

PROJECT: 276-278 PARRAMATTA ROAD, AUBURN
RE: CUMBERLAND DEP SESSION 02 – [November 2020]

Dear James,

Thank you for the opportunity to review the above project. The panel appreciates the opportunity to review the updated design for this project.

We have reviewed the following documents:

- DA-A-105-D.-LEVEL C1 (BASEMENT).pdf
- DA-A-106-E-LEVEL 0 (GROUND).pdf
- DA-A-802-C-LANDSCAPE CALCULATIONS.pdf
- DA-U-001-B-ENVELOPE SCHEME.pdf
- DA-U-102-B.-GROUND ENVELOPE PLAN.pdf
- DA-U-854-A-ENVELOPE PARK SHADOWS.pdf
- DA-U-SK001-B-MASTERPLAN.pdf
- Hampstead Road Response FINAL.pdf

We note that no updated concept envelopes, no 3-dimensional images or drawings, no traffic report and no ESD documentation was available to review.

Please find a summary of advice and recommendations arising from an online design review session held on 20 November 2020.

The panel continues to support the following aspects of the design proposal:

1. The inclusion of a park within the site.
2. A setback to Parramatta Road to accommodate a landscape buffer and allow for future change to road operations.
3. Provision of a clearly articulated base to all buildings to maximise pedestrian amenity and comfort and to maintain a legible scale for this large site.
4. Maintaining building envelopes below the height limit.
5. Managing overland flow above the existing culvert via an open site link.

The panel does not support the following aspects of the design proposal:

1. Two vehicle crossings on Hastings Street.
2. The extended ramp providing vehicular access to the basement in the northern half of the site which negatively impacts the ground floor plan. Whilst the panel acknowledges the challenges presented by the location of the existing stormwater easement and the impact this has on providing basement access to service the site, the current arrangement of spaces does not achieve design excellence.
3. Ground Floor configuration of cross site connections. Whilst cross site connections are supported in principle it is important that they are resolved for both current and future contexts.

The proposal currently achieves some of the requirements for design excellence, but not all, for the reasons outlined below. The panel believes that the proposal is capable of achieving design excellence and recommends that the proposal should be reviewed again before the DA is submitted.

The following commentary provides advice and recommendations for the project:

1. Alternative arrangements for accessing the basement should be explored to avoid splitting the ground floor retail and the Hampstead Road colonnade with an extended ramp. The best outcome would be the provision of a single crossover from Hampstead Road instead of two, located in a position with the least impact on the public realm and on the planning of the site, in particular the ground floor. The following possibilities could be explored:
 - a. Provision of a multi-level basement serving the entire development on the southern side of the site.
 - b. Provision of a centralised shared zone along one side of the park aligned to part, or all, of the stormwater easement which provides access to north and south basements.
 - c. Provision of a tunnel linking north and south parts of the basement from a single access point.

- d. Diversion of the stormwater infrastructure and creation of an alternative easement.
2. The park should be enlarged to provide much needed amenity and open space for workers and residents of the area.
3. Opportunities to further adjust building massing should be explored at Stage 2 to provide better solar access to the park between 12pm-2pm on the winter solstice.
4. Opportunities to explore the extension of green space into the carriageway of Hampstead Rd to provide better continuity between the existing park to the east and the proposed park, as well as traffic calming, is encouraged at Stage 2.
5. The concept envelopes could be further developed to maximise opportunities for substantial deep soil and tree canopy, both within the park and at the perimeter of the site at Stage 2.
6. The Stage 2 design should provide each proposed building with a legible access point, related to its context and landscaping. Any hotel access/porte-cochere should relate directly to the drop-off area.
7. The concept envelopes for all buildings should be designed with a legible and consistent base to provide a suitably scaled pedestrian environment with shade, cover and good visibility from the public realm.
8. The entry point to the precinct at the intersection of Parramatta Rd and Hampstead Rd should be emphasised, potentially via removal of the setback to the top floor in this location.
9. Further consideration should be given to the relationship between the proposed site links and both current and future neighbouring context to provide safety, security and connectivity.
10. The southern driveway appears to have an excessive crossover width which should be reduced to improve the relationship of the proposal with its context.

