole precinct is appropriate for urban renewal.

- On the north side of the railway however, urban renewal is much more problematic due to extensive Victorian terrace housing of conservation character.

It should be noted the Fozzard's Lane provides rear access to a number of sites in this block however is constrained by the connection to Trafalgar Street which is only 3m wide. The opportunity to widen this lane entry conflicts with an apparent desire by some in Council to conserve this building.

Council's Petersham Masterplan suggests that Fozzard Lane be extended through to Regent Street and activated as a pedestrian Street/shareway.

This is problematic for the following reasons:

- A significant level change from Regent Street to Fozzard Lane (3m)
- Safety and security concerns due to potential conflict between anti-social behaviour in the extended lane and residential access and entry requirements/communal open space.
- The narrow entry point limits the potential for the traffic and use along the lane
- The problematic nature of further connections through to Audley Street and Fisher Street
- There is no guarantee that the Telephone Exchange or the religious buildings on Audley Street will develop
- It is unknown whether there is an adequate economic base to vitalise and activate areas off the main street (Audley Street)
- To the west of the site is the Audley Street "eat-street" precinct, to the south west of the site are:

- 3 terrace houses (included in the development site)
- Church buildings which may be able to be amalgamated)
- RFB's (3 storey) which may be difficult to redevelop due to strata-titling

The Study Area could be subject to major redevelopment through to Audley Street however there may be difficulties with amalgamations and redevelopment of government (telephone exchange) and religious sites (churches/halls).

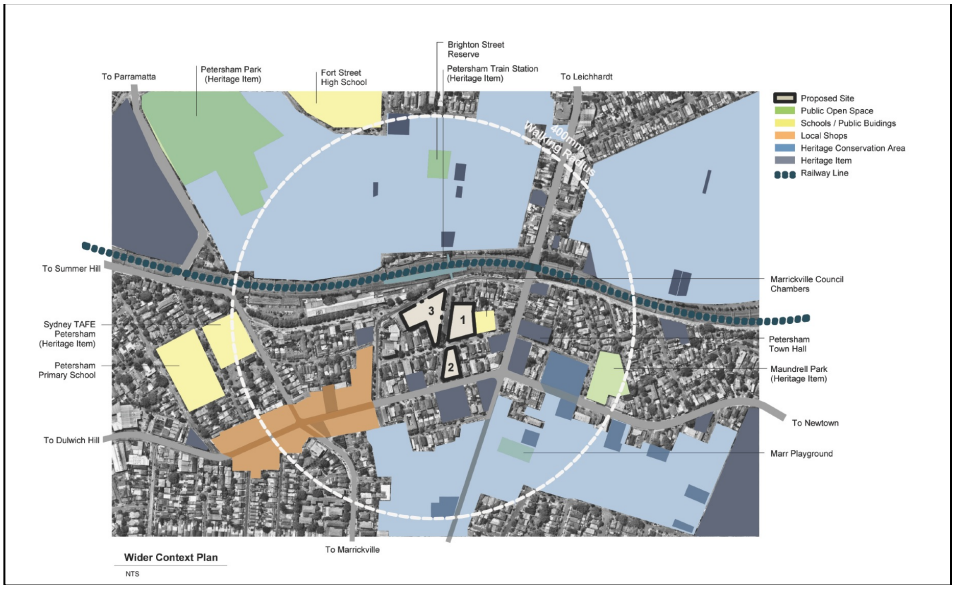

Figure D6 - Transit Orientated Development Potential – Petersham

Figure D7 - Transit Orientated Potential - Petersham South

Principle 2 – Built Form and Scale

SEPP 65:

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

General Comment:

As set out above, it is suggested that this whole precinct (from Crystal Street to Audley Street and from Trafalgar to New Canterbury Road) would seem appropriate for Transit-Oriented Development and thus could justify a high rise built form in the order of 6-8-10-12 storeys ascending with proximity to the station. This would appear to apply a level of logic lacking in Council's current controls.

Principle 3 – Density

SEPP65:

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.
Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment

General Comment:

As discussed above, it is our contention that a general review of densities is appropriate in order to implement the general principles of Transit-Oriented Development and State Policy. At the moment, the FSR regulation has no apparent logic.

A general FSR of up to 3:1-3.5:1 within 100m of the station would seem appropriate, reducing to 2.5:1 at 200m and 2:1 within 400m. radius (as applied to land ownership boundaries/major roads etc).

