

# Architectural Design Competition Jury Report



Stage A – Shepherds Bay

**8 Parsonage Street, Ryde**

September 2015

# Contents

<b>1.0</b>	Introduction .....	3
<b>2.0</b>	Background & Consent History .....	4
<b>3.0</b>	Jury & Technical Advisors.....	6
<b>4.0</b>	Entrants Questions & Answers.....	7
<b>5.0</b>	Chronology of the Key Stages.....	8
<b>6.0</b>	Jury Considerations.....	9
<b>7.0</b>	Jury Recommendations.....	12

**Appendix A:** Outline of Schemes

**Appendix B:** Architectural Design Competition Brief

## 1.0 Introduction

1.1 This report provides a summary of the Architectural Design Competition undertaken by the Proponent, Holdmark Property Group, pursuant to Condition Schedule 3(1) of the Concept Approval of Shepherds Bay, Meadowbank, by the Planning Assessment Commission (PAC) of New South Wales on 6 March 2013.

1.2 Condition Schedule 3(1) states the following:

***“ 1. Design Excellence***

*Future Development Application/s for Stage A (the signature building fronting Church Street) shall demonstrate design excellence in accordance with the Directors General’s Design Excellence Guidelines. ”*

1.3 The Architectural Design Competition was conducted in accordance with a Competition Brief which was issued to all Competition Entrants on 8 July, 2015. A copy of the Brief is at Appendix B.

1.4 The Architects invited to participate in the Architectural Design Competition were as follows:

- 1 Architectus and Carter Williamson Architects**
- 2 Cox Architecture and Kennedy Associates Architects**
- 3 Group GSA and Malcom Sholl Architects**

1.5 The competition was managed by City Plan Strategy and Development (CPSD).

## 2.0 Background & Consent History

2.1 Concept Plan MP09\_0216 was approved by the PAC on 6 March 2013 for a mixed use, residential, retail and commercial development. The key elements of this original Concept Approval included:

- Building envelopes – maximum storeys and RLs;
- Maximum GFA for commercial, retail and community uses;
- Continuous open space minimum of 3,000m<sup>2</sup>;
- Through sight lines and view corridors;
- Pedestrian and cycle ways;
- Sensitive urban design; and
- Approximate value of public benefit work in kind as \$70 million.

2.2 This original Concept Approval did not include maximum dwelling and car parking numbers.

2.3 Modification MP09\_0216 was approved by the PAC on 16 October 2014. The key changes to this modified approval included:

- Amendment to the number of storeys to allow for additional storeys at ground level for Stages 2-3 and 4-5;
- Expansion of the basement building envelopes for Stages 2-3 and 4-5;
- Revised timing of the delivery of open space and construction staging;
- Provision of an additional storey to the building on the corner of Belmore Street and Constitution Road; and
- Flexible application of provisions of Residential Flat Design Code (RFDC).

2.4 The approved however resulted in additional constraints on the Concept Approval, through conditioning imposed on:

- The maximum number of dwellings – 2,005;
- The maximum number of car parking spaces – 2,976; and
- The minimum of 1,000m<sup>2</sup> community facility to be delivered with 1,00<sup>th</sup> dwelling.

2.5 Stages 2-9 of the development (no approvals granted by Council as yet) deliver 1,943 dwellings and 2,563 car parking spaces.

2.6 Stage 1 comprises a further 246 dwellings and 331 car parking spaces.

2.7 As a result, Stage A has 62 dwellings and 413 car parking spaces remaining.

2.8 The Architectural Design Competition allowed for the opportunity of the Competitors to submit both a Conforming Scheme and a Non-Conforming Scheme.

2.9 **The Conforming Scheme** – needed to satisfy the controls established by the Concept Approval (as modified):

- 10, 2 & 6 storeys, and maximum RL of 57.70 within defined envelopes;
- 62 dwellings maximum;
- 413 car parking spaces maximum; and
- Compliance with provisions of the modified concept approval.

2.10 **The Non-Conforming Scheme** – any significant non-compliance with the Concept Approval (as modified) will require a Section 75W of the Environmental Planning and Assessment Act 1979. A non-compliance includes the following:

- An increase in storeys;
- An increase in RLs;
- An increase in dwelling numbers; and
- An increase in car parking spaces.

