

SJB Urban



M4/M5 Link

Urban Design Assessment

Final

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NSW Department of Planning & Environment

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Introduction

This independent urban design assessment has been requested by the NSW Department of Planning and Environment (DPE) as part of their assessment of the Environmental Impact Assessment, M4/M5 Link for Westconnex.

The focus of this assessment report has been the masterplans for the Rozelle and Iron Cove Interchanges, as presented in EIS, Volume 2F, Appendix L, Urban Design Report, prepared by McGregor Coxall and CHROFI for the Sydney Motorway Corporation (SMC). Further commentary has also been prepared for the Haberfield and St Peters interchanges, though the limited urban design input to these components of the project has resulted in narrow commentary.

This report also extends to include an assessment of visual amenity impacts resulting from the Rozelle and Iron Cove interchanges, which is outlined in Volume 1B, Chapter 13, Urban Design & Visual Amenity, of the EIS. In this instance the assessment has focused on the urban amenity impacts, rather than a technical appraisal of visual character impacts.

A key aspect of the urban design review process has been the iterative and consultative approach adopted by DPE and SMC, including meetings with the urban design team and two client bodies to review the draft master plan, options development and evolution of the urban design report.

Outlined in this report is an assessment methodology catered to this unique project, including reference to key documents and guidelines, and how they have been applied in the review of the EIS. Specific commentary has been provided on the masterplans for the Rozelle and Iron Cove Interchanges, including diagram mark-ups of the plans included in the EIS, and commentary on how the exhibited plans respond to previous advice and recommendations - provide in April 2017.

The assessment also addresses the nature, detail and coverage of information presented in the Urban Design Report, identifying where additional information could be provided to strengthen the presentation of the masterplan, and as a result address potential feedback from community stakeholders - these typically relate to safety, security, uses and community services.

Lastly, the findings of the masterplan and documentation review have been captured in a matrix analysis of the 7 x key principles outlined in Section 3.2 of the UD Report. These have been supplemented by the 7 principles presented in the recently published "Better Placed" Report by the NSW Government Architects Office. There are a number of similar principles, and some disparate principles that have been reflected in the final assessment framework.

The analysis outlined above has been distilled into a number of recommendations for both Rozelle and Iron Cove, which could be captured in the conditions of consent, site-specific planning controls, or design briefs for future phases of the project.

Assessment Methodology

1

The following steps have been undertaken in preparing this report.

Engagement & Information

It is my understanding that an iterative design and review process had been proposed between the SMC and DPE in order to get feedback on the urban design components prior to the finalisation of the EIS. The intention of this process was to identify any major concerns prior to the formal assessment process being initiated.

As part of this process an independent urban design assessment has evolved over the past 12 months, including initial feedback on the draft Urban Design Report (UD Report), Preliminary Urban Design Assessment in April 2017, followed by further engagement and a more detailed interrogation of the exhibited EIS, which is outlined in this report.

Prior to this report being prepared three presentations/workshops were held with SMC and their urban designers - late 2016, early and mid-2017. These sessions included an explanation of the following:

- urban analysis and findings
- design principles
- masterplans for Rozelle, Iron Cove and St Peters interchanges, including various options
- design studies for portals and ventilation stacks
- overview of the active transport strategy (referred to in this report, but not covered in detail)
- extent of works proposed to be undertaken by SMC
- roles and responsibilities for the deliver of proposed investment (relating to extent of active transport routes)

The draft Urban Design and Active Transport Study were issued in April 2017, and were addressed as part of the Preliminary (Draft) Urban Design Review. This report continues to refine that assessment in relation to the exhibited EIS.

Establishing the Principles

Section 3.2 of the exhibited UD Report outlines the urban design objectives and principles prepared for this project and used to assess the Rozelle and Iron Cove interchange designs.

These principles (outlined on the following page) provide a good balance between broad contextual consideration and specific considerations that relate to the M4/M5 Link project and interchange designs. The principles have also been used as a reference for this independent assessment.

In addition, the UD report also identifies other urban design guidelines and policies that have been used in the assessment of the design, noted in Section 3.1. Reference has also been made to the Secretary's Environmental Assessment Requirements (SEARs), noted in Section 1.3, and where they have been addressed throughout the report.

One important document that isn't referenced, but which provides an important benchmark for urban design, in the recently published 'Better Placed: A design led approach: developing an Architecture & Design Policy for New South Wales, by the NSW Government Architects Office (May 2017). Contained in this report are 7 principles that have been used as the basis for other assessments and informing master plan projects. Many of these principles mirror those outlined in the M4/M5 UD Report, though there are some additional principles adopted for this assessment - see following page.

Assessment Framework

The assessment of the UD Report includes three key steps;

- 1) Masterplan Assessment - including a mark-up of the masterplan concepts and site layout plans for each of the four interchanges
- 2) Documentation Assessment - commentary on the adequacy and clarity of the information provided to support the urban design at each interchange
- 3) Assessment Framework - independent review of the interchange designs against the selected principles (see below)

Assessment Methodology

A comparison of the urban design principles from section 3.2 of the UD Report and those outlined in the draft Better Placed report by GAO has been undertaken to identify those that can be consolidated, and any supplementary principles that relate to the M4/M5 Link and should therefore be included in the assessment framework. Some reorder of the GAO principles has taken place to align with those outlined in the UD Report.

NO.	M4/M5 LINK URBAN DESIGN PRINCIPLES (SEC 3.2)	“BETTER PLACED” - GAO, (PAGE 36)	CONSOLIDATED PRINCIPLES
1	An Integrated and Collective Approach: Create holistic and integrated design solutions generated by collaboration across disciplines, the community, stakeholders and government bodies.	Better Fit: contextual, local and of its place Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting.	Integrated and Contextual Design approach informed by its context (environmentally, socially, culturally), and in collaboration with the local community
2	An Environmental Vision: Create a sustainable and enduring design response which enhances and connects local ecologies, and green spaces.	Better Performance: sustainable, adaptable and durable Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting.	Sustainable and Enduring Excellence in sustainable design, which is inherent to every stage of the design and delivery process
3	Cross Scale Connection of Spaces: Prioritise both local and regionally significant connections that respond to broader issues, aims and initiatives of the local neighbourhoods and the city.	Better for Community: inclusive, connected & diverse The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.	Connected & Accessible Connecting local and regional communities through the provision of spaces that cater to a broad range of needs and addresses inequity

4	A Motorway Integrated within its Context: Understand the existing landscape and respond in a respectful manner that seeks to enhance and contribute to its context.		Integrate Motorway into its Context Utilise the existing landscape (built & natural) to integrate the motorway into the setting to contribute to the existing context
5	Place Sensitive Design: Celebrate and work with the character of each place and destination, responding to their unique histories, materiality, architecture, built fabric, cultural context, land form and topography.	Better look and feel; engaging, inviting & attractive The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.	Distinctive & Place Sensitive Design that is unique to its place, responds to the existing landscape and character, and creates something truly unique and special.
6	A Multidimensional User Focus: Consider holistically how a diversity of users experience space including all ages, abilities and transport modes for a truly inclusive, universally accessible and safe outcome.	Better Working: functional, responsive and fit for purpose Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.	Functional & Responsive Design that responds to broad user groups by being flexible and responsive
7	Revitalisation, Opportunity and Economics: Establish opportunities for development that supports and connects existing neighbourhoods, complements and stimulates local economies and provides opportunity for growth across existing and future local industries.	Value-creating and cost effective Design excellence generates ongoing value and reduces costs over time. It is an essential component of achieving durable, resilient and cost effective urban buildings and places. As the arena for daily life, the built environment can dramatically improve value creation if effectively designed.	Creates Value Opportunities for development and activation that supports the local community and captures value (monetary, quality of life) for users and neighbours alike
8		Better for People: safe, comfortable & liveable The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.	Safe, Comfortable, Liveable with an Emphasis on People

Documentation Review

2

This assessment discusses how the exhibited UD report has responded to the recommendations made in the Preliminary Urban Design Assessment, prepared by Jonathan Knapp, Director SJB Urban, dated 2017. Each topic aligns with the points from the April 2017 report, with any additional information provided in the exhibited report addressed separately.

2.1 Scale

The Preliminary Urban Design Assessment prepared April 2017 recommends that the report include a greater interrogation and appreciation of scale of the proposed open space at the Rozelle and Iron Cove interchanges. Suggesting a comparison of similar scaled and recognisable spaces would improve the general public's understanding of the quantum of open space being proposed.

UD Response

Part 5.1.6 of the Urban Design Report recognises the size of Rozelle Rail Yards is difficult to appreciate and provides a one page spatial comparison of other well-known parks in Sydney, including Bicentennial/Jubilee Park and Hyde Park. This is accompanied by text

identifying the size of each park, with Rozelle providing approximately 13 hectares of open space compared to Bicentennial and Jubilee Park at 15 hectares, and Hyde Park at 16 hectares.

Whilst the spatial comparison is helpful, it would benefit from some further interrogation. Specifically, comparing areas of passive and active spaces and amenities being provided across the various examples. For example, while Hyde Park succeeds in providing a significant amount of passive open space, there is virtually no active recreation provided due to the formal nature of the space. Prince Alfred Park near Central Station is a significant inner-city public open space that provides both active and space areas, including a public swimming pool, and may have been a more suitable comparison.

Further analysis of park uses would allow the public to gain an even stronger comprehension for the types of amenities that could be accommodated at Rozelle. Furthermore, it would allow them to consider what types of facilities could address crucial needs for the local area, which may alleviate their concerns.

5.1.6 SPATIAL COMPARISON

The proposed Rozelle Rail Yards is a significant addition to Sydney's matrix of publically accessible open space. The size of the site is difficult to appreciate. To comprehend the scale of the site, a comparison with other well-known parks is shown in Figure 5.11 below.