Principle 4 – Sustainability

SEPP65:

Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and wash, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation.

General Comment:

Transit-Oriented Development is one of the major elements of sustainability. Overseas research suggests that it is one of the major mechanisms which can deliver sustainability benefits.

The ADG recommends a number of areas where sustainability improvements can be made. These include:

- sustainable design
- sustainable materials
- passive solar/natural ventilation
- energy and water efficient appliances
- re-use of materials during construction
- lightweight construction to improve thermal comfort
- recycling organic waste
- insulation throughout
- solar panels
- rainwater tanks for irrigation/car wash
- WSUD
- generous soft and deep soil planting
- planting of indigenous/low water use planting

It should be noted that application of the ADG and of BASIX will largely deliver major sustainability benefits.

Principle 5 – Landscape

SEPP65:

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, coordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity, provides for practical establishment and long term management.

General Comment:

- There are mature eucalypti species planted on sites 2 and 3 (to soften parking areas). These have been the subject of an arborist's report to establish those most desirable for retention. It would seem that those closest to street boundaries are most able to be retained.

  The ADG requirements for deep soil (minimum dimension 6m) is difficult to achieve in urban areas.
- Requirements for communal open space are also difficult to achieve. Consequently podium and roof gardens are a desirable addition.
- Councils desire to connect Fozzard Lane to all streets as an activated public pathway/shareway may be difficult to achieve, however, the proposal will facilitate a strong beginning.
- Provide appropriate communal open space on podia and on rooftops (as roof gardens)
- Ground floor units to Regent and Fisher Street should use the front setbacks as private open space wherever possible. The public/private interface should be carefully designed to enhance the public realm (walls, fences, balustrades, hedges, flower gardens, climbers etc). Direct access should be provided to ground floor units from the street where possible.

Principle 6 – Amenity

SEPP65:

Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident wellbeing.

Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.

General Comment:

The proposed buildings will establish a new character for this precinct between Crystal Street and the Town Centre. This will be a highly walkable urban environment which will qualify as Transit-Oriented Development and which will strengthen both rail usage and the economic performance of the Petersham Centre.

These proposed developments will transform the public domain with strong street landscaping in all streets (Trafalgar, Regent, Fisher and Audley Streets).
Each building is capable of providing strong and attractive landscaped communal spaces on podia and rooftops.

Internally, the buildings are able to promote high levels of amenity as recommended in SEPP No 65 ADG.

Principle 7 – Safety

SEPP65:

Good design optimises safety and security, within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.

A positive relationship between public and private spaces is achieved through clearly defined secure access points and well-lit and visible areas that are easily maintained and appropriate to the location and purpose

General Comment:

Street facing units will ensure high degrees of passive surveillance over all streets and over Fozzard Lane.

Ground floor units generally strive to provide access directly from the street wherever possible. Building entries are direct from streets and highly visible.

The existing Fozzard Lane and possible extensions will need to be very carefully considered in order to make them safe, particularly as activation seems difficult in some areas..

Principle 8 – Housing Diversity / Social Interaction

SEPP65:

Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.

Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces fora broad range of people, providing opportunities for social interaction amongst residents

General Comment:

An appropriate mix of apartment types and sizes can be provided across the sites and they should be assessed together. ADG compliance is generally achievable.

Communal spaces can be provided for each site (principally as roof gardens) and a very high quality public domain can be provided throughout the Precinct featuring major landscape enhancements in Regent Street (between Trafalgar and Fisher) and improved street landscaping throughout.

Principle 9 – Aesthetics

SEPP65:

Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.

The visual appearance of well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape

General Comment:

The sites which make up the substance of this proposal are able to provide the basis for the Transit-Oriented Urban Development of this precinct. The fact that there are different architects and numerous building forms contribute to a diversity of building form and appearance. However, it would be desirable if there were some common aesthetic elements which could be continued throughout the precinct in order to support a local character (colours, materials, detailing).

Conclusion

The current proposals are generally able to be compliant with SEPP No 65/ADG however further detailed development can be promoted with detailed design in Development Applications.

Council and the client need to review the reality of opportunity for development of the Fozzard Lane pedestrian structure which seems problematic in terms of real opportunity for activation although over time activation and connection to Audley and Fisher Streets could provide real benefits.

