Completion Date: 06 March 2023

REFERRAL RESPONSE
URBAN DESIGN

FILE NO:	DA 598/2022
ADDRESS:	17 Dover Road ROSE BAY 2029
PROPOSAL:	Demolition of existing at-grade car park, construction of new mixed-use development incorporating multi-storey car park, community centre, retail facilities and public domain upgrades.
FROM:	Diana Griffiths
TO:	Mr V Aleidzans

Information

Architectural drawings:	Allen Jack + Cottier – Project No. 20018– DA Submission – December 2022
Landscape Plan:	Oculus– Project No. S20-019– Revision 4 – December 2022
Statement of Environmental Effects:	SJB Planning – Project No. 8957– December 2022

This review considers development against the key urban design principles identified in the Planning Proposal, and also against the recommendations made for the pre DA submission in September 2022. The planning proposal for the site (PP-2020-467), submitted to amend the planning controls and increase the maximum building height to 17.2m, was approved in 2018.

Site and Context

The subject site is located on the north-eastern side of Wilberforce Avenue. It is identified as No. 17 Dover Road within Rose Bay. It is situated approximately 7 kilometres east of the Sydney Central Business District and is part of the Rose Bay Commercial Centre. The site is also located 400m from Rose Bay Beach. The site has two street frontages, facing onto Dover Road and Wilberforce Avenue. It is hatchet shaped comprising Lots 8, 70 and 71 in Section A DP4244, and Lots A and B in DP104986. The north-eastern boundary of the site, with frontage to Dover Road is approximately 14m, the south-eastern boundary to neighbouring properties at 19-21 Dover Road is up to 79m, and the frontage to Wilberforce Avenue is approximately 45m; providing a total site area of approximately 2,360m². According to the survey the site is relatively flat, with a minor fall from Dover Road towards the centre of the site.

The site is owned by the Woollahra Municipal Council and currently operates as an at-grade car park accommodating up to 95 parking spaces. The site also provides an informal vehicular and pedestrian access between Dover Road and Wilberforce Avenue. Vehicular access is currently one way off Dover Road (towards Wilberforce Avenue) and two ways off Wilberforce Avenue.

Pannerong Reserve, a small triangular shaped open space is located to the south-east of the site, across Wilberforce Avenue. Surrounding built form consists of commercial or shop top housing developments of 1 to 4 storeys in height.

Proposal

The DA seeks to redevelop the car park site with the demolition of the at-grade car park, encroaching structures and existing on-site trees, and the construction of a six-storey car park structure above ground with additional levels of rooftop parking and basement parking, providing a total of 229 car parking spaces, with 22 motorbike and 14 bicycle spaces.

The proposed development also includes the provision of retail spaces at the ground level, and community centre and public amenities on the ground, first and second floors. New public domain works include the provision of a pedestrian crossing along Wilberforce Avenue to the adjacent reserve; the realignment of Wilberforce Avenue to accommodate a wider verge and pedestrian zone, and landscaping and public footpaths in a new laneway between Wilberforce Avenue and Dover Road. A terrace on level 2, extending out over the Wilberforce Avenue footpath, and excavation of part of the basement level to extend under the road reserve, is also proposed.

The proposal has a maximum building height of 19.3m and an FSR of 0.52:1.

Assessment

As part of the Pre-DA process undertaken by the applicant, an urban design assessment of the pre-DA drawings was conducted, and a report dated 16th September 2022 was produced by Diana Griffiths, Council's independent urban design consultant. The Statement of Environmental Effects, included in the DA, notes that Council officers "acknowledged the disconnect between the DCP controls and the urban form outcomes envisaged in the planning proposal," and because of this Council advised that the "development should respond to the Objectives of Chapter D6 while also providing a detailed response to the Pre-DA Urban Design comments (prepared by Diana Griffiths, Council's independent urban design consultant)".

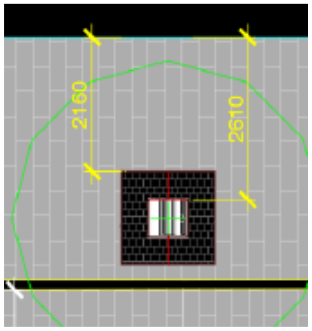
The DA includes an Architects response to 'Referral Response – Urban design" (Diana Griffiths, September 2022). The following is an assessment of the applicant's response to these comments:

Urban Design response to pre-DA (Sept 2022)	**DA response (Dec 2022)**	**Urban design response to DA (Feb 2023)**
DP01_Improved connectivity for both pedestrians and vehicles-		
The imagery included in the Pre DA package shows a separated vehicular and pedestrian access and is not designed as a shared zone.	*Two photomontages have been prepared subsequent to the Pre DA images. The Dover Road photomontage shows the vehicular and pedestrian access as a kerb free shared zone*	The SEE and design report accompanying the DA state that Ian Lane is a 'shared laneway'/ 'shared zone'. The photomontage titled "View towards Wilberforce Ave through retail link" (From Design Report by AJ&C, Dec 2022, p5), appears to be identical to the one provided in the pre DA submission. Shared zones as defined under Rule 24 in the NSW Road Rules (2008) mean "a road or network of roads or a road related area where space is shared safely by vehicles and pedestrians and where pedestrian priority and quality of life take precedence over ease of vehicle movement… Shared zones employ a range of regulatory and non-regulatory treatments to indicate a change in environment and priority".

