

Proposed shop-top development at 187-203 Peats Ferry Road & 2-6 Dural Street, Hornsby

Application Number	DA/201/2018
Assessing Officer	Matthew Miles
Applicant/Proponent	Lyon Tanner Hornsby P/L
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DEP Members	Gabrielle Morrish, Jon Pizey, Jon Johannsen (chair)

Introduction

This report summarises the collaborative DEP response to further design amendments submitted by Jacobs on 6 September 2018, to address concerns raised previously by the DEP against the design excellence principles of Hornsby LEP 2013 CL.6.8.

Overview Assessment

The DEP appreciates the additional work undertaken, and considers that this mixed-use scheme of 249 residential units, retail and commercial space, day care centre and associated services and basement parking for 482 vehicles, now satisfies the required design excellence objectives to enable its finalisation as a DA submission.

4.5.1 Desired Future Character

Although there are still some concerns with the podium expression, the scheme generally has a well-considered and detailed architectural language capable of establishing a quality precedent in relationship to the future character of the surrounding urban and civic precinct, and the three heritage structures on the site.

4.5.2 Design Quality – SEPP 65

The proposal meets the intent of the ADG and SEPP65 objectives, albeit with minor numerical non-compliances to the HDCP 2013 that can reasonably be justified for achieving urban design quality and civic potential.

4.5.3 Site Requirements

The DEP considers this amended scheme has successfully addressed the primary site interface issues, and created better opportunities to enhance the potential of the DA proposal in relation to surrounding sites. The effort to improve through site links and perimeter amenity has also been noted.

4.5.4 Scale

The additional articulation and 3D urban views for the envelopes of both Towers A and B has largely been able to address DEP concerns on the appearance of excessive bulk. While the DEP members

did express differing views on the relative impacts of projections over setback zones, there was consensus that a satisfactory resolution had now been achieved.

With respect to the apparent bulk of the towers, the proportions now create more slender elements with better vertical expression within the overall footprints as per HDCP 2013 CI 4.5.4.

4.5.4 Floor Plates

Tower A now has a footprint that is now set back from the western boundary at levels above the podium, and helps minimise the impacts on the corners with the adjacent heritage building.

For Tower B the further amendments to the floor layouts have enabled a vertical recess that helps façade articulation to overcome the impression of relative bulk along the long Peats Ferry Road elevation.

4.5.4 Height

The additional height sought under a Clause 4.6 Variation now appears justified. With proposed roof terraces to both buildings intended for communal uses, inclusion of extra height for access and amenities should be acceptable given no environmental impacts are created.

4.5.5 Setbacks

There are still some non-compliances for both Towers A and B to building setback provisions under HDCP 2013. On Tower B justification should not be an issue with their relatively minor nature, and other articulation that has been achieved.

On Tower A the balcony on the north western corner facing is now completely over the setback zone for the full height of the tower. A slight adjustment to the living area layout could see it open onto the other balcony with similar small intrusion into the setback zone as occurs for Tower B. There was also concern about balconies of the top levels shifting out to overhang along the western boundary. However, with consideration of the more generous lower setbacks at the corners adjacent the heritage property 'Norwood', the consensus was that these could be reasonable concessions.

4.5.6 Open Space

With the enhanced opening to the central courtyard and access connection from the north, and better resolution on the podium arcade links, the DEP considers a more satisfactory relationship is now achievable with the surrounding public open space.

4.5.6 Landscaping

The amended scheme indicates increased potential for enhanced landscape concepts and structure to be integrated with the architectural plans, and thereby improve the future interface with Hornsby Park and the access road to Hornsby Aquatic Centre.

Scope was also apparent for further vegetation screening along the western elevation adjacent the heritage property 'Norwood' to assist in softening this relationship at podium level.

4.5.8 Privacy and Security

Generally the proposed amendments at podium levels improve the response to CPTED principles, and the extension of active frontages and overlooking of surrounding public domain will assist passive surveillance. The more direct and legible access to the entry lobby for Building A is also a distinct improvement.

4.5.9 Sunlight and Ventilation

The Jacobs correspondence of 5 September 2018 indicates that while the Solar Analysis shows minimal impacts on 8 Dural Street, there are still possible issues with achieving ADG compliance on 5-9 Dural Street, and as noted further clarification will be needed so show how these compliance is achieved.

With only 11 units out of 28 receiving 2 hours sun or more (ie 39% where the target is 70%), the ADG requires that sun should not be reduced more than a further 20%. That would necessitate solar access of 2 hours or more for at least 9 units out of those 11 units, but the table indicates only 7 units achieve this. With Units 27 and 28 being 110 minutes, more graphic demonstration of solar access with detailed sun penetration diagrams should be undertaken to demonstrate compliance for the requisite areas within living spaces.

4.5.10 Housing Choice

The mix and configuration of units and adaptable provisions appear well resolved.

4.5.11 Vehicle Access and Parking

There appears to be a balanced resolution between parking and vehicle access, and impacts on available street-front activation and the footpath access to the child care centre. The degree of street edge sterilisation has been minimised with amendment to the retail frontage and a more legible site entry off Dural Street.

4.5.12 Public Domain and Traffic Management

The DEP now considers that ground level relationships of the proposal with the adjacent public domain have the necessary design resolution, and potential to improve both amenity and activation while minimising impacts of access privatisation around the development.

4.5.13 Design Details

While the DEP was impressed with the overall attention to architectural detail and material proposals, there are still shared concerns with the podium expression and how this can be successfully realised.

This 'brise-soleil' screen will need further explanation and renders to address what the precedent images suggest, with heavy red brick that feels dark and quite imposing, and relatively solid if viewed obliquely. There needs to be clearer detail of how these materials and colours can be used to express the podium facades in a more contemporary manner, beyond brick and concrete reminiscent 60's or 70's suburban commercial buildings. This is particularly important should the project be subject to change of ownership that sees a different team and interpretation of the intended design aesthetic.

Conclusion

The DEP therefore concludes that the current scheme, with further input requested, should be able to progress to a full DA proposal, and trusts the potential to achieve a high quality design outcome is maintained.

END