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26 February 2013

NSW Department of Planning

**Submission re SSD 5356 Hornsby Hospital Redevelopment Stage 1**

Dear Sir

As an architect and as a resident in a nearby street to the proposal, I wish to make the following objections to the above proposal:

**DGR 3. Built Form and Urban Design:**

The Director General's Requirements included: ***'3. Built Form and Urban Design: Address the height, bulk and scale of the proposed development within the context of the locality. Address design quality, with specific consideration of the ...open spaces and edges, primary elements, gateways, façade, rooftop, mechanical plant, massing, setbacks, building articulation, materials,...'***

The proposal does not fulfil DGR 3. The scale, density and resultant massing of the proposed development is entirely inappropriate in respect of the existing established character of the area that is derived from low scale buildings with landscape settings, and generous street setbacks in the order of eight metres. The draft Hornsby Local Environmental Plan 2013 seeks to consolidate this established character, establishing a height limit for the adjacent and surrounding residential area of 8.5 metres and an FSR of 0.02:1. The scale, density and resultant massing of the proposed development greatly exceeds that envisaged by the draft HLEP 2013.

The proposed setback of 2.5 metres from Burdett Street does not respect the street setbacks established throughout the surrounding residential area, which generally are in the order of eight to ten metres, and the overscaling will be exacerbated by this proposed forward alignment. There is insufficient modelling of the built form, little articulation, and no transitional element to ameliorate the excessive overscaling and the excessive height.

The minimal setback will provide an inadequate amount of spec for landscaping that might assist to ameliorate the excessive height and scale of the proposal by providing visual screening and a 'green' buffer.

Both the Derby Street and Burdett Street ground floor frontages comprise inactive uses such as loading docks, fire stairs, Gas Room, Cold water Pump Room, Fire Sprinkler Pump Room, Records Room, Cleaning decontamination and Disposal Rooms etc, that are the most industrial in nature and the design resolution of such installations generally achieves a low aesthetic quality. These are at odds with the residential cottages that line both streets, opposite the site.

The Director General's Requirements included to ***'Built Form and Urban Design: Address design quality...including an assessment against the Crime Prevention Through Environmental Design Principles.'***

The proposal does not fulfil DGR 3, in that the design quality does not provide a 'safer by design' approach. The design quality does not provide a 'safer by design' approach. Both the Derby Street and Burdett Street ground floor frontages comprise inactive uses that alienate the interior from the exterior streetscapes and provide no street surveillance, such as loading docks, fire stairs, Gas Room, Cold water Pump Room, Fire Sprinkler Pump Room, Records Room, Cleaning decontamination and Disposal Rooms etc. This is particularly problematic given the length of inactive frontage on both streets. The entrance to the building is via a recessed pathway, set well back from the street.

It is recommended that the proposal is redesigned to provide active uses located along the ground floor frontage at street level in Burdett Street and Derby Street. In order to achieve this, consideration should be given to relocating some of the existing community services that will be dislodged by the redevelopment, back into the building. The entrance should be located on the street frontage.

#### **DGR 4. Amenity**

• ***Assess solar access, acoustic impacts, visual privacy, servicing requirements (including but not limited to, waste management, loading zones, mechanical plant), view loss, overshadowing, lighting impacts and wind impacts. A high level of environmental amenity for land uses immediately adjacent and the surrounding residential areas must be demonstrated.***

The proposal does not fulfil DGR 4, in that it will result in the overshadowing of Burdett Street throughout the winter months, creating a dense solid shade and gloomy street character. Such solid shadow is inconsistent with the character of the surrounding area, where any shading cast from trees is dappled.

#### **DGR 7. Transport and Accessibility (construction and operation)**

The proposal does not fulfil DGR 7. There is an existing critical parking shortage and the proposal will result in increased shortage of street parking. Currently hospital related parking extends as far as Burdett and Collings Street. These streets have recently been decreased in width due to Hornsby Council 'upgrading' works, despite written submissions from myself and others, that the reduced width results in a single lane width because of the intensity of hospital related parking. The proposal does not make use of the opportunity to excavate to provide underground carparking.

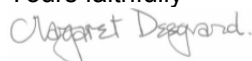
Non-car travel modes such as walking and cycling are not catered for, as there is only one location for a pedestrian crossing of Edgeworth David Street. This crossing may favour pedestrian route to Waitara Station, but not to Wahroonga Station. The large incline of Burdett Street, west of Palmerston Rd, discourages pedestrian movements towards Hornsby station. There are no cycling lanes leading to the hospital.

#### **RECOMMENDATIONS:**

To fulfil the Director General's Requirements and to ensure a higher level of contextual response to the surrounding residential neighbourhood, it is imperative that the proposal be redesigned as follows:

1. The massing of the proposed building as it fronts Burdett Street should be further articulated and modelled to provide a finer grain that more closely responds to the residential lot subdivision pattern.
2. The Burdett Street setback should be increased to a minimum of 10 metres to respond to the characteristic alignments of the surrounding residential area and to provide a landscape setting that is an integral part of the established character of the area. This setback will also decrease the dense overshadowing of Burdett Street.
3. Such a setback provides space for a densely planted visual buffer. This landscape zone with should comprise indigenous plant species of a range of heights to ensure the visual screening is dense at all levels, from low to high.
4. To provide a 'safer environmental design' active uses should be located along the ground floor frontage at street level in Burdett Street and Derby Street. In order to achieve this, consideration should be given to relocating some of the existing community services that will be dislodged by the redevelopment, back into the building. The entrance should be located on the street frontage.
5. Consideration should also be given to locating inactive uses such as record storage and cleaning underground.
6. To alleviate the already existing critical parking shortage consideration should be given to provision of underground carparking.
7. To encourage non-car travel modes such as walking and cycling, a further pedestrian crossing of Edgeworth David Road should be provided, particularly one near Jubilee Street to create a link to Wahroonga Station. Cycling lanes should be created along Edgeworth David and Palmerston Road.

Yours faithfully



Margaret Desgrand