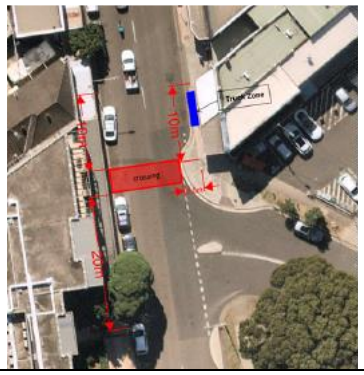
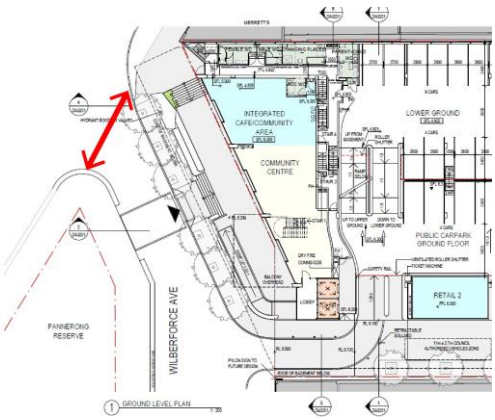
		The technical direction for the design and implementation of shared zones by Transport for NSW list general characteristics of a shared zone which includes: - *All new shared zones (Cat 1) must be constructed without kerbs.* - *All shared zones in NSW must display a speed limit of 10 km/h.* - *All shared zones must display the required regulatory signage and should include pavement markers at each entry point to the area and at each exit point from the area. The entry signage is to be duplicated on both sides of the road, where possible.* No indication of a 10 km/h speed limit being imposed along the 'shared zone' has been provided by the proposal. The architect's response state that Ian Lane will be designed as a 'kerb free shared zone'. However, the photomontage on page 5 of the design report, and the plans and detail sections shown in the Landscape Drawings illustrate the footpath being separated from the carriageway by a kerb. None of the images show the carriageway being shared with the pedestrians. Despite the provision of bicycle parking within the car park, no information regarding the use of the laneway by bicycles has been provided. Further, the access to bicycle parking is assumed to be via the carpark entry, which would cause conflicts between vehicles and bicycles.
The through-site link illustrated in the landscape and architectural drawings shows an indirect pathway for pedestrian movement that is dominated by two wide (two spaces wide each) and separate car park access locations and a centralised loading zone.	*Paving is kerb free and the designed modified to ensure with a minimum 2.4m wide clear pedestrian zone width and direct sight lines.*	While some improvements have been made since the pre DA, fundamentally pedestrians are still not being invited to move easily along Ian Lane. The 'clear pedestrian zone' shown in the architect's response to urban design comments shows an indirect pathway which crosses both the car park entrance and exit and is impacted by retractable bollards (shown in the Landscaped plans). The Landscape Plans also imply pedestrians will use the narrow area allocated to a "pedestrian access path" (referred to under drawing L202), and not use the area allocated to 'carpark entry' or 'carpark exit'. The level change and proposed retaining wall at Dover Road also implies that pedestrians and vehicles are separated and do not share the same space. The location and operation of the loading zone blocks direct sight lines down the laneway and reduces pedestrian