## 3.0 Jury & Technical Advisors

### Jury Composition:

3.1 Section 5.4 of the Architectural Design Competition Brief prescribed the composition of the Jury, and the three (3) members were as follows:

- Chris Johnson – representing the proponent, Holdmark, being the owner and developer of the site;
- Gabrielle Morrish – representing Ryde Council and member of the Ryde Council Urban Design Review Panel; and
- Olivia Hyde – representing the Government’s Architect Office.

### Technical Advisors:

3.2 The Proponent of the Competition made Town Planning, Quantity Surveying, Valuer and Construction advisors available to all Entrants during the Competition period. These were as follows:

- **Town Planning**  
Susan Francis, Executive Director, City Plan Strategy and Development
- **Quantity Surveyors**  
Stephen Ngai, Altus Page Kirkland
- **Valuer**  
Esther Cheong, AEC Group
- **Construction Manager**  
Chris Peter, CPM Consulting

3.3 The Technical Advisors were given the same information and documentation from the Entrants that had been made available to the Jury.

## 4.0 Entrants Questions & Answers

- 4.1 Following the endorsement of the Design Competition Brief and the release of the formal invitations to the three (3) Entrants, a protocol for the provisions of technical assistance to Entrants and for timely response to questions and queries was established as indicated in the Design Competition Brief.
- 4.2 Entrants were invited to forward any questions about the Competition to Holdmark and City Plan Strategy and Development and responses were then provided to all Entrants to ensure transparency and fairness to all participants.
- 4.3 It has been concluded that the Architectural Design Competition has been conducted in a thorough and appropriate manner and that, both stages of the Competition has been a fair and transparent process.

## 5.0 Chronology of the Key Phases

5.1 A chronology of the key phases of the Architectural Design Competition were as follows:

- **June 2015**  
Architectural Design Competition Brief endorsed for the Competition.
- **8 July 2015**  
Competitors advised of selection to participate in the Competition.
- **31 August 2015**  
Competition closes. Competition entries submitted to CPSD.
- **14 September 2015**  
Site visit by Jury members, the Proponent and CPSD.
- **14 September 2015**  
Formal presentations by Competition Entrants to the Jury, the Proponent and CPSD.
- **28 September 2015**  
The Jury announcement of the award for the Architectural Design Competition.



## 6.0 Jury Considerations

9.1 The provisions of Section 5.11 of the Competition Brief prescribe the requirements for the Jury's assessment and determination a winning entry (if deemed appropriate).

9.2 It is noted that the Jury had technical assistance from a range of technical experts who had provided summaries that were included in the Architect's written submissions.

9.3 Three (3) well respected firms submitted comprehensive and well considered proposals for the site. Each firm submitted a conforming and non-conforming submission. The Jury considered that all Entries were competent and thorough in their consideration of the context and constraints of the site and all had innovative approaches and ideas to resolve the site.

### **The Conforming Scheme**

9.4 The Jury, through review of all the conforming proposals, formed the unanimous view that the current envelope that applies to the site alongside the restriction on dwelling numbers (62 dwellings) would deliver a lesser design solution that would not achieve the best response to the contextual and amenity issues facing the site. The Jury recognises that this site is unique, in that it is an island site isolated by vehicle movements and roundabouts which result in high vehicle speeds and road noise. This constraint severely impacts on the proximity of the site to the waterfront and its setting near the river.

9.5 The Jury recognises that the site does have a minor gateway role in concert with the existing vegetation and the bridge, announcing the arrival into the Ryde neighbourhood. As such the Jury considers that some additional height on the site may be justified. The jury also recognizes that within the allowable envelope a greater density than 62 units can be achieved. The Jury considers that such a site and location justifies an increase in the number of units that can be achieved subject to achieving high amenity and excellent design.

9.6 The Jury has reviewed the complying envelope and considers that it may have negative impacts on neighbouring amenity in terms of views and interaction with the public domain. The relationship between the taller form and the lower form is confined and creates a canyon space that is not capable of achieving a high quality amenity or outcome and appears driven by block form rather than an understanding of the context of the site and its position or visibility from the bridge.

