

## SEPP 65 DESIGN COMPLIANCE VERIFICATION

PROJECT:	46-54 Court Rd – 356-358 The Horsley Drive Fairfield	PROJECT NO:	1411
OWNERS:	Tallahon Pty Ltd	DATE :	29-10-14
COUNCIL:	Fairfield City Council	FILE:	B03.02

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**Architect's Role during Construction:** The architect was engaged to produce the architectural drawings and documents for the Construction Certificate, and was not engaged to supervise, inspect or advise during the building process. No formal inspection or supervision was provided during the construction of the building.

### SEPP 65 DESIGN PRINCIPLE

### PROPOSAL

#### INTRODUCTION

Summarized description of proposed development.

The proposed development at the amalgamated site of 46-54 Court Rd and 356-358 The Horsley Drive at Fairfield has grown through a thoughtful design process which addresses the current demands for quality outcomes for residents and the surrounding public domain as well as setting a high-benchmark for the potential future local character and quality of contemporary Architecture for the City of Fairfield.

The proposal consists of the demolition of three, two storey commercial brick buildings and three, one storey commercial brick buildings followed by the construction of four apartment buildings with a total of 305 residential tenancies. The position on site of the development consists of: Two, twelve storey residential flat buildings united by a common, one storey podium situated at the center of the site, One, nine storey residential flat building along The Horsley Drive and One, nine storey residential flat building situated along Court Rd with ground floor retail and commercial tenancies. All 4 buildings are united by 2 levels of basement parking.

## 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 subject site is conveniently located between Court Road; an integral pedestrian link to the rest of Fairfield CBD and within a 400m radius of Fairfield Station and The Horsley Drive; a vehicular corridor connecting the site to Smithfield, Cumberland Highway, Villa wood and Hume Highway. The sites immediate context has a mixture of uses varying from parking buildings, commercial offices, retail to residential developments. This diversity of built form, scale and setbacks along Court Road indicate a layered history of bursts in development. Although existing levels are relatively flat there is a gradual slope from the highest point at center of the site down to both Court Rd and Horsley Drive.

The existing conditions on site offer little to no engagement with either street fronts and consists of a predominantly paved area surrounded by one to two storey brick commercial buildings.

The proposal aims to integrate into the existing urban fabric by further encouraging commercial uses and intensifying the public domain along Court Road, increasing the amount of landscaped and green areas within the site and appropriately situating built volumes to encourage the most desirable local identity for the area.

Within all of the buildings, the apartments have been designed to have a connection with their context, where living areas are directly adjacent to generous outdoor spaces. The principle private open spaces; both facing the street and facing the internal communal open spaces, provide a strong relationship with the surrounding context and result in passive surveillance. The orientation of these spaces allows them to capture views of the local area and thus connecting the residents to the community of Fairfield City Centre.

## SCALE

Good design provides an appropriate scale in terms of the 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 scale of the proposed development is generated by the consideration of local setbacks and building heights. Vertically the overall proposed development sits within the height limit defined in the Fairfield Local Environmental Plan. As it is a flat-roofed building only the lift-overruns protrude above this height but are set back significantly enough from the edges of the roof not to be visible. In the streetscape, proposed scheme provides a defined street edge which, up to now, was lacking at this point in Court Road and The Horsley Drive. The new development wholly relates in scale and character to the massing proposed in the Fairfield City Centre Site-Specific DCP.

## 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 the manipulation of building 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 built form of the proposal is a direct response to context and therefore synthesizes considerations such as the DCP setback and height controls, the scale, siting and mass of neighboring buildings, and the creation of an attractive aesthetic.

Each apartment building is given an individual character and built volume to strengthen its relationship to its surrounding fabric. Along Court Road, Block A's is scaled to the pedestrian as commercial tenancies and shop fronts line the street edge while the highly articulated Balconies above create a strong rhythm on the facade. Block B and C define the highest point on site and are counter-balanced by a solid, curving podium base and green communal spaces. The two towers rotate and step-in in response the slight bend of the site while alternate levels are punctuated by a shadow gap to further breakdown the building volume. On the other hand Block D, along The Horsley Drive, is scaled to the faster moving vehicles and as a result expresses its character through a set of protruding balcony boxes which provide a changing sense depth on the façade.

## 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.

## 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.

## 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 co-ordinating water and soil management, solar access, micro-climate, 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.

The site is zoned B4 Mixed Use, and has an FSR limited to 3.5:1 where we currently achieve 3:1. The DCP defines a 12 storey limit or the two apartment towers in the centre of the site as well 8 storeys for the apartments along Court Rd and The Horsley Drive. As highlighted within the Fairfield City-Center DCP the Court Road Precinct will become a significant and dense urban development which has an incredible advantage as a site well serviced by public transport. The design addresses this need for density whilst keeping within the potential character of the area both in relation to existing structures as well as the proposed building massing illustrated within the DCP but as a result sees a strong need to densify both of the sites adjoining roads as they serve as important pedestrian and vehicle corridors for the area. As a result the proposed design incorporates an additional story on both of Court Rd and The Horsley Drive sides of the site.

Environmental design principles have informed the design from its concept stages. A majority of living spaces and principle open spaces are orientated to the north. Balconies provide shade to living spaces in summer, but allow solar penetration in winter. 79.4% of the apartments achieve a minimum of 2 hours of sunlight between the hours of 9am-3pm. The proposal therefore exceeds the RFDC recommendation which states that 70% of apartments must achieve greater than 2 hours of sunlight between these hours in Dense Urban Areas.

