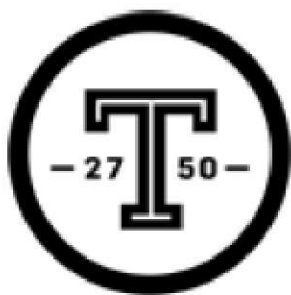


Thornton North Penrith: **Invited Design** **Competition for Lots 3006** **and 3010: Jury Report**

Prepared on behalf of Thornton North Penrith Pty Ltd



Introduction

This report outlines the Jury's decision for the Invited Design Competition for Lots 3006 and 3010 at Thornton North Penrith.

The purpose of the competitive design process (as articulated in the Competition Brief) was to demonstrate that design excellence can be achieved in accordance with the Clause 8.4 of the Penrith Local Environmental Plan 2010.

Clause 8.4 of the LEP states:

- (3) *Development consent must not be granted for any of the following development on land to which this Part applies unless an architectural design competition has been held in relation to the development:*
- (a) *Development in respect of a building that is, or will be, greater than 24 metres or 6 storeys (or both) in height,*
 - (b) *Development that has a capital value of more than \$1,000,000 on a key site identified on the Key Sites Map,*
 - (c) *Development for which the applicant has chosen to have an architectural design competition.*

The design competition follows the endorsement of the Competition Brief by the NSW Government Architect's Office (delegated by the Director General) and Penrith City Council.

The Jury members for the design competition are:

- Professor James Weirick (Chair) – Program Director – Urban Development and Design UNSW
- Brett Newbold – Penrith Design Review Panel and Urban Design Expert
- David Randerson - Director of DKO Architects

The competing architects were:

- Group GSA
- Rothelowman
- Nettleton Tribe

Design Competition Brief

A brief for the design competition was prepared by the applicant prior to the competition process commencing. A copy is attached at **Appendix A**.

The brief outlined:

- The site description
- Overview of planning controls and planning approval process relating to the site
- Vision and objectives for the design competition
- Design competition programme and deliverables
- Assessment criteria

In summary, the vision for the design competition was as follows:

The vision for the competition is to design an efficient, commercially viable residential flat building which is sympathetic to the surrounding built form context, and in particular the recently approved buildings in the 'Thornton' Masterplan. The design must be reflective of investor requirements, however maintain design excellence.

The design should:

Stimulate imaginative architectural and urban design proposals that achieve design excellence in terms of diversity of architectural response.

Respond to the site's context and the constraints and opportunities of the site.

Deliver a high standard of architecture and urban design as well as materials and detailing.

Deliver a proposed form and external appearance that will improve the quality and amenity of the public domain.

Deliver excellence in internal apartment design and layout, including circulation and shared spaces.

