

S75W MODIFICATION PROPOSAL FOR STAGE A, SHEPHERDS BAY

SUMMARY OF 1st DESIGN INTEGRITY PANEL MEETING

The following is a summary of the comments made by the Design Integrity Panel (DIP) at their meeting held on 3/11/17 in relation to a proposed modification by Holdmark to the winning Design Excellence Scheme (DEXS) of Cox Richardson/Kennedy Associates for Stage A at Shepherds Bay, in order to lodge a new S75W application.

This S75W application will be a fresh modification in response to the recommendation, for both the original Concept Plan and subsequent modification, by the NSW Department of Planning & Environment for a 15-storey envelope on the Stage A site (ultimately reduced to 10 storeys by the NSW Planning Assessment Commission on 16 January 2017).

Attendees

- Sue Francis - City Plan Strategy & Development P/L (Convenor) - SF
- Carlo Di Giulio - City Plan Strategy & Development P/L (Convenor/minute taker) - CD
- Gabrielle Morrish - GMU (DIP member) - GM
- Chris Johnson - Urban Taskforce (DIP member) - CJ
- Joe Agius - Cox Richardson (Architect) - JA
- Vicente Castro - Cox Richardson (Architect) - VC
- Gavin Carrier - Holdmark (Proponent/Observer) - GC
- Kevin Nassif - Holdmark (Proponent/observer) - KN
- Jasna Stajic - Holdmark (Proponent/Observer) - JS

Absent

- Olivia Hyde - NSW Government Architect, Director of Design Excellence (DIP member)

Summary Notes from Meeting

- SF provided a summary of development and statutory planning approvals relevant to the Shepherds Bay precinct as well as the history of the recent approval which will be the subject of the s75W mod.
- SF stated that the previous proposal for Stage A as part of the most recent S75W application was reduced to 10 storeys by NSW Planning Assessment Commission

(PAC) and confirmed that the DPE recommended approval for a 15 Storey envelope of the proposal.

- SF indicated that the current proposal (15 storeys) has less GFA than the originally approved concept envelope but does not seek to increase the currently approved dwelling cap or parking cap (the previous S75W did).
- There was general discussion by attending DIP members that design excellence, as required by the Concept Approval, cannot, in their view, be delivered as part of a 10-storey envelope and it would be particularly difficult to deliver design excellence in the envelope allowed by Concept Approval MP09_216 (Mod 2).
- GM questioned whether additional substations have been added along proposal's Church Street frontage. JA states that this will have to be confirmed, but doesn't believe this had changed since last scheme which was endorsed by DIP.
- GM queried what changes have been made since the previously endorsed scheme; noting that changes appear to have been made to pedestrian accessibility to the publicly accessible plaza.
- JA stated that since the previously endorsed scheme, relevant authorities were approached to refine the proposal. RMS and TfNSW raised safety concerns with unlimited access to the publicly accessible plaza from adjoining roads and required a fence. JA stated that in response to the proposed fence, landscaping was provided around part of its perimeter to control access.
- JA described further amendments to Stage A proposal since proposal submitted as part of previous S75W. The intent was to maintain as much of the Design Excellence Competition winning scheme as possible. As such, the main change was simply a reduction in height to 15 storeys, with negligible changes to the facade. Internally, on lower levels, serviced apartments will now be provided in lieu of residential dwellings. Residential uses will be limited to 42 dwellings on upper levels - this equates to the maximum available under the existing 2033 dwelling 'cap'. The overall envelope would include basement parking, a supermarket and other commercial tenancies within any podium, serviced apartments above the podium, and residential dwellings on the upper most levels.
- JA further described that serviced apartments would be dual key. Shared recreational facilities atop the podium would be provided for visitors of the serviced apartments and occupants of the dwellings, SEPP 65/ADG solar access and natural ventilation controls are satisfied. Less parking is provided compared to the previous S75W proposal as overall intensity has reduced. There were minimal changes to the elevations in order to maintain integrity with the Design Excellence Competition winning scheme.
- GM suggested providing a 10-storey scheme, based generally on the design approach of the current 15 storey proposal, as a means of testing whether design excellence could be delivered in a 10-storey envelope.
- GM stated that the currently approved envelope is almost a uniform 10 storey envelope which wouldn't allow for a sufficiently interesting envelope when spread across such a large footprint. The intended podium + 15 storey tower envelope breaks down scale and allows for visual interesting forms.
- JA further stated that due to requirements for Design Excellence, a higher standard of finishes (fenestration, finishes, roof top heritage interpretation etc...) have been included in the proposal. There are higher costs associated with these elements. With a 10-storey scheme, it would be difficult to deliver other public oriented features at all, or to a suitable standard, such as the heritage re-interpreted 'shed', or the publicly accessible plaza.

