

STAGE 1: RETAIL, COMMERCIAL, SERVICE APARTMENT AND RESIDENTIAL MIXED USE DEVELOPMENT

1-13 BARBER AVE _ KINGSWOOD NSW 2747

SECTION 75W APPLICATION

ARCHITECTURAL STATEMENT incorporating

- **State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development Statement**
- **Residential Flat Design Code Rules - of - Thumb schedule**

02 JULY 2012

INTRODUCTION

LOCATION

This submission to The Department of Planning relates to Stage 1 of the development at 1-13 Barber Ave Kingswood at the corner of Great Western Highway and Parker Street, comprising Lot100 DP701623. It is adjacent and west of the Nepean Private Hospital which is itself part of the larger Nepean Hospital precinct which occupies the remainder of the block bounded by Great Western Highway to the north, Parker Street to the west, Derby Street to the south and Somerset Street to the east. Barber Ave runs west-east about a quarter way along the block frontage to Parker Street. Kingswood Station is approximately 700m to the east and Penrith Station approximately 1.8km to the west.

The site area for Stage 1 is 5850sqm, and is L shaped with a 91.44m frontage to Great Western Highway and a 97.862 m boundary to the Stage 2 to the west. The Barber Ave frontage is 30.48m.

USES

The Approved Stage 1 proposal is a mixed use development of 1691 sqm Retail, 19474 sqm Commercial, 73 Serviced Apartments and 449 parking spaces with a GFA of approximately 25000 sqm. It is complimentary to the adjacent Nepean Hospital which comprises public and private hospitals, specialist clinics and other health services

The Section 75W amendments seek to further enhance the mixed uses with the introduction of 36 residential apartments whilst reducing the GFA to approximately 16334 sqm. In addition to the residential apartments this comprises 1225 sqm Retail, 9868 sqm Commercial, 87 Serviced Apartments and 402 parking spaces.

BUILT FORM

The approved built form for Stage 1 is appropriate in relation to the future envelopes envisaged for the Great Western Highway, from Kingswood Station up to the subject site, and the scale of the buildings in the Nepean Hospital precinct.

The approved 7 storey height of Building A facing Great Western Highway is lower than the maximum Stage 2 building height which formed the marker for the intersection of Great Western Highway and Parker Street. Its large floorplate and horizontal expression is appropriate to its context along a major road and its Commercial use.

The Section 75W amendments seek to lower Building A to 6 storeys, which will improve solar access and natural light to the Nepean Private Hospital and further emphasise the marker building in Stage 2 at the major road intersection. Its large, flexible Commercial floorplate and predominantly horizontal expression remains. The setback from the highway to align with setbacks of approved buildings further along the highway towards Kingswood Station also remains unchanged.

Building B addressing Barber Ave remains at 7 storeys and its built form is not principally altered. It has a smaller floorplate and more vertical expression which is more appropriate to the narrower street and finer grain of Barber Ave.

CONCEPT

The overall development is still complimentary to the Nepean Hospital precinct and provides amenity and expansion room that the hospital needs. It remains a true mixed use development with commercial space for consulting rooms and medically related businesses, serviced apartments for short term accommodation for visiting professionals and family, retail to provide additional amenity for the hospital and local area, and residential apartments that provide housing choice and diversity ideally suited to those working in the hospital precinct or local area.

The larger retail, commercial and residential apartment Building A remains located on Great Western Highway where it provides business activation to Great Western Highway and exposure to the passing traffic. The long and wide site area in this location is suited to the larger commercial floorplate. The residential apartments at the upper 2 levels are separated from the street and enjoy excellent amenity with good solar access, view opportunities and natural ventilation.

The smaller commercial and serviced apartment Building B addresses Barber Ave where the activation and mix of uses will contribute to the amenity of that part of Barber Ave which is currently devoid of any public domain or activity. Building B will also contribute to the activation and amenity of the Plaza area in Stage 2.

The through-site connection is maintained from Barber Ave to Great Western Highway and provides site permeability for pedestrians that is separated from the vehicular access. Vehicles enter and exit the site from Barber Ave where they arrive at a partially covered drop-off zone which serves both Building A and B and the future Stage 2 buildings and Plaza. From the drop-off vehicles can either turn around and exit the site at Barber Ave or continue east along the

driveway to the Great Western Highway exit. The driveway also provides entry and exit to the Lower Ground and Basement 1 and 2 parking and access to the 2 loading docks.

All parking is screened from the public domain with car spaces being located predominantly underground except for 30 spaces on the driveway that are screened from all streets.

AMENITY AND ESD

The development has been designed to incorporate Ecologically Sustainable Design principles and has taken into consideration Green Star and NABERS for non-residential uses and SEPP65 and the Residential Flat Design Code for the new Stage 1 apartments.

