



Design + Sustainability Advisory Panel Meeting Report – Date 28 November 2024

## **PANEL COMMENT AND RECOMMENDATIONS**

### **ITEM 6 – DA2024/1362 – 40 Myoora Road TERREY HILLS**

#### ***General***

This is the 2<sup>nd</sup> time that the Panel has reviewed the proposal. The 1<sup>st</sup> pre-lodgement meeting (PLM) took place on 23<sup>rd</sup> May 2024.

The subject site stretches over 264m between Mona Vale Road and Myoora Road and falls about 16m (or 1:16.5) over this distance. The frontage to either road is approximately 60m. Myoora Road presents a great diversity of uses.

The site is in an RU4 Rural Landscape zone. The objectives of the RU4 zone seek to minimise land-use conflicts between sites and to maintain the rural and scenic character of the land. The Panel is satisfied that this objective has been met.

The Panel commends the applicant on a very clear and meaningful set of beautiful drawings.

The Panel does however note that many neighbours have written in to express their concerns about the noise, traffic and other issues that might foreseeably be created by the development. According to the applicant they are consulting with the community and endeavouring to ally and/or resolve these concerns. The Panel commends the applicant for engaging with the community and hopes that this will help identify opportunities to positively resolve any major concerns, especially around proposed uses of the site, traffic and noise. As a guide the Panel would encourage consideration of:

- Hosting food markets
- Cooking classes and information sessions, e.g. to help people understand the benefits of electric cooking and sustainable living
- Educational signage about the sustainable initiatives incorporated (see under Sustainability)

#### ***Strategic context, urban context: surrounding area character***

A detailed site analysis was requested at the last Panel meeting. The Panel is satisfied that the site analysis – as now presented with this submission - accurately describes the surrounding character of the area. The Panel is of the opinion that the proposed works will provide an appropriate and positive built-form and landscape contribution to the area.

#### **Recommendations**

1. Nil

#### ***Scale, built form and articulation***

The Panel commends the consideration given to articulation and scale of the buildings, in terms of both their macro-scale relationship to the site and to the micro-scale relationship between interior



and exterior space. The Panel also commends the emerging relationship between architecture and landscape.

## Recommendations

2. Nil

## ***Access, vehicular movement and car parking***

The proposal provides 223 dedicated parking spaces with an additional 74 overflow spaces (total 297). It is noted that Appendix H of the WDCP nominates 15 spaces per 100 m<sup>2</sup> GFA, or 1 space per 3 seats, whichever is the greater.

Based on the former method of calculation, 2,698m<sup>2</sup> GFA would deliver 405 car parking spaces. If the car parking is to be determined by the number of patrons 226 spaces would be required. An allowance for staff parking also would need to be added to this figure.

The applicants' transport report calculates that 388 car parking spaces are required if strict compliance with Council's DCP is to be enforced. On this basis, there is an expected shortfall of 91 car park spaces which the applicant claims as "nominal". Given that this represents almost 25% of the mandated total it is hard to understand how this can be justified as only a nominal shortfall.

The following advice from TfNSW is noted by the Panel. TfNSW **does not support** the proposal in its current form and is of the view that it will create a number of road safety issues, in particular, right turns out of Aumuna Road onto Mona Vale Road. TfNSW recommends that the measures to reduce the delay and associated road safety impact of the DA on the road network should be investigated and proposed.

The Panel would like to ensure that the operational requirements of accommodating car traffic do not necessitate a future change in use of the over-flow parking area. It would be unfortunate if the overflow parking became (by default) a more permanent parking facility.

The Panel welcomes the plan to offset the shortfall with a courtesy bus. The Panel would like to see both this and other alternative transport options (linked to nearby public transport) given prominent attention and consideration.

The Panel also welcomes the attention given to a trafficable turfed solution for the overflow parking, referencing a carpark at Macquarie university.