Figure 5.11: Public open space comparison

Spatial Comparison, Page 25 of Urban Design Report, EIS, Vol 2F,

2.2 Safety and Surveillance

The April 2017 preliminary assessment suggested that the perception and management of safety and security at the Rozelle Interchange be addressed in greater detail, specifically in relation to the introduction of a substantial open space with limited passive surveillance at its edges and no information on lighting (see below).

The Urban Design Report had not addressed potential safety and security concerns in relation to building orientation, built form or defining the types of activities that could occur in these spaces and subsequently reinforcing passive surveillance. These points were also relevant for the Iron Cove interchange, which proposes a number of future development opportunities along the newly exposed side fences of existing properties.

UD Response

Part 5.5.8 of the exhibited Urban Design Report identifies a high-level strategy for Crime Prevention through Environmental Design. The CPTED principles have been developed in line with 'Crime Prevention through Environmental Design', prepared by the Queensland Government (2007) and 'Safer By Design Principles'.

The strategy includes developing well-lit spaces, avoiding hidden and enclosed areas, providing high visibility areas and facilitating pedestrian and cycle routes to key places.

The principles adopted from 'Safer by Design' and 'Crime Prevention through Environmental Design' are a good starting point for acknowledging the various challenges the project may face in relation to provide a safe, comfortable and secure environment. The assessment of the detailed design against these principles will be necessary to ensure safety is an inherent part of the new public open spaces.



Precedents from Page 56 of UDR, EIS, Vol 2F, Appendix L

2.3 Activities

A key component of the preliminary urban design assessment (April 2017) included commentary on the need to communicate the potential for a diverse range of both active and passive uses across Rozelle interchange.

Similarly, for Iron Cove, the potential for the new spaces and development opportunities was only partially captured. From our consultation with SMC there appears to be a number of reasons for this approach, relating to clarifying who will be responsible for delivering these uses and how they relate to identifiable needs within the community, both locally and regionally.

UD Response

Part 6.0 of the exhibited Urban Design Report seeks to address this point and improves on the previous report but identifying the many exciting possibility for the Rozelle interchange.

This section of the report outlines three indicative master plans, which include a range of potential future projects that could be delivered on the site. It acknowledges that the plans are indicative and would need to be delivered in coordination across various levels of government.

1. The Rozelle Rail Yards Master Plan 01 identifies a broad range of sports facilities and formal recreational areas that could be delivered, including skate park, synthetic play fields, sports fields, wetlands and amenities. This is in addition to the watercourse, new vegetated areas and community gardens
2. The Rozelle Rail Yards Master Plan 02 provides an alternative vision for the interchange, with a greater emphasis on passive uses, including sloping lawns, water playground and BBQ and picnic facilities, and

Master Plan 01



Masterplan, Option 01 (Exhibited Scheme), Page 58 of UDR, EIS, Vol 2F, Appendix L

3. Master Plan 03 establishes a bold vision for the site including the provision of a school, outdoor event spaces, gym facilities and community gardens. Overall, the master plans express a number of active and passive opportunities for the site.

The need for the facilities in the various master plans is supported by commentary from UrbanGrowth NSW's Active Recreation Needs Study for the Bays Precinct, which identifies a deficiency in the number of sporting facilities in the CBD and inner west, and residents wanting to have access to additional active recreational spaces. The report references Leichhardt's 'Recreation & Open Space Needs Study' and reinforces the need for high parks, additional sporting fields and various spaces suitable for young people.

Its clear that additional work needs to be undertaken to clarify the open space and community infrastructure needs, and agree how the Rozelle Interchange, and the Iron Cove Interchange can help address them over time. What this project offers is a unique opportunity to provide a significant open space within an existing inner-urban community. This addresses the comments made in the preliminary assessment and clearly outlines the possibilities offer by both the Rozelle and Iron Cove interchanges.

Master Plan 02



Rozelle Rail Yards master plan 02



Master Plan 02



Rozelle Rail Yards master plan 03



Masterplan, Option 02 & 03, Page 58-59 of UDR, EIS, Vol 2F, Appendix L

2.4 Passive Uses

Similar to the point above, the preliminary assessment identified a need to more clearly articulate the range of exciting possibilities made available as a result of the Rozelle and Iron Cove interchanges in relation to both informal and passive uses.

UD Response

As noted above, Part 5.1 and Part 6 of the exhibited Urban Design Report addresses the range of potential uses and activities for the Rozelle Interchange, and includes a number of photomontages that capture the spatial quality and uses across the site.

Part 5.2 to Part 5.3 provides further analysis into the passive and informal recreation opportunities at Iron Cove interchange. In particular, 5.2.4 outlines that the identified opportunity sites' along Victoria Road could accommodate playgrounds, open space, gardens and outdoor gyms. Part 5.2.6 elaborates on the on how the opportunity sites may be best utilised, including potential infill housing development and community gardens.

The report is also careful to note that any space involving children and recreation would require measures to mitigate noise along Victoria Road. Overall, the report provides some high-level insight into the future uses of land along Victoria Road and it is anticipated that detail regarding built form and envelopes would be developed at a later stage in consultation with the community.

A sectional study would provide more clarity on how this area relates and responds to the surrounding context. It would also provide further clarity in relation to how the grades will influence pedestrian and cyclist movement across and along Victoria Road.

It's also clear that additional work needs to be undertaken with the local Council and future owner/operator of these spaces and development opportunities to ensure they address the needs of the community. Until greater certainty is provided on who will be responsible for owning and operating these spaces/sites, then it's difficult to assess their contribution or impact.

2.5 Parking

The preliminary assessment recommended additional information on the provision of parking to support the proposed sport and recreational activities at the Rozelle Interchange. An opportunity to provide parallel parking along Lilyfield Road at the northern edge of the park was identified, however, this hasn't been reflected in the exhibited report.

UD Response

We anticipate that parking will be addressed subject to a concept plan for Rozelle Interchange being finalised, including the range and scale of recreational and community uses on the site.

At that time a detailed traffic and parking assessment should be prepared that also takes into consideration current and future traffic generation for the area as well as mitigation measures. Importantly, the assessment should consider impacts to all road users, including public transport, pedestrians and cyclists.

2.6 Lighting Strategy

The preliminary assessment made recommendations for a lighting strategy for the Rozelle Interchange to be prepared, along with several other associated strategies that addresses the useability, safety and security of the new public space.

Part 5.5.5 of the revised urban design report addresses 'Lighting' and states that the 'final design for Rozelle and Iron Cove would include a detailed lighting concept . . .', which would be based on a series of lighting principles, and acknowledges that lighting should be designed in accordance with the relevant Australian Standards.

Key principles that have been developed as part of the report include;

1. Reinforcing wayfinding and legibility,
2. Make use of open space to its full potential,
3. Distinctiveness and place, promote safety and inclusive design, and
4. Promotes sustainability.

These principles are good starting point for developing a comprehensive strategy for lighting across the project.

UD Response

While it is acknowledged that lighting design and specifications are subject to further design, there is an opportunity to convey the application of exciting lighting infrastructure for the parks through a series of precedent images and case studies. This would go some way in addressing how lighting can make parks exciting and safe spaces for both day and night-time activities. Currently, this is adequately addressed in the exhibited report by three precedent images.



Precedents from Page 53 of UDR, EIS, Vol 2F, Appendix L

Documentation Review

2.7 Wayfinding

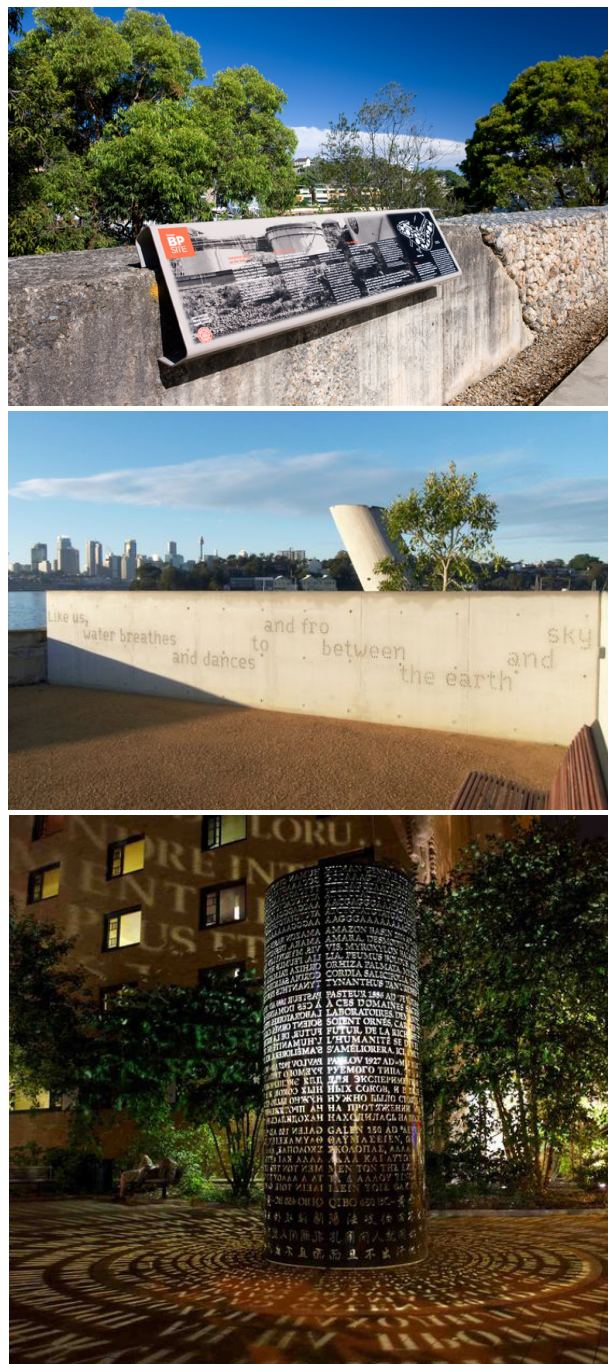
The preliminary assessment (April 2017) noted that even at the earliest stages of the masterplanning process that an integrated wayfinding strategy for the Interchanges and the surrounding areas should be considered, as it encourages the local community to engage and take ownership of the project, as they have a better understanding how to access the space and its facilities.