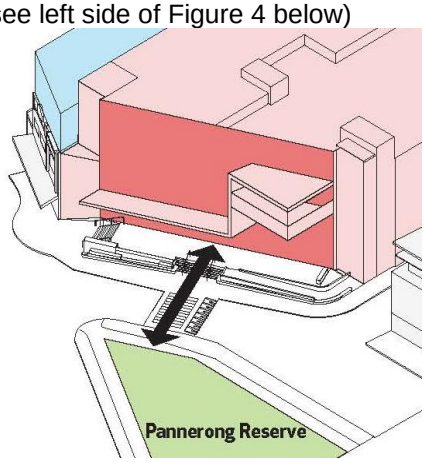
		access. A redesign of the laneway to be a shared zone that allow pedestrians, cyclists and vehicles to be limited to a 10km/hr speed and share the same space, similar to the approach taken at The Canopy at Lane Cove (see image below), is strongly recommended.  *Figure 1 Google Street View of Birdwood Lane, Lane Cove*
Views along the link are obstructed by tall trees.	*As trees mature street views under the canopy will be provided. No design change proposed. Provision of an urban street canopy is considered desirable.*	The location of proposed trees along Ian Lane is not consistent between the photomontages shown in the design report and the landscape plans. For example, the image noted as 'View towards Dover Road through retail link' in the design report shows a tall tree centrally located in the space and surrounded by seating however the landscape plans show the trees close to the southern boundary with seating shown parallel to the side boundary. The rendered views in the landscape plans such as 'Laneway Looking East' appear to be slightly more accurate but they also appear to show that it would be possible to walk between the trees and the side boundary which is not consistent with the plans. The proposed trees within Ian Lane have been identified as 'Livistona australis' on the landscape plans, however, these trees have not been identified within the Plant Schedule and no information has been provided with regards to its size and mature height. Further, the trees are located over the basement and are contained within 'square recessed tree grilles'. Additional information is required to ensure adequate soil depth has been achieved to sustain long term health.
It also appears that pedestrian access along the laneway will be blocked if a vehicle is parked in the 'loading zone'.	*The managed (Council vehicle only) loading area has been reduced from 3.5m wide (off street parking code) to 2.7m wide (on street parking code) This enables the parking zone to be clear of the pedestrian desire line and ensures a clear footpath width of 2.5m can be*	The operation hours of the loading zone are not known but the traffic impact assessment states that, "The waste collection vehicle movements will occur during mid-day off-peak periods (after 7am) and will not impact on the peak hour traffic flow on the adjacent roads." While after 7am is "off peak" for traffic it will be peak time for pedestrian access along the laneway.

	provided.	The location and operation of the loading zone hinders the movement of pedestrians through the shared zone and creates an unpleasant urban design outcome within the Centre. The Planning Proposal located the loading zone off to one side of the laneway which is no longer possible due to proposed inclusion of narrow retail spaces alongside the laneway.
The pedestrian 'footpath' (shown to the left of Figure 1) is not a clear 2.5m width as it incorporates large trees. While the trees are attractive, they may not be possible due to the decision to narrow the access handle to incorporate two long and shallow retail spaces into the design.  *Figure 2 View towards Wilberforce Ave through retail link (From Preliminary Architectural Design Report by AJ&C)*	*The locations of tree pits have been changed to deliver a minimum 2.1m clearance to pits and 2.5m clearance to developed tree trunks.* *2.1m clear width is a common design standard. City of Sydney Streets Design Code benchmarking states for mid to high activity local streets 2m clear is preferred.*	While some improvements have been made since the pre DA, fundamentally pedestrians are still not being invited to move easily along Ian Lane. The Sydney Streets Code 2021 by the City of Sydney requires a minimum Continuous Accessible Path of Travel, which is the clear path of travel, of 2.3m for local streets of mid-high activity. While this is the minimum requirement, the Code also outlines a preferred footpath width of >3.2m for local streets of mid-high activity to provide for 'better pedestrian comfort and amenity' (Refer Figure 37- Footpath Space Allocation of Sydney Streets Code 2021). Given the site is in a key location within the Rose Bay Centre on a key route connecting the centre and linking to a large car park, the proposal should aim to achieve a high-quality pedestrian environment, and not just seek to meet the minimum requirements.
These retail spaces were not identified in the Planning Proposal.	*The retail space reconfiguration proposed resulted from required design changes to the parking structure arrangement arising from the loss of one basement on structural advice. From an urban design perspective, it was felt that activated retail frontage to the lane would create a mor vibrant public domain than the blank brick wall of the existing property.* *Further, if the adjoining property is developed as a four storey building within the built form controls of the DCP the single level retail podium forms of Dover Road are able to be extended into the laneway.*	The additional retail spaces along the laneway reduce the space available for landscaping, and pedestrian and bicycle access, and have resulted in the relocation of the loading zone from one side of the shared zone to the centre of the shared zone. Activation of the shared zone is desirable however this should not fundamentally compromise pedestrian accessibility. Even without the proposed retail spaces activation of the shared zone could still be achieved when 15 Dover Road is redeveloped.
The proposed design not only obscures pedestrian sightlines between Dover Road and Wilberforce	*Refer changes made above.*	The risk of potential conflicts between pedestrians and vehicles remain as 'the clear pedestrian zone' indicated within the architect's response to urban design