The amended commercial component remains based on the best practice items from Green Star and NABERS. As the commercial component is proposed to be strata commercial, there is no applicable Green Star or Nabers tool that can be used and hence no ratings are available.

The new Stage 1 residential component has been designed to respond to both BASIX and the Residential Flat Design Code (RFDC). Passive environmental considerations include building forms designed to achieve good daylight penetration and natural ventilation, orientation of primary living areas to capitalise on solar access and view amenity and naturally ventilated circulation cores with external orientations.

3.1 m floor to floor heights are proposed, which will achieve the RFDC recommended 2.7 m high ceilings in habitable areas and 2.25-2.4m in non-habitable areas.

The development, through building articulation, atriums, corner apartments and naturally ventilated circulation, exceeds the RFDC recommended 60% cross-ventilation, achieving 100% cross-ventilation. The 2 circulation cores at the residential levels have external orientations, are weather protected and are naturally ventilated with good access to natural light. All apartments have living areas that face north. Solar access is therefore very high, exceeding the RFDC recommended 70% and achieving 78% with 3 hours or more solar access between 9am – 3pm mid winter.

Stormwater retention is proposed, with a rainwater tank situated within the basement, to be used for irrigation of the landscaped communal open space and car washing.

LANDSCAPING

The landscape strategy for Stage 1 remains predominantly unchanged and takes into consideration the public domain and the potential for through site connections from the surrounding area to the hospital.

The main landscaped space provided is a public plaza running lengthways north to south along the boundary of Stage 1 and 2 at Lower Ground. To the north it is screened from the Great Western Highway by the change in level and a low part of the Stage 2 building, and to the east and west it is defined by the Serviced Apartments and the 7 storey part of the Stage 2 building respectively. To the south it is open to Barber Ave and widened towards Parker Street, offering connections from both the road intersection and the hospital into the public plaza. There are also accessible connections from the Lower Ground plaza up to the highway and to the Retail located at Ground level. The plaza is an important accessible public space that will offer much needed amenity for the hospital, being a high quality urban outdoor space.

Within the plaza a series of familial shapes organise a combination of groundcover, tall planting, gravel surfaces and timber decks into abstract pods. These define areas and paths between them that accommodate outdoor seating, pedestrian connections and external foyer spaces to building entries. The pods themselves offer places for casual seating and resting, low planting for texture, tall planting for shade and a 3 dimensional quality to the ground plane.

Along Barber Ave, Parker Street and the Great Western Highway street tree planting is proposed to improve the street's appearances, provide solar shading and offer visual screening from the roads.

The residential component has introduced a central landscaped courtyard at Level 4 of Building A. It provides communal amenity for the residential apartments with areas of passive recreational space as well as soft landscaped outlook areas.

Further detail on all aspects of the design concept and its development are contained in the following report that responds to the 10 SEPP 65 principles.

Principle	Design Quality	Proposal
1	Context Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area. Responding to context involves identifying the desirable elements of a location's current character or in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.	• The Section 75W submission is for Stage 1 amendments of Building A and B at 1 – 13 Barber Ave Kingswood (with frontage also to the Great Western Highway). • The site is proximate to the intersection of 2 major RTA roads, the Great Western Highway and Parker Street and at one of the entries to the Nepean Private and Public Hospitals. • The site has a fall from Great Western Highway down to Barber Ave of approximately 1 storey. • The site is adjacent to the Nepean Hospital and Nepean Private Hospital and situated in the northwest corner of the block which the hospitals and related services occupy. This development completes the block and is a logical location for accommodation, services and amenities that support and compliment the hospital precinct. Therefore, to the east and south, the development is enclosed by the hospital precinct. • Further east, approximately 700m along Great Western Highway is the Retail and Commercial strip around Kingswood Station. Recent approvals have been for 9 storey mixed use developments in the Retail/ Commercial strip. This site completes the retail and commercial strip before it becomes medium density residential on the other side of Parker Street and therefore can provide the interface between the different uses. • Further west across Parker Street and along Great Western Highway is medium density housing and detached housing. • Opposite along Great Western Highway is the North Shore and Western railway line and beyond that the rear of warehouses and workshops facing Cox Ave. These feel quite distant from the site with no streetscape contribution and therefore the highway becomes the context.

Principle	Design Quality	Proposal
2	Scale Good design provides an appropriate scale in terms of bulk and height that suits the scale of the street and the surrounding buildings. Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.	- The proposed building heights respond to both the proposed adjacent built form heights and the location and topography of the site. - Along Great Western Highway 8 and 9 storey mixed use developments have been approved adjacent to Kingswood Station. This scale of development is an appropriate built form along the 6 lane (23m wide carriageway) highway. The proposed 6 storey commercial and residential Building A will be consistent with the envisaged future context. - The 6 storey commercial and residential Building A has a similar organisation to the adjacent Nepean Private Hospital building being a large rectangular floorplate with a central courtyard (or atrium in the commercial building). The overall dimensions are also similar with the commercial building being slightly longer but narrower than the hospital building. - The 7 storey serviced apartment Building B relates to the height of Building A but is slightly lower overall due to the lower site level where it's located and the lower residential floor heights. Its built form is of a smaller scale than Building A and relates to the scale of the public space to the west and the similar built form of the apartment building which will be opposite after completion of Stage 2.

