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ARCHITECTURAL DESIGN STATEMENT

Application:
SITE COMPATIBILITY CERTIFICATE

Address:
1 PANORAMA AVENUE, WOOLOOWARE NSW
AFFORDABLE RENTAL HOUSING

Prepared for:
PACIFIC PLANNING PTY. LTD.

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INTRODUCTION

The proposal is a three storey affordable housing development that includes a small café adjacent to the public entrance to Woolooware Station. The site is zoned R3 Medium Density Residential under Sutherland Shire LEP 2015 (SSLEP2015) that permits boarding houses, multi-dwelling housing, neighbourhood shops and shop-top housing but prohibits residential flat buildings. It also permits a height to 9m (3 storeys) and FSR of 0.7:1.

Nevertheless, an application will be made for a Site Compatibility Certificate under the State Environmental Planning Policy (Affordable Rental Housing) 2009, Division 5, given the site has excellent proximity to Woolooware Station and major bus route (N11) which provides excellent connectivity to community services, shopping, jobs, community facilities and the environment at Cronulla, Caringbah and Miranda and further connectivity to the Sydney CBD. If the Director-General has issued a site compatibility certificate and is of the opinion that the development is compatible with the surrounding land uses, the site will not be subject to a maximum FSR. The addition of affordable housing, in close proximity to public transport, (8m to train station, 125m to bus stop) and neighbouring commercial centres is currently not available within the vicinity of the site and will meet the needs of the Sutherland Shire's population, particularly housing for older people, people with a disability, essential key workers and first home buyers.

In order for a site compatibility certificate to be issued, the Director-General must be satisfied that the development is compatible with the surrounding land uses having regard to the following:

- that the existing uses and approved uses of land in the vicinity of the development
- that the impact that the development (including its bulk and scale) is likely to have on the existing uses and uses that are likely to be the preferred future uses of that land
- that the services and infrastructure that are or will be available to meet the demands arising from the development
- that the development is not likely to have an adverse effect on the environment and does not cause any unacceptable environmental risks to the land
- that the design quality principles set out in the State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development, Schedule 1, are capable of being achieved.

Refer to Concept Design (SK01-16) and SEPP 65 Principles Compliance Statement prepared by Stanisic Architects.

BULK AND SCALE

The site has a diagonal cross fall from the corner of Panorama Avenue and Swan Street to the north west of 860mm. The site falls 870mm along Panorama Avenue to the east and 700mm along Swan Street towards the Station.

SSLEP2015 limits the maximum height of building (HOB) to 9m on this site. The proposed built form is generally below the 9m maximum HOB, except for the roof towards the north of the site along the railway station at the lowest part of the site and the lift overrun. The lift has been located within the plan so that the overrun is not viewed from Panorama Avenue. The built form along Panorama Avenue is below the maximum HOB.

The building comprises a single form on a corner site with dual street frontages, with a 3.0m setback to Panorama Avenue and nil setback to Swan Street. Swan Street is activated with a retail premises at Level 1 (Ground) and the entry lobby. The built form has been punctuated by a wide recess along Panorama Avenue that breaks down the mass into two pieces and a scale that is compatible with adjoining residential apartment buildings, multi-dwelling houses and dwelling houses.

The southern elevation to Panorama Avenue is expressed as an open gallery with a simple arrangement of equally spaced modules, comprising green wall panels and balustrades. This achieves a fine grain that is complementary to the surrounding residential apartments, multi-dwelling housing and dwelling houses. These modules wrap around the corners of the building and unify the architectural expression.

Along the railway line, the built form steps with the tapered boundary and is unified by a wide cantilevered roof with a low profile that is finishes with ballast. Winter gardens maximise solar access to living areas and district outlook from apartments, while achieving aural privacy which is a common technique along railway lines. The built form achieves more than 2 hours of direct sunlight to all residential apartments at mid-winter.

The height of the train station lift overrun is equivalent to 3 residential storeys in height.

The scale of the proposed building is compatible with Woolooware Station and surrounding building heights being generally below the maximum HOB. The built form is below the maximum HOB along Panorama Avenue and articulated respond to the existing character of the street.