- GM suggested gross floor area (GFA) previously allowed by Concept Approval may be compromised in terms of quantity and quality. JA confirmed that GFA allowed by currently approved envelope for Stage A is less than the envelope provided by Mod 1.
- CJ reiterated and reaffirmed the characteristics which guided the Design Excellence Competition, being that 'Stage A is a landmark site, it is important to achieve a relationship to the heritage listed bridge as well as the river, a vertical element would provide a visually interesting feature to the majority of horizontal building envelopes throughout Shepherds Bay etc....' CJ stated that these were critical reasons behind the Cox Richardson/Kennedy Associates entry being the winning scheme and they should be retained. CJ doubted whether they can be delivered in a 10-storey envelope.
- CJ and GM stated that because design excellence is a key issue, PAC members need to be skilled in this area, or need relevant advice.
- DIP members and JA agreed that 10 storeys is a poor urban form in this location.
- CJ stated that the proposal's dominant tower component creates visual interest, which is an important factor in achieving design excellence.
- Overall, the DIP did not raise any particular concerns with the amended scheme. The DIP wished to see the same general design approach in a 10-storey envelope to test whether design excellence could be achieved before any final endorsement is given to the proposed 15 storey scheme. The DIP members suggested this could be done in electronic format.
- It was agreed to forward this further information to the DIP so that they can formally provide their input.

Gabrielle Morrish

Date: 29.11.17

Chris Johnson

Date: 21.11.17

NOTE: Please refer to separate attachment which contains comments from Olivia Hyde.

Mia Music

From: Olivia Hyde <Olivia.Hyde@planning.nsw.gov.au>
Sent: Tuesday, 21 November 2017 7:34 AM
To: Carlo Di Giulio; Gabrielle Morrish; Chris Johnson
Cc: Joe Agius; Vicente Castro; Gavin Carrier; Jasna Stajic; Kevin Nassif; Sue Francis; Brendon Roberts
Subject: RE: Stage A Shepherds Bay | Summary notes from 1st DIP meeting

Hi Carlo,

Sorry for the delay.

That's all fine – obviously I won't sign as I wasn't there. I think the review of a 10 storey option by the DIP is sensible.

Not for the minutes, but in terms of next steps, a few comments based on the information provided below.

Public domain:

I am concerned at the impact on the public square that the traffic safety issues appear to be having. Could you please ask the architects to also look at an alternative that provides a footpath along Parsons Street, within your setback if necessary, so that the square can step down rather than present a wall and balustrade along the street – or other similar measures.

The loading bay in and out roads are also having a major impact on pedestrian amenity along Church and Well Streets. This needs to be addressed / minimised. Church street is already a very hostile environment.

I am also concerned at the impact the parking entry off Parsons street is having on the 'shed' retail – can you please clarify as this is not clear in plan but appears to be substantial in the renderings.

Please clarify the noise mitigation measures for apartments (serviced and otherwise).

Please confirm maximum depth of apartments.

Please send a commercial floorplan, this appears to be missing from the set.

Many thanks,

Olivia



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