



## APPENDIX U – STATE DESIGN REVIEW PANEL FEEDBACK

The proposal has been reviewed by the Government Architect of NSW through the State Design Review Panel (SDRP) at three formal sessions:

- SDRP session #1 - 1 April 2021
- SDRP session #2 - 16 June 2021
- SDRP session #3 - 12 August 2021

The following table addresses the commentary, advice and recommendations of the SDRP for the project following the third SDRP session.

Table 1 SDRP 3 Detailed Responses

Comment	Project Response
The detailed presentation and comprehensive response to SDRP 2 from the project team is commended, with the following generally supported:	
The corporate and project specific ambition for Connecting with Country, including: <ul style="list-style-type: none"><li>▪ aspirations for current and future consultation to underpin outcomes.</li><li>▪ the level of consultation to date.</li><li>▪ the intent to adopt recommendations, objectives and opportunities identified by the consultant team, including the Opportunity Plan.</li></ul>	Noted.
The strategic approach to precinct-scale sustainability including the ambition to achieve green star targets and deliver a range of net zero commitments, including 5 Star Green Star Design for buildings and 6 Star Green Star Communities for the precinct.	Noted.
Proposed revisions to building envelopes at the Core (including height variations to the LEP), subject to addressing items identified in the expanded commentary below.	Noted.
Design development of Stage 1A, including proposed architectural character, material strategies and diversity of apartment types.	Noted.

Comment	Project Response
Car parking rates below the DCP rate, in the context of the light-rail reducing car reliance for the precinct.	Noted.
The over-all approach to design excellence.	Noted.
<b>Country</b>	
<p>1. The project strategy exhibits increased integration with Connecting with Country (refer draft Connecting with Country Framework on the GANSW website). To further embed Connecting with Country into the development process and support integrated outcomes, the following recommendations are made:</p> <ul style="list-style-type: none"> <li>a. adopt a ‘multi-pronged’ approach as both a catalyst and a supporting framework for all Country led initiatives. In this regard consider the consultation process essential but not the only process to be relied upon.</li> <li>b. Complement the consultation process with strategic forward-planning, specific to increasing opportunities for Country; adopt budget allocations and governance structures that enable long-term goals to be set and supported. This approach will increase certainty that adverse range of opportunities can be realised over the project lifespan.</li> <li>c. Regarding the above, initiatives for Country are not limited to spatial considerations but include economic and wider cultural opportunities e.g. planning for community uses and public spaces that include local Aboriginal artists and wider Aboriginal community. Consider adopting the guiding principle of, ‘bringing living indigenous culture into the life of the development’ to guide these opportunities.</li> </ul>	<p>This recommendation is accepted. The initiatives in outlined in the Connecting with Country Strategy at Appendix LL of the EIS will be further developed throughout the detailed design phase, in conjunction and close consultation with the relevant Aboriginal experts. Due to the significance of the Light Rail Station Plaza as the main pedestrian entry point to the site, this is considered the priority in Stage 1a and as such the next phase of engagement and consultation on the appropriate interventions has commenced.</p>
<p>2. To meaningfully integrate caring for Country into the project, greater design development is recommended to develop a visible water and habitat strategy for the precinct (refer SDRP 2). This includes a ‘water-story’ for the site; consider treatments for water holding overland-flow and connections to the local riparian corridor.</p>	<p>Beyond the Stage 1a area, the public domain areas are subject to further design development and future development approval. Therefore it is proposed to investigate a water story with the Aboriginal experts, and any other opportunities in relation to water treatment across the site.</p>