The latest amalgamation will enable inclusion of artists studios/Live work fronting Fozzard Mews.

5.0 Detailed Review

5.1 Development Controls

5.1.1 Building Height (Existing)

Current permissible Building Heights are outlined on the LEP Height Map below:

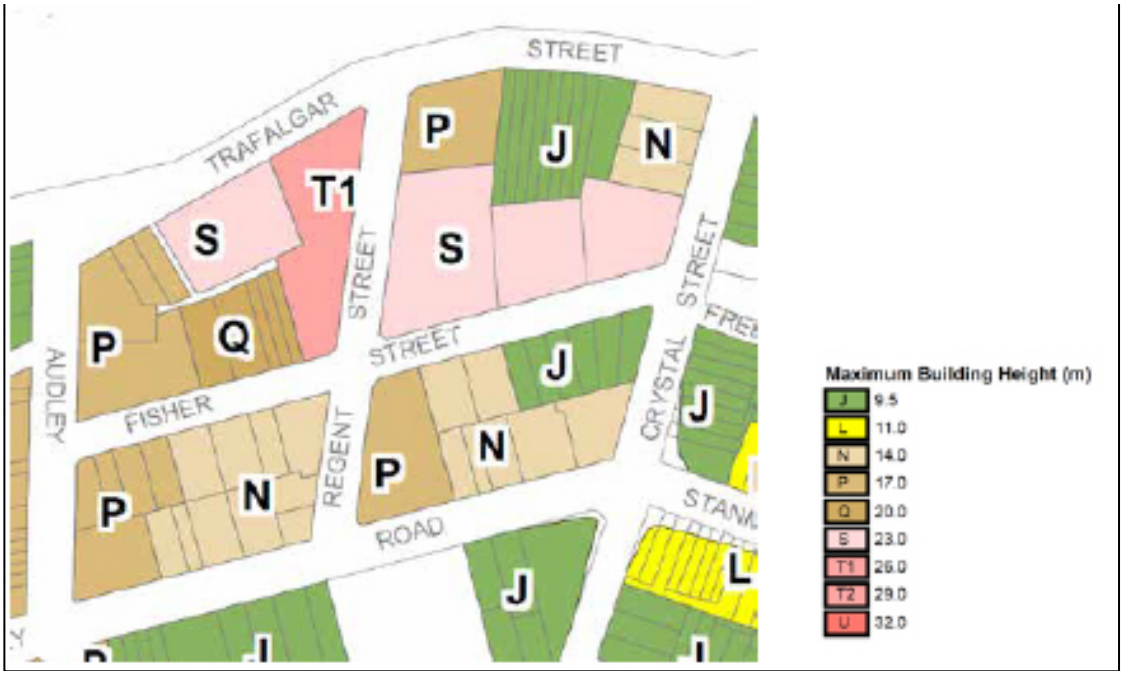

Figure D8 - Existing Height of Buildings Map

Note that there appears to be no internal logic to these heights in this Precinct:

- Heights are not greatest at Railway Station and then reducing with distance from station
- Heights are not maximised around the Petersham Town Centre.

5.1.2 Building Height (Proposed)

A general context review reveals that this Study Area (Crystal, Trafalgar, Audley Streets and New Canterbury Road) is the most suitable area for redevelopment in Petersham for the following reasons:

- Close proximity (<300m) to Petersham Railway Station

- Close proximity (adjacent) to Petersham Town Centre
- It contains a range of buildings and sites suited to urban renewal (RSL Club, open carparks, obsolete industrial buildings, residential cottages, Council Administration/Civic buildings, institutional buildings (churches, halls, telephone exchanges) and retail/mixed use buildings).

  Thus, it has the potential to permit the highest and densest buildings in Petersham.

- Transit-Oriented Development Theory promotes tallest (and most dense) buildings at Transit Nodes. The recently published Sydenham-Bankstown Study suggests building heights of 10 plus storeys within 400m of stations and 6-8 storeys within 400m.

However, many TOD'S are promoting even taller buildings e.g.

- Hurstville - 19 plus storeys
- Rockdale - 10 plus storeys.
- Kogarah - 10 plus storeys.
- Thornleigh - 10 storeys

Maximum heights in other centres in Marrickville LGA include:

- Petersham - 8 storeys
- Marrickville – 10 storeys
- Lewisham - 10 storeys

From the above and applying TOD principles we suggest that building heights could be increased as follows:

- 0 - 100m from Railway Station 10-12 storeys i.e. 32 - 38m
- 100 -200m from Railway Station 8-10 storeys i.e. 26 - 32m
- 200 -400m from Station 6-8 storeys i.e. 20 - 26m.

