

SJB Architects



Urban Design Advice

Planning Proposals in Hurstville City Centre

Georges River Council
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4 **37-41 Treacy Street**

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4.1 General Project Information

Site Address		Description of Proposal
37-41 Treacy Street Hurstville		
Planning Report prepared by	TPG	The site at 37-41 Treacy Street is owned by Georges River Council and is currently utilised as a public at-grade car park. The proposal is for a high density mixed use building with residential, retail and commercial uses. The existing public car park is proposed to be located either within the basement, or in a suitable nearby location.
Urban Design Report prepared by	BKA	
Proposed Zoning	B4	
Proposed Height	53m	
Proposed FSR	7.2:1	
Proposed Active Street Frontage		

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4.2 SEPP 65 Principles

Principle 1: Context and Neighbourhood Character

Neighbourhood character

The character along Treacy Street is evolving in line with Council's strategic plans for the centre, and is currently mixed in built form and use. A number of sites along the southern side of Treacy Street are currently under construction. These buildings will offer a mix of uses, largely residential with commercial and ground floor retail to each.

To the northern side of Treacy Street are the rear service entries to the developments fronting Forest Road, impacting on the quality of the streetscape, activation and passive surveillance along the northern frontage.

The proposal features a mixed use building, with ground floor retail, commercial suites, and 180 residential units above, which is of a similar scale to the recent approvals within this area of the city centre.

Active frontage issues

The proposal has retail suites, commercial and residential lobbies along the street frontage. Careful consideration should be given to ensure that these frontages are active, and do not result in large blank or glazed frontages that do not encourage interaction. The frontage of the site to the Tracy Street is significant in length for a pedestrian and could lead to a monotonous pedestrian experience. The proposal should aim to improve the public domain, and increase visual stimulation and social interaction.

Isolated sites

The site is currently utilised as an at grade carpark. To the east of the site are two lots that sit between the proposal and another recently approved mixed use development.

The proposal should demonstrate that the two sites are reasonably able to be developed, and that the proposal will not lead to the creation of an isolated site. If the site is found to be unable to reasonably redevelop, then amalgamation of the sites is recommended.

Recommendation

- *That the uses proposed are suitable for the site and area, however detailed design is required to ensure adequate street frontage activation.*
- *That development not preclude neighbouring sites from development.*

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Principle 2: Built Form and Scale

Height, bulk and scale

The proposed height, bulk and scale of the building is similar to those recently approved further along Treacy Street, and is generally in line with the previous strategies for the area.

The height of the building does cause a significant amount of overshadowing, however the majority of this overshadowing occurs to the rail corridor. Some overshadowing occurs to the properties south of the railway corridor, however, the impact is minimal and considered appropriate within the urban context.

Communal open spaces

The proposal features three double height communal open spaces fronting Treacy Street. The spaces are located two storeys above ground, and allow for some solar access to the space, as well as reduced noise and pollution impacts from the road. The proposed spaces also have limited height or depth and will be unlikely to establish mature trees or planting.

Given the overshadowing caused to other properties due to the height of the building, it is recommended that the communal spaces be relocated to the roof, and the apartments be rearranged, so that the overall height of the proposal is lowered, and communal open space is still provided. This will also allow for residents to take advantage of the views from the rooftop.

Recommendation

- *That the layout of the building be rearranged to reduce overshadowing to other properties, and enhance the quality and landscape potential of the communal open space.*

Principle 3: Density

Density

The proposal is in keeping with other recent approvals for the area, and is not considered overdevelopment of the site.

Car parking issues

Definition of parking areas for the various proposed land uses needs to be further considered to ensure efficient access and egress from the basement.

Recommendation

- *That the car park be laid out to minimise congestion, and to ensure safety between the public and private car parks.*

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Principle 4: Sustainability

The proposal does not put forward a sustainability strategy for the site, and does not address any environmental issues, renewable energy sources, or methods to reduce energy consumption. Given that the site is a Council site, and is in a prominent corner of the centre, it presents the ideal opportunity to create a sustainable precinct that sets a benchmark for the remainder of the centre.

Methods for decentralised power generation, waste and water treatment could be investigated for the site to set a precedent for the centre.

Recommendation

- ***That Council require the achievement of a Green Star Rating with the GBCA.***

Principle 5: Landscape

Deep Soil

A deep soil zone has been provided on the site to allow for tree planting. This area is not accessible and is predominantly south facing, allowing for minimal sunlight to grow significant trees. It is assumed that the deep soil area is not intended to be used for recreation. The communal open space allows for planting and passive recreation activities.