The following material should be provided at the next DRP:

1. Updated Concept envelopes and supporting material to describe the project.
2. Traffic investigation to demonstrate the site layout is feasible and development will not compromise current or future pedestrian and overall amenity of the precinct.
3. Sustainability information demonstrating that the project is committed to mitigating climate change impacts and will achieve excellence in ESD.
4. Summary response to the points raised in this advice letter.

Sincerely,



Glenn O'Loughlin
Chair, DEP

CC

PROJECT: 276-278 PARRAMATTA ROAD, AUBURN
RE: CUMBERLAND DEP SESSION 01 – [01.09.2020]

Dear James,

Thank you for the opportunity to review the above project. The panel appreciates the opportunity to review the design for this project at an early stage.

Please find a summary of advice and recommendations arising from design review session 1 held on 1 September 2020.

The panel supports the following aspects of the design proposal:

1. The inclusion of a park within the site.
2. A setback to Parramatta Road to accommodate a landscape buffer and allow for future change to road operations.
3. Provision of a clearly articulated base to all buildings to maximise pedestrian amenity and comfort and to maintain a legible scale for this large site.
4. Maintaining building envelopes below the height limit.
5. Managing overland flow above the existing culvert via an open site link.

The panel does not support the following aspects of the design proposal:

1. Ground Floor configuration of cross site connections and retail masterplan. While cross site connections are supported in principle it is important that they are resolved for both current and future contexts.

The proposal currently achieves some of the requirements for design excellence, but not all, for the reasons outlined below. The proposal is capable of achieving design excellence.

The following commentary provides advice and recommendations for the project:

1. A set of development principles for the site and the immediate surrounds should be established via a masterplan document, including written information with supporting diagrams, images and sketches.
2. The park should be enlarged to provide much needed amenity and open space for workers and residents of the area.
3. Building massing should be amended to provide better solar access to the park between 12pm-2pm on the winter solstice.
4. The extension of green space into the carriageway of Hampstead Rd to provide better continuity between the existing park to the east and the proposed park, as well as traffic calming, is encouraged.
5. Should a hotel be slated as a potential use for the site, then the kerb design should consider a drop-off area suited to coach and taxi queueing
6. The concept envelopes could be further developed to maximise opportunities for substantial deep soil and tree canopy, both within the park and at the perimeter of the site.
7. The concept envelopes should be developed further to allow each proposed building to have a legible access point, related to its context and landscaping. Any hotel access/porte-cochere should relate directly to the drop-off area.
8. The concept envelopes for all buildings should be designed with a legible and consistent base to provide a suitably scaled pedestrian environment with shade, cover and good visibility from the public realm.
9. The entry point to the precinct at the intersection of Parramatta Rd and Hampstead Rd should be emphasised, potentially via removal of the setback to the top floor in this location.
10. Further consideration should be given to the relationship between the proposed site links and both current and future neighbouring context to provide safety, security and connectivity.
11. Further consideration should be given to the effectiveness of the north-south site link, both at ground level and above. The north-south link may draw pedestrian activity off Hampstead Road and weaken its commercial potential, activation of Hampstead Road should be given priority
12. Vertical circulation should be visible from the street, park, basement car-park access and bus-stop for more sustainable commercial activity on upper floors.

13. Given the constraints of the site the proposed basement vehicular access points appear logical, however further consideration should be given to positioning, reduced crossover widths and the relationship of driveways to neighbouring residential properties.

