

16 April 2021

Rennie Rounds

Cumberland Council

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RESPONSE TO SCCPP COMMENTS LETTER

HAMPSTEAD ROAD COMMERCIAL - STAGE 1 [19_066] – DA2020/0310

Dear Rennie,

I refer to the record of deferral received on 31 March 2021 and enclose amended plans that seek to address the comments received from the Sydney Central City Planning Panel.

DRIVEWAYS

The two driveways along Hampstead Rd had been previously agreed upon by council. The separation of service vehicles from cars provides a safe operation especially in loading areas.

The provision of two driveways is required as access is not available or permitted by council's assets team under the stormwater canal. The two driveways allow for the separation of passenger cars and delivery vehicles and trucks improving the safe movement of vehicles and pedestrians in the car park.

The ramps and driveways are proposed to be enclosed with building over. The driveways were never intended to be open. Notes have been added to the reference scheme drawings to clarify this.

The two driveways are separated by approx. 112m on either side of the central space. The two driveways provide a better outcome than one large 4 lane driveway that would be required if they were combined, reducing the visual impacts. The driveway for cars located at the northern end provides a safer footpath crossing and smaller façade opening where pedestrian traffic is likely to be greater. Originally the delivery vehicle crossing was proposed from Parramatta Road however this was rejected by RMS.

To further reduce the impact, as suggested by the panel the two exit lanes for cars from the northern basement parking has been reduced to one lane. The total driveway width has been reduced to 13% of the Hampstead Rd frontage. It was previously 15%.

The north south pedestrian retail circulation allows pedestrians to bypass the northern driveway, staying off Hampstead Road.

THROUGH SITE LINKS

The location of buildings on the site has been carefully considered acknowledging the planned future development of the land to the west.

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The masterplan drawings previously submitted demonstrate how the proposed through site links could be carried through to the adjacent developments and their corresponding potential internal street networks. The street networks shown aligns with existing subdivision pattern to create a natural extension to Hampstead Road increasing the permeability of a very large block.

The northern cross site link follows the line of canal and former creek line. When the adjacent site is developed this will provide a connection to Parramatta Road. Public art has been proposed as part of the landscape strategy to increase awareness of the place, and the role of the waterway in the Duck River catchment.



FIGURE1: MASTERPLAN

We have amended plans to increase the width of this link to almost 16m to strengthen the connection and activate the building facades. This will improve its usability in the event its extension does not eventuate and will act as part of the entrance to the commercial buildings. It also creates a secondary space for passive recreation which contrasts and compliments the more active central park.