Part 5.5.7 of the revised urban design report provides high level principles to wayfinding, interpretation and public art. These principles provide a good framework for further investigation as part of the final design of the spaces including legibility, pictogram language, mapping and site specificity.

UD Response

At this stage there is opportunity to recognise interpretation and celebration of indigenous history as a principle. It would be worthwhile to undertake a desktop analysis of indigenous history of the area and reflect those findings in Chapter 5.1.1.

Similar to the other strategies addressed in this assessment, until the final concept design is confirmed, including the type and location of various uses across Rozelle and Iron Cove, it's difficult to provide information beyond high-level principles and precedents.



Precedents from Page 55 of UDR, EIS, Vol 2F, Appendix L

2.8 Rozelle Interchange

The exhibited Urban Design Report largely addresses the recommendations from the preliminary report to varying levels of detail, but mostly in the form of overarching principles that could be applied during the detailed design and planning stages

UD Response

In addition to the points noted above the exhibited report includes additional information on the implementation of Water Sensitive Urban Design (WSUD - 5.5.6) as part of the master plan. Due to the site's features and setting this component of the design concept is addressed to a greater level of detail as compared to other points, such as lighting, wayfinding and safety.

In relation to WSUD, the report identifies site specific issues and explains how they'll be addressed functionally within the design of the open space. This part of the report includes principles and actions relating to water quality, supply and restoring lost waterways, including creek lines and creating the foundations for new ecological communities as being a critical component of the WSUD approach. This approach has the potential to differentiate the Rozelle Interchange from other public open spaces throughout Sydney if properly implemented.

The principles adopted for CPTED (5.5.8), Wayfinding and Lighting lay a robust foundation for future detailed design concepts, and should be captured as part of either a site-specific DCP or conditions associated with a concept approval. Due to the high-level nature of the principles, they could be adapted to form site-specific controls with either qualitative or quantitative assessment criteria.

One aspect that has not been addressed in detail, and which underpins the future detailed design of the Rozelle and Iron Cove interchanges is as 'Open Space Needs Assessment'.

Open Space Needs Assessment

The exhibited report provides a sound justification for the provision of sporting facilities and active recreation at the Rozelle Interchange, referring to a number of local and strategic studies aimed at identifying open space needs. It is anticipated that consultation with Council, stakeholders and the community will be undertaken at later stages to allow their contributions to be reflected in the detailed design and programming of the space, particularly in relation to the various types of facilities and uses proposed.

The master plan options presented in Part 6.0 provide an indication of the scope and scale of uses that could be accommodated on the site, but no commitments on their delivery, or clarity around how they could be delivered or serviced (i.e. most notably in relation to the school and sports fields). These master plans do however depict the range of possibilities associated with the Rozelle Interchange, which has value in the communication of the project to a broader audience.

2.9 Iron Cove Link

The preliminary assessment included recommendations in relation to the Iron Cove Interchange, specifically seeking clarification around the characterisation, delivery, ownership and design of the built form and open space opportunities being created. Similar to the Rozelle Interchange, the lack of detail and information beyond 'possible future outcomes' is expected given the high-level nature of the Urban Design Report and associated master plans, however, the significant opportunities being presented could be expressed through visualisations, section and diagrams.

UD Response

The report elaborates on some of the potential land uses and functions for the opportunity sites and spaces create by the Iron Cove Interchange along the southern frontage of Victoria Road. These include infill housing and community uses for the development sites, and children's play areas within the newly formed public domain. There still remains limited information on the practical nature of these uses in this location, and whether it addresses a local community need.

The report notes that further testing and design of the opportunity sites would be done as the project progresses to UDLP. Similar to the Rozelle Interchange, a conceptual masterplan could depict a range of uses along Victoria Road and how it would integrate with the existing neighbourhood and surrounding streets, whilst managing the challenging interface with a heavily trafficked Victoria Road.

This part of the report would also benefit from additional information, including visualisations and sectional studies (east-west) that describe the interface between private properties, development site, open space, Victoria Road and the immediate context. Additionally, a north-south section, depicting access across Victoria Road to the bus interchange above the portal could also clarify how the community would access this important transport service. The quality of the space at the bus stops should also be described, providing clarity in relation to the amenity of the island site, including the location of seating, street trees and measures to improve comfort.

Overall, the presentation of the Iron Cove Interchange would benefit from further detail and interrogation of the opportunities it presents, which may be required to shift the perception that this section of the project is more than a road and transport project with left-over space. The unique offering for the local community should be enhanced, similar to the detail prepared for Rozelle, and this may require greater certainty on the delivery of the development sites and spaced before it can be provided.

2.10 Portal Design

Part 5.5 includes guiding principles in relation to portal design, including a conceptual understanding of the function of portals, and how they should be designed and developed. This approach is effective in making the portals more of an urban experience, rather than merely a practical road infrastructure outcome.

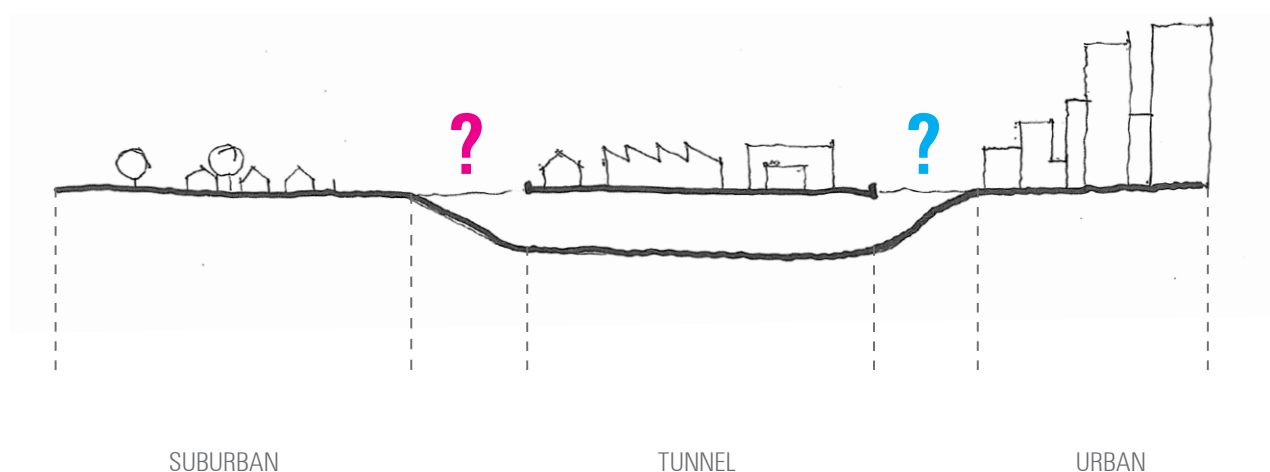
The report establishes a unique understanding that portals have the potential to express a historic and symbolic value. The message of 'portals as gateways/landmarks into and out of cities' is a compelling argument to establish contextually responsive designs for the project. Greater detail needs to be provided on the actual portal design, including materiality, lighting and signage before a more detailed assessment can be undertaken.

The Portal Review Design in Annexure 1 provides a desktop analysis of the strengths and weaknesses of various portal designs and their implementation at both domestic and international scales.

The review encompasses portals based on their ramp gradient, clearance height, size, location, and speed limits. The second stage provides a qualitative assessment of portals in an attempt to establish strategies and threshold conditions to improve their sighting within the local context.

The analysis provides a compelling approach that portals can become places with greater relevance to the local community. In particular, designing portals with an architectural language that is responsive to its surroundings and integrates with the public domain. This notion should be reinforced and strengthened through the design process.

Further stages need to develop an urban design criteria/framework for the design of portals. These could consider integration with surrounding landscape/built form, spatial distribution of various lights, breaking up monotony, wall motifs, simulated lighting etc.



Precedents from Page 50 of UDR, EIS, Vol 2F, Appendix L

Documentation Review

2.11 Ventilation Stacks

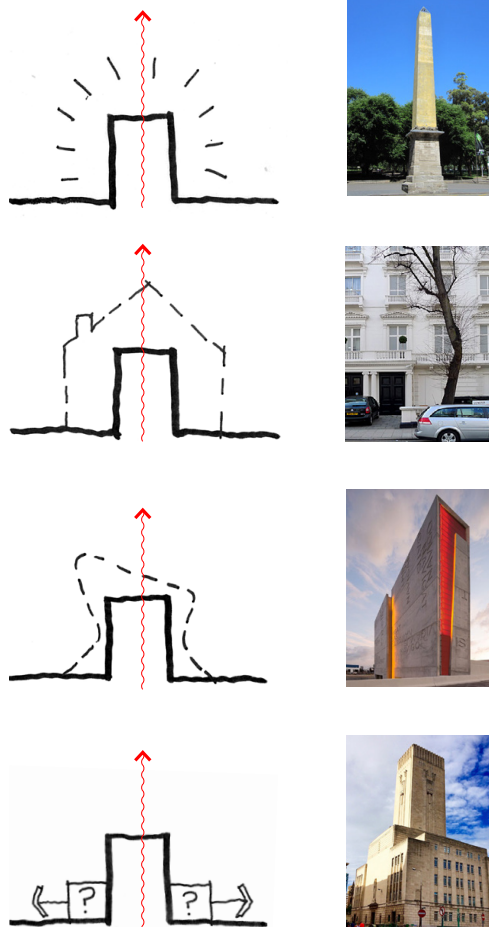
The ventilation stack designs will be a topic of significant local community contention and attention, and is addressed in greater detail in the following sections.