9.7 Although each Entrant worked hard to realise design solutions that complied with the current planning rules under the Concept Approval, all three proposals did not celebrate the site to the extent that the non-conforming designs did.

9.8 On this basis the Jury has not awarded a winner in the conforming category as the envelope itself is not considered to enable the achievement of Design Excellence.

### **The Non-Conforming Scheme**

9.9 The Jury has considered each Entrant's non-conforming proposals for the site. All proposals showcased interesting ideas and strategies for dealing with the unique constraints and the importance of the location of the site, and were all feasible having regard to advice from the AEC Group. However one entry stood out to the Jury.

9.10 This solution was formulated from a solid and intuitive analysis and understanding of the position of the site and its role in the broader context. It recognizes the location adjacent to the bridge and the character and form of the bridge. It also celebrates the river location and understands the need to respond to the vistas available along the river as well as for vehicular traffic on the bridge.

9.11 The scheme is tied strongly to its location in its architecture and its response to the ground plane. It seeks to resolve the traffic impacts and draw the surroundings into the site. The scheme provides a sunny public plaza that connects to both the river and the streets around it to draw residents and visitors to the site. The buildings cocoon the space and protect it from the noise of Church Street and the taller form is sensitively located to terminate river and bridge vistas but also to draw massing away from where view impacts occur to the new developments to its north and west.

9.12 The proposal achieves a true sense of place through its ground plane and activation of its edges. It echoes the industrial past of the whole of this precinct and the bridge as well as the site through reconstruction of an industrial "shed" in a contemporary reinterpretation to anchor and activate the new square. The proposal introduces a strong and differentiated base that protects the plaza and the residential precinct from the roadway and celebrates the bridge arrival through a taller form that directly references the bridge construction and architecture.

9.13 The Jury considers that the increased height of this scheme is considered appropriate when accompanied by the provision of the proposed public square and in relation to the surrounding area. While much of the development in Meadowbank is of the horizontal 6 to 8 storey built form, this needs to be offset by at least one vertical tower as has happened across the river at Rhodes. To have this vertical building also related to the linear form of the bridge will provide a good urban design solution.

#### **Additional Information**

9.14 The Jury noted that the feasibility advice provided to the entrants from AEC Group for the conforming scheme indicated, at best a feasibility of 4.71% where a 20% feasibility was understood to be the industry norm.

9.15 The Jury notes that the winning scheme has a 21.03% feasibility.

## 7.0 Jury Recommendations

7.1. All entries displayed a competency and understanding in dealing with the constraints of the Brief. Each Entrant is to be congratulated for the high standard of preparation and presentation, and thoroughness of approach.

### The Winning Design

7.2. In judging the schemes it was the unanimous decision of the Jury to award the winning design to Cox Architecture & Kennedy Architects Associates.

7.3. The Jury considers their submission to offer an exciting solution for the location that will expand and activate the public domain whilst celebrating the river and the bridge arrival to Ryde. The architecture presents the opportunity for an exciting and memorable building form once further developed to resolve issues of amenity in proximity to Church St and achieve a more holistic approach to the street wall building and the tower.

7.4. As per the Director General's Design Excellence Guidelines, the Jury notes that the competition winning architects must be nominated as the design architects for the duration of the project.

### Other Recommendations

7.5. The following indicates the particular issues raised by the Jury that the winning scheme must address through the next stages:

#### 7.5.1. Traffic Noise

The mitigation of noise impact is vital to the success of the winning scheme, due to the traffic noise on Church Street as amplified through the reverberation within the adjacent bridge structure. This is relevant to the design of all residential apartments on the site, but most particularly those with an aspect onto Church Street. The following approaches were discussed by the Jury and should be pursued through design development:

- Minimise the number of apartments with a single aspect onto Church Street;
- Use of double glazing and wintergardens;
- Maximise use the vertical offset from street level to the first level of apartments;
- Investigate innovative means to achieve both cross ventilation and acoustic separation; and
- Ensure all apartments will achieve compliance with relevant Australian Standards, SEPPS and BCA in regards to noise.