Greening the street

Treacy Street is currently undergoing significant change, with the southern edge of the street being redeveloped into mixed use buildings, and the northern side remaining service areas to the properties fronting Forest Road.

It is recommended that greening along Treacy Street be facilitated by Council, and will be investigated further in the Hurstville City Centre Urban Design Strategy.

Recommendation

- ***That the communal open space provide abundant planting and different areas that accommodate a range of activities.***
- ***That the Hurstville City Centre Urban Design Strategy investigate methods for greening Treacy Street to ensure increased amenity for pedestrians and residents.***

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Principle 6: Amenity

ADG Compliance

43 of the 180 proposed apartments are south facing (23%). This does not achieve the solar access requirements of the ADG, nor the cross ventilation requirements.

Rail corridor

The apartments that face solely south, and a number of bedrooms, have an outlook directly to the rail corridor. This does not achieve the objectives and provisions within the draft infrastructure SEPP. Strategies to mitigate noise and visual impacts should be explored in the design development phase to improve the amenity of these apartments.

Recommendation

- *That the layout of the building be further refined to meet the requirements of the ADG, and to ensure amenity is maximised for apartments.*
- *That no single aspect south facing apartments are to be provided.*

Principle 7: Safety

Passive surveillance

The proposal currently features retail, commercial and communal open space uses on the lower four levels. This does not provide passive surveillance to the street at night time, as the residential dwellings providing passive surveillance in the evenings and mornings are elevated above the street by these uses. As with previous recommendations, this issue could be addressed from the rearrangement of the building to move the communal open spaces to the roof top, and bring residences to the lower levels.

Combined lobby entries

The proposal identifies one of the three lobby entries as combined between commercial and residential. Appropriate measures should be taken to ensure safety for residents and workers.

Recommendation

- *That passive surveillance of the street be provided through the design of the building, bringing dwellings closer to the street.*
- *That consideration is given in the detailed design stage as to the safety of residents and workers due to the shared lobby arrangement from the street and the basement.*

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Principle 8: Housing Diversity and Social Interaction

Housing Diversity

The proposal states that a mix of dwellings can be provided on the site, however there is no provision for affordable housing to be provided.

Social Interaction

The proposal has a variety of land uses and communal open spaces to encourage social interaction and the creation of a sense of community.

Recommendation

- *That a minimum target of affordable housing provision is achieved. In line with the Draft District Plans, our recommendation is a minimum of 5-10%. Given that the predominant demographic resides in rental accommodation, with a median income lower than that of Greater Sydney, Council is encouraged to investigate whether an increased provision may be appropriate.*
- *That consideration be given to spatial methods able to encourage social interaction.*

Principle 9: Aesthetics

Design

The proposed indicative design provides an improved presence to the street than the current at grade car park, and is largely consistent with the contemporary style of development that has recently been approved along Treacy Street.

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4.3 Hurstville City Centre Masterplan 2004 - Principles

1. To create a new bus interchange - Proposed site located in the centre of Hurstville CBD activities. - Caters for bus services on the northern side of Hurstville Railway Station. - Level with the railway concourse for continuous pedestrian connection. - Provides activation for surrounding businesses and through-site-links. - Reduces noise and visual barriers on Forest Road.	This principle does not directly apply to this proposal.
2. To create a new Civic Precinct - Proposed on site of existing Council Chambers. - Includes a new Council building, Civic Park commercial and community space. - Potential for an underground carpark.	This principle does not directly apply to this proposal.
3. To improve north-south connections Three new pedestrian connections proposed between Forest Road and Ormonde Parade.	This principle does not directly apply to this proposal.
4. To Improve Railway Station Access Includes enlargement of concourse area, additional entry points and general upgrades to existing access areas.	This principle does not directly apply to this proposal.
5. To Create a New Sequence of Public Spaces A network of squares and linking arcades of varying character.	This principle does not directly apply to this proposal.
6. To Establish Parks, Green Gateways and Street Trees Proposes the greening of Forest Road and key gateways through street trees and three gateway parks.	This principle does not directly apply to this proposal.
7. To Simplify the Traffic System Improved traffic congestion and access on Forest Road.	This principle does not directly apply to this proposal, however additional traffic will be added to the network which will likely cause further congestion along Forest Road.