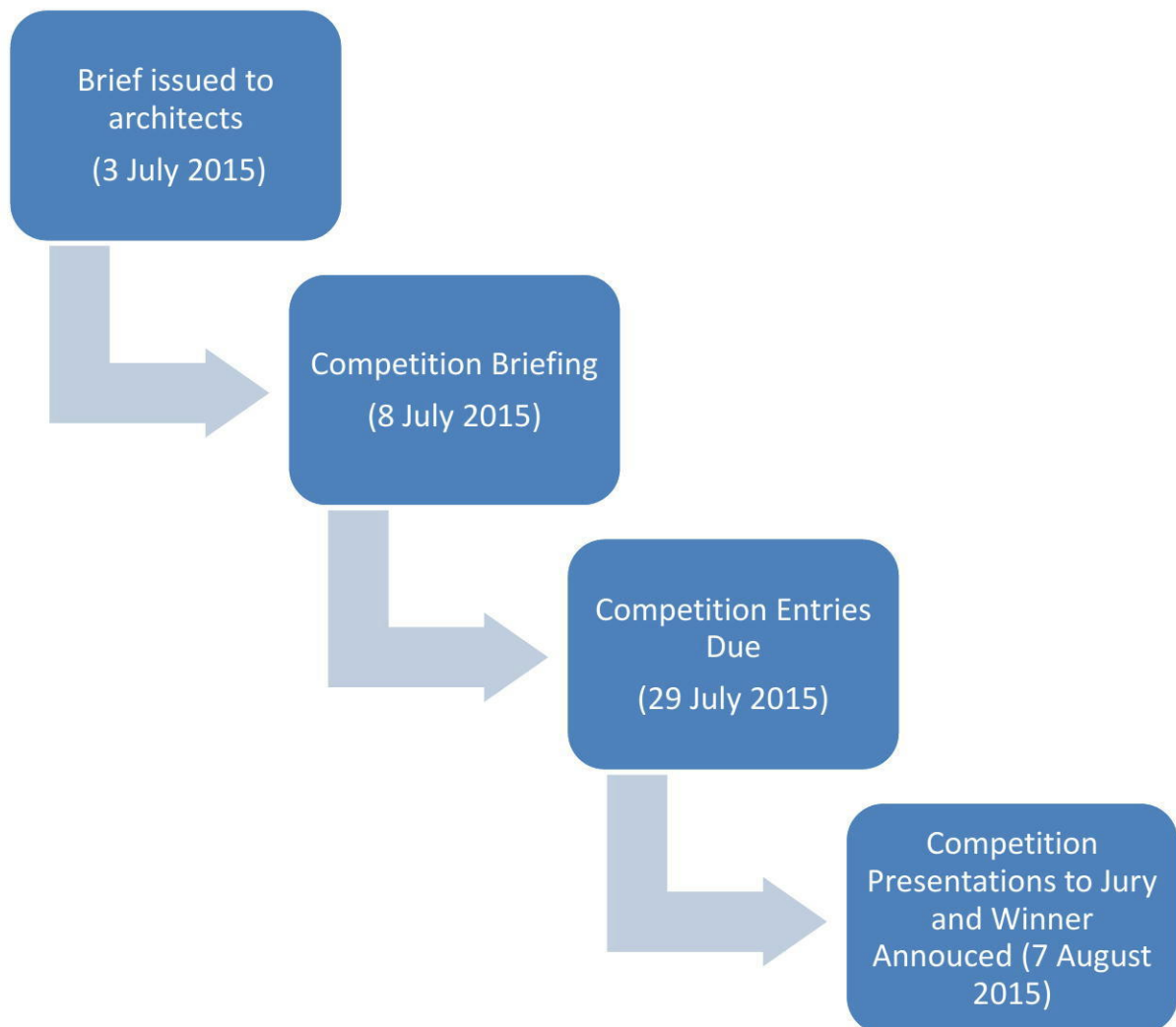
Maintain a positive relationship with adjoining sites and surrounding buildings.

Maximise opportunities for Ecologically Sustainable Design ("ESD").

Ensure the outcome is financially feasible and buildable.

Overview of Competition Process

Following endorsement of the Competition Brief (3 July 2015) Thornton North Penrith Pty Ltd formally commenced a design competition managed by Urbis which has followed a 3 week timeframe as per the table below:



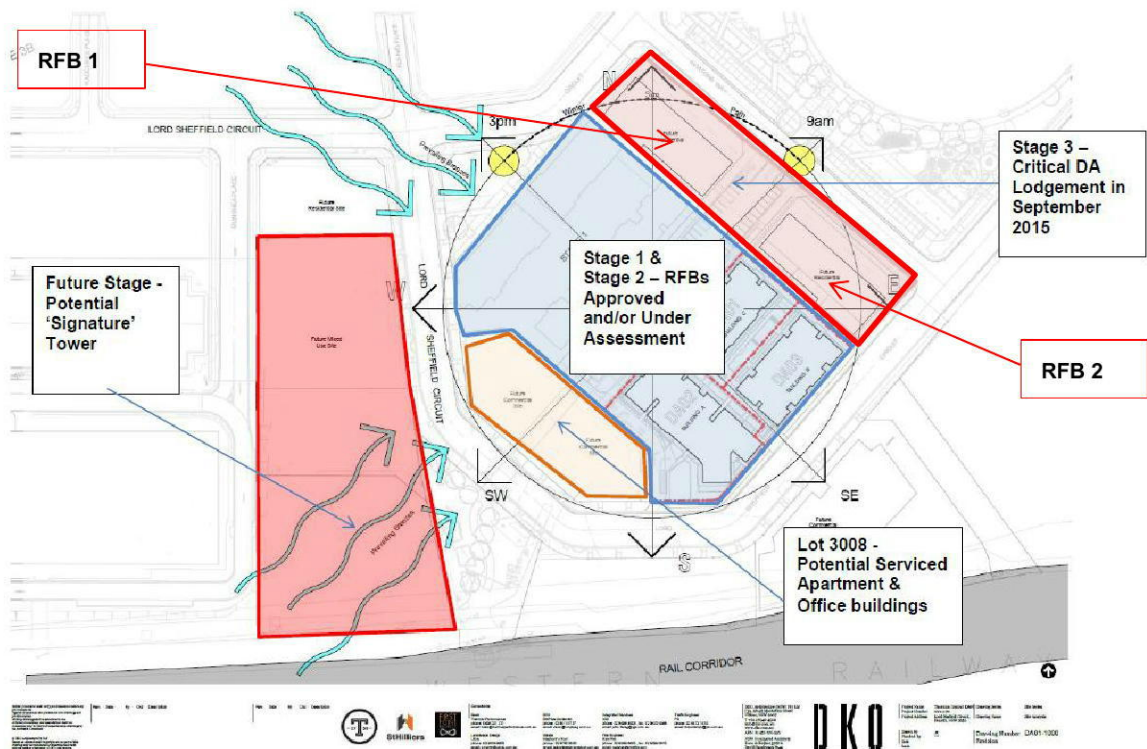
The Site

- The subject site is located in the Thornton Estate (refer to detailed description in the Thornton Masterplan Report (prepared by DKO Architects) which is located to the north of the Penrith City Centre.
- The apartment or 'town centre' precinct is located directly adjacent to the Penrith Railway Station.
- As shown in the figures below, the sites subject to the design competition are located directly adjacent to 'Smiths Paddock' oval which has great north-eastern orientation.
- The subject site is broken into two separate land parcels (separated by a public road), and will be expected to accommodate two separate residential flat buildings.

FIGURE 1 – SITE LOCATION PLAN WITHIN THORNTON ESTATE



FIGURE 2 – SITE LOCATION WITHIN APARTMENT PRECINCT



Jury Presentations

The Jury met at Urbis' office on 7th August 2015 and received presentations from the competitors. Each competitor was allocated one hour of time, consisting of 30-40 mins presentation and followed by 20-30 minutes of questions and discussion from the Jury.

The presentations received were as followed (and in the following order):

GROUP GSA

Group GSA presented a scheme which broadly consisted of:

- 178 units in two 8 storey buildings with a GFA of approximately 12,716m²
- Vehicular access to Lot 3006 of the southern boundary of the site adjacent to Lot 3007, and vehicular access to Lot 3010 on the northern boundary of the site adjacent to Lot 3009.
- 2 basement car parking levels providing 196 car parking spaces in total.

FIGURE 3 – VIEW FROM NEW STREET TO SMITH'S Paddock



FIGURE 4 – VIEW FROM LORD SHEFFIELD CIRCUIT



ROTHELOWMAN

Rothelowman presented a scheme which broadly consisted of:

- 167 units in two 8 storey buildings with a GFA of approximately 12,230m²
- Vehicular access to Lot 3006 on the southern and northern boundary of the site adjacent to Lot 3007, and vehicular access to Lot 3010 on the southern boundary of the site adjacent to Lot 3009.
- 3 basement car parking levels providing 190 car parking spaces in total.

FIGURE 5 – VIEW LOOKING SOUTH



FIGURE 6 – VIEW LOOKING WEST



NETTLETON TRIBE

Nettleton Tribe presented a scheme which broadly consisted of:

- 182 units in two 8 storey buildings with a GFA of approximately 12,774m²
- Vehicular access to Lot 3006 of the northern boundary of the site adjacent to Lot 3007, and vehicular access to Lot 3010 on the southern boundary of the site adjacent to Lot 3009.
- 2 basement car parking levels providing 190 car parking spaces in total.

FIGURE 7 – VIEW LOOKING WEST



FIGURE 8 – VIEW LOOKING NORTH



Jury Consideration & Verdict

At the conclusion of the competition a discussion was held where the proposals were re-examined by the Jury in relation to the competition brief which included compliance with the planning brief, commercial Brief, design brief and the buildability of each scheme.

The Jury concluded that the following features of the GSA scheme were considered exemplary, and confirmed that scheme as the outright competition winner:

- In general, building forms and facades are very well-composed and would provide effective contrasts to Stages 1 and 2 of the Thornton Apartment project.
- Building forms have been shaped in response to significant contextual considerations that include public domain sight lines, and provide positive backdrops to prominent street corners and a major local open space.
- Building forms also have been shaped to maximise residential amenity in terms of potential views from apartments, together with effective sun lighting and ventilation for apartments.
- Street-level courtyards and "vertical bands" of glazed lobbies have responded effectively to the configurations of building forms and courtyards in Stages 1 and 2 of the Thornton Apartment project, and accommodate sight lines from those neighbouring courtyards through to Smiths Paddock.
- Building forms have been articulated effectively, and incorporate coherent compositions of solid and transparent elements that would provide positive backdrops to prominent street corners as well as to Smith's Paddock.
- Facades incorporate a reasonable diversity of materials and finishes which have been composed effectively, as well as moderating the scale of each building, contributing to climate control for apartments, and incorporating a well-modelled brick base storey that provides a suitably-civic backdrop to all street frontages.
- Ground floor layouts and the orientation of lobbies have responded directly to pedestrian desire lines which are emerging features of this locality, and incorporate entrances as well as courtyards which look toward the station and city centre or Smiths Paddock.
- Apartment floorplans have been well-resolved, and achieve high levels of amenity within modest floor areas, as well as providing a degree of variation in dwelling types which not only contributes to amenity but also has direct and positive impacts upon articulation of building forms and facades.
- Communal areas (which include lobbies, common corridors, and open spaces at street and roof levels) are well-considered, and are likely to encourage positive