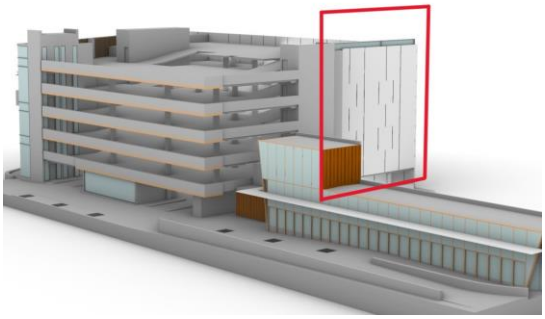
Avenue and limits pedestrian access it also creates potential conflicts between pedestrians and vehicles, resulting in an unsafe pedestrian environment.		comments, still requires pedestrians to cross the car park entrance and exit and travel through the loading zone.
There are several occasions when the unobstructed width of the pedestrian footpath is not a clear 2.5m width, as it incorporates large trees or accommodates access to the proposed raised terrace (see figure 2 and 3 below)	*Ian Lane: Tree pits and footpath configurations have been modified to deliver a minimum 2.5m clear pedestrian zone to tree trunks and 2.15m minimum paving width in Ian Lane.*  *Wilberforce Avenue: Tree pits and footpath configurations have been modified to deliver a minimum 1.65m clear pedestrian zone at tree plantings and 1.35m minimum paving width. To achieve this the Wilberforce carriageway was reduced from 7.6m wide to 7.2m wide. To offset the narrow footpath width from 1.65m width a 600 mm street bench has been incorporated into the terrace design to provide above waist height clearance. Tree gratings are to be flush with paving.* *An option exists to replace the 1200mmx1200mm pits with 1200mm x 900mm to increase pavement widths to 1655mm. 1200mm wide pits will deliver the best tree growth conditions.*	As mentioned above, the preferred width for clear path of travel for pedestrians is a minimum of 3.2m not 2.15m or 2.5m. Along Ian Lane the proposed width of 2.15m and 2.5m is to the glass line and does not consider the elevated ground floor and proposed timber structure on the retail frontage. The actual clearance between the retail façade on the laneway and the tree pits is only 1.9m. The architect's response to the urban design comments also states that the retail façade is designed to be operable to increase 'permeability along the Laneway'. It is unclear how level access can be achieved through the operable facades given the difference between the proposed floor levels of the retail spaces and the shared laneway. Along Wilberforce Avenue the proposed 1.35m minimum paving width and 1.65m clear pedestrian zone is too narrow for comfortable pedestrian access in a busy centre. Movement along this street is further restricted by the proposed location of the Hydrant Booster Valves, the impact of which is clearly shown on the Northern Stair rendered view in the landscape architects plans. It is recommended that the raised foyer is setback further from Wilberforce Avenue to provide a minimum Continuous Accessible Path of Travel zone of 3.2m along the footpath.
DP02_Improved public domain and civic spaces		
Concept drawings accompanying the Planning Proposal for the site illustrated a new public	*Options were considered at schematic design stage for various configurations for a public plaza. Council preferred*	It is acknowledged that the limitations of the project scope have resulted in a change in design of the car park, from that envisioned in the planning proposal.

square at the street level on the Wilberforce Avenue frontage. As intended by the design principles, the public plaza improved the public domain and provided a civic public gathering space which was complementary to the adjacent reserve and the community facilities proposed on the Wilberforce car park site. Further, the concept design within the Planning Proposal included the realignment of Wilberforce Avenue by providing a 90 degree turn on the corner between Wilberforce Avenue and Newcastle Street slowing traffic and creating a safer narrow pedestrian crossing.	*the option with a public space that did not impact on the extent of Pannerong Reserve which required retention of the existing kerb line to the park.*	However, it should also be acknowledged that this change has resulted in a less integrated urban design outcome that diminishes the safety of the pedestrian environment and the overall quality of the public domain. The impact on the public domain has been further reduced by the decision to locate a ramp, connecting the upper basement and the lower basement of the carpark, within the public domain as this has contributed to a substantially reduced footpath width.
The decision not to create a new public square and to elevate the ground floor creates a disconnect between the site and the public domain and reduces the quality and amenity of the active frontage along Wilberforce Avenue. A stronger active frontage would be created if the level changes occurred within the building, not into the public domain.	*An inboard flooding solution was investigated and was found not to be compatible with the functional requirements for the ground floor.*	Proponent's response to be considered by Council's floor drainage engineer. The Referral Response provided by Council's drainage engineer to the pre DA previously stated that "Non habitable (retail) floors may be allowed to be set at reduced flood planning levels to provide amenity and match existing streetscape". This is a preferred outcome from an urban design perspective as it should also allow the footpath width to be increased and for retail spaces to have a more direct relationship with the street level.
Further, the extension of the basement level along Wilberforce Avenue and under the through-site link limits the opportunity for deep soil planting and street trees.	*The basement does not extend into the footpath zone where street planting is proposed. The full extent of basement walls to the external face is shown on the drawings.*	It is accepted that the basement walls are shown to be approximately 1.5m away from the street trees along Wilberforce Avenue. However, the extension of basement into the public domain not only reduces the accessible path of travel but also limits the opportunities for larger trees and additional landscaping along the street which would help create a pleasant pedestrian environment. Further, 3 trees proposed along Ian Lane, named Livistona australis, are located over the basement and inadequate information has been provided to ascertain if the soil depth is sufficient to sustain the trees.
While the proposed location for the new pedestrian crossing would provide good access for people accessing the	*The option for an additional pedestrian crossing at Newcastle Street was investigated by the Landscape Architect and Traffic Engineer.*	The recommendations from the urban design comments to the pre-DA referred to pedestrians traveling **along** Newcastle Street and did not suggest an additional crossing **across** Newcastle Street. The comments