Comment	Project Response
<p>3. The timeframe for development of Stage 1A offers the least capacity for adopting Connecting with Country. Notwithstanding this limitation it is recommended the consultation process for this stage retain its intent and remain robust. In this regard, if interest from the Aboriginal community for Country based initiatives arises during consultation (both at 1A and generally), be clear on what can be accommodated and accomplished to foster a sense of reciprocity with the community.</p>	<p>The Station Plaza offers a significant opportunity to include meaningful Connect with Country initiatives, and as such these will be developed consistently with the Connecting with Country Strategy at Appendix LL of the EIS and with the relevant Aboriginal experts as also outlined.</p> <p>This body of work has commenced, however due to these elements being culturally sensitive, the availability of consultants within the RtS period, and the broader consultation required, it is proposed that this strategy is finalised during the detailed design of this stage (i.e. prior to CC).</p>
<p><b>Public domain, landscape and movement</b></p>	
<p>4. Seek to improve the connection of the neighbourhood park at Stage 1A with Station Plaza. Whilst the limitations are understood, any opportunities to improve this connection through reduced vehicle impacts and prioritizing of pedestrian movements is supported, including:</p> <ul style="list-style-type: none"> <li>a. reductions to traffic as a result of any potential further reductions in parking numbers and further review and analysis by TfNSW (noting that TfNSW advice is not within the remit of the proponent).</li> <li>b. reducing vehicle impacts generally, including by lowering speed limits and reconfiguration of Stuart Street and its intersections, e.g. reducing street width, and intersection radii.</li> <li>c. the opportunity for a pedestrian bridge was identified and deemed unachievable by the project team due to incompatible levels. Were this is found (through future stages) to be feasible it would be strongly supported.</li> </ul>	<ul style="list-style-type: none"> <li>a. Noted. Further, the SSD application has already lower parking rates below Parramatta City Council DCP parking rates.</li> <li>b. Noted and adopted.</li> <li>c. Noted. The feasibility of a pedestrian bridge will be reviewed in future stage applications.</li> </ul>
<p>5. Greater consideration of site topography is required to ensure a successful pedestrian network. Further develop the design precinct-wide to ensure accessibility and that connections are generous, safe, and inviting. Specifically address stairs and level transitions between key spaces.</p>	<p>Noted. The site topography, stairs and level transitions across the site will be further considered in the detailed design of future stage applications.</p>

Comment	Project Response
<p>6. Station Plaza ensure on-going design development to include:</p> <ul style="list-style-type: none"> <li>a. the incorporation of further youth play spaces.</li> <li>b. continued consultation with Parramatta City Council.</li> <li>c. the landscape interface to the light-rail, with consideration for precedent elsewhere on the light-rail network.</li> </ul>	<ul style="list-style-type: none"> <li>a. Agreed. A scooter/bike pump track has been incorporated at the northern end of the station plaza site, to specifically cater to youth age groups. The play space has been located to consider the appropriate and safe separation from the main pedestrian linkage, and also to be a safe distance from the main playground area so as not to cause conflict with younger children and toddlers.</li> <li>b. Agreed. Consultation with Parramatta City Council is continuing, particularly through the VPA negotiations.</li> <li>c. Noted. The landscape interface and integration has been carefully considered to create seamless and high quality connections into the plaza space such that the Telopea Station Plaza is an exemplar along the network.</li> </ul>
<b>Sustainability</b>	
<p>7. To support the sustainability aspirations of the project, the following is recommended:</p> <ul style="list-style-type: none"> <li>a. augment rating systems with complementary goals and settings that are place and project specific.</li> <li>b. to support these goals, establish project specific ESD criteria with clear minimum requirements and stretch targets.</li> <li>c. embed this approach into project briefs.</li> <li>d. adopt a precinct-wide approach to the above and avoid a focus limited to the residential environment.</li> </ul>	<ul style="list-style-type: none"> <li>a. Noted. The Green Star, Green Star Communities and WELLS ratings systems are project specific.</li> <li>b. Refer to the targeted pathways to achieve each of the goals above, these pathways have been provided in the sustainability report.</li> <li>c. Noted and agreed.</li> <li>d. Greenstar Communities and WELLS Communities specifically target the precinct more broadly than the residential environment.</li> </ul>
<p>8. Some elements of the tree strategy for the precinct are identified as opportunities for improvement, including:</p> <ul style="list-style-type: none"> <li>a. increasing the canopy target from 25% to 30% and beyond (as a stretch target if necessary).</li> <li>b. increasing the ratio of two new trees for each tree removed, noting recent local precedents such as Parramatta Light Rail (8 to 1).</li> </ul>	<ul style="list-style-type: none"> <li>a. The tree planting and therefore canopy targets have already been maximised at a concept level, whilst also balancing built form and open space. This will be reviewed for opportunities to improve in future stage DA's.</li> <li>b. As per response 8a. Also to note that the PLR is not a comparable project (being major infrastructure) to use as precedent. Telopea is an urban renewal project and has a significantly higher starting number of trees with a broader range of constraints.</li> </ul>