These heights could be adjusted to relate to cadastral and street boundaries. See Fig D 9 below:

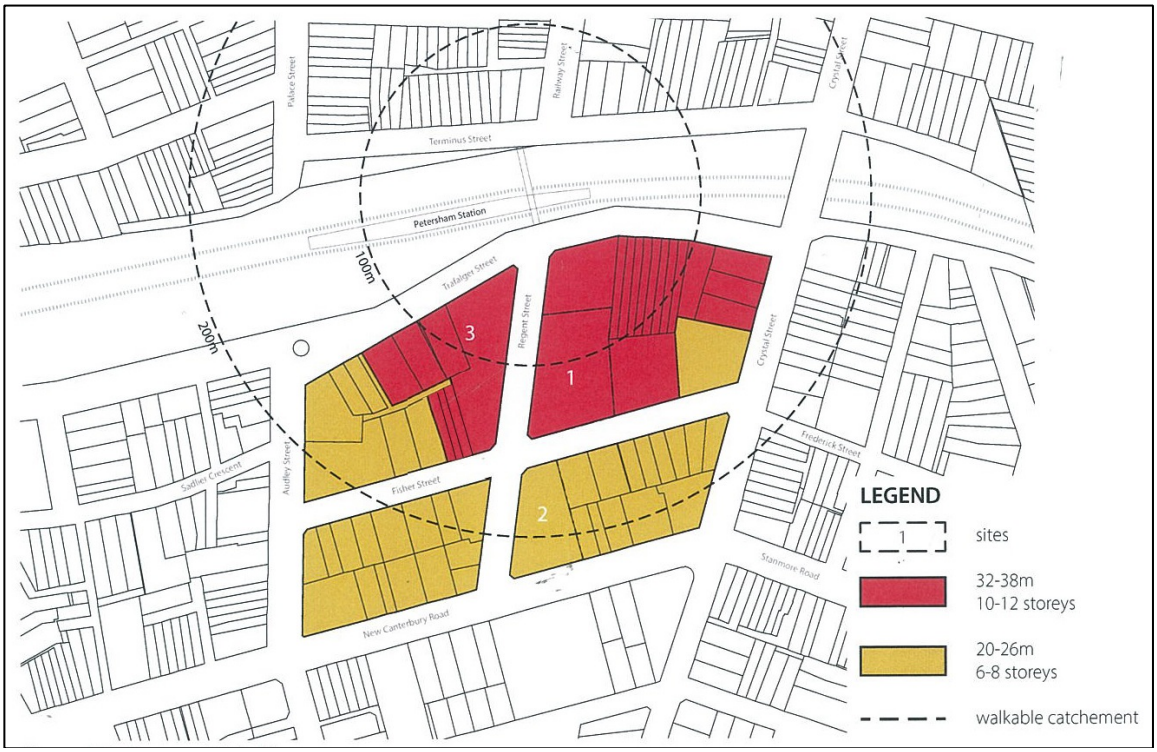

Figure D9 - Proposed Heights

5.1.3 Floor Space Ratios (Existing)

Again there is no clear logic to Councils floor space ratio allocation.
FSR:

- is not maximised at Railway Station and reducing with distance;
- is not maximised at the Petersham Town Centre;
- appears to be quite randomly distributed within some cases (Site 3) with a number of different FSR's across the site

Figure D10 - Existing Floor Space Map

5.1.4 Floor Space Ratios (Proposed)

A more TOD oriented FSR map would look something like Figure D 11 below:

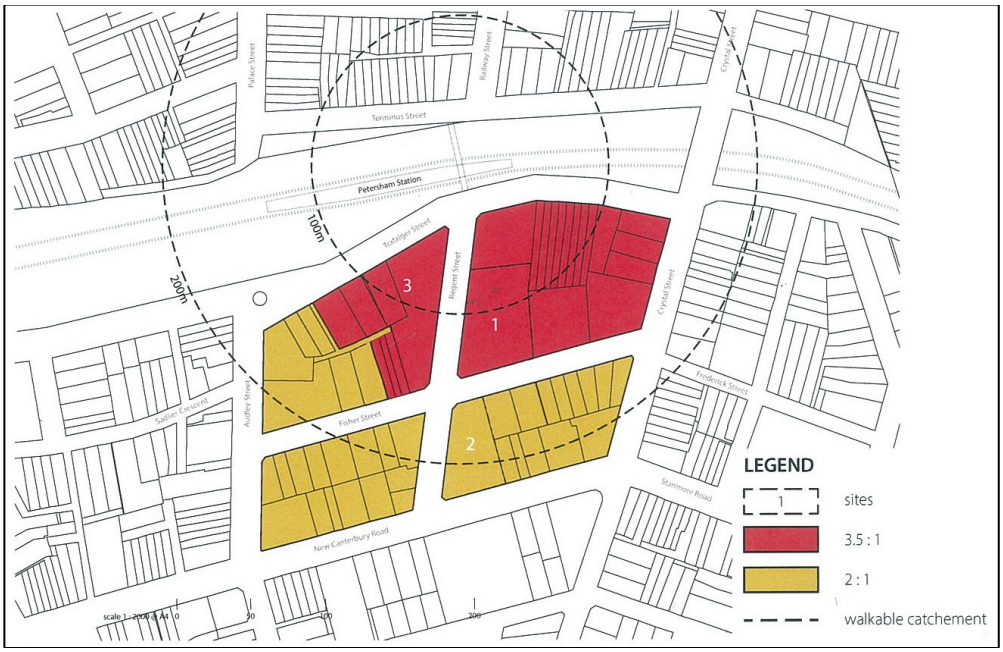

Figure D11- Proposed FSR Map

5.2 Fozzard Lane - Pedestrian Places

The Masterplan

Council's Masterplan for this precinct recommends extension of Fozzard Lane to Regent Street and the activation of the lane.

This is problematic for the following reasons:

- The level change from the current end of Fozzard Lane and Regent Street is substantial (>3m)
- The lane is very narrow at its connection with Trafalgar Street (3m) which limits its traffic function (parking access for Trafalgar, Regent and Fisher Street sites and service vehicle access)
- Narrowness also works against activation (pedestrian/vehicle conflict)
- Uses fronting the lane are likely to be basement/semi-basement parking to properties fronting Fisher and Regent Street and rear of RSL Club fronting Trafalgar Street. These uses are not likely to generate activation
- Sites fronting Audley Street may not be available for redevelopment (Telephone Exchange, church buildings).
- These issues are illustrated on Figure D 12.

Nevertheless:

- A through-site pedestrian link with connecting stairs could be provided from Regent Street to the end of Fozzard Lane
- Over time, pedestrian connections could be developed to Fisher Street and Audley Street with redevelopment
- The Fozzard Lane connection to Trafalgar Street could be widened which could provide parking, vehicle access to Fisher Street/Regent Street redevelopment and service vehicle access to Audley Street front properties
- Limited activation can be provided with artists sudios/SOHOS at rear of terrace sites

This **will be further enhanced over time** if:

- Economic/entertainment uses are able to expand east from Audley Street
- Stable uses such as Telephone Exchange and churches, hall can be incorporated
- The RSL Club can provide some level of activation without creating security problems
- Rear parking basements to Fisher (and Regent) can be replaced by active uses