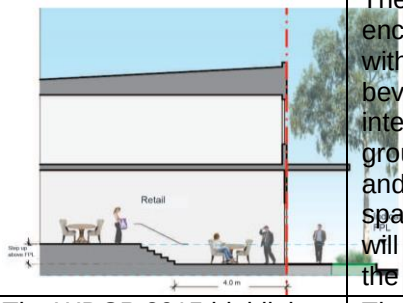
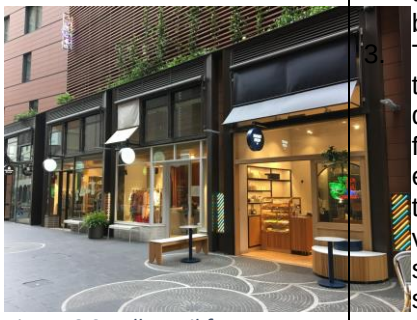
retail/community facility, it creates an indirect path for those traveling along Newcastle Street and accessing the rest of the centre and this route would be narrow due to the terrace and proposed trees. To support activity in the centre it is strongly recommended a pedestrian crossing is located where it services the pedestrian desire line along Newcastle Street and that the primary stair to any elevated terrace also addresses Newcastle Street.	*(shown below).*  *TTW advised "if the client would like to propose a crossing on Newcastle St (as shown below), there are a safety concern due to proximity of the proposed crossing and the truck zone as annotated. Markup below is my rough sketch to show the possible changes and constraints.* *The truck zone would need to be shifted to north since we need 10m distance from the crossing and the truck zone (trucks are a major obstruction for pedestrians' visibility).* *On the other hand, 30m of on-street parking should also be removed on the western side of Newcastle St due to the location of crossing"* *Consequently the provision of a crossing is not included in this DA.* 	related to relocating the proposed pedestrian crossing to provide a more direct connection between the northern corner of Pannerong Reserve and corner between Newcastle Street and Wilberforce Avenue, parallel to Newcastle Street (See figure below). This connection would have minimal impact on the current location of the truck zone. But if the truck zone is a problem, it could be relocated to be further away from the corner.  *Figure 3 Ground Floor Plan annotated showing the recommended location of pedestrian crossing* The realignment of the northern kerb on Wilberforce Avenue to widen the public domain is welcomed however the proposed elevated terrace located over the basement parking ramp has 'filled' this space and reduced the area available for pedestrian access along Wilberforce Avenue. The existing footpath width is 3.6m and the proposed design reduces it to approximately 2.25m. The proposed clear path of access for pedestrians between the proposed trees and the elevated entry terrace is only 1.65m.
As identified in the Planning Proposal, an integrated approach that considers the development of this site alongside upgrades to Pannerong Reserve and other improvements to the public domain would be preferable.	*This is beyond the scope of this project.*	It is acknowledged that the limitations of the project scope have necessitated a change in design from that envisioned in the planning proposal.
Even if a new public space is not possible the proposed design of footpaths and landscaping	*Noted. Refer response above and design development proposed.*	Design of the proposed development remains substantially similar to the pre-DA design. No design changes have been made in response to the urban design comments.

should not reduce the amenity, safety and convenience of pedestrian access around the centre.		
DP03_Urban Form		
The proposed development presents a single storey retail frontage along Dover Road, consistent with the existing built form along the street, which incorporates street setbacks for levels above level.	NOTED	-
The site geometries result in a change in the built form orientation on the subject site along Wilberforce Avenue which primarily addresses Pannerong Reserve. The proposed development incorporates upper levels setbacks above the second storey that provides a consistent street wall height. However, the triangular setback to the adjacent built form at 18 Newcastle Street, providing access to the public toilets, creates an awkward transition and does not provide a well-defined street edge.	NOTED but respectfully disagree. The building is designed to dovetail into future 14.5m setback development but provide an elegant civic scale frontage to Pannerong Reserve.	No amendments have been made to respond to the recommendation that the development should provide a well defined street edge. The Design Report includes key design principle diagrams to explain how the design proposes to transition from the 17.2m height of the carpark site to the maximum 14.1m height of the adjacent town centre and address the awkward triangular geometries where the two buildings meet at the corner (see left side of Figure 4 below)  *Figure 4 Design Principle Drawing from the Design Report* The 3D model (see below) illustrates the complex geometries proposed at the corner including the triangular setback at street level adjacent to 18 Newcastle Street.  *Figure 5 Partial view of 3D model*

