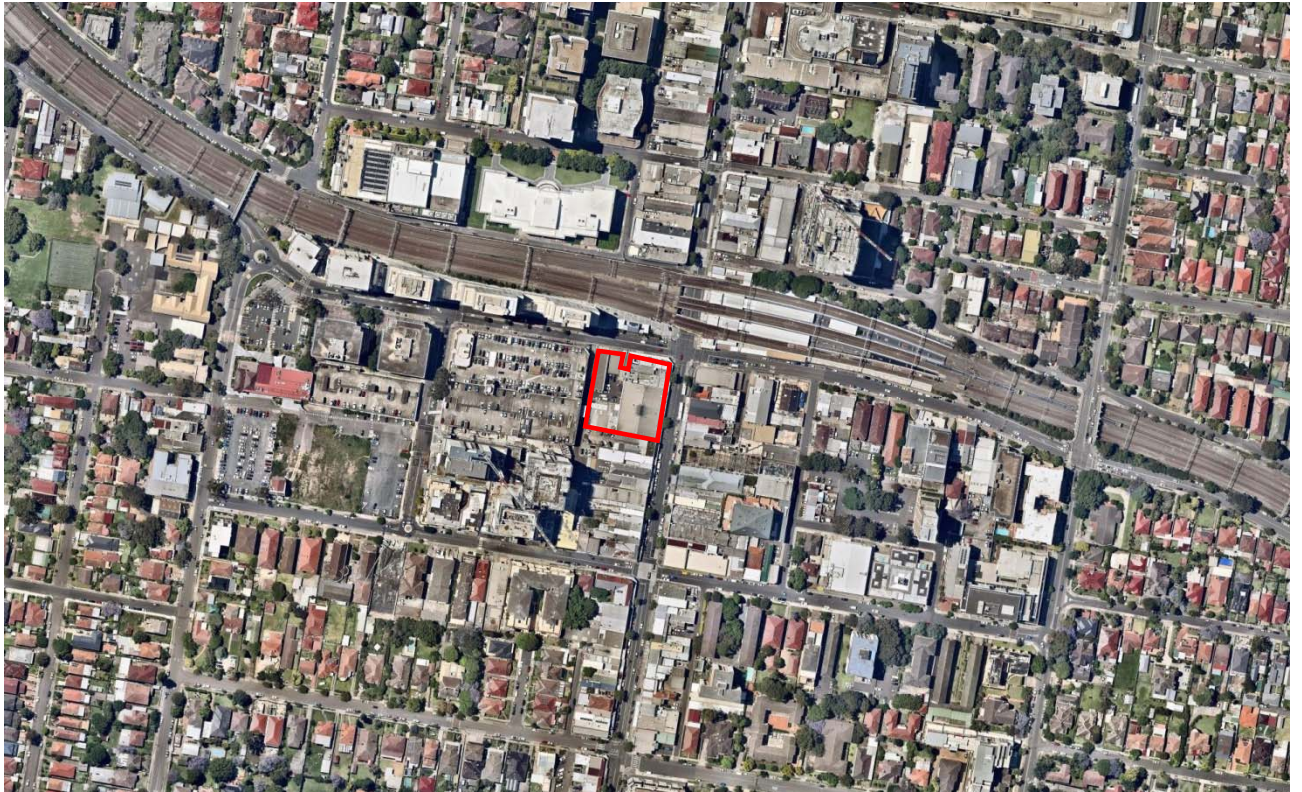


Urban Design Assessment

GMU Ref. 16051



Amended Plans for Mixed Use Development at
121-133 Burwood Road & 36-40 Railway Parade, Burwood

10 March 2016



Contents

1.	Introduction	2
2.	Access, safety and built form relationship to the isolated site	2
3.	Façade Design	3
4.	Internal Amenity	4
5.	Response To The Future Clarendon Place Shared Zone	5
6.	Separation between uses	6
7.	Conclusions and Recommendations	6

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I. Introduction

GM Urban Design & Architecture (GMU) has been appointed by Burwood Council to undertake a SEPP 65 assessment and urban design review for the second set of amendments of the proposed mixed-use development at No.121-133 Burwood Road & 36-40 Railway Parade, Burwood. GMU was previously engaged with Burwood Council to assess the Development Application (DA) of this site and its first set of amendments. As part of the previous analysis, GMU had identified issues such as inadequate façade treatment, poor internal amenity, western site edge activation and insufficient communal open space provision, etc.

