

## **DESIGN EXCELLENCE PANEL MEETING**

**PROPERTY:**           **286 – 288 Pacific Highway, North Sydney**

**DATE:**                9 June 2010 @ 4.45pm in the Geddes Room

**ATTENDANCE:**    Panel Members: David Chesterman; Philip Graus; Russell Olsson.  
                          Council staff: Geoff Mossemeneer (chair), Nicola Reeve.  
                          Proponents: Denis Leech (architect), Ashton Wendt (Applicant), Tony Duvernet (Applicant).

This application was before the Panel on 11 November 2009 and 3 February 2010. A site inspection was carried out by the Panel and Council staff prior to the meeting on 11 November 2009.

This proposal is a development application that will be determined by the Joint Regional Planning Panel due to the cost of works involved.

### **The Proposal:**

The proposal involves expansion of the North Sydney Sports Medicine Clinic by the addition of two levels on the existing building fronting the Highway and a new multi storey building with four levels of basement parking to the rear fronting Sinclair Street.

### **Background**

At its meeting of 11 November 2009:

The Panel raised concern about the rear of the site located within the residential zoning. The Panel noted that the proposal did not meet the residential development controls regarding height, building height plane and landscape area. The Panel was also advised that the amount of parking needs to be resolved and that may result in less floor space on the site.

Having regard to the surrounding development, the Panel felt that the site should be considered as a transition between Urban development (Fire Station and development on Highway) and Suburban development (heritage dwellings adjoining to the south).

The Panel noted that the eastern side of the street was characterised with high front fencing/wall and street trees and front elevated landscaping.

The Panel did not support the proposed design with regard to the amount of

landscaping provided; the scale of building near the southern residential boundary; the location of driveways; the finishes and the splayed roof of the building. The proposal was unacceptable with regard to scale and context.

The Panel made the following suggestions for a redesign of the rear building:

- Bulk and scale of building should be confined to the northern two thirds of site having regard to the height and setbacks of the Fire Station.
- The southern third of the site should be low scale and used primarily as a landscape buffer to dwellings
- Incorporate a front boundary wall to continue the link between the Fire Station wall and the front wall of the dwellings
- Relocate the exit driveway to where it exists now to allow for large deep planting area in south west corner of site
- Allow for deep planting along the frontage between the driveways which would result in the loss of some of the stacked parking spaces in the basement
- Consider windows in northern wall of building and increase cross ventilation for building
- The north facade of the proposed building adjacent to the fire station building requires refinement. It should not read as a party wall as it will never be built against
- The chamfered architectural elements are not in character with either the adjoining Fire Station or residential buildings, more rectilinear forms should be used
- overshadowing be minimised by a larger setback to the residential buildings.

At its meeting of 3 February 2010:

Amended plans were submitted to Council incorporating a number of the above suggestions of the Panel.

The Panel noted that the proposal still did not comply with any of the residential controls and that it would be difficult to support a proposal that was so non compliant with the zone controls that relate to height, setbacks and site cover. The upper level breaches the height and its removal would reduce the number of non compliances with the current zoning.

The chamfered architectural elements are not in character with adjoining development, more rectilinear forms should be used.

Overshadowing of the adjoining dwelling is still a major issue and further detailed assessment is required to determine the exact impacts on

habitable rooms of the dwelling. The Panel suggested using “sun’s eye” view shadow modelling to identify the parts of the building that cause the worst shadow impact.

### **Amended plans**

Amended plans were submitted by the applicant in response to the above comments. Additional basement parking was provided and demolition of part of the Pacific highway building was included to resolve the overshadowing issue.

The architect Denis Leech provided a presentation of the amended proposal and was available for questions and discussion with the Panel.

### **Panel Comments:**

The Panel noted that the amended plans resulted in an improvement to the neighbour with regard to overshadowing and this will be addressed in more detail in Council’s assessment of the application.

The Panel considered the proposed rear building to be in context with the area and a good transition from the mixed use zone and Fire Station to the residential. The Panel felt that the setbacks were appropriate.

The Panel supported the proposed materials and finishes noting that the brickwork was to be similar to the Fire Station and not the darker colour indicated on the model. It was noted that careful detailing of the brickwork will be important to avoid staining and that fine brickwork detail would assist in the building’s relationship to the surrounding buildings.

The Panel commended the architect for the redesign and having regard to the Panel’s previous comments. All of the concerns raised previously by the Panel have been addressed. The Panel did not comment on any compliance with zoning controls or traffic matters that also need to be assessed by Council.