Comment	Project Response
<p>9. Any opportunities for further lowering proposed parking rates and reducing car reliance generally are supported. Explore measures to reduce vehicle usage and integrating the resulting wider benefits for the precinct into the project, consider:</p> <ul style="list-style-type: none"> <li>a. innovation led opportunities to reduce reliance on private vehicle ownership, e.g. vehicle sharing.</li> <li>b. integrate benefits of reduced vehicle reliance into the public domain network, e.g. prioritising pedestrian movement and optimising connections, include opportunities at Stuart Street (refer above).</li> </ul>	<p>Noted and agreed. Also to note that the proposal provides for a parking rate below the Parramatta City Council DCP.</p> <ul style="list-style-type: none"> <li>a. The application proposes a prioritised pedestrian network, with seamless connection into the Telopea Light Rail Station and major bus routes. The proposal includes car share within the development.</li> <li>b. The master plan concept has sought to do this whilst satisfying the other relevant major stakeholders (Council, TNSW, PLR etc). The most significant master plan contributor to this is closing of Eyles Street and converting this space to a major pedestrian link.</li> </ul>
<p><b>The Core – built form and site planning</b></p>	
<p>10. Generally, the amenity of residential dwellings and solar access to Eyles St (and adjoining spaces) has improved (excepting locations noted below). Better communicate and demonstrate the improvements to amenity of the proposed scheme over the compliant scheme, through comparative drawings, increased detail and a clear supporting narrative for public and private benefits, e.g. details on solar access to open spaces and dwellings.</p>	<p>Noted.</p> <p>Bates Smart have incorporated further narrative and detail in the RtS, with regards to amenity of residential dwellings and solar access to open space for the amended proposal.</p> <p>Solar access to the key open spaces along Eyles Link has increased during the Winter Solstice and the Spring/Autumn Equinox, as demonstrated in the comparison between the LEP Compliant and Proposed developments.</p> <p>The key area of improved solar access to Eyles link is focused to the community courtyard along its central spine, where additional open space has been provided, buildings further setback and existing tree's have been prioritised.</p> <p>Solar access to the retail courtyard has significantly improved, maximising the opportunity for tree retention, improving the quality of light to public areas and retail shopfronts.</p> <p>Solar access to the community courtyard has significantly improved, improving the quality of light to the Library interface, central stair and to existing trees.</p> <p>Refining the envelopes and reducing height in key areas has improved the available daylight to the residential courtyard along Fig Tree Avenue,</p>

Comment	Project Response
	maximising the potential for tree retention and benefiting adjacent landscape areas.
<p>11. Regarding Eyles St solar access, concerns remain that the quantum of solar access is insufficient on the western portions. To ensure good outcomes for the public domain and the retail environment, revisit the design to explore opportunities to increase solar access to address the following:</p> <ul style="list-style-type: none"> <li>a. Eyles St and its adjoining public spaces all perform poorly at the winter solstice in comparison to best-practice benchmarking for Sydney, (specifically total hours and continuous solar access).</li> <li>b. Eyles St, C3 Library zone - solar access is supportable in the winter to equinox period, e.g. the street and Library forecourt demonstrably benefit from reduced height and bulk of buildings C4 and C2.2.</li> <li>c. Eyles St, Retail Street zone - Solar access for the winter to equinox period to Retail Street remains of concern, with nominally 50% of the street performing poorly.</li> </ul>	<p>Noted. Building envelopes have been revised (reduced) to improve building separation and solar access.</p> <ul style="list-style-type: none"> <li>a. Noted. However due to orientation of the Eyles Street link, the ADG solar access requirements are challenging, also taking into consideration significant site fall and so on this basis solar has been reviewed and provided to achieve the best possible outcome within the constraints.</li> <li>b. Noted.</li> <li>c. Noted. Solar access to the retail courtyard has significantly improved, maximising the opportunity for tree retention, improving the quality of light to public areas and retail shopfronts.</li> </ul>
<p>12. Consistent with previous SDRP support for maximising public dedication at Eyles St, advice (below) addresses dedication with a focus on future requirements associated with long-term governance. The following observations and recommendations are made in the context of Eyles St being key to the success of the precinct:</p> <ul style="list-style-type: none"> <li>a. Greater justification is required for how the design will respond to governance requirements for dedication, specifically in response to topography, including precedents for steep pedestrian 'ways' in full or partial public dedication.</li> <li>b. detail on height transitions (ramps, lifts and stairs) has been requested (SDRP 1 &amp; 2) and is yet to be provided, concerns remain on the impacts of height transitions on the character and quality of public and semi-public spaces.</li> </ul>	<ul style="list-style-type: none"> <li>a. The concept is for the public to have full access to this central spine. Frasers is currently negotiating with Council over the extent of dedication as a part of the VPA discussions. Any areas that remain in 'private' ownership will have easements on title in favour of Council to ensure permanent public access is maintained.</li> <li>b. Frasers have responded to the SDRP 1 &amp; 2 and now 3 with the same response. This cannot be fully resolved at the concept masterplan stage and so the detailed design will form part of future stage applications which will be subject to SDRP review.</li> <li>c. Noted and agreed. This is Frasers intention and will be explored in future detailed DAs.</li> <li>d. Noted. Consultation is continuing with Parramatta City Council through the VPA negotiations.</li> <li>e. Noted.</li> </ul>