Figures 5.14-5.18 of the report depict a series of visualisations/photomontages with three indicative ventilation stacks along City West Link. It is acknowledged that these are indicative for visual purposes and will be designed as part of the Urban Design and Landscape Plan (UDLP). Despite this, it is anticipated local communities will be concerned with the bulk and scale of these structures in close proximity to surrounding neighbourhoods and proposed open space.

Part 5.5.4 recognises ventilation stacks are a dominant element in the landscape and require careful design considerations. There is now an expectation from authorities and the community that the design of the ventilation stacks are carefully considered from a health, amenity and landscape character perspective. It is critical that the future design of these stacks serves more than an operational function. As the urban design report correctly notes, the facility should be embedded with a form and expression that contributes to the community.

The location of the three stacks appears to be a logical for two reasons. Firstly, it is located furthest away from the existing residential neighbourhoods in Lilyfield. The southern side of City West Link comprises additional road infrastructure and industrial land. It is noted there is residential land to the south and south west. Given the surrounding context it is agreed that the proposed location of the stacks is appropriate.

Secondly, there is opportunity to make these stacks markers in the landscape for vehicles heading east-west along City West Link, however, this will depend greatly on its design and aesthetics. This marker/gateway would also be emphasised in tandem with the new M5 tunnel portal heading north. There is opportunity to integrate the design of the new portal with the stacks to present a cohesive architectural feature in the landscape that reads more as a marker than a piece of infrastructure.



Precedents from Page 55 of UDR, EIS, Vol 2F, Appendix L

Masterplan Review

3

Rozelle Interchange

The points outlined in section 5.1.3 of the UD Report, shown below, touch on the critical points of the masterplan for the Rozelle interchange and should be either interrogated in greater detail (similar to 5.1.4 and 5.1.5) or cross referenced with other sections of the report - such as the assessment framework.

Many of these points were raised in the two workshops and are likely to attract significant interest from the community during the consultation period. In regards to the Rozelle interchange, the report should address the following:

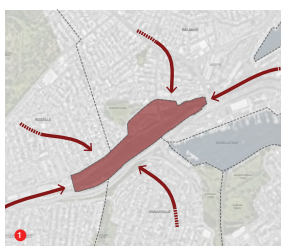
- Integration with the surrounding communities/ character; this project fills an important void between a number of existing and well established communities. Its not clear how the design of the space responds to the varying character along its edges, or integrates with the active transport network
- Achieve Sensitive Economic Revitalisation; the points noted below refer to meeting open space needs of the existing/future communities but do not address the economic potential of the space and positive influence on local property prices - both of which the local community will be particularly interested by as it directly influences their lives.

5.1.3 MASTER PLAN

The Rozelle Rail Yard master plan (Figure 5.1) outlines how the key strategies could be delivered on the site. The master plan exemplifies the key strategies through links between Rozelle, White Bay and the light rail, active transport links along the spine of the site, a large volume of new open space and connection of communities adjacent to the City

West Link.

The following diagrams represent how the key strategies have informed the master plan.



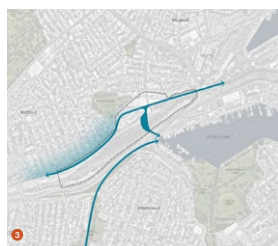
Connect and provide for Communities

The design offers a parkland destination that works to stitch together previously separated communities by providing a range of social infrastructure at a central, easily accessible location.



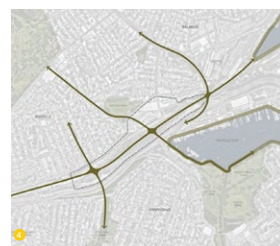
Enhance Green Links

The concept reactivates closed-off land through new green spaces and links. These links strategically establish a new green "interaction" which connects a series of significant yet fragmented (future and existing) green spaces in and around White Bay, Rozelle Bay, Rozelle, Balmain, Glebe and Annandale.



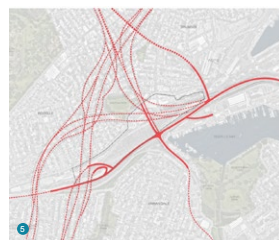
Integrate WSUD

Located in an old creek and swamp bed, the design strategically utilises this to its advantage, employing Water Sensitive Urban Design methods to ecologically filter surrounding catchment run off before it enters the harbour.



Integrate Active Transport Links

A new active transport spine that works directly with existing and future connections providing a much needed funnel between previously disconnected communities, the foreshore and the city.



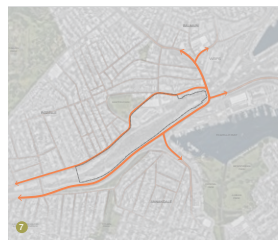
Integrate the Motorway

Working with the road design leverages the potential of co-locating required road infrastructure to offer more functional space to the community.



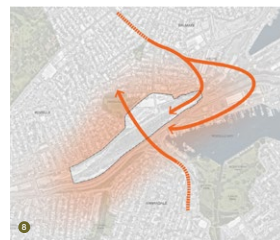
Respond to the Local Character

Respecting and maintaining the unique heritage, industrial character and topography of the Rail Yard.



Revitalise Streets for Equality of Mobility

New public spaces and much needed universally accessible links establish entirely new "public streets" and enhance the surrounding neighbourhood.



Sensitive Economic Revitalisation

With the intended future growth of the area, the design delivers much needed and quality open space and social infrastructure (through active recreation facilities) that works for both existing and future communities.

Masterplan Review

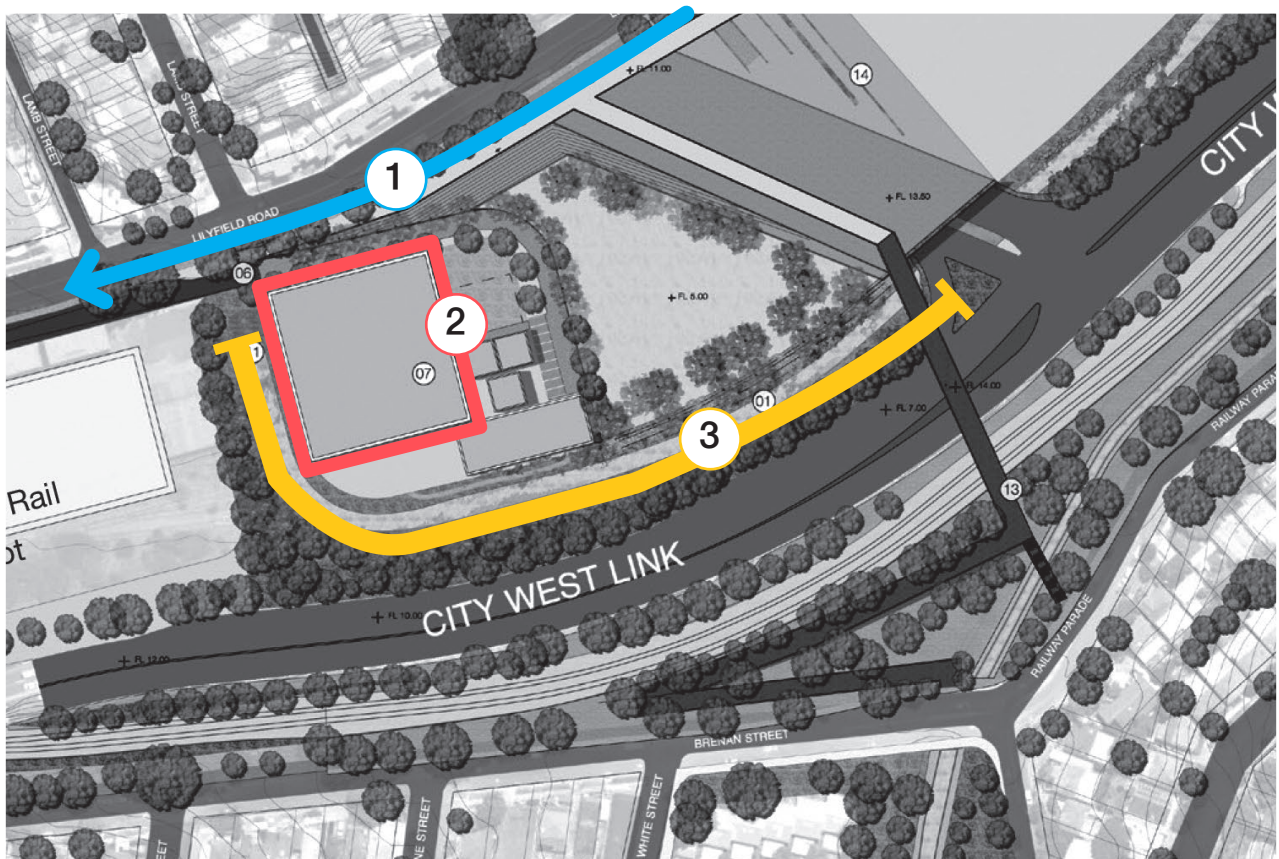
Masterplan Commentary

Over the following pages a focused design interrogation has been undertaken and presented on specific areas of the Rozelle Interchange masterplan. This work is a refinement on the feedback provided in the Preliminary Assessment (April 2017), and is based on the preferred masterplan from the exhibited UD Report.

1. What is the extent of works to Lilyfield Road, along both frontages, proposed as part of delivering the masterplan?
This was previously discussed in workshops, including reference to delivering the active transport strategy, provision of parking and landscape treatment.

2. This looks like a substantial building. There's limited information on the scale/height of this building, its design features, and how it will sit within the landscape. It is noted that the UD Report is missing montages as part of a view analysis. This particular view may be covered as part of that work.