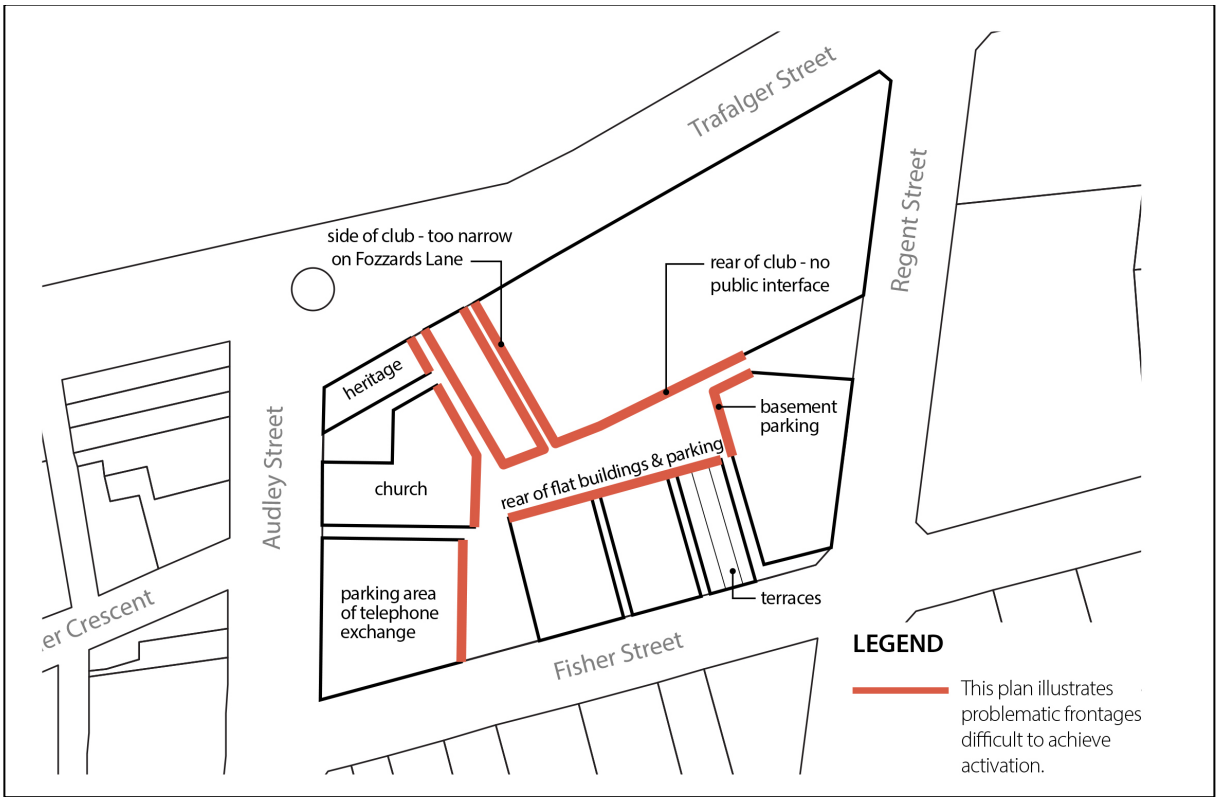

Figure D12 - Fozzard Lane Activation

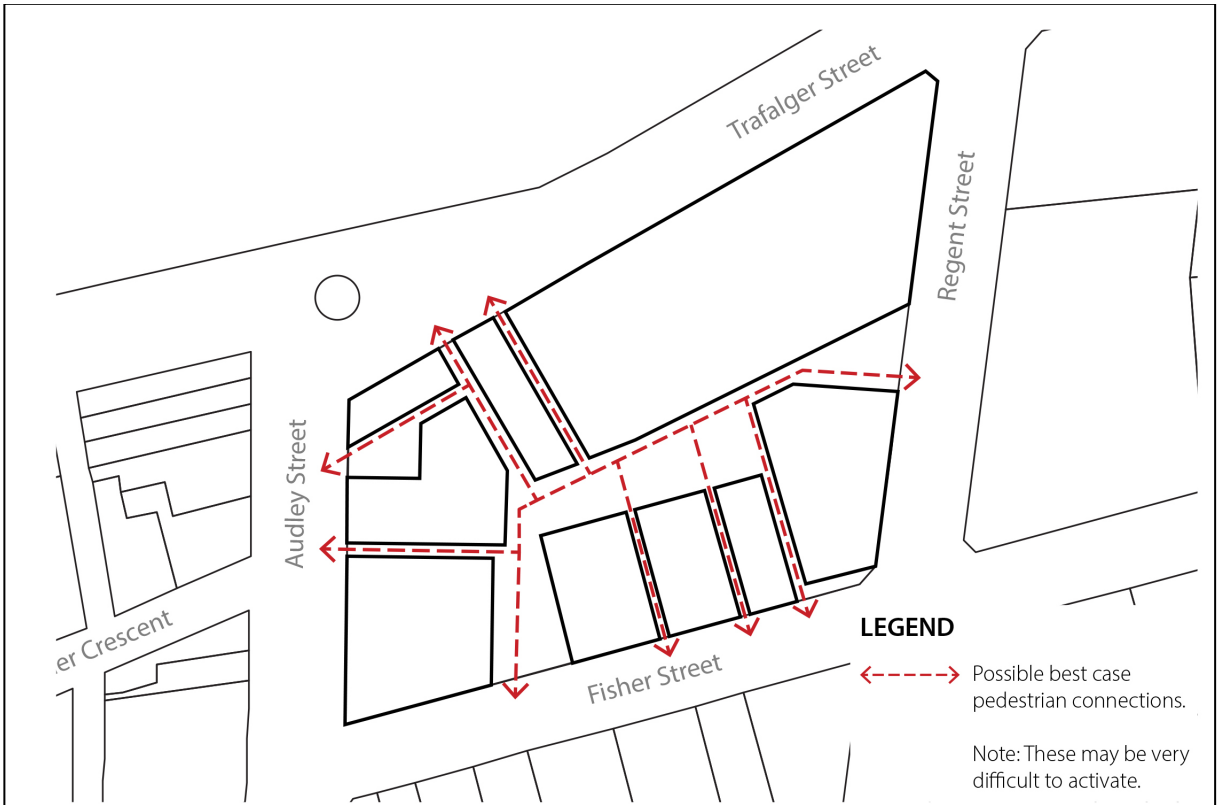

Figure D13 - Potential Optimal Pedestrian Paths

Figure D14 - Possible Places

Figure D15 - Possible Building Height and Form

Robustness/Flexibility

The proponent could put in place certain elements which can contribute to an activated pedestrian Masterplan should the above conditions be partially or completely achieved. These might include:

- A pedestrian/shareway link from Regent Street and providing an attractive stair access down to Fozzard Lane.

- An attractive yet unactivated wall to the RSL Club (green wall or similar). Note that any level of activation (beer garden/courtyard etc) will likely impact acoustically on prospective residential uses to the south
- Extensive public surveillance to improve pedestrian safety and security
- Widening of the Trafalgar entry to Fozzard Lane to 6m to permit shareway functions
- Creation of artist studios/live-work fronting a widened Fozzard Mews with redevelopment of 3x terrace site.

This could enable future pedestrian links to Fisher Street and Audley Street and the possible activation of the area closest to Audley Street should redevelopment be possible in this area. It however, creates potential security issues for residences on Regent Street and possible future development of Fisher Street and requires very careful consideration.

Items which remain problematic include:

- Telephone Exchange
- Churches/Halls
- Possible basements to lane
- Turning head in Lane
- RSL lack of frontage to Fozzard Lane

6.0 **Final Conclusions**

AAUD has undertaken a comprehensive review of the proposals presented over the 3 sites. This report includes AAUD's observations and comments which review the current design concepts (and recommend some further works to be included in DA's).

AAUD has also reviewed the opportunity to move towards the Fozzard Lane pedestrian area as recommended in the Town Centre Masterplan.