Principle	Design Quality	Proposal
3	Built form Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and manipulation of building's elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.	• The arrangement of buildings on the sites reflects an appropriate location of uses in relation to the adjacent context. • Building A along Great Western Highway has been setback to anticipate the alignment established by approved developments at Kingswood Station. Building B is also setback from Barber Ave which is consistent with the adjoining buildings and allows for landscaping to all elevations. • A clear visual and physical connection between the Highway and Barber Ave is created that allows permeability through the site and connections between the streets and the multiple building entries. • The 6 storey Building A is located to contribute to the Kingswood retail and commercial strip. The large floorplate and more horizontal expression of building A is located on the highway where it relates appropriately to the scale and character of the highway. It is also of similar overall dimension to the adjacent Nepean Private Hospital building. • The 7 storey Building B is located to provide a transition between the hospital and the Stage 2 apartments. The smaller floorplate and articulated expression of Building B is located adjacent to the plaza and addresses the narrower and more intimate Barber Ave. It is articulated into a base, middle and top that provides a human scale to the enclosing facades of the plaza. • Active frontages are provided to the highway and Barber Ave with building entries, non-residential uses and retail/ commercial activation that provides scale, activity, building address and enhanced safety and security of the public domain.

Principle	Design Quality	Proposal
4	Density Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents). Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.	• The Stage 1 amended proposal is for a mixed use development of retail, commercial, serviced apartments and residential apartments. Located in the northwest corner of the block containing the Nepean Public and Nepean Private hospitals it is an obvious location for services and accommodation that compliment the hospital precinct. • The site is suitable for a high density given its location within a special use precinct characterised by large scale non residential buildings. It is a large precinct and is separated from the surrounding lower density areas by major roads that provide appropriate separation. • A high density is also appropriate given its proximate location to the intersection of 2 major RTA roads that are major thoroughfares and that provide good connections in all directions. The site is also served by multiple bus routes and has Kingswood Station within 700m walking distance. Intensification of development along major transport routes is an accepted principle for sustainable urban consolidation. • A high density contributes to a successful mixed-use development by having uses that complement and support each other.

Principle	Design Quality	Proposal
5	Resource, energy and water efficiency Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.	• The Stage 1 amendments remain underpinned by good ESD principles developed with an accredited ESD consultant. • The buildings are designed to be flexible with industry standard floor heights and well sized regularly shaped floorplates. The commercial building in particular will suit either single floorplate tenants, whole building tenants or dividing into smaller strata suites. • The commercial component of Building A has an internal atrium which will achieve good natural daylighting levels and the apartment component has narrow floorplates so that apartments also benefit from good natural daylighting. • The elevations of the commercial component in Building A incorporate fixed horizontal shading to north, and fixed vertical shading to the east and west for solar control. • The serviced apartments in Building B and residential apartments component of Building A achieve solar control through the use of deep balconies. • 100% of the Stage 1 residential apartments achieve cross-ventilation exceeding the RFDC recommended 60% and 78% achieve the required 3 hrs solar access for development in an urban area, exceeding the RFDC recommended 70%. • The landscape design takes advantage of deep soil plating opportunities in the setbacks as well as in sufficiently deep planterboxes over concrete slabs. • The development will include tanks for the retention of stormwater to be re-used for irrigation, carwashing or other common facilities. • Energy efficient appliances and water efficient devices will be specified to minimise water consumption and resources.

Principle	Design Quality	Proposal
6	Landscape Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain. Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by coordinating water and soil management, solar access, microclimate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character. Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long-term management.	- This is an urban development where good amenity is provided through the provision of conveniences and services that support the hospital precinct and surrounding area. The landscape design supports the intensity and activity with high quality urban spaces that balance the required hardscaped areas with quite structured soft landscaping. - Landscaped setbacks are proposed to all streets to improve the current poor streetscape. These are generally deep soil areas that will support major planting naturally.

Principle	Design Quality	Proposal
7	Amenity Good design provides amenity through the physical, spatial and environmental quality of a development. Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts, outlook and ease of access for all age groups and degrees of mobility.	- Amenity is provided by the intensive mixed uses accommodated on the site – retail, commercial, serviced apartments and apartments. A high level of convenience will be available to those living and working in the development. - The buildings will also have a high amenity through their considered design and incorporation of ESD principles. An atrium in the commercial component provides the floorplates with good access to natural daylighting and a visual connection to other floors and people. - The slender building form of the apartments component provides them with the amenity of good natural daylighting, solar access, cross ventilation and access to views. The rooms to the apartments are well sized and of useable proportions. - Privacy is maintained between different uses through orientation, physical separation, internal layouts and the buildings horizontal and vertical solar control louvers.

