

## Where are we at with Harold Park development principles?

| <b>Principles from public meetings, April 2010</b>  | <b>COMMENT</b>   |
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| 1. Limit building to the height of the cliff face at any point, or, in the case of the perimeter, to the height of adjacent buildings (excluding the height of the cliff in the Crescent).  | Not achieved. Maximum height of 8 storeys is equivalent to height of surrounding buildings. However, tallest buildings are now in the centre, 50 m from cliff, and there is an increasing setback from 4 <sup>th</sup> storey and above. |
| 2. Reserve at least 35% of the site as publicly owned, formally dedicated Public Open Space managed by the City of Sydney Council. (The Tramsheds are not part of this 35%)   | Achieved, but 1000 m <sup>2</sup> has been deducted to create affordable housing.  |
| 3. Limit population density to what can be accommodated by building to the reduced height on the remaining 65% of the site.   | FSR of 1.25 for residential component yields 1 250 dwellings or approx. 2 500 residents. This is 250 dwellings above original proposal.  |
| 4. Make all development, including the renovated Tramsheds, sustainable and energy efficient, and protect privacy, views and amenity.   | This is an area to push for the highest standards. See resolution.   |
| 5. Build all dwellings outside the 100-year flood limit.  | Centre of site is flood prone. Drainage system at cost of owner. See resolution.   |
| 6. Restore the Heritage-listed Tramsheds and forecourt to include (for example) community uses, gardens and bird habitat. Any commercial/retail uses are to be small scale and in harmony with uses in Annandale and Glebe shopping strips. | Achieved, but only 500 m <sup>2</sup> donated for community use. Tramsheds will be restored, but mainly for commercial use. No restriction on size of business.  |
| 7. Make provision for affordable housing.   | Achieved. 1 000 m <sup>2</sup> for affordable housing, but deducted from open space.   |
| 8. Hold a design competition at the DA stage to ensure a creative, best practice, environmentally sustainable result. The judging panel is to include community representatives.  | Denied: “too onerous for scale of development.”  |

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| <p>9. The Tramsheds- the heritage centrepiece of the site - are to be restored to public and community use by reimbursing the Pacing Club for money paid by them for its acquisition.</p>  | <p>Denied: Pacing Club seen as entitled to profit from sale of Tramsheds.</p>   |
| <p>10. Design the 3.67 hectares (35% of the site) of Public Open Space to: visibly and coherently connect with other existing and proposed open space (including proposed open space on the Crescent and the Hill); be safe and secure; be sunny with minimal overshadowing, and to include active recreational areas (including an all purpose playing field)</p> | <p>Some improvement. Public Open Space now 3.8 ha, including 1 ha playing field. Footpath along Crescent widened. Design widens Public Open Space at northern end. Only limited connection to Forest Lodge.</p>   |
| <p>11. Vehicular access is to be via a reopened Canal Road and a new intersection at Minogue Crescent. Vehicular access is, under no circumstance, to be across parkland. Fully assess the wider traffic impacts, including the Wigram Road and Booth Street intersection in Annandale.</p>  | <p>Canal Road pedestrian/ cycle access only. Access to Tramsheds is a shared pedestrian/vehicle across parkland from Chapman Road. RTA opposes new Minogue Crescent intersection. Addendum Traffic Report shows increased congestion: “same as most major intersections in close proximity to CBD”.</p> |
| <p>12. Improve connections with surrounding areas.</p>   | <p>Poor. Lift to Maxwell Rd from Tramsheds. Stairs from open space to Toxteth Rd. 7 m wide access route from Maxwell Rd to new 5 storey building. Improved connections to Forest Lodge, Light Rail and northern parklands required.</p>   |
| <p>13. Encourage easy access for pedestrians and cyclists.</p>   | <p>Some improvement. Separated 6 m pedestrian/cycle N/S axis, shared 4 m E/W. Requires Council works on Hill and Ross St to be effective.</p>   |
| <p>14. Provide adequate and appropriately located onsite parking, (including for bicycles) for residents and visitors to the site. Do not issue street parking permits to residents of the site.</p>   | <p>Not achieved. Residential parking under res. buildings only. Commercial parking under 1909 Tramshed and in new 5 storey building against cliff, with access via Tramsheds (apparently).</p>  |
| <p>15. Upgrade public transport, including access to light rail, and establish integrated ticketing.</p>   | <p>Light Rail extension to Dulwich Hill under way, but extension to CBD still being studied. Pedestrian/cycle access via Hill currently closed.</p>   |