3. The open body of water that runs along the southern edge of the site has the potential to be an amazing feature of the site and draw for visitors. Further information to be provided as part of the next design stage; addressing safety, access, integration with the WSUd Strategy

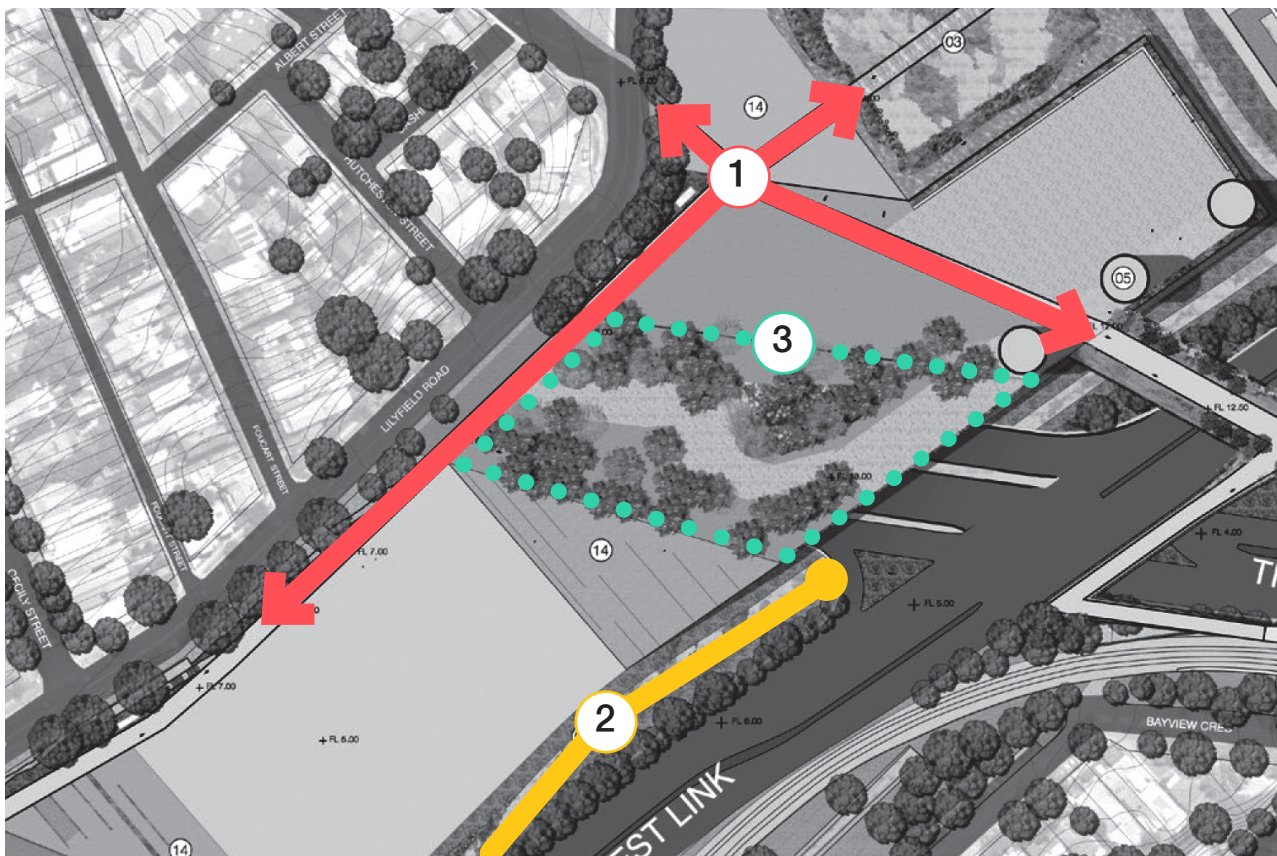


1. Any sporting field provided in this location to be supported by adequate amenities provision, including toilets and change facilities. Masterplan 02 indicates that this space could be additional passive landscape space, which would still require an amenities block.
2. Parking provision to be addressed in greater detail as part of the next stage of design. Potential for the southern frontage of Lilyfeld Road to feature integrated landscaping and parking to balance the streetscape character against the need to support sporting events within the site. Examples of similar parking provision include Centennial Park or Halstrom Park in Willoughby.
3. Walking loop along the southern edge of the space provides pedestrian access to the watercourse and forming a walking path that covers the entire site - improving passive surveillance.

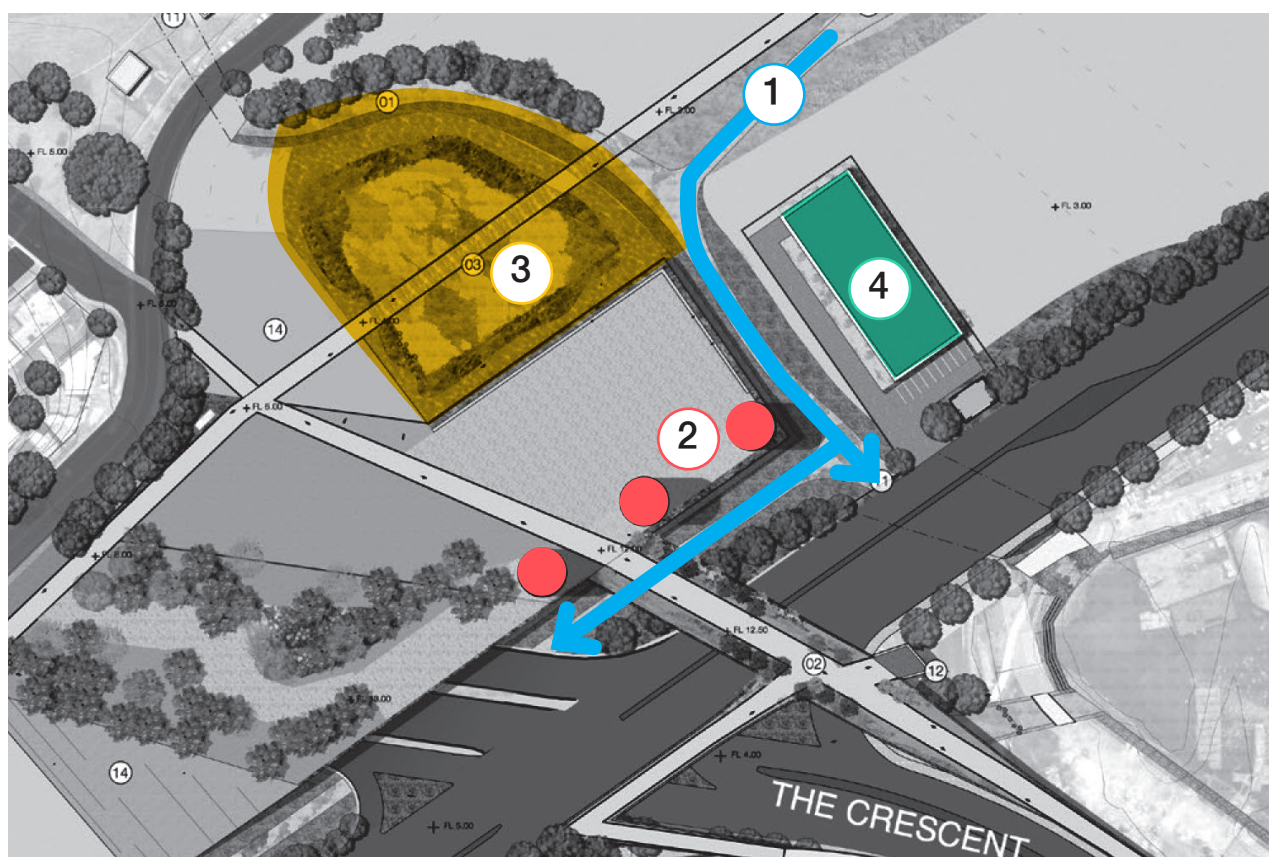


Masterplan Review

1. Key pedestrian connections have been rationalised for the exhibited masterplan, however, a finer grain of pedestrian connectivity throughout the park should be addressed in the next design phase - connecting key spaces, facilities and reflecting potential 'desire lines'
2. Pedestrian route along the northern frontage of the City West Link stops at the portal, with no indication of pedestrian crossing at this point - this is assumed.
3. The matter of planting over the top of the portal has been discussed and its been assured that adequate soil depths and structure are provided to enable mature trees to be established.



1. Footpath appears to end at City West Link with no indication of a pedestrian crossing point. Given the pedestrian bridge is a short distance to the south-west, a crossing point at-grade may be difficult to justify.
2. Amenities block and skate park have been replaced with grassed area. Three ventilation stacks have been indicated on the plan, and are subject to further assessment below.
3. There is little information on this space, what function it serves in the WSUD concept, and whether the water will be sitting there all year round. To be addressed in greater detail as part of the next design phase.
4. No information on the Water Treatment Plant, what it might look like, its scale and presence within the landscape. Also, can vehicles access the surface car parking from the Motorway as the left-hand turn appears very tight, and no dedicated lane is provided.



Masterplan Review

1. EIS seeks to maintain maximum flexibility in the masterplan, presenting a number of alternate uses on this portion of the site (sports fields, passive landscape and a school)
2. Site access from the existing street network to the north remain flexible and be subject to further analysis and confirmation of uses (1)
3. Parking along the Lilyfield Road frontage to support the uses and activities proposed for the site - to be addressed at the next design phase.
4. Previous proposal for a 'garden' in this location has been replaced with a vacant space. Subject to further information and detailed design.