Principle	Design Quality	Proposal
8	Safety and security Good design optimises safety and security, both internal to the development and for the public domain. This is achieved by maximising overlooking of public and communal spaces whilst maintaining internal privacy, avoiding dark and non visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private open space.	• Safe building access is achieved by clear pedestrian entries, generally visible from either the Great Western Highway or Barber Ave. • The Barber Ave entry to the commercial and residential components of Building A (which fronts the highway) is quite setback from this street but an internal access driveway allows vehicles to stop adjacent to the building entry with a dedicated drop-off area. Open areas above it ensure that it is not a dark space. • The through site link between the highway and Barber Ave also ensures this area is not a dead-end and has multiple access points. • Active uses such as retail, commercial and building entries at Lower Ground and Ground level also promotes a safer environment as people are continually using the space. • Passive surveillance of the streets and through site link is afforded by tenancies, balconies and windows that overlook these areas. Appropriate lighting will be provided to all external areas, both public and communal. • The buildings will be designed to incorporate a security access system that can restrict and control access to various areas of the development yet to be determined. • The car parking will also be secure with roller shutters integrated into the security system. Access to the car park is directly via the multiple lift lobbies within the buildings.

Principle	Design Quality	Proposal
9	Social dimensions Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities. New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood, or in the case of precincts undergoing transition, provide for the desired future community.	• The scheme provides a mix of retail, commercial, serviced apartments and apartments in the unique precinct of the hospital. The mixed uses will support each other and compliment the hospital and its requirements. • There is demand from the hospital for commercial floorspace for professional consulting suites and supporting services. These which will in turn help support the retail and convenience services. The serviced apartments are conveniently located for family/friends visiting patients or for professionals or company representatives associated with the medical uses. The apartments will have the amenity of all the retail, commercial and medical services and offer housing choice and diversity in the locality. • Equitable access is provided to all buildings and uses and accessible facilities are provided in all buildings along with the associated required parking. • 10% of the apartments will be capable of adaptation for disabled residents providing them with independent living. The single level layouts and lift access will also benefit less mobile residents. • The increase in density will provide housing choice and convenience for those people wanting more opportunity for social interaction. • The location is ideally suitable for increased density as it has the amenities of the hospital, road network and public transport in close proximity.

Principle	Design Quality	Proposal
10	Aesthetics Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should also relate to the context, particularly responding to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.	- The commercial Building A has a 1 and 2 storey colonnade at Ground that articulates the lower levels of the building and shelters the entry and through-site connection at its western end. Through the mid levels the building form is articulated by horizontal bays of glazing that have varying setbacks to create a pattern of shadow and depth. At Level 3 the incorporation of a continuous terrace articulates the separation between the commercial and residential components. The residential component is gathered into a floating white frame that is articulated by a stepping plan profile that references the stepping glass line of the commercial elevation below. Within the white frame are the recessed apartment balconies which provide shadow and depth, contrasting with the more flush commercial façade below. The horizontal expression of Building A's elevations respond to the long, continuous nature of the highway where buildings are experienced in quick glances whilst driving by, whilst at ground level the retail uses and multiple building entries provide activation at the human pedestrian scale. - The serviced apartment Building B addressing Barber Ave is clearly expressed as a base, middle and top. The base is expressed as a 2 storey colonnade with glazed facades appropriate to the retail and commercial uses. The middle, with its 'residential' nature, is naturally articulated by balconies and fenestration corresponding to a more compartmentalised floorplate. Levels 4 and 5 form the top to the building, expressed as 2 storey volumes that are differentiated from the horizontal mid levels. The Serviced Apartment's semi-residential character and finer grain of built form imparts a finer scale to the Stage 2 plaza space which is continued by the Stage 2 residential apartments opposite. Its elevations, whilst more articulated, are composed in an abstracted way to suggest both its residential and commercial nature. - The proposed materials complement the design approach with the use of a family of materials across all buildings giving them a familial relationship whilst the individual detail, colour and textural treatments express their unique uses and identities. The location and application of materials also emphasises the conceptual approach to the buildings which is to respond to both the larger urban scale and the finer human scale. At the upper levels precast concrete and pre-finished cladding in larger formats relates to the larger urban form whilst smaller format more textural materials like stone, tiles and timber at the lower levels relates to the more human scale. In addition to this, louvred screens and panels in warm colours provide another layer of animation, colour, shadow and texture.