Comment	Project Response
<ul style="list-style-type: none"> <li>c. Eyles St east (The Gardens) is an opportunity for a minimal-vehicle, pedestrian-priority street. Benefits include reduced universal access requirements and increased compatibility with dedication requirements.</li> <li>d. continued consultation with Parramatta City Council, including opportunities that address outcomes from the Workshop with Council.</li> <li>e. note that the advice above on dedication was provided in the SDRP de-brief - outside the session – as a response to earlier items not addressed during the session.</li> </ul>	
<b>Stage 1A Polding Place</b>	
<p>13. To improve amenity, accessibility and relationship to the streetscape address the following:</p> <ul style="list-style-type: none"> <li>a. revisit cross-ventilation at Buildings D and B, to ensure buildings are achieving ADG requirements.</li> <li>b. improve activation at Stuart Street via lift lobby access to/from the street (at least one) and/or provide apartments with a street address.</li> <li>c. revisit building access at locations with challenging site falls.</li> </ul>	<ul style="list-style-type: none"> <li>a. Agreed and incorporated.</li> <li>b. Building A and B have units (and courtyards) that address Sturt Street. Access is provided from Sturt St to the lobby of Building B. Refer to Lower Ground Floor Level Plan.</li> <li>c. Lift lobby access from Sturt St has been incorporated for Building B.</li> </ul>
<p>14. To support development of the façade, address the following:</p> <ul style="list-style-type: none"> <li>a. the use of brick is supported, however in some instances, consider reducing complexity to work with the strengths of this material; specifically, revisit areas considered less successful, e.g. curved portions and select areas at podia.</li> <li>b. large expanses of east and west facade – provide further detail on mitigating solar heat gain. Avoid reliance on performance glazing, instead use tectonic qualities of the building (e.g. its form including integrated sun-shading).</li> </ul>	<ul style="list-style-type: none"> <li>a. Brick has been chosen to these particular areas as it can provide fine grain architectural detail in its application, particularly on curved portions where curved bricks or splayed applications may be used.</li> <li>b. The building has integrated movable sun shading devices fitted to facade</li> </ul>
<p>15. Basement - structure beyond the building footprint is not supported in-principle, however the portion under the mews road is justifiable</p>	<p>Noted.</p>

Comment	Project Response
provided that adequate soil depth for tree planting is achievable.	
16. CPTED at the south-west corner of Building D. Further develop the landscape design to optimise passive surveillance with consideration for, privacy to apartments and reducing the impact of blank portions of the facade.	Noted.
<b>Housing Tenure</b>	
17. The absence of public housing at Stage 1A is noted as a lost opportunity for the project. This first delivery stage is an opportunity for showcasing the successful integration of new social, market and affordable housing into the precinct, along with demonstrating LAHC commitments to a substantial increase in social housing for Telopea. It is recommended that future LAHC projects incorporate a full mix of housing tenure types in all stages	Noted. The distribution, mix, location and quantum of social and affordable housing has been previously negotiated and agreed with LAHC to meet both the requirements of Government as asset owner and the Future Directions Policy, taking into consideration the challenges created by titling and stratas.
<b>Design Excellence</b>	
18. Expand the design excellence strategy to include public domain and landscape design as well as buildings.	During the preparation of detailed development applications for future phases of development including landscaping and public domain works, a competitive tender process will be undertaken for the appointment of the design team and a process of Design Review will be undertaken with the NSW Government Architect / SDRP, Parramatta City Council, and other relevant stakeholders.
19. Design excellence competitions - include in the strategy and identify both buildings and key areas of public domain / landscape.	It is proposed that future stage applications for built form will be subject to design excellence competitions.
20. Stage 1A – include design integrity processes to support the delivery of design quality outcomes exhibited in earlier stages. Retention of design teams for design finalisation and delivery is recommended along with continuing design review.	Fraser's note the recommendation; however novation of key consultants will be subject to (predominantly) capacity and performance. Should the architect not be novated, other options will be investigated to ensure design integrity is retained, such as watching briefs.
<b>Items not addressed from SDRP #2</b>	
CWC - Introduce a visible water and habitat approach into the urban environment as key aspect of caring for Country. Noting numerous	See response to Item 1 above.

Comment	Project Response
opportunities exist that align with the project's conceptual basis of tree retention and rehabilitated natural systems.	
<b>Request for further information</b>	
Key drawings and diagrams that communicate greater resolution of the public open spaces and Eyles St pedestrian link. corner units that already have cross-ventilation.	Detailed diagrams have been provided in past session responses.
Detailed long sections of the Eyles Street link demonstrating the potential interface between built form and the public domain	Detailed sections have previously been provided.