#### 7.4.2. Natural Ventilation

The proposed double loaded corridor arrangement of apartments does not provide adequate ventilation, this is exacerbated by the noise issues noted above. Arrangement of apartments across floors, along with 'cut-outs' or other articulation of the block form is to

be developed to ensure that the building achieves SEPP 65 ventilation levels as a minimum. As above, innovative means to achieve ventilation along with noise mitigation should be explored.

#### 7.4.3. The Shed

Retaining a memory of the industrial past of the site through a retention of a 'shed' structure for community use is a strong site specific concept. This idea must be retained through design development. Whilst it is understood by the Jury that the actual sheds will be removed to construct the basement, it is important the new structure not lose the aesthetic of adaptive reuse inherent to the concept. With this in mind the Jury suggest that the shed structure be retained for reassembly in some form, or where this proves impossible, an alternative is proposed that will ensure this structure remains true to concept. The Jury notes also the importance of this built form remaining publicly accessible. The jury suggest that where possible, some form of community use (in collaboration with Council) be pursued.

#### 7.4.4. Reuse of materials

The Jury supports the recycling and reuse of materials across the site as proposed – these include sandstone in the form of gabions, walls and paving, reuse of bricks and reuse of steel shed structures (as per above).

#### 7.4.5. Relationship between the main block (Church Street) and lower northern block

The Jury noted that with the architectural relationship between the two blocks remaining unresolved, the façade design of both buildings requires development, alongside the architectural relationship between the two.

#### 7.4.6. Public Square

The Jury emphasizes that the provision of an inviting, protected, active, sun-filled public square should be retained and strengthened through design development, as this element is key to the success of this scheme.

7.6. As the proposal requires further design refinement to achieve design excellence and given the complexities of the site, the Jury recommend that the proposal benefit from design review as it progresses to a Development Application. On that basis the Jury suggest the appointment of a Design Integrity Panel comprising independent architects and/or urban designers to monitor the integrity of the design as it develops. Any significant departures from the competition scheme should also seek approval from the Panel.



---

**Chris Johnson**  
Chief Executive Officer  
Urban Taskforce



**Olivia Hyde**  
Director of Design Excellence  
NSW Government Architects Office



**Gabrielle Morrish**  
Design Review Panel Member  
City of Ryde Council

## Appendix A – Outline of Schemes

### Architectus & Carter Williamson Architects

#### CONFORMING SCHEME

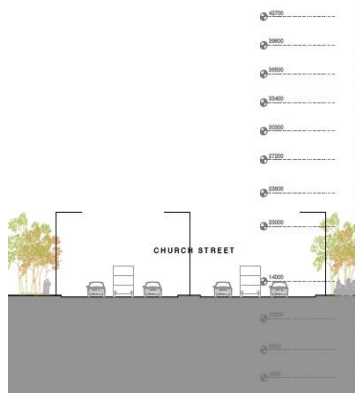
##### Summary Description

- Storeys – 6, 2 and 10
- Height – 48.90 RL
- GFA – 11,384m<sup>2</sup>
- FSR – 2.88:1
- Dwellings – 62
- Car parking spaces – 221
- Feasibility – 4.71% (not viable)

##### Images









### NON-CONFORMING SCHEME

#### Summary Description

- Storeys – 6 and 33
- Height – 119.20 RL
- GFA – 22,883m<sup>2</sup>
- FSR – 5.79:1
- Dwellings – 215
- Car parking spaces – 359
- Feasibility – 43.06% (viable)