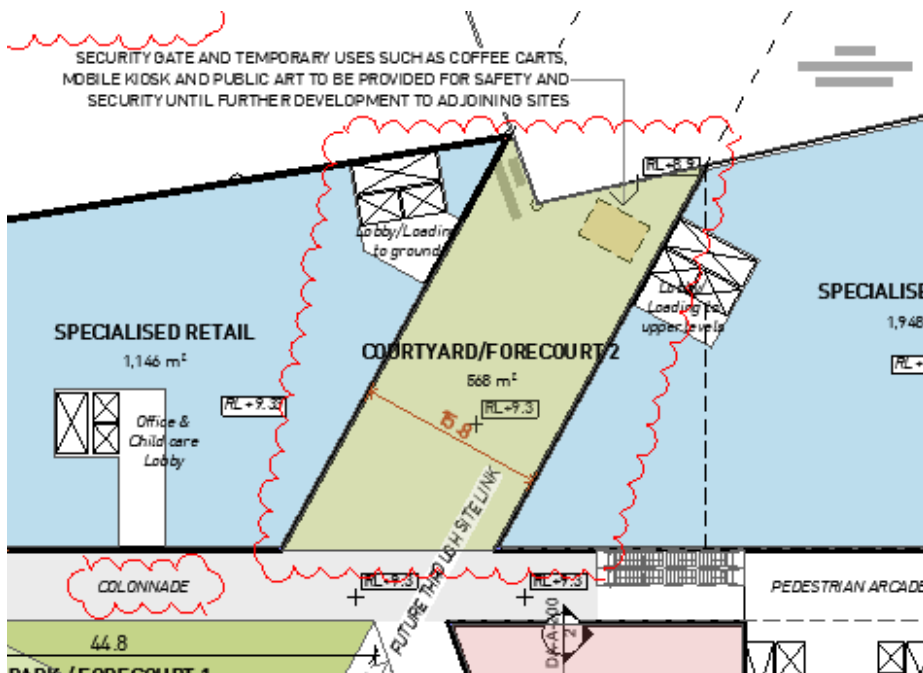


FIGURE 2: INCREASED WIDTH OF CROSS SITE LINK 2 – NOW COURTYARD/FORECOURT 2 TO ALLOW FOR MORE USES AT THE INTERIM TERMINATION OF THE LINK.

Cross site link 1 has been revised and extended via a walkway along the central building. This provides an improved connection to the adjoining buildings at level one and creates a primary entrance for the childcare and hotel restaurant and a further connection to the specialised retail and office spaces of the Parramatta Road building.

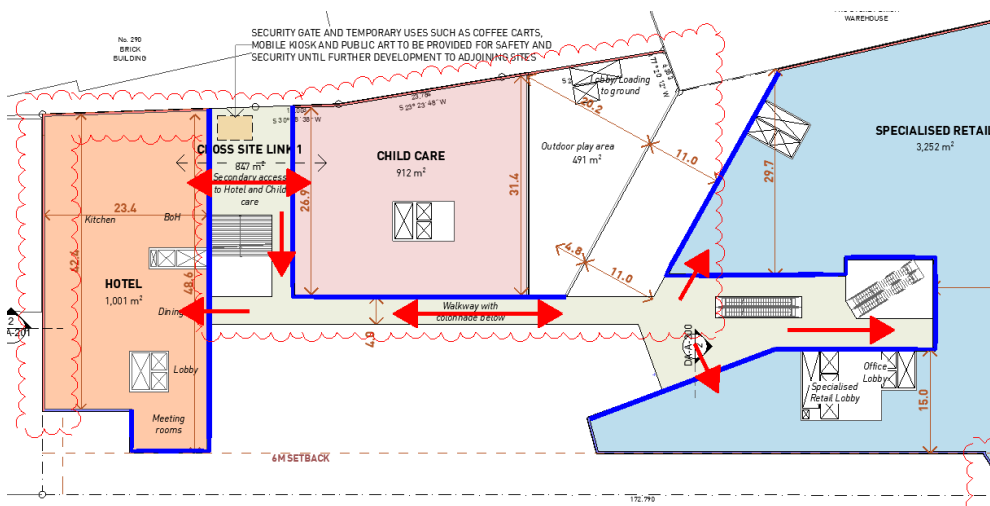


FIGURE 3: WALKWAY PROVIDES FURTHER CONNECTION BETWEEN ALL BUILDINGS

Temporary uses such as coffee carts, mobile kiosk and public art are proposed for safety and security at the interim terminations of the through site links until further development of adjoining sites. These areas are open to the sky and have solar access from 12:30pm onwards during midwinter.