The landscape design specifies native planting to limit water consumption and improve local bio-diversity. High quality, hard-wearing materials have been selected to lengthen the building's life cycle.

The scheme has been modelled for energy and water efficiency in the process of achieving a BASIX certification. As a result these energy efficient strategies have been incorporated into the design of the buildings as well as landscaping. A hydraulic engineer has designed the management of storm water and sedimentation on site with a specific focus on overland flow and flood modelling. The building as a result responds to the potential of flooding from Propsect Creek which has influenced the materiality, how built volume engages with the ground plane and the levels of all the ground floor dwellings.

The proposed development incorporates a number of different outdoor spaces with differing uses, treatments and characters. Variations in materials underfoot, and the height and density of flora are used to denote these different characters. The soft landscape is predominantly specified to be native plants.

Pedestrian access to the development is provided through the proposed lane from Court Road into the interior of the site along the southern boundary. This proposed laneway currently services the car park and pedestrian movement through the site, but also incorporates a sufficient set-back to allow for half of a 6.5m wide road with 2.5m of sidewalk to be shared between neighboring sites and therefore increase their development potential. As a result all landscaping and planting along the southern boundary has incorporated this potential road within the design. The Southern boundary is planted with a series of trees located to create an attractive outlook to all ground floor and first floor apartments.

The landscaped common open spaces can be accessed through either Block A or D from either street frontages and is paved and bounded by planting. Most of the ground floor communal landscaping exists at an RL of 10.5 in order to allow for an un-interrupted and universal access to be achieved. Changes in paving denote moments of entry and arrival, and are located at the letterboxes, security gate and lobby.

The Podium is designed to provide a green relief to the site, which is currently quite bare of vegetation. Ground floor and first floor apartments of Block B and C have direct access to communal landscape and garden space while bridges and corridors create enough porosity of the podium in order to encourage and ease of access by all residents.

## 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 and service areas, outlook and ease of access for all age groups and degrees of mobility.

The proposal presents a high level of amenity for residents. Rooms are generously proportioned, and ceiling heights are 2.7 metres in living rooms, bedrooms and hallways. Outdoor living is an integral aspect of the design, with a specific focus on the design and quality of the communal spaces on ground floor and podium to encourage maximum use. The apartments in the shadow gap levels in Block B and C enjoys the additional amenity of increased private open space areas due to the step-in of the building. Balcony balustrades are glazed with minimal framing so as to maximize views outside of the apartments. Metal screens provide privacy and shading in the summer. To increase the amount of sunlight access to the southern facing units of Block B and C, strategies such as opening the West and East corners of the building and placing rooftop skylights. All blocks have articulated voids in the façade to ensure that the maximum amount of daylight can penetrate into each building. The design seeks to incorporate the demands of different lifestyles and differing degrees of mobility across apartments, shared spaces and access points. Whilst the development meets the need for resident parking, commercial staff parking and residential visitor parking will be partially shared as the site is well serviced by public transport (bus stations on Court Rd and The Horsley Drive, and Fairfield Station located within a 400m Radius of the site) allowing ease of access for those without private vehicles, and a sustainable alternative for all residents.

## 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 while 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 spaces.

The lobby space for each block entrance is designed to a high quality with a direct relationship to its external communal open spaces. Vehicular entry to the site is accessed via the proposed laneway which allows access to the basement and at-grade parking in the podium and the basements below. A boom gate system mediates all vehicle access to parking where visitor and commercial staff parking will be clearly demarcated. A sufficient number of Bicycle racks have been provided on the ground floor inside the podium where they will be most secure, and where they will not provide an obstruction to people entering/exiting the building on foot. Circulation within the building is well-lit and generously proportioned. All circulation, wet areas, balconies and general elements have been designed to comply with relevant standards. All apartments feature generous glazing and balconies towards the street, creating passive surveillance for the community. Private open space at ground level is clearly delineated in the landscape design to encourage a sense of ownership and responsibility.

## SOCIAL DIMENSIONS AND HOUSING AFFORDABILITY

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.

New developments should address housing affordability by optimising the provision of economic housing choices and providing a mix of housing types to cater for different budgets and housing needs.

The design encourages social sustainability within the Fairfield community by providing high quality apartment housing in a corridor that is suited to dense residential development. The close proximity of the site to public transport, public open space and community precinct hubs – encouraging a healthy interaction between future residents and the existing community. The design will provide a significant landmark and a strong public domain presence, creating desirable variety of built form whilst contributing to the future character of the area. The design combines various, well-sized apartments with the potential for adaptability, providing the best opportunity possible for a range of future members of the Fairfield City community. The proposed retail and commercial shop fronts along Court aim to activate the street while the location of living areas on the street-facing side of the buildings will visually connect residents to street life in the day.

## 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 respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.

The aesthetic of the proposed development is a synthesis of its scale, built form, density and materiality as outlined in the previous sections of this document. The resulting aesthetic is an expression of contemporary, high quality, mixed use living. It is representative of quality, residential Sydney architecture, and in this way provides a valuable contribution to the existing layers of the local narrative while looking to establish a landmark architectural response for the area.

I, Simon Hanson (Registered Architect ARB NSW 6739), confirm that I have directed the design of the proposed **Residential Flat Building at 352 Clovelly Road, Clovelly**, and confirm that the proposal achieves the design quality principles set out in Part 2 of the New South Wales SEPP No.65.

**Simon Hanson**

B.Arch Hons, ARB NSW 6739, VIC 5135

29-10-2014

**Date**