



- Design + Sustainability Advisory Panel Meeting Report – Date 24 October 2024

DA2024/1310 – 2 Sydenham Road Brookvale

PANEL COMMENT AND RECOMMENDATIONS

General

This is an application for a 4-storey plus 1 mezzanine light industrial development including a ground floor takeaway, 2 levels of basement car parking and signage.

DSAP reviewed an earlier proposal for this site on 27 June 2024 (PLM2024/0043).

The proposal has been amended to address the recommendations arising from the PLM2024/0043 with Council, including but not limited to:

- An addition of a fourth level, increasing the height to 18.0 metres.
- Increasing the front setback for the upper levels along Sydenham Road to 4.5 metres.
- The industrial units have been orientated to Charlton Lane.
- Ground-level activation is provided to both street frontages.
- Servicing access relocated to Charlton Lane.
- Changes to materiality and building form as indicated in the elevations.

Strategic context, urban context: surrounding area character

The site is located in the E4 General Industrial zone and currently accommodates a 2-storey industrial building. The site is flat and does not have any significant environmental features, including trees. Adjoining and surrounding development is characterised by industrial and warehouse uses.

The proposed development exceeds the height provision of 11.0 m in Warringah LEP 2011. The proposed development complies with the revised height limit contained in the Brookvale Structure Plan. This new height limit will not come into effect until the Northern Beaches LEP is made in the future. On the grounds that the Brookvale Structure Plan has been endorsed by Council and has been through public consultation, as well as the existence of the surrounding industrial context, the Panel is supportive of the proposed height, however is mindful of the planning issues regarding the timing of the new height controls under the future comprehensive LEP

Recommendations

1. Provide supporting evidence that the proposed additional height included in the BSP does not cause unacceptable environmental impacts on the surrounding context.

Scale, built form and articulation



Council's DCP control for a front boundary setback is 4.5m from Sydenham Road and Charlton Lane. The proposed development complies with that control on upper levels on Sydenham Road. At ground floor level the proposed marginally exceeds the Council recommendation with a 5.4m setback.

The proposal sets back the ground floor by 4m from Charlton Lane. Upper levels are set back between 0.6m to 1.5m in a pattern of splayed wall panels.

The proposal provides landscaping in both the Sydenham Road and Charlton Lane setback areas. A pedestrian path approximately 3m wide is provided within the Charlton Lane setback area.

These proposed setbacks from Sydenham Road and Charlton Lane are supported by the Panel as :

- a. The Sydenham Road setback complies with the DCP;
- b. Charlton Lane is a lane, not a street and pedestrian amenity is increased compared to the current building setback from the lane, with a pedestrian path within the subject site;
- c. The elevation to the lane is well articulated by splayed wall panels;
- d. Landscaping is provided in the Sydenham Road and Charlton Lane setback areas.

Recommendations

2. Ensure that the ground floor structure is designed to minimise the number and size of columns within the pedestrian path in the Charlton Lane setback area.

Access, vehicular movement and car parking

The proposed location of the loading bay and goods lift at the southern end of the site is supported, as it avoids interruptions to pedestrian access for the majority of the length of the Charlton Lane frontage. The current proposal to share the pedestrian entry with the loading bay is not supported, as pedestrian amenity and the arrival experience would be compromised by the existence of a parked truck in the loading bay and poor ground-level materiality due to oil and dirt from trucks accumulating over time.

A better pedestrian experience would be created by providing a separate pedestrian path beside the loading bay, possibly demarked from the loading bay by a narrow strip of landscape or a change of paving. This would be best located north of the loading bay so that pedestrians would not need to cross the loading bay and the loading bay could remain adjacent to the goods lift. This approach would require a minor reduction in lettable floor area and the rearrangement of services inside the entry, however, the benefits to all building occupants would offset this reduction in floor area.