The purpose of this report is to evaluate the latest set of amendments and assess its performance against the applicable controls, SEPP 65 and the principles of the Residential Flat Design Code (RFDC) as well as whether the previously identified issues by GMU have been resolved appropriately.

In general, this set of amendments (Revision E) does not incorporate significant modifications compared to the last amendments (Revision D) received in Nov 2015. Issues as follows are still relevant:

- Potential access to the roof of the isolated site at No. 34 Railway Parade from the proposed podium
- Inadequate podium façade treatment / response to existing street character
- Homogeneous façade treatment that needs further design development for the western elevation
- Compromised internal amenity of some of the proposed units
- Inadequate western side ground level activation

The following sections will discuss these issues in detail.

2. Access, safety and built form relationship to the isolated site

This is still an unresolved issue, which was raised in the previous GMU's report. It is GMU's understanding that the site at No.34 Railway Parade will be isolated when the proposal is built; however, it can redevelop to up to 9m in height (podium top). Possible accesses from the proposed podium top to the potential development within No.34 Railway Parade should be avoided. The red dashed line in Figure 1 shows how close the tower form will be from the proposed podium top to the potential 9m built form within the isolated site. The applicant should take this into account and ensure an adequate built form transition as well as avoid any potential safety, and access issues to this site.

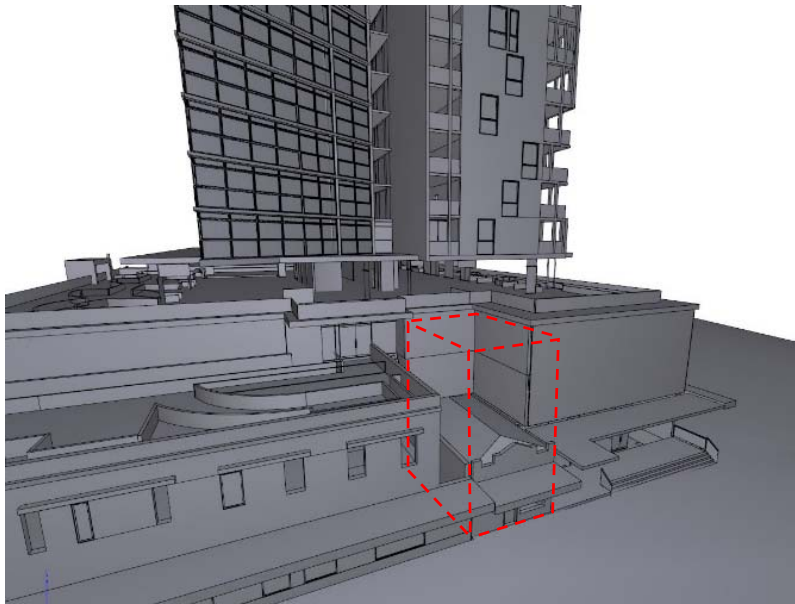


Figure 1. A snap shot from the 3d model pdf (Source: Dickson Rothschild Design)

3. Façade Design

GMU's previous report discussed the importance to respond to the existing Burwood Road and Railway Parade streetscapes and required illustrations of all elevations with actual colors and textures of the proposed materials. Actual samples of these materials will have to be provided as part of the DA so that they are integrated to the design and form part of the conditions of comment. Further design development is suggested to the western elevation (to all sides of the rear portion of the tower) to achieve a more elegant proportions for that half of the tower. A better podium response to the existing Burwood Road and Railway Parade streetscape is also needed – this requires heritage input. However, please notes that no modifications have been taken place from the last set of amendments.