Indeed, with the most recent acquisitions/amalgamations it would seem that the eastern portion of Fozzards Lane could be integrated into the development, thus significantly reducing the safety issues. The access lane from Trafalgar can be widened and potential future activating connections to Audley Street and the western end of Fisher Street can still be potentially realised in the future.

AAUD has reviewed the potential for the whole Study Area around the Railway Station bounded by Crystal Street, New Canterbury Road, the railway line and the Petersham Town Centre (Audley Street).

We believe that an exceptional opportunity exists to create a significant TOD in this location which exceeds the current proposed levels of development and creates a substantial new urban development precinct which supports a wide range of State Government policy.

The following items should be further addressed in DA documentation:

- Create a focal point at the intersection of Trafalgar and Regent Streets – a Transit Arrival Point.
- Activate Trafalgar Street connection to the proposed new club and on to Audley Street.
- Create safe and attractive pedestrian connections between the station and the Town Centre.
- Enhance street planting in Trafalgar, Fisher, Regent Streets and New Canterbury Road.
- Consider inclusion of corner coffee shop to Regent Street closure.
- Consider general Transit-Oriented Development within 400m of the station.
- Consider this within the context of the following uplift in development potential.

- 0-100m from station - height 32-38m - FSR 3.5:1
- 100-200m from station - height 26-32m - FSR 2.5-3:1
- 200-400m from station - height 20-26m - FSR 2-2.5:1

This has been interpreted in the Planning Proposal and evolving DA as:

Site 1 - 5-7 storeys and FSR = 2:6:1

Site 2 - 6-7 storeys and FSR = 2:5:1

Site 3 - 6-11 storeys and FSR = 3:51