Iron Cove Interchange

The points outlined in section 5.2.3 of the UD Report, shown below, touch on the critical points/strategies of the masterplan for the Iron Cove interchange. The following issues are raised in regards to the Iron Cove Interchange:

- Culture was noted in the analysis findings as an existing feature worth enhancing, but there's no mention of 'culture' in these strategies. There is scope within the masterplan to accommodate cultural uses, place-making initiatives and respond to the area's history, but there are no precedents or detail on where/how this can be achieved.
- The interface between the newly formed 'Opportunity Sites' and their immediate neighbours/neighbourhoods isn't resolved or even addressed in detail. What are the setbacks proposed? Is there a maximum scale of development on these sites that SMC proposes? Who is responsible for delivering these sites?

- The concept of enhancing the green links makes sense when looking to the west, but there appears to be limited opportunities to extend that concept further east. Could this approach extend on the perpendicular axis between Terry and Toelle Streets?
- There is limited information on the design and quality of the central space (island site). What sort of landscape can be established in such a hostile environment, located above a tunnel entrance?

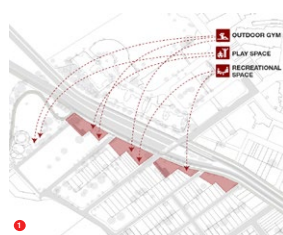
5.2.3 MASTER PLAN

The contextual analysis has led to key strategies for the Iron Cove area. These strategies have been applied to a master plan (Figure 5.5) for the site that demonstrates an option as to how the future form of this area could be designed.

The Iron Cove master plan would integrate the exit and entry portals with a realigned Victoria Road. Residual lands present the opportunity to create a series of new open spaces for the community which connect with King

George Park to the west and the local street network. The master plan provides a template that could be utilised for the remainder of Victoria Road through to Roberts Street and transform Victoria Road to 'Victoria Street' (see section

6.2 for further details).



Connect and provide for Communities

Bring locals back to Victoria Road through activation of residual spaces and integrate community facilities such as bike hubs, play space and recreational space.



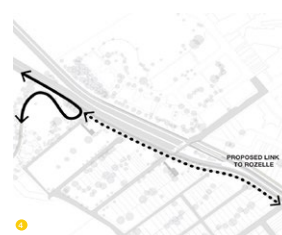
Enhance Green Links

Connect green spaces and canopy along Victoria Road and the residual spaces with King Georges Park and Callan Park.



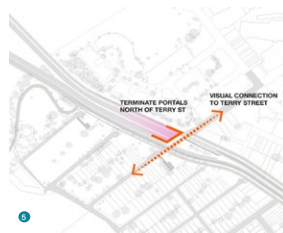
Integrate WSUD

Utilise the topography along Victoria Road and the residual spaces to harvest and polish water run off from the road and pavement.



Integrate Active Transport Links

Integrate Iron Cove Active Transport Network with the southern edge of Victoria Road to link to Rozelle and the wider network.



Integrate the Motorway

Terminate the portals north of the Terry Street alignment to have visual connection across Victoria Road.



Respond to the Local Character

Scale any proposed built form to respect the existing fine grain character with materiality that is sympathetic to the local area.



Revitalise Streets for Equality of Mobility

Better connected streets for pedestrians and cyclists that intersect with Victoria Road.

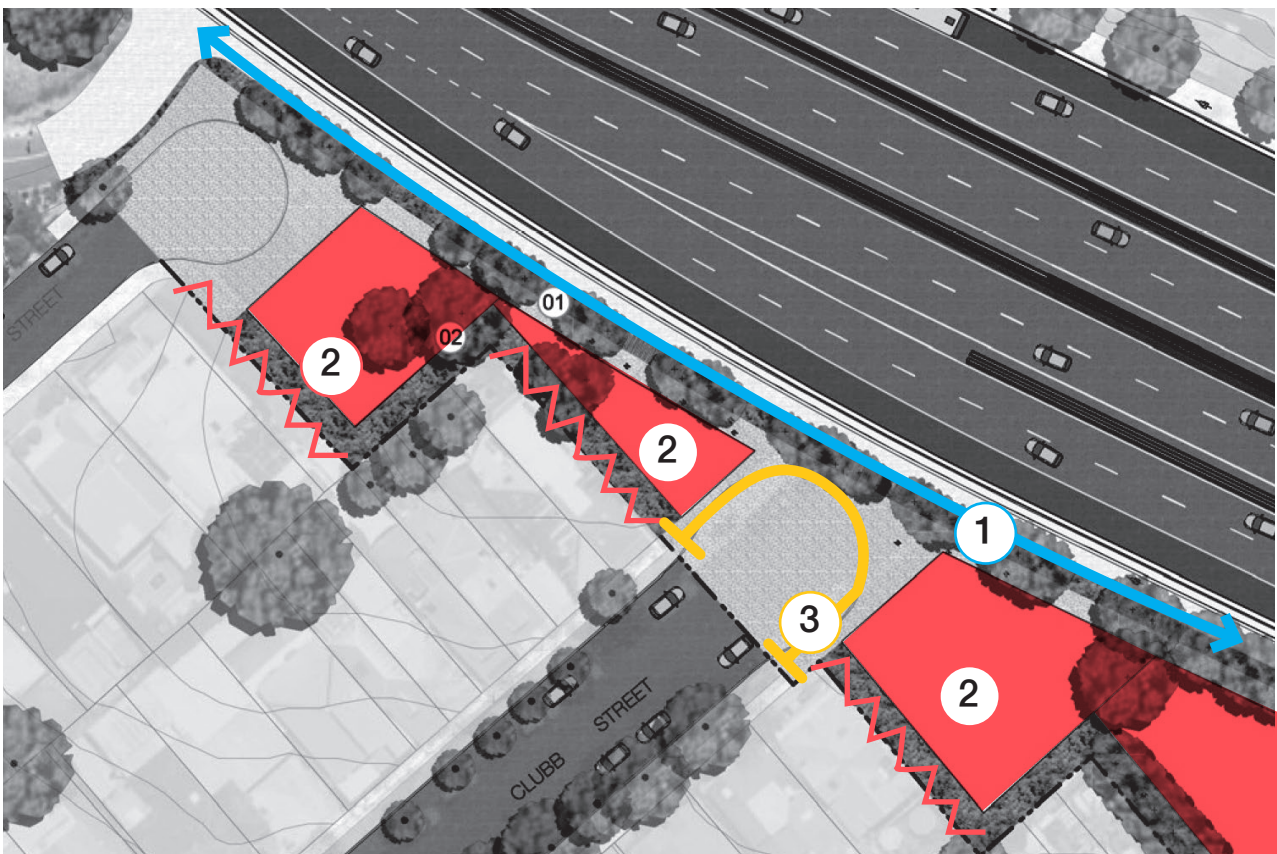


Sensitive Economic Revitalisation

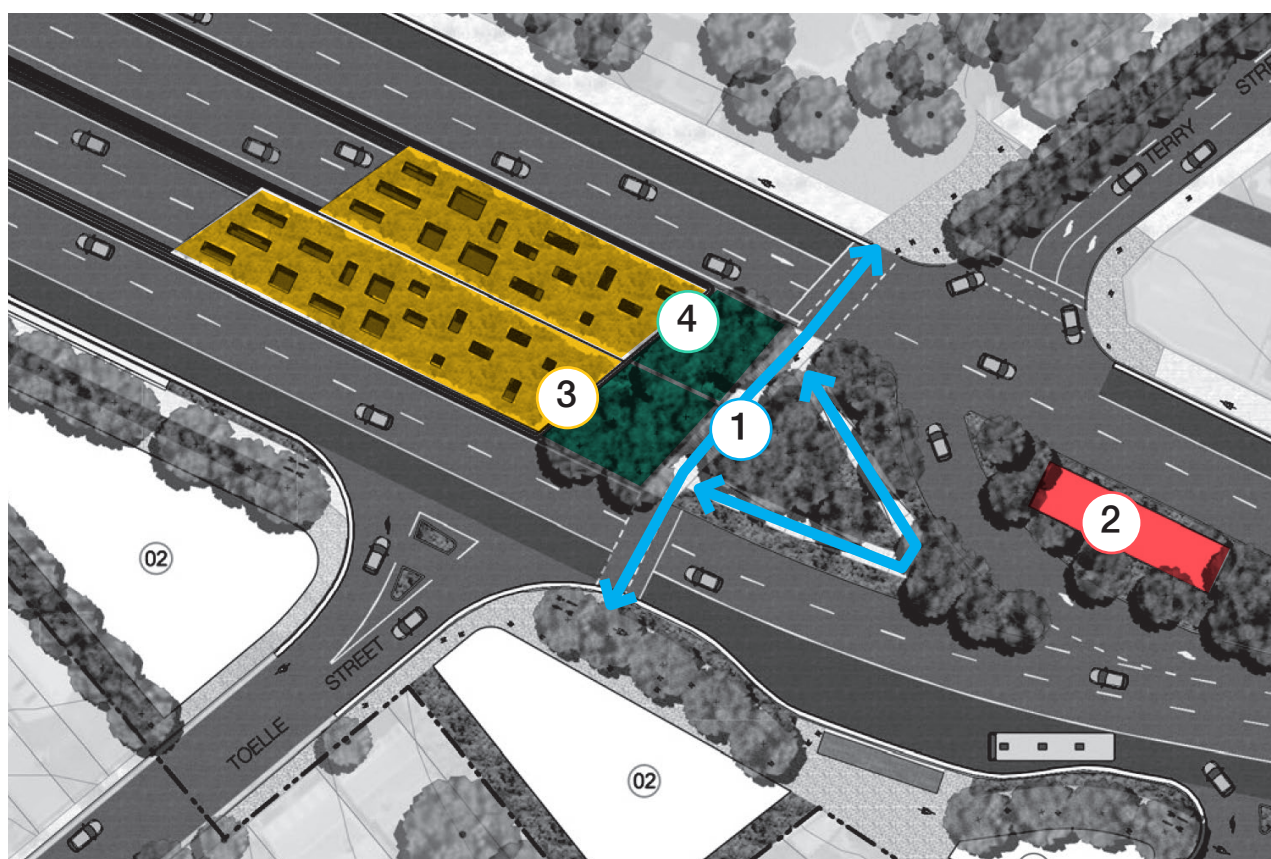
Investigate opportunities for sensitive growth along Victoria Road south of Terry Street that utilises residual land.