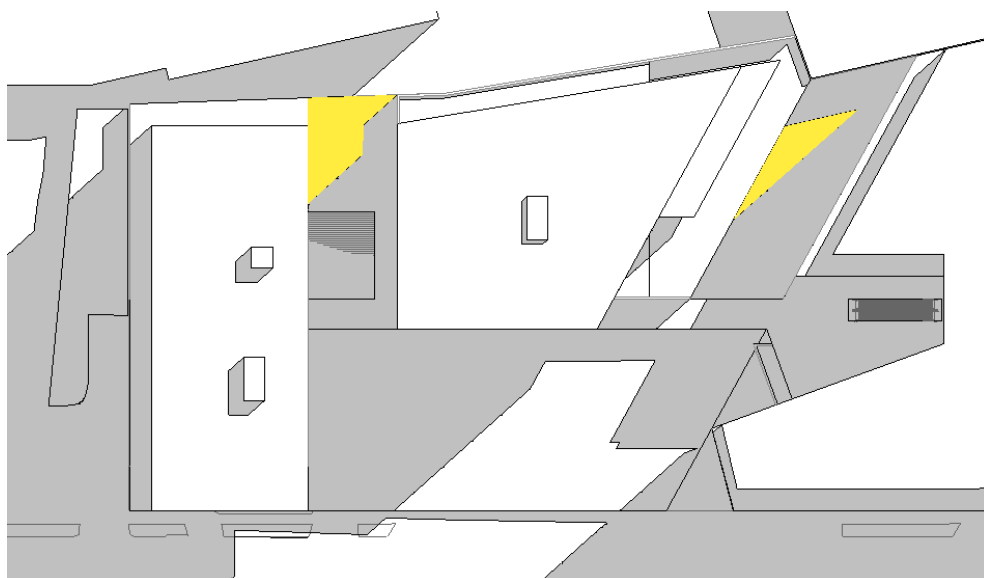


FIGURE 4: SOLAR ACCESS TO THE CROSS SITE LINK 1 AND NEW COURTYARD 2 AT 12:30PM

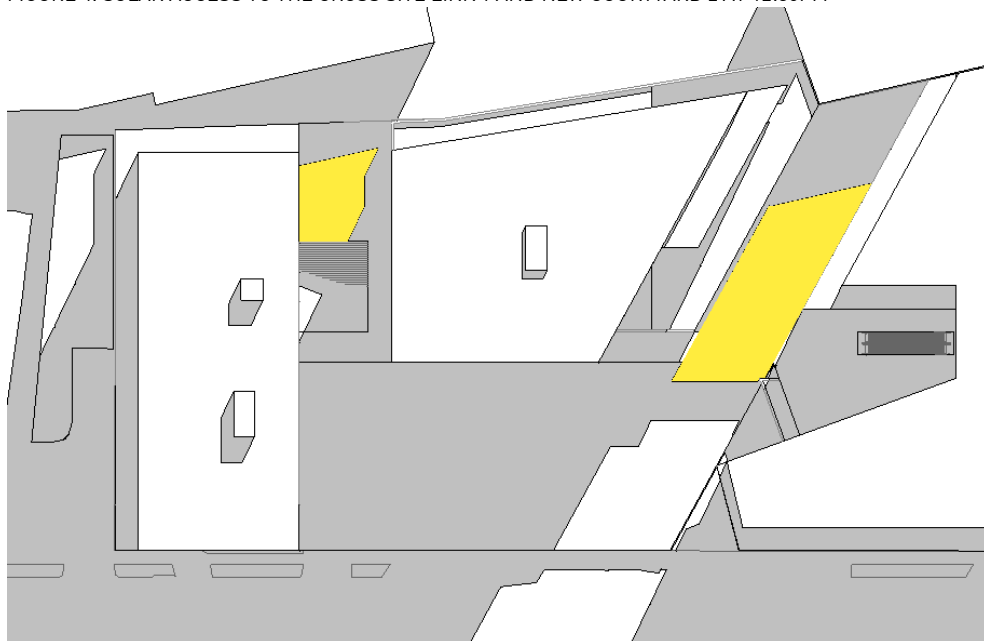


FIGURE 5: SOLAR ACCESS TO THE CROSS SITE LINK 1 AND NEW COURTYARD 2 AT 2PM

The cross site links have been reconfigured to enhance their purpose in the development and secondary to that would be to connect to future neighbouring developments. The proposal has considered and addressed various scenarios should neighbouring development does not eventuate in the foreseeable future.

ACTIVE FRONTAGES


The intention was that all street and square frontages would be glazed and provide direct access to the street. The reference scheme drawings have been amended to show where proposed retail, café and hotel frontages would be glazed to provide active and passive surveillance to the links and parks.

SOLAR ACCESS

Solar access to the park has been improved by increasing the separation between the central building and Parramatta Rd building and adjusting the envelope of the central building. The current reference scheme provides solar access to 30% - 69% of the park between 10:30am-1:30pm (3hours). Park solar access diagrams have been included as part of the amended set (DA-A-852 and DA-A-853). The envelopes in drawings DA-U-102 - DA-U-103 are larger than floor area for which consent is being sought. This allows plenty of opportunity for refinement in the Stage 2 development application to ensure that solar access to the park is optimised.

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

Yours Faithfully
SMITH & TZANNES,



Peter Smith
Director
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