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4.4 Hurstville City Centre Urban Design Options 2009 - Principles

1. Built form and public domain - Increased density in the 'commercial only' core, focused around the railway station. - Retain existing retail activity and character along Forest Road - Provide a network of new and improved public spaces.	This principle does not directly apply to this proposal. The proposal does increase residential, retail and commercial density in close proximity to the rail way station.
2. Views - Development should respond to the local topography to create and reinforce the regional significance of Hurstville City Centre. - Improve and emphasize local landmarks and key facades.	This principle does not directly apply to this proposal.
3. Site capacity - Ensure delivery of viable and feasible development - Consider land ownership and amalgamation opportunities within design options. - Retain character and identity of significant heritage buildings.	The proposal appears to be a viable and feasible development itself, however Council should ensure that the development potential of the two sites to the east will not be unduly compromised and become isolated sites. Ideally these sites would be amalgamated to be able to develop the whole street wall continuously.
4. Movement and access - Utilise existing good transport connections with increased density around transport hubs, including the Bus Interchange. - Enhance existing pedestrian routes, particularly north-south connections along Forest Road.	The proposal locates increased density in close proximity to the train station.

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4.5 Shadow Analysis - June 21

As part of the Urban Design Strategy for the Hurstville City Centre, SJB has commissioned a 3D model to be built to conduct built form analysis. The three planning proposals have been modelled to illustrate the impacts upon amenity and character. These images are discussed in more detail as part of each assessment.

Note: The images below are indicative only, and are based on information contained within the package received from Georges River Council on 9 December 2016. Whilst the proposals are only indicative, this exercise can provide some insight into the potential impact of built form envelopes.

Recommendation

- *The overshadowing caused to surrounding properties should be minimised. Ensure that residential private outdoor spaces can receive 2 hours of direct sunlight between 10am-2pm.*

9am

Legend
 --- Site Boundary
 ■ Relevant Planning Proposals
 ■ Public Open Space
 ■ Hurstville Civic Precinct
 ■ Westfield Hurstville
 ■ 37-41 Treacy Street