Masterplan Review

1. Sectional study of the pedestrian, cycle and landscape zone would be helpful in describing the interface between Victoria Road and the newly created space. Information previously presented and assessed as part of the April 2017 package has been removed.
2. The opportunity sites have been consolidated to include public spaces, landscape areas and built form, whereas the previous report separated the areas identified for buildings as compared to the landscape area. This component of the Interchange is critical to the successful integration of the project into the local community. Further information on the range of potential uses will help the community visualise the end state.
3. The closure of Clubb Street has the potential to increase the quantum and continuity of the open space. The masterplan shows indicates a shared zone at this point, but little information on the potential conflict with pedestrians and cyclist.



1. The Victoria Road island site has been rationalised to include pedestrian connectivity between Toelle and Terry Streets, with supporting landscaping. A pedestrian ramp is proposed to negotiate the change in levels in an equitable manner. Further detail on the safety, lighting and quality of this space is to be provided in the next stage
2. Ventilation facility is proposed within the island, created by the traffic turning lane. The scale and volume of this facility is illustrated in the visual assessment - addressed in greater detail below.
3. Portal design to be finalised in the next phase. Masterplan includes a safety fences along the eastern edge of the portal to stop pedestrians walk on to the structure.
4. Its assumed that mature trees can be established on the roof of the tunnel. Sections indicating soil depth at this location have been removed from the exhibited report.



Masterplan Review

Haberfield Interchange

It is the understanding that landscaping of the Haberfield Interchange will be subject to the conditions of approval for the M4 East project. Notwithstanding, the following comments are made:

1. Landscape concept appears to be limited to planting along the boundary conditions - unclear whether this will have any positive impact on the visual impact for the neighbouring properties
2. Levels and sectional study would provide much needed clarity on how the project interfaces with its context
3. Plan requires annotation, similar to Rozelle and Iron Cove, indicating what the key features include.



St Peters Interchange

It is the understanding that landscaping of the St Peters Interchange will be subject to the conditions of approval for the New M5 project.

Little information is provide on this open space component, and as with Haberfield the UD Report would benefit from a zoomed-in view of the space, section and greater level of explanation, especially in light of the proposed changes to the design since approval of the new M5.



Design Principles Assessment

4

The assessment of the Rozelle and Iron Cove Interchanges against the 8 x 'consolidated principles' outlined in Section 3 of this report follows the same approach shown in section 5.4 of the exhibited UD Report. The assessment doesn't take into consideration the St Peters or Haberfield Interchanges due to the lack of information provided.

This is not meant to be an exhaustive assessment, but instead is focused on whether the design's address the breadth and range of strategies underpinning this project.

NO.	CONSOLIDATED PRINCIPLES	ROZELLE INTERCHANGE	IRON COVE INTERCHANGE
1	Integrated and Contextual Design approach informed by its context (environmentally, socially, culturally), and in collaboration with the local community	This project is successful in physically stitching together a number of neighbourhoods, currently separated by existing road and former rail infrastructure. The integration can be taken further or expressed in a number of ways, including how the surrounding character area have influenced the design of spaces or orientation of activities. At a finer grain, the way in which people will cross over to Lilyfield Road into the new space need further consideration and exploration, which is expected during the next design phase.	The limited extent of this project requires a finer grain of detail to be applied in the masterplan to ensure the project is integrated into the existing community and urban fabric. Currently, the project lacks this level of detail, or even outlining the full range of possibilities for the opportunity sites. The next design phase will address these points.
2	Sustainable and Enduring Excellence in sustainable design, which is inherent to every stage of the design and delivery process	The social and environmental aspects of sustainability are covered in principle, with information on how the WSUD strategy will be implemented across the site, without committing to specific details or design solutions. Similarly, the opportunities for social sustainability captured throughout the site (i.e. sports fields, community gardens, walking trails, school) can be more overt and expressed through precedents as a minimum. Economic sustainability is more difficult to define at this high-level, however, a discussion on maintenance, who is responsible and life-cycle of the space could address this aspect.	Similar to Rozelle; a site-specific WSUD strategy is particularly relevant, given the proximity to the Rozelle Bay. The social and economic benefits will be derived from the opportunity sites, which is where additional information is required, particularly in relation to who is responsible for maintaining these new spaces/assets over time?

3	Connected & Accessible Connecting local and regional communities through the provision of spaces that cater to a broad range of needs and addresses inequity	Potential to unlock active transport routes throughout the local area, and form a critical part of a wider regional network. The range of activities and spaces noted will draw on an enormous user group, however, further thought should be given to parking for visitors (sporting events on weekends and evenings). The potential range of uses and activities catered on the site could be expanded further, subject to a needs assessment.	Due to the limited scope of the project the opportunities to improve regional connections for active transport are limited. The crossing point over Victoria Road at Terry Street is similar to the current condition (two phase crossing), with the added challenge of a change in levels has been addressed by a ramp for equitable access.
4	Integrate Motorway into its Context Utilise the existing landscape (built & natural) to integrate the motorway into the setting to contribute to the existing context	This isn't a principles or strategy, but rather an outcome of the project, and one that should form an assumed baseline for all interchange designs. However, having reviewed the Haberfield and St Peters Interchanges, it's clear that this hasn't been an important consideration for previous phases of the M4/M5 projects. For both Rozelle and Iron Cove the design teams have achieved an excellent outcome in minimising the visual presence and intrusion of the motorway portals. Further information on the actual design of the various portals and ventilation stacks should be provided, beyond the sketches and precedents shown in section 5.5 and Appendix 1 of the exhibited report.	
5	Distinctive & Place Sensitive Design that is unique to its place, responds to the existing landscape and character, and creates something truly unique and special.	The masterplan has the potential to feature a number of unique characteristics that capture the site's unique history. The April 2017 Report included the retention of railway gantries and retaining existing railway lines, which could reinforce the site's role as an important overland flow-path to the harbour. These aspects should form part of the concepts at detail design phase, which will also include species selection, furniture and materials.	The design doesn't currently feature any unique design aspects that tie it back to 'place'; i.e. referencing the area's economic or cultural heritage, or taking in views to nearby features (Iron Cove Bridge). The design appears to be a series of spaces wedged between a road and existing neighbourhoods.
6	Functional & Responsive Design that responds to broad user groups by being flexible and responsive	The exhibited masterplan has the potential to cater to a range of user groups and activities, for both locals and visitors from further afield There is scope to expand this further in the provision of open space, connections and function requirements (amenity blocks, lighting and parking), in addition to a school and recreation (skate park, tennis courts, basketball courts, sporting fields).	The value of small open spaces located between a busy road and the side fences of neighbouring properties needs further justification. Whether its healthy for children to play in these spaces also needs to be considered. As previously noted, the opportunity sites have the potential to deliver functional and responsive uses, but more information has to be provided.
7	Creates Value Opportunities for development and activation that supports the local community and captures value (monetary, quality of life) for users and neighbours alike	The scale and location of the open space presents a unique opportunity to provide much needed open space, connectivity and uses that support existing and future communities (the latter is not defined or quantified - what is the future for the Bays Precinct, specifically White Bay). The impact this project will have on neighbouring properties is difficult to quantify, but its easy to appreciate a new open space of this scale at the edge of existing suburbs would have a positive impact.	As noted above, the opportunity sites have the potential to generate economic value, subject to the uses and functions assigned to these sites. Conversely, its unclear how this project will impact the local property prices and businesses, as no information is provided.
8	Safe, Comfortable, Liveable with an Emphasis on People	The passive surveillance, lighting and security of various spaces (watercourses and skate park) aren't addressed in the UD Report, and are likely to be concerns raised by the community and future users.	Similarly, how the new spaces will be lit and secured in the evenings should also consider the impact on neighbouring properties, which are directly addressing the public domain

The final component of this Urban Design Assessment relates to the 'Urban Design & Visual Amenity' section of the EIS, Chapter 13, page 42-63, which features the four photomontages for Rozelle and three for Iron Cover Interchanges, including a comparison of the existing view against a proposed outcome. The focus of this analysis is on contribution, impact and potential outcomes for each view on the streetscape character. This is not a technical assessment of the impact on landscape character, including the 'sensitivity or magnitude' of the impacts - that form of assessment should be undertaken by a suitable expert.

Rozelle Interchange

City West to New M5 Portal

- There are three key considerations in relation to this view;
 - Portal Design - currently shown as a simple concrete form with vegetation over the tunnel, this component of the view has potential to encapsulate many of the principles outlined in the exhibited report (Annex. 1). In absence of any additional detail its difficult to gauge the contribution the portal will have on the streetscape and experience for passing drivers, pedestrians and cyclists
 - Bridge Design - an important connection over the City West Link, the bridge is currently represented as a simply concrete form with steel safety screen. This current form and architectural expression falls short of the potential contribution this bridge can make to the changing character of the site and City West Link. Further refinement of the bridge design should be undertaken as part of the next phase of the project.
 - Views to the Park - the removal of the vegetation along the northern frontage of the City West Link has the potential to open-up views into the newly created public open space. The landscaping treatment along the edge of the new space will determine the future character of this view.
- Further resolution is required to the two design features; the portal and bridge, before a more detailed urban design assessment can be undertaken.