#### Images





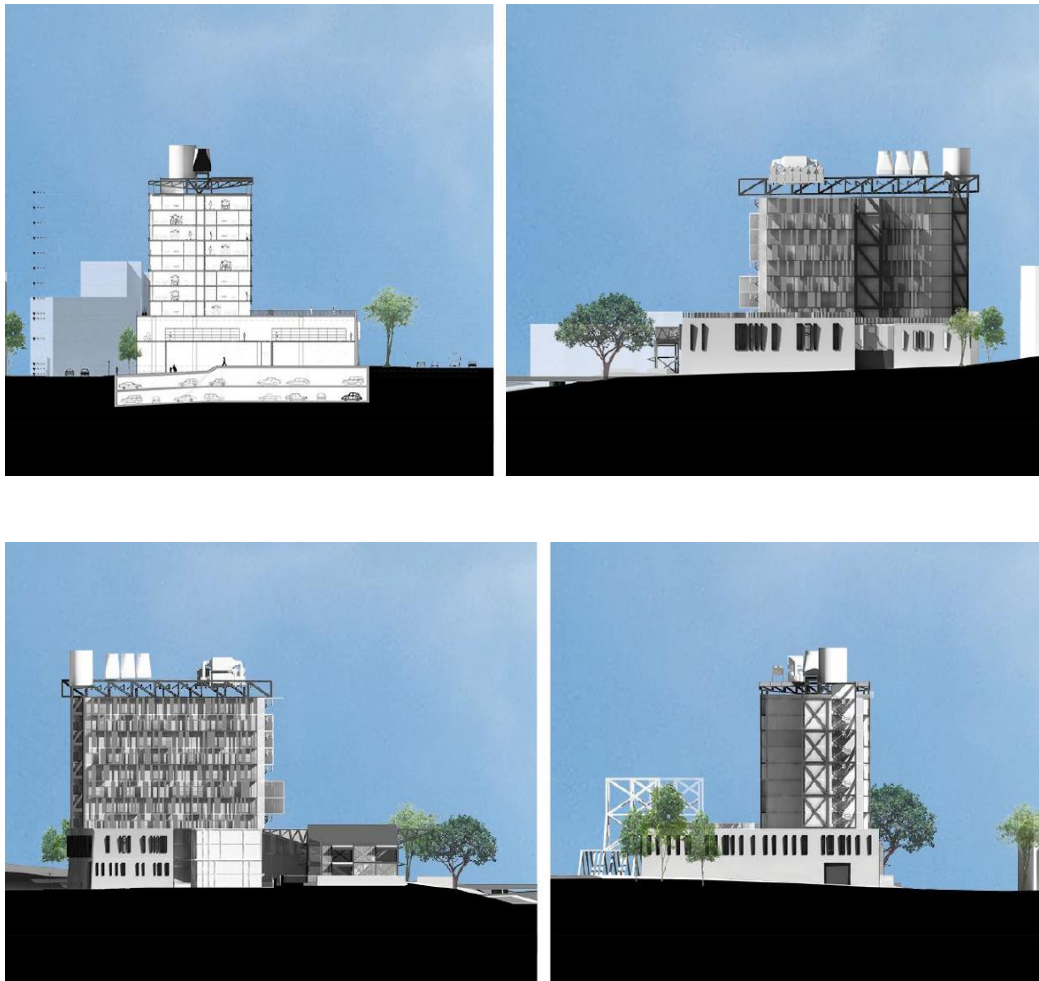
Cox Architecture & Kennedy Associates Architects

**CONFORMING SCHEME**

Summary  
Description

- Storeys – 6, 2 and 10
- Height – 55.5 RL
- GFA – 9,464m<sup>2</sup>
- FSR – 2.4:1
- Dwellings – 62
- Car parking spaces – 180
- Feasibility – 2.19% (not viable)

Images





### NON-CONFORMING SCHEME

#### Summary Description

- Storeys – 4 and 19
- Height – 80.0 RL
- GFA – 16.153m<sup>2</sup>
- FSR – 4.1:1
- Dwellings – 152
- Car parking spaces – 280
- Feasibility – 21.03% (viable)

#### Images







Group GSA & Malcom Sholl Architects

**CONFORMING SCHEME**

Summary Description

- Storeys – 4, 2 and 10
- Height – 47.4 RL
- GFA – 6,794m<sup>2</sup>
- FSR – 1.72:1
- Dwellings – 62
- Car parking spaces – 133
- Feasibility – -4.32% (not viable)

Images





### NON-CONFORMING SCHEME

#### Summary Description

- Storeys – 11, 9 and 16
- Height – 69.3 RL
- GFA – 17,599m<sup>2</sup>
- FSR – 4.45:1
- Dwellings – 154
- Car parking spaces – 356
- Feasibility – 23.89% (viable)

#### Images







## Appendix B – The Design Brief