social interaction between residents as well as contributing to safety and security within the development.

- The structural layout is logical and simple, and facades incorporate a variety of straightforward elements which would not entail significant construction costs.
- The scheme responds positively to design principles in SEPP No 65, and to design excellence criteria which are specified by the PLEP 2010.

Several minor or detailed aspects of the design concept are not yet satisfactory, but may be remedied by simple amendments. Amendments should maintain the level of design quality which has been achieved by exemplary elements of the scheme (that were noted previously):

- Sightlines from western courtyards through to Smith's Paddock should be enhanced by widening of the "eastern" light shafts:
 - Light shafts on eastern sides of the common corridors should have minimum widths of 2.5m.
- Garbage stores and loading areas in both buildings are not viable or satisfactory, and require redesign:
 - The dock on Lot 3006 should be reoriented to face the New Road, and should be supported by complementary redesign of the garbage room, removalists' access corridor and basement egress stair as well as by reconfiguration of kerb-side parking along the New Road.
 - Shared management of garbage collection by Lots 3006 and 3010 is not appropriate, and the north-western corner of Lot 3010 should be redesigned to accommodate a loading and delivery dock which faces the New Road (assisted by deletion of the common room that is too small to make an effective contribution to residential amenity).
 - Entrances to dock areas should be designed to screen or conceal storage areas, and should not compromise streetscape quality or the safety and amenity of pedestrian access from the New Road to apartment lobbies.
- Pedestrian links from western courtyards at street level to Stages 1 and 2 of the Thornton Apartment project have not been clearly resolved:
 - Detailed landscape design should allow barrier-free access between western courtyards on Lots 3006 and 3010 through to the neighbouring central courtyards in Stages 1 and 2.
- Lot 3010 requires a sub-station in a location which would satisfy authority requirements without compromising streetscape quality of the current scheme:

- One possible location is next to the timber decked area facing Lord Sheffield Circuit, where a substation could be accommodated by shortening the deck and providing a masonry balustrade as a backdrop.
- Elevations require design development to achieve appropriate fire separation and provide reasonable climate control for apartments:
 - Fire-separation measures should be confirmed in relation to the curtain wall elements which are distinctive features of prominent building corners. If fire separation demands alternative design measures for these curtain walls, then proportions and transparency which are signature elements of the current concept should not be compromised. Possible use of external spandrels would require very careful design resolution.
 - Western elevations should incorporate effective sun-control elements which complement the architectural composition of these facades.
 - Overhanging roof forms at northern corners should be consistent with BCA requirements.
- Apartments at the south-eastern corner would benefit from minor-redesign:
 - "Inboard" relocation of the external fire stair would accommodate a wider-fronted suite of living areas which would enjoy more-extensive views and improved sunlight.
- Roof-top communal gardens require design development:
 - Gardens would be a unique feature and therefore likely to enhance appeal of the development. However, fire safety issues - which may have significant cost-implications - must be resolved. In addition, detailed landscape design should allow concurrent use of each rooftop by a number of separate groups or individuals.
- With regard to communal spaces, the following points were noted:
 - Numeric compliance with *Apartment Design Guide* requirements for communal open spaces was considered unnecessary due to proximity of public open spaces and amenities within the city centre.
 - Sitting areas adjacent to lift lobbies are unlikely to encourage social interaction and, on that basis, are not necessary. However, there is no inherent objection to retention of those spaces.

Next Steps

Due to the extent and detail of design amendments which the Jury has recommended, the revised concept should be presented to Jury members for further review prior to the lodgement of any development application. That review may be achieved via emailed correspondence, and would not require a formal meeting.

Subject to the Jury's positive appraisal of the amended concept, and due to the role of Brett Newbold as Penrith City Council's jury nominee, there would be no need for a formal review of development application plans by Penrith City's *Urban Design Review Panel*.