### **Conclusion:**

The proposal is supported by the Panel with regard to its urban design.

*Meeting concluded at 5.30 pm*

# MEMORANDUM

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**TO:** Nicola Reeve  
**FROM:** Cathy Edwards-Davis  
**DATE:** 27 May 2010  
**RE:** 286 Pacific Highway

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I refer to your request for comments on the proposed development at 286 Pacific Highway, Crows Nest (DA 356/2009). I have read the Traffic Impact Assessment prepared by Trilogy Capital Group Pty Ltd dated 14 May 2010 (F002-AA002808-AAR-02).

## Existing Development

The existing development is three floors and comprises a sports medicine clinic, a physiotherapy practise and a radiology practise. The existing net lettable floor space is 1,445 m<sup>2</sup>. There are 38 existing parking spaces and an additional three spaces for a patient drop off near the building entrance. Of the 38 parking spaces, five are reserved for named staff, ten are for “staff only” and 20 spaces are for patients and visitors. The parking is accessible from the rear of the property in Sinclair Street. Pedestrian access is available via the Pacific Highway and Sinclair Street.

A traffic count undertaken by the applicant demonstrated that the existing two-way vehicle generation is 43 trips per hour in the AM Peak and 30 trips per hour in the PM Peak. The peak demand for parking was 36 vehicles (out of the 38 spaces). The average occupancy rate was 26 vehicles.

There are 89 vehicle movements in the AM Peak in Sinclair Street.

The applicant surveyed the patients who attend the existing medical facilities and found that 84.3% travel by car (driver or passenger). Of those who arrived by car, 81.3% parked on-site, 15.9% parked on-street and the remainder parked elsewhere. The average length of stay for existing patients is approximately 55 minutes.

The existing site has 41 staff with a maximum of 29 staff on-site at any one time. 95% of staff drive to work.

## Proposed Development

The proposed development is for an expansion of the existing sports medicine consulting rooms and associated medical services, to include greater diagnostic equipment and day surgery. It includes expansion of the building and new development to the rear of the site, currently used as an at-grade car park.

The new development incorporates new retail space of 240 m<sup>2</sup> and an additional 3,000 m<sup>2</sup> of medical centre space.

# MEMORANDUM



## Parking

The proposed development has 138 parking spaces on four levels with 18 stacked parking spaces and 3 disabled parking spaces.

12 motorbike parking spaces are proposed.

The North Sydney DCP outlines a parking rate of 4 spaces per 100 m<sup>2</sup> GFA for medical centres in Crows Nest. The parking provided should therefore be as follows:

Development Component	Parking Rate	Parking Required
Retail space – Café (88m <sup>2</sup> )	1 space per 50m <sup>2</sup>	1.76
Retail space – Pharmacy (152m <sup>2</sup> )	1 space per 60m <sup>2</sup>	2.53
Medical usage (4,445m <sup>2</sup> )	1 space per 25m <sup>2</sup>	177.8
Total		182

The applicant was however advised at the pre-DA stage that the parking rate utilised for the expansion of the Mater Hospital would be acceptable, that is 3 spaces per 100 m<sup>2</sup> GFA. This would therefore require 138 parking spaces.

The applicant is proposing that 138 parking spaces be provided. The proposed number of parking spaces is considered to be acceptable.

## Traffic Generation

I generally concur with the applicant's traffic generation calculations. That is the proposed site will generate 140 AM peak trips and 96 PM peak trips, a net increase of 100 AM peak trips and 66 PM peak trips.

The net result on Sinclair Street will see traffic volumes in the AM peak increase from 89 to 189 vehicle movements. I agree with the applicant's statement that this increase in traffic volumes will not bring any capacity related issues to the surrounding intersections.

However, the proposed development may have some impact on environmental amenity. The underlying traffic movements on Sinclair Street are very low.

The functional classification of the street is important when determining the impact on residential/environmental amenity. The RTA's Guide to Traffic Generating Developments states that the environmental capacity performance for a local road is a goal of 200 vehicles per hour and a maximum of 300 vehicles per hour.

It is clear that the proposed development will not raise vehicle volumes above the goal of 200 vehicles per hour. However, the impact of the development will be significant in that there will be such a large and sudden increase in vehicles due to one development, rather than a gradual increase caused by a number of smaller developments over a number of years. Therefore the impact of this increase in vehicles is more likely to be "felt" by the local residents and community.