The current podium façade design is concerning as it is not able to appropriately blend into the existing fine-grain heritage street character. The first floor elevation of the podium facing Burwood Road is generally a continuous glass wall. Although the architectural drawing shows some division between every glass panel, it is highly likely that the actual outcome will still be a visually continuous glass surface across the whole first floor from a pedestrian point of view. The podium façade facing Railway Parade has either blank walls or simple glass walls apart from the Burwood Hotel, which is an overly simplified design that detracts from the existing streetscape. Given the important location of the site, the current scheme still lacks the required levels of design excellence to fit contextually into the existing streetscape.

The proposed tower's eastern elevation design portrayed in different perspective views is inconsistent. Figure 2 and 3 illustrate the eastern elevation viewed from Burwood Road and Platform 5 of the train station. However, the length of the grey strip elements, numbers/location of the louvres are different between the two images. The applicant should clarify the final design. In Figure 2, it appears that the balconies from approximately level 7 above are not shown in the rendering.

Being located at the corner of Burwood Road and Railway Parade, the proposal will be very visible from various vantage points throughout the Burwood Town Centre; therefore, it is critical to

articulate the built form/elevation well to minimise its visual impact to the public domain. However, the homogenous window treatment on the western elevation still requires further resolution to present a well-considered façade to Railway Parade.



Figure 2. View from Platform 5 of Burwood Station (Source: Dickson Rothschild Design)



Figure 3. View from the corner of Burwood Road and Railway Parade (Source: Dickson Rothschild Design)

4. Internal Amenity

A number of issues with regards to kitchens, study rooms, bedrooms were raised in GMU's last report. This set of amendments does not indicate any modification to these issues. Therefore, the following internal amenity issues are still relevant:

- From Level 3 to 9, the proposed kitchens for unit type 4 are too enclosed and located deeply at the centre of the proposed units, which does not facilitate natural ventilation
- The proposed unit 21.01, 21.04 has a study that will be highly likely be used as a bedroom, which needs to be rectified by integrating the study more as part of the living space
- The under provision of communal open space is still relevant as previously identified. A note has been added suggesting that areas to the podium open space is for residents and public access only during retail operating hours; however, this space will be fully overlooked by the restaurant uses in this level, which is not a good outcome.

GMU also identified a number of proposed bedrooms with compromised daylight access. The proposed unit types 2 and 7's master bedrooms are all located behind a floor to ceiling solid wall according to the elevation. These bedrooms' daylight access is significantly compromised. A similar issue is found for the bedrooms within the top floors penthouse units as well.

5. Response To The Future Clarendon Place Shared Zone

There is still a concern with the western edge activation, especially the corner of Railway Parade and Clarendon Place. The amended scheme proposes a new glass screen to the corner (to the side of the proposed escalator in Figure 4 below); however, this does not radically transform the inactive nature of the rest of the street. While it assists it is the treatment of all the vehicular opening that should be minimised to improve the character of this elevation. As proposed, almost half of the proposed western edge along Clarendon Place is either inactive or occupied by vehicular entries, as shown in Figure 5. The applicant should adjust the design further to promote more active use to this corner and the rest of the elevation.