The following material should be provided at the next DRP:

1. Updated Concept envelopes and supporting material to describe the project.
2. Draft masterplan establishing development principles for the site and surrounds.
3. Previous work on neighbouring sites to confirm their future development potential is not compromised by the proposal.
4. Traffic investigation to demonstrate the site layout is feasible and development will not compromise current or future amenity of the precinct.
5. Sustainability information demonstrating that the project is committed to mitigating climate change impacts and will achieve excellence in ESD.
6. Summary response to the points raised in this advice letter.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. O'Loughlin', with a stylized, cursive script.

Glenn O'Loughlin
Chair, DEP

CC

18 Dec 2020

Rennie Rounds

Cumberland Council
rennie.rounds@cumberland.nsw.gov.au

ADDITIONAL INFORMATION LETTER

HAMPSTEAD ROAD COMMERCIAL - STAGE 1 [19_066]

Dear Rennie,

I refer to your email dated 27 November that included comments received from the Design Excellence Panel, and also your email dated 10 December after our meeting on the 9th of December.

We enclose amended plans that seek to resolve the outstanding matters and enable you to complete your assessment of the application.

ACCESS TO BASEMENT

The Design Excellence Panel was concerned with the splitting of the basement retail and suggested a single cross over on Hampstead. They indicated a preference to provide a tunnel under the culvert to connect the two basements.

As you are aware, we have since investigated a number of options and provide what we consider to be the best outcome.

The following constraints apply to providing vehicle access to the basement:

- Councils engineering team have indicated they will not support connecting the two basements below the culvert.
- Transport for NSW will not support vehicle access from Parramatta Road frontage
- The central part of the site is flood affected and not a suitable location for a driveway access
- The driveway needs to be offset from the King Street intersection by at least 6m to provide safe operation of the King St intersection
- Separation of servicing vehicles (in particular trucks) from cars is highly desirable to provide a safe operation – particularly on ramps, and the loading areas.
- The vehicle ramps should not compromise the retail floor plates and access to the retail from the park.

For this reason, we propose the following:

- Vehicle entry for service vehicles at the southern boundary under the hotel.
- 1 level of basement for service vehicles and loading facilities
- Vehicle entry for cars to be located 6m to the north of the King Street intersection
The car ramp can have a steeper gradient than that required for service vehicles this allows a reduced impact on the retail floor plate and allows efficient cross site connections and access to the commercial lobby and retail circulation from the park.

ARCHITECTURE URBAN STRATEGY

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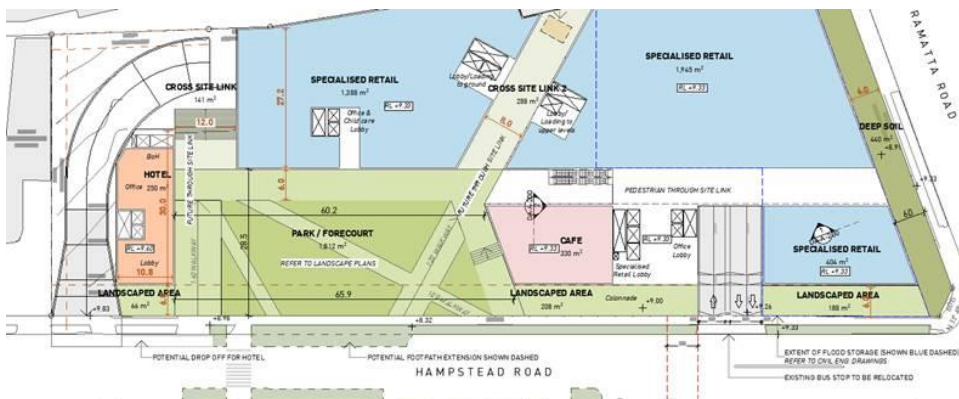


FIGURE 1: EXTRACT OF CONCEPT PLAN

A driveway location was also explored to the south of the King Street intersection, however a driveway in this location will conflict with the flood storage strategy, the existing culvert and will provide a barrier at ground floor that will not enable pedestrian access to form the open space to the retail.