The definition of the impact on residential/environmental amenity by varying levels of traffic flow is

## **M E M O R A N D U M**

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extremely complex. Perceptions of impact vary greatly from person to person. Traffic flows that one person may find perfectly acceptable may be considered excessive by another. Impact is affected by the nature of the street and the area in which it is located, its width, building setbacks, grades, etc. as well as by the speed of traffic and the mix of cars and heavy vehicles.

### **Driveway Access & Car Park Design**

The proposed development has separate entry and exit driveways. The proposed entry is 4.25 metres wide and the proposed exit is 4.5 metres wide. Given that there are separate entry and exit driveways, there is no justification for such wide driveways. It is therefore recommended that both the entry and exit driveways be restricted to 3.5 metres.

There are concerns with regard to the design and layout of the proposed car park.

The plans show that the internal driveways in the car park are only 3.6m wide. Section 2.5.2 of AS 2890.1 states that a one-way roadway or ramp is to be a minimum of 3.0m plus 0.3m either side for kerbs ie. 3.6m. There is therefore insufficient space for a pedestrian pathway, clear of the vehicles. The nature of this car park is that it is essentially a public car park for use by patients, many of whom will be unfamiliar with the car park. They would not therefore be anticipating pedestrians on these internal driveways. This design will compromise pedestrian safety and is therefore considered inappropriate.

It is not entirely clear from the plans whether people utilising the disabled parking can directly access the lift lobby from the rear of the disabled parking space. If not, it is even more inappropriate to have less mobile people utilising the internal driveway which does not have adequate safe clearance for pedestrians.

### **Loading Dock & Drop-Off Area**

The loading dock and pull-in/drop-off bay are suitable to meet the requirements of the site.

### **Conclusion**

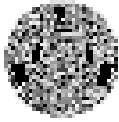
Should this development be approved, it is recommended that the following modifications be made to the design:

THAT the entry and exit driveways are both restricted to being a maximum of 3.5 metres wide at the boundary.

THAT the car park be redesigned to allow separate pedestrian pathways, a minimum 1.2 metres wide, clear of vehicles on the internal driveways.

Yours sincerely

Cathy Edwards-Davis  
**Traffic Engineer**



## Conservation Comments - PDS

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**To:** Nicole Reeve  
**From:** Lucinda Varley  
**Date:** 21 May 2010  
**Re:** DA 356/ 09 – 286-288 Pacific Hwy, Crows Nest  
**Amended documentation received 17 May 2010**

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This Memo supersedes my previous Memo dated 12 October 2009.

### 1. Heritage Status and Significance

- Heritage Item of Local Significance NSLEP 2001
- In the vicinity of other items being: 306 Pacific Hwy (to the north-west) and also the Fire Station at 99 Shirley Rd, located at the rear.
- Not in a Conservation Area
- An unusual Interwar Art Deco two-storey shop building with a degraded scalloped facade clad in glazed terracotta, however, only the upper level of the Pacific Hwy façade has heritage significance. , the street entrance having been unsympathetically modified. A fine example of the style which originally opened as the local gas company office and showroom, the modernity of the style being appropriate to the products displayed therein. The street level has been unsympathetically clad in polished granite and has contemporary-styled frameless glazing. Most of the interior has been altered, however, the internal Art Deco timber and steel staircase remains and a section of pressed tin ceiling remains from the original shop. Original steel windows on the side elevations open onto a light well. The building is currently two storeys on the Pacific Hwy and three storeys at the rear.

### 2. Heritage Impact Assessment

#### a) North Sydney LEP 2001

An assessment of the proposal, with reference to the following Clauses of the North Sydney LEP 2001 has been made:

*44. Heritage Conservation Objectives – The objectives of the heritage controls are to*

*(c) ensure the conservation of heritage items and*

*(d) ensure that development does not adversely affect the heritage significance of heritage items and conservation areas.*

*48. (3)(b) Impact of the development on the heritage significance of the item and its setting.*

No objection is raised to the proposed works as the primary significance of the property, being its Pacific Hwy façade is to be retained. The proposed works will assist in the restoration of the degraded primary façade on the first level as the street level has already been modified. The interior Art Deco staircase, the only remaining large interior original feature, is also to be retained. The proposed addition will replace the existing addition, which has no heritage significance.