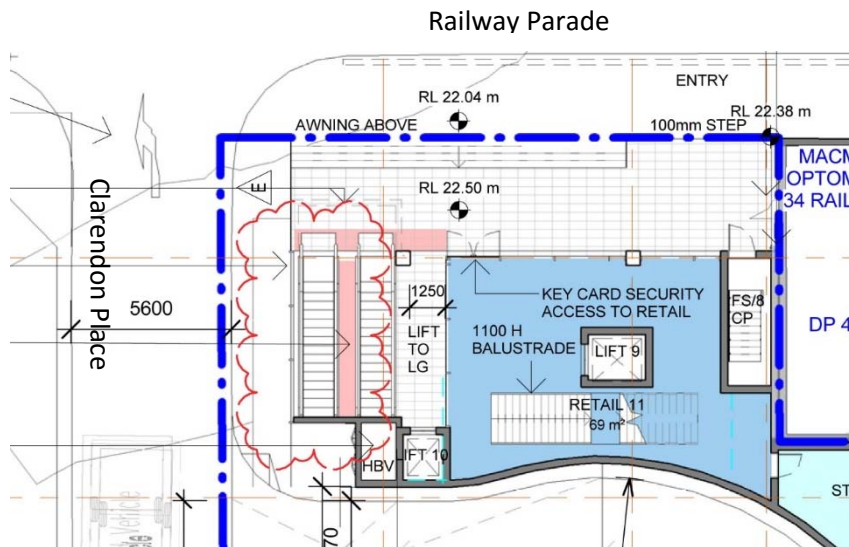


Figure 4. An extract of the amended ground floor plan (Source: Dickson Rothschild Design)

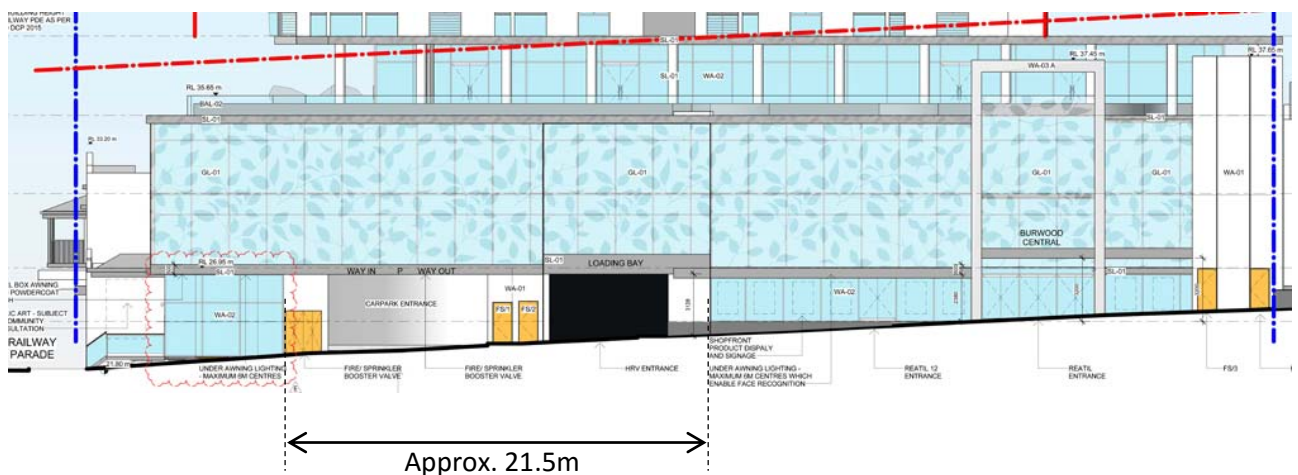


Figure 5. An extract of the western elevation (Source: Dickson Rothschild Design)

6. Separation between uses

One of the principles of SEPP 65 is to separate different uses in a mixed-use development for enhanced safety purposes. The proposed residential parking within the basement is not separated from that of the service apartments or commercial/retail areas. The applicant should provide secure and segregated access for all future residents and visitors.

7. Conclusions and Recommendations

This current set of amendments has not resolved the issues that were raised previously. GMU strongly recommends that the applicant be provided with opportunity to address the issues raised before any further consideration of approval. These include:

- Façade design for both the western portion of the tower and podium levels with respect to the rest of the streetscape
- Built form transition and a potential access from the proposed podium top to the isolated site
- Internal amenity issues regarding a number of proposed kitchens, study rooms and bedrooms
- Insufficient communal open space provision
- Further design development of the corner ground level along clarendon place
- Separation of uses in the proposed basement parking