Figure 13-22 Existing view looking west along City West Link to New M5 portals (R2)



Figure 13-23 Artist's impression at 12-18 months of project operation of view looking west along City West Link to New M5 portals (R2) (subject to detailed design as part of an UDLP)

Visual Amenity

City West to The Crescent

- There are three key considerations in relation to this view;
 - Ventilation Stacks - the scale and form of the three ventilation stacks are significant within this view and have the potential to have an impact on the quality of the landscape character, but also serve as a positive contributor to the legibility and branding of the Rozelle Interchange. The graphic representation of the stacks is overly simplistic and the assessment of the impacts and contribution would benefit from refined design detail, including materiality, lighting and architecture.
 - Bridge Design - a greater level of detail has been provided for the bridge over the City West Link, which includes propositions for landscaping, materiality and the form of the bridge. The additional detail and resolution provided for this component provides a clear appreciation for the contribution the bridge will have to this streetscape, for pedestrians, cyclists and vehicles. The design provides an inviting visual link between the two open spaces (Rozelle and Glebe Harbour), which offers legibility and branding for the project, and
 - Footpaths and Landscaping - the generous landscaped verge along the southern frontage of the City West Link provides a clear vista for pedestrians and cyclists moving along this pathway. Its envisage that over time the more established landscape will contain and frame the views along the road corridor to the bridge.
- Further resolution is required for the stacks before a full assessment of this view can be undertaken. The contribution the bridge makes to this view, with only an incremental increase in design and detail, provides an indication of how the stacks can be addressed in future design phases.



Figure 13-24 Existing view from City West Link to The Crescent (R3)



Figure 13-25 Artist's impression at 12-18 months of project operation of view from City West Link to The Crescent (R3) (subject to detailed design as part of an UDLP)

Visual Amenity

Easton Park to Rozelle Rail Yards

- The central focus of this view are the ventilation stacks (two of the three are visible), and other built form sitting at the base of the stacks - these are assumed to be associated infrastructure and open space areas, all of which are subject to detailed design as part of the UDLP. The stacks stand to the same height as the existing tree located in the middle-ground of the image, which provides an important scale reference, whilst obscuring the views to the third stack.
- As previously noted, the assessment of the impact

or contribution the stacks will have on this view will be more comprehensive following the detailed design phase. Based on the available information the impact is acceptable and doesn't detract from the quality of the public space, largely due to the distances to the stacks.



Figure 13-26 Existing view looking south from Easton Park to the Rozelle Rail Yards (R5)



Figure 13-27 Artist's impression at 12-18 months of project operation of view looking south from Easton Park to the Rozelle Rail Yards (R5) (subject to detailed design as part of an UDLP)

Rozelle Light Rail

- The removal of the existing vegetation at the Light Rail stop has the greatest impact, as it reveals the long distance views to the Rozelle Interchange, which includes the three stacks that create a new skyline that extends to the Anzac Bridge in the right of the image.
- A positive outcome arising from the removal of the existing vegetation is the visual connection between the station and the new open space
- Regardless of the detailed design of the stacks and the public open space, the impact on this view is acceptable.



Figure 13-28 Existing view looking north from Rozelle Bay light rail stop to the Rozelle Rail Yards (R7)



Figure 13-29 Artist's impression at 12-18 months of project operation of view looking north from Rozelle

Visual Amenity

Iron Cove

Victoria Road, east from the Iron Cove Bridge

- There are four key considerations in relation to this view;
 - Scale & Perspective - removal of the existing properties, addition of the new lanes of traffic and portals, and change in levels between the east and west bound traffic significantly alters the character of this area. Victoria Road is currently a wide, congested and inhospitable environment. It could be argued that its even more so as a result of the proposal, which places a greater emphasis on the edge conditions and design features. The perspective taken for the photomontage further compounds the perceived impact, as no one will experience this vantage point in the future, elevated above traffic.
 - Landscaped Edge - the expanse of road and hardscape at this interchange can only be softened along the southern edge of Victoria Road, as the northern frontage is already constrained by development. The extent, detail and coverage of landscape along the southern frontage is underwhelming and fails to capture the full potential of this space. Further resolution in the landscape design is required before a full assessment can be undertaken.
 - Portal Design - the design of the portals will be critical if the interchange is going to provide a positive contribution to the local landscape character. Any future design will need to negotiate the change in levels between the two portals (in and out) and relationship with the adjacent on/off ramps to Victoria Road (east).
 - Ventilation Stack - the height of the stack will be clearly visible in the local streetscape, set against the skyline, where the height of existing buildings have been carefully managed through stringent strategic and statutory planning. Any future design of the stack should work through the principles presented in the UD Report to identify an appropriate solution for this unique condition.



Figure 13-32 Existing view from Victoria Road near Iron Cove Bridge looking east (IC1)



Figure 13-33 Artist's impression at 12–18 months of project operation of view from Victoria Road near Iron Cove Bridge looking east (IC1) (subject to detailed design as part of an UDLP)

Visual Amenity

Terry Street towards Victoria Road

- This view reflects a potential outcome for the southern frontage of Victoria Road, but it ignores the impact the landscaping or role of the development sites will have on this view and the local landscape character.
- The photomontages reveal new views to the elevations of the properties exposed by the property acquisition and widening of Victoria Road. However, as noted above, the long term visibility of these buildings is questioned, subject to future design as part of the UDLP.



Figure 13-34 Existing view looking south along Terry Street towards Victoria Road (IC4)



Figure 13-35 Artist's impression at 12–18 months of project operation of view looking south along Terry Street towards Victoria Road (IC4) (subject to detailed design as part of an UDLP)

Visual Amenity

Victoria Road & Crystal Street looking west-

- There are four key components to this view that have been considered as part of the assessment;
 - Footpath & Road Interface - the footpath along the northern frontage of Victoria Road directly abuts the bus lane on Victoria Road. The design doesn't include a landscaped verge along this edge to separate pedestrians from the fast moving traffic, and improve the shading and comfort for the footpath. Landscaping along this edge would have the added benefit of framing views and softening the edges of Victoria Road is expansive and at times relentless.
 - Ventilation Stack - is prominent within this view due to the background featuring a low skyline with existing vegetation. As previously noted, the detailed design of the stack will have a significant impact on the role and contribution of the stack to the streetscape. Equally, the addition of landscaping along the northern frontage of Victoria Road will help obscure
 - Landscaping - as noted above, greater detail on the species selection, planting design and whether mature trees are proposed before the true impact or contribution of the proposal will have on the visual character. The landscaping along the southern frontage of Victoria Road as the potential to screen the development sites and soften the backdrop to this view, however, that relies on substantial planting to be effective.
 - Development Sites - as above, more detail is required before the contribution or impact of the development sites on the visual character is recognised.



Figure 13-36 Existing view looking east along Victoria Road at corner of Crystal Street (IC6)



Figure 13-37 Artist's impression at 12–18 months of project operation for the view looking east along Victoria Road at corner of Crystal Street (IC6) (subject to detailed design as part of an IIDI P)

Recommendations

6

Following the review of urban design components of the exhibited EIS for the M4/M5 link, which include Chapters 13 (Urban Design & Visual Amenity), and Appendix 2F (Urban Design Report by McGrigor Coxall & CHROFI) the following recommendations have been identified for both the Rozelle and Iron Cove Interchanges. No further commentary on the Haberfield or St Peters Interchanges has been provided.

Many of the points noted in the preliminary assessment (April 2017) have been addressed as part of the exhibited EIS documentation (relating specifically to urban design and visual amenity). However, given the high-level masterplans for both Rozelle and Iron Cove Interchanges, it's difficult to provide specific urban design recommendations until the plans are finalised and a greater level of detail is agreed. Further needs analysis and consultation with the relevant authorities must also underpin any active recreation or open space proposals. Similarly, the development opportunities at Iron Cove also need further interrogation, including clarification around future uses, scale of built form, hours of operation and interface with neighbouring properties.

Rozelle Interchange

- Plan would benefit from more information on the following;
 - Open space and recreation needs for the existing and future communities, including the assumed position on future development at the Bays Precinct
 - Place-making and design features that will make this site stand-out from other spaces in Sydney - including how the previously proposed 'gardens' or skate park would help activate and differentiate Rozelle from other spaces
 - Transport study, including strategies for managing parking for recreational and sporting activities at peak times (evenings, events and weekends).
 - How the two sites integrate site into a broader active transport or recreational movement network, similar to the Bay-Run at Five Dock, or coastal walk at Bondi-Coogee.
 - Role of Rozelle in the future of the Bays Precinct, which is directly to the north of the site, but barely gets a mention in any of the Urban Design documentation
 - The previous masterplan included a greater level

of detail, both in relation to the activities proposed, but also the retention of existing features and programming of space. The gantries, which were previously integrated into the landscape design, have been lost, just as proposals for amenity blocks and gardens only feature at a very small scale in one of the three options. Greater resolution is required before a more detailed assessment can take place.

- The ventilation stacks are a significant consideration, and the representation of these structures in the view analysis further highlights the importance of their detailed design when assess their impact or role in defining local character. The overly simplified white massing doesn't do the stacks justice, as materiality, colour and form can have a positive outcome.

In summary, the principle of the Rozelle Interchange and the new spaces and connections it creates are exciting and should be supported. An enormous amount of detail still needs to be agreed and resolved before a more thorough assessment can take place.

Iron Cove Interchange

- The Opportunity Sites are a considerable gap in the project and UD Report. The potential of these sites to address a number of strategies hasn't been captured, and this has only raised a number of questions for how the project will integrate with the existing neighbourhood.
- Specifically identified pocket parks have been removed from the masterplan, and grouped together with the other proposed uses for the 'opportunity sites'. The desire and appropriateness of open space in this location can be tested as part of the next design phase, given they're squeezed between a busy road and sites with unknown development potential
- The perception of this project needs to be carefully managed, as it appears to be the greening of the residue land following a road infrastructure project. The ventilation stack will be the tallest and most dominant feature in the area, and very little information is provided or represented for the greening of the island or southern frontage of Victoria Road.
- As above, substantially more information is required before a more thorough urban design assessment can take place.

SJB Urban

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