Due to the shape of the site, the bend in Wilberforce Avenue and the location of a through-sitelink; built form on the site will be prominent and highly visible from both Wilberforce Avenue and Newcastle Street. The WDCP 2015 outlines that the strategy for Wilberforce Avenue should, "Reconfigure the street alignment to provide a memorable termination to Wilberforce Avenue maintaining the public open space".	NOTED	-
The proposed design addresses Newcastle Street but the way the building turns the corner onto the new laneway and addresses the terminating view along Wilberforce Avenue is less successful. Some plans show the lifts backing onto the corner which is much less desirable than the options that show the lift lobby on the corner. The proposed projecting terrace on Level 2 may help to resolve the terminating view but this would require detailed design consideration, including how it looks from street level, how it is supported and roofed and how it relates to the building at 19 -21 Dover Road.	AJC returned the lift lobby to the original configuration on the corner.	The amendment to the lift is substantially in accordance with the recommendation. This is insufficient to create a strong terminating view. Other recommendations to address the terminating view along Wilberforce Avenue by using the architectural elements to 'turn the corner' onto the laneway, or detailed design consideration of the projecting terrace on level 2, have not been adopted. Currently the proposed balcony sits close to the southwestern corner. It is not located over the obvious entry opposite the stair access, which compromises the legibility of the entry and distorts the sense of approach to the building. This is further exacerbated by the design of the awning which does not run perpendicular to the façade, and therefore skews the balance and cohesiveness of the façade.
To accommodate the required parking the bulk and scale of the proposed development is greater than that of surrounding buildings and this is exacerbated by the fact that many buildings in the centre, including the adjoining building at 18 Newcastle Street, are not developed to their full potential. The proposed bulk and scale is emphasized by a lack of upper-level setbacks. Large	AJC planning proposal documentation confirms that the northwest elevation will be visible from the streets until adjacent buildings in Newcastle Street are developed to their full potential. The development is balancing construction cost and prioritises visual issues. Refer PP UD Study. In this context options considered that will improve the visual appearance include the following;	Provision of custom designed painted super graphics is considered acceptable and should be a condition of consent.

expanses of concrete and minimal articulation along the façade facing 18 Newcastle Street, as seen on the north-west elevation, creates a bulky visual appearance and will be visible from the street. Incorporating public art on this blank façade would improve this view in the short-term.	(1) The façade has been designed with low carbon face concrete block walls with carefully articulated off set panels to provide detail. (2) Public art is to provided in accordance with a Public Art Plan prepared by Mika Popov so under that plan public art is not an option on this wall. An option exists to use custom designed painted super graphics similar to the Rose Bay banners by Janine Ord but this could also be a condition of approval if it became an issue.	
Public art along the blank adjoining walls adjoining 15 Dover Road and 19-21 Dover Road could also substantially improve the amenity of the new laneway.	15 Dover Road (Chemist Warehouse) is to be substantially skinned by new retail building. 19-21 Dover Road (Parisis). This contains windows and custom designed architectural panelling. These walls are not on the property of Council which makes the provision and maintenance of graphics here problematic and is not recommended.	The urban design comments to the pre-DA drawings refers to the blank walls adjoining 15 Dover Road, which have not been adequately addressed by the Architect's response or the proposed design. Possible solutions include public art or wrapping the green wall system around this façade.  *Figure 6 3D Digital Model annotated to highlight blank wall adjoining 15 Dover Road* The planning proposal identified opportunities and envisaged the "Parisi site to be adapted to address the laneway and provide an active edge with retail uses". It is recommended that Council work with the owners of 19-21 Dover Road to activate the through site link and develop a better urban design solution. If this is unfeasible, a horizontal deflection in the shared laneway could also be considered and the use of temporary retail kiosks along the boundary with 19-21 Dover Road facing the car park.
The horizontality of the façade treatment for the car park structure, as seen on the south-east elevation,	Vertical greening was the initial consideration to provide a "cohesive" façade that related to the Wilberforce articulation.	The proposed horizontal green wall panels on the car park create a dominant horizontal character and do little to screen the carpark. The design report illustrates the 'Junglefy