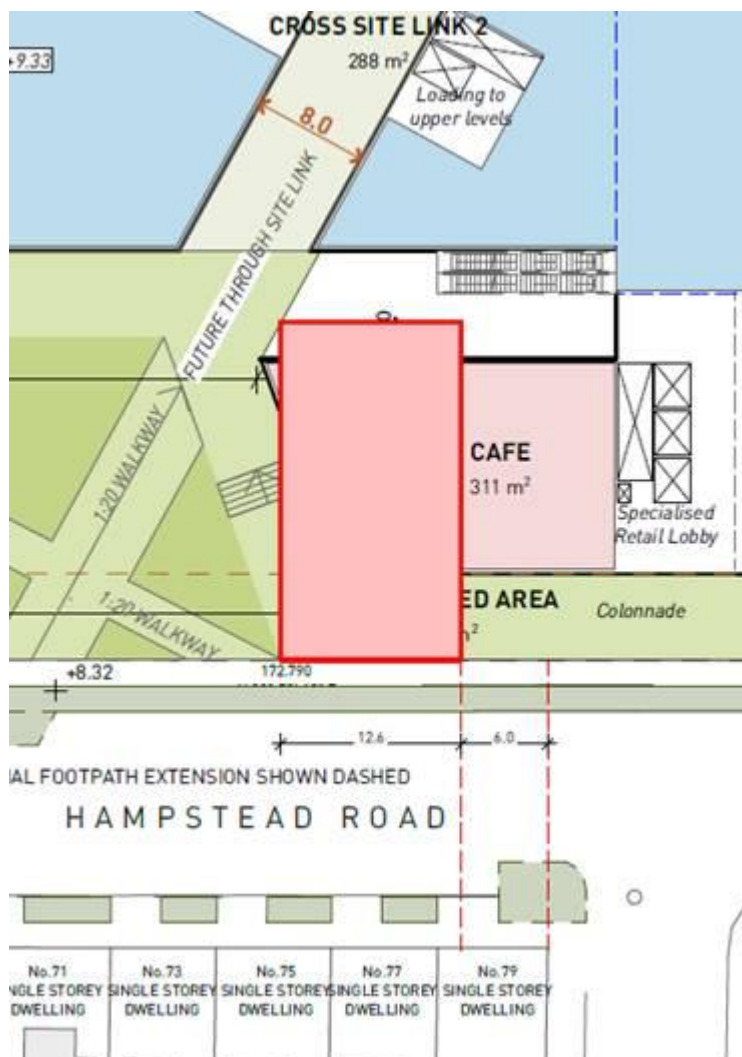


FIGURE 2: ALTERNATE DRIVEWAY LOCATION - NOT FEASIBLE DUE TO CONFLICT WITH STORMWATER CULVERT, FLOODING AND PEDESTRIAN CIRCULATION

CROSS SITE CONNECTIONS

Two cross site connections have been provided to enable the wider block to provide a pedestrian friendly environment, improve accessibility and connection public spaces.

We have included plans that demonstrate how these cross site connections could be carried through to the adjacent development and their corresponding potential internal street networks.

If development on the adjacent land is not carried out, the cross site links will not create safety or security issues and still provide benefit to the proposed development for the following reasons:

- The cross site connection is highly visible from Hampstead Road. The majority of the link is exposed directly to the park.
- The 'dead end' section is short in length and visible from the street
- In the short term, temporary uses could occupy the 'dead end' portion of the lane (this can be detailed further as part of the Stage 2 application.
- Subject to assessment and detail of the stage 2 application gates that close after dark could also be provided if considered necessary prior to development being completed on the adjacent site.
- Active frontages will open to the entire length of the cross site connection including glazed retail facades.

The drawings have been amended to provide clarification with respect to the change in level between the subject site and the adjacent site. Stairs will be provided to enable the pedestrian connection. This also allows alternate access to the child care centre and hotel at this upper level.