## Recommendations

3. Satisfactory consideration and resolution of TfNSW road safety impacts
4. Further analysis of expected high-demand parking periods and mitigation strategies (including the dedicated/managed use of alternative bus and cycling options) and ways to minimise the need to utilise the overflow parking. The Panel is keen to ensure that the overflow parking is retained as a key part of the visual and recreational landscape, and as much as possible used for non-parking related activities.
5. Consideration should be given to the use of more resilient permeable paving in the over-flow parking either as a complement or replacement solution to the turf should this system degrade over time and need to be substituted. The use of asphalt should be avoided.

## ***Landscape***

Comments from Item 3 - PLM2024 0035 23 May 2024 (for reference) are still valid and these non-compliances have not been satisfactorily addressed:

*D1 Landscaped Open Space and Bushland Settings*



WDCP requires 70% landscape area and identifies landscape area as “a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area”.

The subject site is part of a unique area of mixed uses that play a critical role in the biodiversity of the area in both a micro and macro level. A diverse range of endemic trees shrubs and groundcovers should form part of the landscape to help ensure the ongoing environmental health of the area.

During the on-line TEAMS meeting, a set of landscape plans was presented however, electronic copies were not made available to the Panel for a full assessment. During the presentation from the project Landscape Architect, several key issues were discussed or at least mentioned as elements of the design that had been considered and incorporated into the landscape design response.

The Master Set of drawings DA1-9010 calculates the Open Landscaped area at 60.8% which is already non-compliant, and this calculation is incorrect as it includes areas that have a dimension of less than 2m along the horizontal plane which is contrary to the DCP as follows:

*Driveways, paved areas, roofed areas, tennis courts, car parking and stormwater structures, decks, etc, and any open space areas with a dimension of less than 2 metres are excluded from the calculation;*

The calculations include areas that are directly above the subterranean carpark and should not be included in the calculation.

The required setback is 7.5m however the subterranean carpark is well within this setback area and within what looks to be 0.5m from the neighbouring property in one area.

The Statement of Environmental Effects states: *To further mitigate any potential visual impacts and enhance visual privacy, it is proposed to deliver high-quality cohesive landscaping along the boundary. This landscaping will not only screen the development but also contribute to the overall landscaped character of the site.*

The area left for tree planting is not sufficient for root development and any trees planted in such a narrow garden bed over structures will struggle to survive and does not meet the definitions of landscaped area or deep soil.

## Recommendations

6. The required 70% landscaped open space area should be easily achieved on a site of this size. More effort to comply with the relevant controls should be made and a development of the correct size and proportions proposed for assessment.
7. Consideration should be given to ensuring that the subterranean carparking does not impinge upon the 7.5-metre side boundaries allowing this area to be deep soil planting as intended by the Warringah Council Development Control Plan 2011.
8. The extended entry drive, parking and passing bay along the southern boundary still add a significant portion of hard paved area and should be reduced to provide more areas of landscaping to attain the 70% requirement.
9. More tree planting in islands within the at-grade carpark should be proposed to help reduce heat island effect while providing shade to the parked vehicles and pedestrians alike.
10. A structural root cell system that can also harvest and store rainwater for use in irrigation should be considered for installation below the entire at-grade car parking area(s) to ensure proper root development and healthy, vigorous tree growth.
11. A focus on plants from the Threatened Ecological Community Duffy's Forest should form the majority of the plant list to help the regeneration of this endemic community.
12. A significant number of upper storey and mid storey canopy trees should be included in the landscape scheme and specified throughout the site to provide shade, habitat and year-round architectural interest.
13. A balance can be achieved between compliance with Planning for Bushfire Protection and meeting the objectives of the DCP while providing good canopy coverage and habitat value for endemic fauna.



## **Amenity**

See comments in other sections.

### **Recommendations**

14. Nil

## **Façade treatment/Aesthetics**

The Panel commends the consideration given to materiality and aesthetics.