further adds to its bulk. To achieve a cohesive built form, the screening treatment of the car park structure should reflect the verticality of the south-west façade. It is understood that Council would like to see green elements, including green walls when feasible, however a combination of vertical screening treatments and horizontal green elements would help to tie the two main facades of the building together. It would also reduce costs as green walls (or vertical landscaping) can be expensive to maintain. It may also be possible to introduce public art into the vertical screening as shown in Figure 4 below.	The system was a higher cost as it is defined as an external wall and required the fire compliant aluminium modular panel for fire rating. Where the green wall is a balustrade, the lower cost recycled polyethylene modules can be used as balustrades do not require the same fire rated construction as external walls. The advantage of the horizontal green spandrels is that cars will not be seen from the public streets. The cantilevered concrete soffit design will lend itself to dramatic lighting effects in the evening. 	breathing wall, Manly' (shown in image below) as a precedent and inspiration.  *Figure 7 Reference image shown within the design report of a green wall* The green wall system proposed does not reflect the case study example and does not achieve a similar look and feel. The regularity of the horizontal panels detracts from it being a 'natural' element of the façade. Justifications for not adopting a vertical greening system also includes high costs. However, the development proposes dramatic lighting effects in the evening. The visual impacts of the design should prioritise daytime appearance, as this is when the centre is likely to be most active. Dramatic lighting could also be problematic for residents of nearby residential apartment buildings. Possible solutions include incorporating sections of vertical wire trellising above the horizontal panels and encouraging climbing plants, especially at the corners. This would help to reduce the current strong horizontal banding.
DP04_Complementary Land Uses		
While the development proposes a pedestrian crossing along Wilberforce Avenue connecting the community facility to Pannerong Reserve, no further improvements have been proposed to the amenity of Pannerong Reserve.	Work to Pannerong Reserve is beyond the scope of this project.	It is acknowledged that the limitations of the project scope have necessitated a change in design from that envisioned in the planning proposal.
The proposed design includes the provision of retail and community facilities within the site. The quality and amenity of the retail spaces is compromised due to the change in floor level	The 4m zone of inboard flooding shown in figure 5 is not practical in the retail frontages due to the specific circumstances of this design. The Dover Street/ laneway retail is only 5m deep. In any	The proponent's response should be reviewed by Council's flood drainage engineer as the response appears to state that non habitable (retail) floors cannot be set at reduced flood planning levels in this location. The proposed retail along the laneway is not

between the street and retail entry. It is recommended that any change in level should be incorporated within the retail and commercial spaces, as shown in Figure 5, and the entries to retail should be provided at the highest point of land where possible, to provide a better interface between public and private spaces.  	case level access is achieved on the laneway. Facades are proposed to be operable increasing permeability along the laneway.  The Wilberforce frontage encloses triangulated space within which the food and beverage retail is to be integrated with the drop in ground floor community facility and fully accessible. In these spaces 4m inboard flooding will prevent functional use of the community spaces.	at the same level as the shared zone. It is unclear how level access can be achieved given the difference between the levels of the retail spaces and the footpath. As previously stated these small retail facilities should be reconsidered as they reduce accessibility along the laneway. Over the long term the laneway could be activated by redevelopment of adjoining sites. In the short term activation could be provided by small temporary kiosks or food trucks.
The WDCP 2015 highlights that the maximum retail frontage for individual tenancies is 15m within the Rose Bay Centre. This has not been achieved by the retail spaces along the through-site link. It is recommended these spaces are removed to provide more space for public access and landscape amenity along the new laneway, however if they remain, they should be broken into 3 or 4 smaller elements as shown in Figure 6. Breaking up the retail frontages improves the quality of the streetscape environment and contributes to an interesting and diverse pedestrian experience.  *Figure 8 Small retail frontages at Darling Square sleeving a multi*	The WDCP 2015 D6.6.2 Use controls seek to achieve a distinctive mix of retail uses and propose that the retail frontage is a maximum 15m long. The proposed design includes a laneway frontage that is 30m long. It is submitted that in the site-specific circumstances of this proposal the objectives sought by the controls will be achieved for the following reasons; 1. The development contains a diverse mix of small scale shops, spaces suited to restaurants and local services as well as providing drop in community space with alfresco dining overlooking the park. 2. Access to and from the carpark will contribute to the new retail frontages being active. 3. The 30m retail laneway in the laneway is only 5m deep and is not suitable for large scale retail establishments. It is suited to 2-4 retail tenancies varying from single storey scale space to double storey 4. The timber framed design	The proposal does not comply with the pre-DA recommendations with regards to achieving fine grain quality retail. The proposed development does not provide adequate amenities to the retail spaces. The proposed café space within the community facilities does not indicate the location of cooking, storage or ‘back of house’ facilities. Retail spaces along Ian Lane have limited access to amenities such as toilets. Retail 2 does not show a door or point of entry. The proposed design creates a congested space around the waste room access and kiosk substation. The kiosk substation also obstructs entry to the proposed retail space at 3A. The objectives of the WDCP 2015 *D6.6.2 Use* have not been adequately achieved as outlined below: - *O2 Create active street frontages in the Rose Bay Centre by locating retail, commercial and community uses at street level* The proposed retail spaces do not provide diversity as they are narrow and very long. If these spaces are to be retained they should be a minimum of 4 separate tenancies. As these spaces are not located over the basement they do not all need to have the same floor level but could each be designed with level access to the shared laneway