37-41 Treacy Street

10am



11am

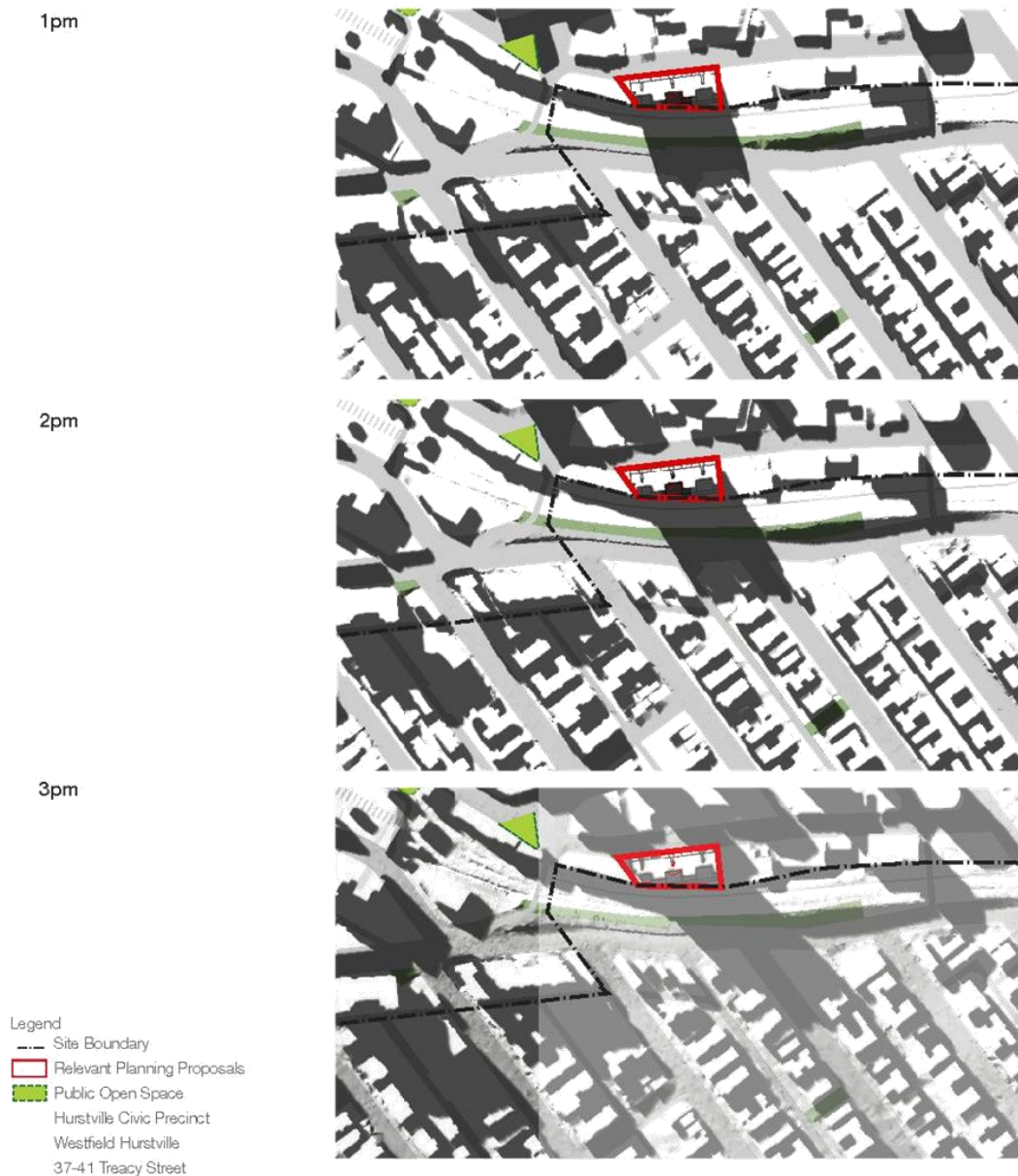


Midday



Legend
--- Site Boundary
Red outline Relevant Planning Proposals
Green outline Public Open Space
Hurstville Civic Precinct
Westfield Hurstville
37-41 Treacy Street

37-41 Treacy Street



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4.6 Visual Analysis

Discussion

The proposal is clearly visible along Forest Road, however it is in keeping with the surrounding context (as shown in orange) including the adjacent developments that have been recently approved or are under currently construction. The development is visible at the end of the Forest Road corridor, and does not impact upon the character of the road, as it is a marker at the end of the road.

Note

The above images are indicative only, and are based on information contained within the package received from Georges River Council on 9 December 2016.



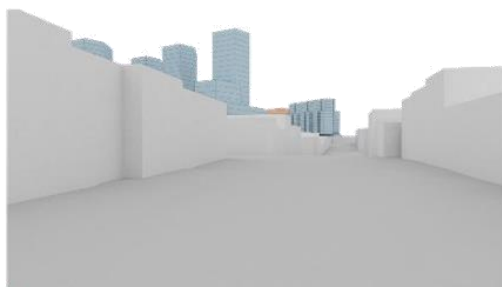
View Locations



① View from Memorial Plaza, looking east down Forest Road.



② View from vacant lot at Hurstville Station North Entrance looking east.



③ View from West Forest Road towards Hurstville Centre.

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4.7 Summary and Recommendations

Summary

The proposal is supported in principle given the program and overall built form are consistent with the adjacent context, and recently approved and completed developments.

The concerns with this proposal are minor and can be resolved at a Development Application stage, including:

- The relocation of the communal open spaces to the rooftops to allow greater passive surveillance and minimise overshadowing;
- Minor safety concerns with shared facilities;
- The rationalisation of the shared and private car parking requirements; and
- That the remaining two sites to the east are not precluded from development and rendered isolated sites.

Accordingly the proposal is supported.

- That a minimum target of affordable housing provision is achieved. In line with the Draft District Plans, our recommendation is a minimum of 5-10%. Given that the predominant demographic resides in rental accommodation, with a median income lower than that of Greater Sydney, Council is encouraged to investigate whether an increased provision may be appropriate.
- That consideration be given to spatial methods able to encourage social interaction.
- The overshadowing caused to surrounding properties should be minimised. Ensure that residential private outdoor spaces can receive 2 hours of direct sunlight between 10am-2pm.

Recommendations

- That the uses proposed are suitable for the site and area, however detailed design is required to ensure adequate street frontage activation.
- That development not preclude neighbouring sites from development.
- That the layout of the building be rearranged to reduce overshadowing to other properties, and enhance the communal open space within the development.
- That the car park be laid out to minimise congestion, and to ensure safety between the public and private car parks.
- That Council require the achievement of a Green Star Rating with the GBCA.
- That the communal open space provide abundant planting and different areas that accommodate a range of activities.
- That the Hurstville City Centre Urban Design Strategy investigate methods for greening Treacy Street to ensure increased amenity for pedestrians and residents.
- That passive surveillance of the street be provided through the design of the building, bringing dwellings closer to the street.
- That consideration is given in the detailed design stage as to the safety of residents and workers due to the shared lobby arrangement from the street and the basement.

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