



21 April 2021

Rennie Rounds
Cumberland City Council
16 Memorial Avenue
MERRYLANDS
NSW 2160

Via email: rennie.rounds@cumberland.nsw.gov.au

Response to Panel Deferral

Dear Rennie,

I write in relation to the Concept Development Application (DA 2020/0310) lodged in June 2020 for land at 54-68 Hampstead Road and 276-282 Parramatta Road, Auburn.

I note the matter was deferred on 31 March 2021, pending an amending concept that addressed a number of principles. I note that the current scheme is as a result of a comprehensive assessment and consultation process working collaboratively with the Design Excellence Panel, Transport for NSW, Council's planners, and Council's engineers. The layout, driveway location, building footprints and open space have been carefully considered and thought through to resolve all outstanding issues and create a high quality concept plan, with significant areas of open space in a B6 Enterprise Corridor zone that is unheard of.

It is appreciated that the Panel's comments are provided with a view to further improve the concept, and we look forward to lodging further applications for development where some of the items will be further expanded, such as the detailed use and definition of the open spaces. I am pleased, however, to attach amended plans and a design statement response prepared by Smith & Tzannes, the project architects, that addresses the matters raised by the Panel.

I note the following amendments to the plans to assist the review:

- Northern driveway reduced in width through removal of a lane.
- Notes added to plans to clarify that all ramps and driveways are enclosed.
- Central building modified to allow additional solar access to the central open space.
- Links redefined as open spaces within their own right, with direct access/entries to buildings, and the inclusion of coffee carts, kiosks, landscaping and public art.
- Northern link/open space widened to 16 metres.
- Colonnade introduced through the site connecting the entry to the hotel with the pedestrian arcade and access to Parramatta Road.

The following table also provides a response to the issues raised by the Sydney Central City Planning Panel.

Cumberland Design Excellence Panel	Response
Driveways	
Preference is for a single consolidated driveway access for loading and vehicle entry to minimise interruption to the pedestrian footpath and public domain.	In order to keep cars and loading/delivery vehicles separate, two basements are required. This is a preference of Council, but also creates a better outcome that avoids vehicular and pedestrian conflict. While the unfortunate result is that there will now be two driveways along Hampstead Road, this only constitutes 13% of the entire frontage, noting the reduction discussed below in driveway width, as a response to the Panel's comments. <u>Note:</u> the original second driveway was from Parramatta Road, however, given Parramatta Road is a classified road, it was the preference of RMS that the second driveway be located on Hampstead Road.
If two driveways are retained, they should be integrated into the building forms so as to be fully enclosed on all sides other than the street access to avoid exposure to or extensive blank walls facing the public domain or any semi-public spaces or links.	Both driveways are fully enclosed other than the street access. This has been clarified on the attached plans (refer Plan DA-A-106).
Open ramps and driveways would not be supported.	All ramps and driveways are proposed to be enclosed. Notes have been added to the plans to clarify this (refer DA-A-106).
The width of driveways should be minimised to reduce visual impact and any entry points to buildings or any links or public spaces should be separated from driveways for safety and amenity.	It is noted that the proposition of two driveways will have a lesser impact on the street than one large driveway of up to four lanes. The two driveways are 112 metres apart, and either side of the public open space area. However, 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, where it was previously 15%.
Through-site links and park	
Current through site links do not clearly demonstrate how they respond to a desired path of travel to existing or future destinations or promote activation, pedestrian use and enable surveillance and safety.	Refer to page 2 of the Smith & Tzannes letter. It is noted that the widening of the northern link, and the redesign of the southern link has redefined their role and function. The primary role is now as a space in its own right, particularly for the northern space which is now 16 metres wide. The uses in these spaces will include coffee carts, kiosks, landscaping, public art, with entrances to buildings and glazing for surveillance. Should no connection to the west eventuate, then these spaces have been designed to be sustainably function in their own right for the future. Further landscaping details will

	be provided with the application for development as we work with council staff and the panel on the landscaping vision for the site.
The easement should not be determinative of the location of through-site links, however, the easement may be incorporated within a link otherwise achieves its primary purposes.	The easement is a constraint as it cannot built over, however, as discussed above, the widening of this space creates an area of open space connected to the park in its own right. This is not dependent on what potentially occurs on the site to the west. However, if this site does develop in the future it will also be constrained by the easement. As this easement follows the line of canal and former creek line, it will provide the opportunity for a connection to Parramatta along this route. If this doesn't occur, the space will still function independently and successfully.
Consideration may be given to consolidating and/or rationalising multiple links and the park to achieve the following outcomes:	
Link(s) should be located along current or realistic future desire lines.	As discussed, the 'links' have been redefined to be open spaces, activated areas, and entrances to buildings. Further detail is provided in the attached letter by Smith and Tzannes architects, specifically pages 2 and 3.
Link(s) should lead to an existing or a viable future off-site destination and create an interim destination on the site itself until off-site destinations eventuate.	As noted above, the spaces will now function independently of any potential future through link.
Boundary conditions which create part of a future link should provide visual connection to external roads and into open space areas of adjoining sites. Where no current external link is available, they should be terminated with landscaping and public art and/or temporary use to provide a positive visual termination. Termination at the side wall of an adjoining site is not supported.	As above and discussed in detail in the attached Smith & Tzannes letter.
Link(s) should be open to the sky and have reasonable solar access.	The open spaces/links are open to the sky. They both have good solar access after 12.30pm. Given the good level of afternoon solar access, these spaces can be utilised with outdoor seating and activation.
Link(s) and the park should provide a positive and safe pedestrian experience, with activation via permeable retail frontages, and active and passive surveillance.	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.
The park should be fully integrated with links, visually connected to the existing local park opposite, and benefitting from passive and active surveillance.	Agreed. The park is intended to be a fully integrated space that benefits and complements the uses within the buildings around it. This will provide that activation and connectivity from built form to open space, particularly

	<p>where the café and hotel uses can spill out into the space.</p> <p>Further, the connection to the park opposite (to the east) is also vitally important to the success of the development within its broader context. This integration is facilitated by extending the open space in to Hampstead Road, while also extending the space from the opposite park in to the street from the east. The intention is to provide traffic calming and safe crossing for pedestrians to bring the open spaces together with the perception of a contiguous area of open space across both sides of Hampstead Road. Refer to DA-A-106, which illustrates the vision of the integration of the two open spaces and the areas of activation around the park. We look forward to working with council and the Panel on detailed landscape design under the first DA for development following determination of the Concept plan.</p>
<p>The park must benefit from solar access in mid-winter for at least 3 hours (11-2pm) for 50% of its area.</p>	<p>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.</p> <p>Between 10.30am and 12.30pm, the open space achieves over 50 % solar access in mid-winter. After 12.30pm, the %age does drop below 50% however still performs a lot better than previously achieved and provided for.</p> <p>Solar access diagrams have been updated as part of the amended set of plans (refer to DA-A-852 and DA-A-853).</p>

I trust that this information is of assistance to the final assessment and determination of the application. We feel that it would be of benefit to the Panel in its decision making to have a briefing to discuss and explain how the matters raised both now and in the past have been responded to.

If I can be of any further assistance or if you have any questions in relation to the above, please do not hesitate to contact me on 0437 521 110.

Yours sincerely



James Mathews
Planning Director
Pacific Planning

Attachment – Amended Plans:

Attachment 2 – Design Response Letter from Smith & Tzannes