storey car park	will be distinctive and unusual in the context of the existing Rose Bay Centre 5. The built form is mostly a one storey volume and is designed contribute to a village scale. 6. The facades express the timber structure and will have strongly articulated detailing. 7. The design seeks to achieve diversity and fine grain scale without becoming "desperately interesting". 8. The retail is required to ensure project viability which will ensure the public benefit of a community centre and additional public parking are delivered.	- *O3 Discourage large scale retail establishments, by limiting the frontage width of individual retail tenancies.* The retail spaces along Ian Lane do not comply with the minimum frontage requirements of the DCP. While the provision of retail within the proposed development would benefit the Centre, the quality and amenity of the proposed retail spaces is compromised and would ultimately detract from the accessibility of the area and attractiveness of the site. Given the number of facilities proposed along Ian Lane including substations, waste storage area, car park entry and exit, loading zone, landscaping and pedestrian zone; removing the retail spaces would achieve a better urban design outcome.
Urban Design Review	Generally recommendations relating to modifications to Pannerong Reserve are not within the scope of the design brief and will not be addressed in this application. This application will not preclude further modifications to Pannerong Reserve in the future to achieve further objectives sought by Council and community. Design development of the public domain including pedestrian zones and furniture tree planting zones have been further considered and articulated in the DA package. We have accepted the advice in regard to the rotation of lifts so that the lobby addresses Wilberforce.	See Urban Design Review provided below.

Other design issues

The pre DA response recommended a revised approach to the proposed design and did not consider the internal design of the proposed development. A review of the DA has identified several concerns with the proposed layout of internal spaces including those outlined below:

- The layout creates a wasted space between the lift lobby and stair 1 on all levels.
- There is a lack of flexibility for the proposed community spaces which is exacerbated by inefficient circulation. Access to amenities is restricted if community centre areas are divided to host different activities.

- The width from the lobby to general community centre is very restricted with a diagonal distance of 1.75m between the end of the stair 1 and the services duct located south of stair 2.
- The design and location of stair 1 would also create possible sound transmission floor to floor and would impact community events occurring in different spaces.
- The balcony on the south western corner is not connected to the large Community Centre space and appears relatively unusable. The proposed location for the balcony also increases congestion of the smaller 'lobby' space.
- It appears that access for the 3 motorcycle parking spaces proposed within the upper basement would be difficult to access as they are located adjacent to the accessible parking space and would have inadequate space for manoeuvring.
- The proposed location for the ramp in the southern corner to access the lower basement may cause confusion and issues around wayfinding within the basement.
- No direct access has been provided from the car park to the community centre space, which is currently only accessible via fire stair or lifts.
- The access from the community centre to the amenities through the fire stairs is convoluted and may create confusion.

The lack of efficiency in the layout of the community centre and basement compromises the legibility and wayfinding within the development.

Urban Design Review

Overall, the amendments to the proposed development between the pre DA and the DA are minor and have not adequately addressed the recommendations made by the urban design review of the pre-DA. The constraints of the site as well as the ambitious program of requirements, have led to design solutions that are convoluted and result in a compromised internal layout and a diminished public domain.

Despite the Architect's response to the urban design review of the pre-DA, the through-site link between Wilberforce Avenue and Dover Road has not been designed to function as a 'Shared Zone', as the requirements for a shared zone are not reflected in the plans or artist views. Instead, a narrow and indirect pathway has been proposed for pedestrians which is obstructed by the car park entrance and exit, trees, retaining walls and retractable bollards. This makes it difficult and unsafe for pedestrians and cyclists to move easily and freely through Ian Lane and is contrary to the principles outlined in the planning proposal.

The quality of the retail spaces is low as the spaces are at a different level from the public domain, have limited depth, have not shown back of house facilities and have constrained access to public amenities. The main entry to the community centre is not clear and the layout of community spaces have inefficient circulation that hinders easy wayfinding and the flexible use of the space.

It is acknowledged that the limitations of the project scope have necessitated a change in design from that envisioned in the planning proposal. However, this change creates a less integrated urban design outcome that diminishes the overall quality of the public domain. Due to the issues highlighted above and throughout this document, the current proposal is not supported.

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