Recommendations

3. Separate the ground-level pedestrian entry path from the loading dock to enhance pedestrian amenity.

Landscape

The landscape strategy is generally supported. Activation of the corner with the fast food outlet to the north-east provides a sunny meeting place. To enhance the landscape outcome see the recommendations below.

Recommendations

4. Ensure the proposed tree at the street corner does not screen solar access to the area outside the fast food outlet.



5. Replace the small *Tristaniopsis* trees with a large narrow/tall endemic clean-trunked eucalyptus species to better suit the building's impressive form and reduce the scale to the street. Ideally, coordinate with Council to match species with the street trees adjacent so it forms a grove.
6. Review the basement footprint and do a set down at the Charlton Lane so the planter provides access to deep soil adjacent.
7. Substitute *Murraya* shrubs with small endemic trees eg. *Tristaniopsis*.
8. Increase canopy cover through the above measures and potentially look at green roofs to further reduce heat load.

Amenity

Good amenity for building occupants will be achieved by the provision of good natural daylighting and natural ventilation and by maintaining acceptable internal temperatures without relying entirely on air conditioning. All windows should be openable. Ceiling fans should be installed. Ventilating skylights should be provided to the top floor while minimising the number to minimise heat loss and gain.

The top floor is a wide, undifferentiated space with a low ceiling which could be visually oppressive. A minimum ceiling height of 3m is recommended.

Recommendations

9. Maintain acceptable internal temperatures without relying entirely on air conditioning.
10. Make all windows openable.
11. Install ceiling fans.
12. Introduce a small number of ventilating skylights to the top floor.
13. Increase the proposed ceiling height of the top floor.

Façade treatment/Aesthetics

The facades are well-proportioned and well-composed. This minimal aesthetic relies on good quality materials, detailing and workmanship to ensure consistent quality and to avoid unsightly staining and streaking of surfaces. The proposed incised lettering in the street façade is a sophisticated and appropriate form of lettering. Careful attention to the detailing of this and other concrete details should ensure a high quality façade and aesthetics.

Recommendations

14. Prepare extensive documentation and detailing of the façade and roof structures to ensure design quality.

Sustainability

The design could be improved in a number of ways in terms of sustainability.

Recommendations

15. Note that all services should be electric – avoid gas for cooking, hot water and heating.
16. Heat pump systems for providing electric hot water should be considered, which can be considered a de facto battery if heated by PVs during the day.



17. On-site battery storage has benefits for the grid and may be a highly desirable backup during the transition to a de-carbonised grid
18. The efficacy of the PV installations indicated can be greatly enhanced when placed over a green roof, which has additional ecological benefits.
19. Note where EV charging points (Min 15 amp) to suit level 1 charging are provided. Also consider charging and storage for E-Bikes.
20. Passive design and thermal performance of building fabric:
 - Consider investing in higher than the minimum Section J requirements in preparation for the changing climate we are experiencing.
 - The inclusion of ceiling fans in all rooms will provide comfort with minimal energy while reducing the need and energy required for air-conditioning.
21. Water use minimisation
 - All fixtures and appliances should be water-efficient.
 - Identify where the water storage for rainwater from the roofs will be included, and ensure it is plumbed to the landscaping and toilets.
22. Materials

With a new era of NABERS, consider the following approaches to reducing the embodied carbon of the project:

 - i. Simplified structures and reduced spans to reduce the amount of steel reinforcement and concrete required.
 - ii. Optimising the quantity of space required.
 - iii. Dematerialising wherever possible (eg bare concrete floors, reduced tiling etc).
 - iv. Designing for long life for the overall building and how to address different time frames for structure, envelope, services, fitouts etc.
 - v. Consideration of using biogenic materials such as timber for structure.
 - vi. Using low embodied carbon concrete, recycled steel and recycled materials wherever possible.

PANEL CONCLUSION

The Panel generally supports the design approach taken however the Panel's recommendations will need to be integrated into the design to gain the Panel's full support. The proposal does not need to return to the Panel.