### **Recommendations**

15. Nil

## **Sustainability**

### **Text for commercial**

As the impacts of climate change become more obvious, the need for action becomes more paramount. With the international built environment responsible for up to 40% of emissions, the opportunities to cost effectively contribute to reductions while delivering social benefits are huge.

The Panel commends the Sustainability measures nominated by the proponent regarding water, energy, materials, and place.

With the regulatory environment changing now – for efficiency, electrification, zero emissions and mandatory disclosure – investments in these issues at this time will be worthwhile both for reputation, market position and marketability of the project.

As the grid is decarbonised the importance of embodied carbon is finally being realised in Australia. The SEPP for Sustainable Buildings and NABERS are both starting the journey of requiring calculations around this carbon that is realised up front at the beginning of projects. Targets to address this large amount will be set soon. While this is not required now, design excellence is never driven by what is required – it helps set the direction. Leading designers are now showcasing how to embrace this positively.

### **Recommendations**

The following aspects of design and servicing can be easily and cost effectively considered for inclusion:

16. Decarbonisation of energy supply

- As noted by the proponents, all services are to be electric. For information on the importance of this for cooking, see <https://cooksafecoalition.org/>.
- Heat pump systems for providing electric hot water need adequate space for their proper ventilation. The storage of hot water can be considered a de facto battery if heated by PVs during the day.
- On site battery storage has benefits for the grid and may be a highly desirable back-up during the transition to a de-carbonised grid
- Confirm where PV installations, sized to suit the demand, will be located..

17. EV charging

- Provide EV charging points (Min 15 amp) to suit level 1 charging in basement carparking.
- Confirm external location for secure storage for bikes, including E Bikes.

18. Passive design and thermal performance of building fabric



- Engage a fabric first approach to ensuring amount of energy required for heating and cooling can be kept to a minimum. This can be enhanced with appropriate orientation, smart built form, good insulation and sealing, well designed natural ventilation, external shading devices and appropriate planting.
- Consider investing in higher than the minimum Section J requirements in preparation for the changing climate we are experiencing.
- The inclusion of ceiling fans to all rooms will provide comfort with minimal energy while reducing the need and energy required for air-conditioning.

#### 19. Water use minimisation

- Harvest rainwater from roofs and ensure tanks are connected to the toilets to maximise reuse. This will also reduce the size of tank required because the water will be used constantly.
- All fixtures and appliances should be water efficient.
- Landscape design and planting should be water tolerant and suitable for the microclimate

#### 20. Materials

- A new area of NABERS, consider the following approaches to reducing the embodied carbon of the project:
  - Reusing existing buildings' materials in the design or finding other places that can use them.
  - Simplified structures and reduced spans to reduce the amount of steel reinforcement and concrete required
  - Simplified building envelopes with minimal steps in facades and minimal fixings
  - Keeping small and optimising the quantity and quality of space required
  - Dematerialising wherever possible (e.g. bare concrete floors, reduced tiling etc)
  - Designing for long life for the overall building and how to address different time frames for structure, envelope, services, fitouts etc.
  - Consideration of using biogenic materials such as timber for structure
  - Using low embodied carbon concrete, recycled steel and recycled materials wherever possible

#### 21. Education

- Hospitality projects like this are a great opportunity for providing information about the sustainability features of the building, particularly how important electric cooking is. Signage could be used to explain the importance of being fully electric, materials selection, approaches to reduce embodied carbon, water recycling, solar power and energy balance, natural ventilation etc.

## PANEL CONCLUSION

**The Panel supports the proposed uses and design objectives. The scale of buildings and their relationship to a series of tiered and well-considered landscaped outdoor spaces is commended. The relationship between architecture and landscape, the proposed palette and application of material and planting, as well as the relationship between interior and exterior space, are all highly commended. Concerns remain regarding the issues of parking, traffic access and management and extent of landscape non-compliance with the WDCP.**