*50 Development in the vicinity of heritage items*

The amended design has less of a transitional quality than that originally submitted. The previous design had pitched forms that related to the Fire Station pitched roof forms and assisted as a transition between the Fire Station and the single-storey dwellings. The amended design does not respond to the architectural character, specifically the pitched roof forms, of either the Fire Station (an item) or the residential streetscape in Sinclair St. On its merits however, the Fire Station only has lot boundary curtilage, proposed works will not be viewed in the context of the Fire Station's primary façade and there is also a landscape buffer zone. No objection is therefore made.

#### b) North Sydney DCP 2002

An assessment of the proposal, with reference to Section 8.8 of the North Sydney DCP 2002 has been made with the following elements of the DCP being of note with regard to the proposal:

*f. Setbacks* – No objection is raised to the amended setbacks. The relationship of the proposed works to the adjacent Fire Station is considered to be acceptable as the Station is aligned perpendicularly to address Shirley Road and is approximately 12m from the boundary.

The proposed infill of the two light wells has been satisfactorily resolved with the retention of the original steel windows as noted on the amended drawings.

The setback of the proposed addition approximately 5.2 m on the Pacific Hwy frontage is considered to be acceptable, as the Art Deco façade will remain prominent and the new façade will align sympathetically with the adjacent development at 270-272 Pacific Hwy.

*h. Massing, Form and Scale* – The bulk of the new addition is larger than the original building. No objection is raised however, as the front and rear cannot be perceived simultaneously from either street frontage.

*i. Roof Forms and Materials* - The roof behind the parapet wall is to be retained.

*l. Windows and Doors* – The amended drawings note the retention of the heritage-significant steel windows that relate to the Art Deco stair and the glass block skylight.

*m. Palette of Materials* – The restoration of the primary façade is supported however; it is not shown on the drawings. No objection is raised to the use of contemporary materials in the areas of the proposed new works. It is recommended that heritage consultant select the ceramic tiles.

*n. Colour Scheme* - No objection is raised to the proposed colour scheme for the render and sandwich panels however, the submitted information does not include all elements of the Art Deco façade such as the metal cladding.

*o. Characteristic Detailing* – No objection is given to the detailing of the proposed new works as they are not visible simultaneously from either street frontage. It is noted on the amended drawings that the pressed tin ceilings are to be retained.

*p. Significant Interiors* – The most significant remnant decorative feature, being the Art Deco staircase, is to be retained. Other decorative features are noted for retention on the amended plans.

*q. Fire Safety Upgrade* – A recommended condition is given below.

*r. Car Parking* – No objection is raised to the proposed car parking as it will have no impact upon the heritage-significant fabric of the building.

### **3. Conclusion**

The proposal is considered to be generally acceptable with regard to the retention of the heritage significant Art Deco fabric and with regard to the nearby heritage-listed Fire Station. Concern is raised however, with regard to urban design. The juxtaposition of the strongly horizontal forms and the wide building frontage on Sinclair Street does not transition sympathetically with the one and two storey character of the dwellings, particularly as the latter have pitched roof forms and small bulk and scale.

The following conditions are recommended to ensure that the heritage significance of the building is retained.

#### **A4. No Demolition of Extra Fabric**

#### **C9. Structural Adequacy of Existing Building**

#### **E11. Removal of Extra Fabric**

#### **Fire Safety Upgrade**

Fire fighting equipment, egress and detection system items are to be located sympathetically with regard to the character of the heritage-listed building. While having proper regard to building and fire regulations, notices and signs are to be located sympathetically. Electrical and plumbing services are to be concealed.

(Reason: The fire safety upgrade of the buildings is to have no detrimental impact upon the heritage significance of the buildings.)

#### **Pacific Hwy Façade First Level**

Terracotta tiles to front façade to be repaired and re-pointed to the satisfaction of a suitably qualified and experienced heritage consultant. Compliance with this condition is to be given in writing by the heritage consultant prior to the issue of any construction certificate.



(Reason: To conserve the heritage item.)

#### **Pacific Hwy Façade Street Level**

Ceramic tiles and marble cladding are to be selected/designed by a suitably qualified and experienced heritage architect and are to be sympathetic to the character of the Art Deco façade. Compliance with this condition is to be given in writing by the heritage consultant prior to the issue of any construction certificate.

(Reason: To be sympathetic to the heritage item's primary façade.

#### **Exterior Colour Scheme Pacific Hwy Façade**

Exterior colour scheme to the Pacific Hwy façade to be selected by a suitably qualified and experienced heritage consultant, including the existing metal cladding on the parapet.

(Reason: To retain the significance of the item and integrate the new additions.)

**Lucinda Varley**  
**CONSERVATION PLANNER – PDS**