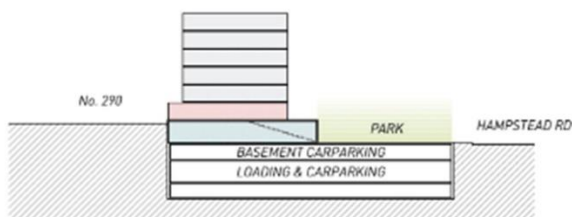


FIGURE 3: SECTION AT CROSS SITE LINK

ENTRANCES AND LOBBIES AND ACTIVATION

The proposed car park entrances enable a better pedestrian connection to the main building and provides improved exposure of the building entrances to both the street and the open space.

Notations have been provided on the plans that demonstrate a commitment to active frontages.

CHILDCARE AND HOTEL

A port-cochere or bus parking zone is not need at ground level for either the childcare or proposed hotel uses.

The size of the hotel is unlikely to receive a coach, however a mini-bus or small coach would be able to utilise the loading facilities in the basement below the hotel.

Car parking for the childcare centre would be provided within the northern basement with access to the child care centre by lift. This provides the safest option. The parking for the childcare centre can be separate from other uses to ensure safety of children in the car park. This would be detailed in the stage 2 application.

SUMMARY

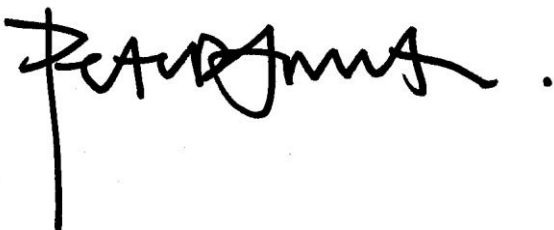
The following tables provides a summary response to the matters realised by the Design Excellence Panel.

Aspects not supported	Comment
1. Two vehicle crossings	Two vehicle crossings is desirable as connecting the basements under the culvert is not acceptable to council asset and stormwater engineers
2. Impact of ramp on ground floor plan	Amended ramp design ensure ramp does not interfere with retail access and circulation
3. Ground floor cross site connections	Plan attached demonstrates how they are resolved in existing and future contexts
Advice and recommendations	Comment
1. Alternate arrangements for basement	See above
2. Park enlarged for amenity and open space	The current open space comprises 18% of site area. This is considered substantial in area and will be more than sufficient to meet the needs of future building occupants and also being accessible by the general public provides a public benefit beyond any control in the DCP or LEP. In addition, the cross site links provide a further public benefit and the total of all land publicly accessible comprises 22% of the site area.
3. Improved solar access to park.	The envelope of the central building has been adjusted to increase sun between 12pm and 2pm in mid winter. From 10 am to 1pm large parts of the park receives sun in mid winter. By 1.30-2pm the orientation and low angle of the sun limits the potential for sun into the park As suggested by the panel this can be further

	refined in Stage 2. The refinement achievable is demonstrated by the views from the sun in the reference scheme (DA-A-850 & DA-A-851). The envelopes are larger than floor area for which consent is being sought. This allows plenty of opportunity for refinement in the Stage 2 phase to ensure that solar access to the park is optimised.
4. Extension of green space into carriageway	This is noted on the drawings.
5. Deep soil	10% of the site is provided as deep soil including 34% of the park.
6. Legible access points	Access points are noted on the plans and are clearly visible from both the street. Access points for all buildings are available from the central open space.
7. Legible and consistent base	The proposal provides envelopes with a 2-storey base for each building. This scale provides a built form proportion that is pedestrian friendly. A mix of awnings and colonnades will provide shade and shelter for pedestrians.
8. Emphasis Parramatta Road and Hampstead Rd intersection by removal of top floor setback	Envelope plan amended.
9. Site link – relationship to current and future	See commentary above
10. Southern driveway – excessive crossover	This has been reduced in width as a result of the above amendments.

If you need any clarification with respect to the above information please contact the Yvonne Kha on 02 9136 4634 or the undersigned.

Yours Faithfully
SMITH & TZANNES,



Peter Smith
Director
Registered Architect 7024