SETBACKS

While existing apartment buildings exist within the immediate context, SSDCP2015 does not apply as residential apartments are a prohibited use. Therefore, to understand the primary built form controls that have been applied to recent developments, consideration is given to Chapter 5 - Multi-Dwelling Housing which requires the following setbacks:

- 7.5m primary frontage
- 3.0m secondary frontage
- 1.5m side setback at ground floor
- 3.0m side setback at Level 2
- 4.0m side setback at Level 3
- 4.0m rear setback

Proposed setbacks vary from these due in response to the site and context.

A café and building entry are accessed from Swan Street, the primary frontage. The proposed retail premise is permitted by SSLEP2015 and a nil setback to Swan Street, at the station entry is compatible and desirable. There are no other sites on Swan Street, to the north of Panorama Avenue and a reduced setback will not set a precedent. At street level, the retail premise is setback 1.2m from the street boundary to provide shade and weather protection, avoiding the need for an awning.

There is a 4.5m to 6m side setback along the western boundary the entire height of the building which exceeds the minimum setbacks required by SSDCP2015.

There is a 3.0m to 4.0m secondary street frontage setback to Panorama Avenue which is consistent with SSDCP2015 and the existing building on the opposite side of Panorama Avenue, as well as other corner sites within the immediate context.

In addition to this, consideration is given to the Apartment Design Guide, Part 2F – Building Separation, which recommends the minimum separation distances for buildings up to 4 storeys (approximately 12m):

- 12m between habitable rooms/ balconies
- 9m between habitable and non-habitable rooms
- 6m between non-habitable rooms

The side setback meets the minimum separation distance between buildings recommended by the Apartment Design Guide, Part 2F which recommends 9m between habitable/ non-habitable rooms. The studio plan does not require habitable rooms along the western boundary. With a 4.5m side setback on the neighbouring site (9m between buildings), a future development can locate habitable rooms along the side elevation and meet the minimum separation distances recommended by the ADG. The proposed development does not restrict development on the neighbouring site in any way.

The setbacks of the proposed building are compatible with SSDCP2015 and the Apartment Design Guide as well as setbacks of existing buildings within the immediate context, particularly on similar corner sites with dual frontages. While a nil primary frontage setback to Swan Street does not comply with SSDCP2015, it is compatible and desirable in order to activate the street with a café and entry lobby.

ACOUSTIC PRIVACY

The appearance of the building from the railway line to the north is characterised by deep, living areas and winter gardens that step along the tapering boundary and are covered by a 'floating' cantilevered roof. The glazed winter gardens maximise outlook to the north and sunlight and are a glass screen to mitigate intermittent noise from the railway. Operable louvres provide the resident with the ability to open or close the winter garden depending upon the time of day and environmental conditions. Glazing to winter gardens will also implement trickle vents that adjust to outside temperature while maintaining the acoustic performance of the winter garden - a common technique used along railway lines.

The communal open space will be protected by a 3m high acoustic wall along the boundary with the railway line. This will ensure that acoustic privacy is achieved on the site and that the communal open space has excellent amenity.

Windows are not required to habitable rooms along the side boundary, only windows to non-habitable rooms will be provided which meets the minimum separation distance between buildings recommended by the Apartment Design Guide, Part 2F. By achieving the recommended separation distances, acoustic and visual privacy is achieved between a future building. In the interim condition, where a single storey dwelling house exists, additional screening can be utilised to ensure acoustic privacy as well as visual privacy is achieved on a merit basis.

WASTE MANAGEMENT

There is no basement proposed with this development. To minimise the impact of services on the streetscape, waste will be collected in a central waste room located at Level 1 (Ground). A separate waste room for the café is located adjacent to the residential waste room.

Bins will be transferred from the waste room to Panorama Avenue or Swan Street for collection by Council's waste contractor. Given the modest size of the development, similar to other existing residential apartment developments that already exist on Swan Street, the number of bins located on the street will be low and will not have an adverse impact on the streetscape.

ACCESSIBLIITY + AFFORDABILITY

The proposal includes 16 x affordable studio apartments that are suited to older people, people with a disability, essential key workers and first home buyers. This type of housing is not readily available within the immediate context.

The State Environmental Planning Policy (Affordable Rental Housing) 2009, Division 5, requires that:

- for 10 years from the date of the issue of the occupation certificate, at least 50% of the accommodation to which the development application relates will be used for the purposes of affordable housing
- all the accommodation that is used for affordable housing will be managed by a registered community housing provider

100% apartments will be designed to achieve 'silver level' Livable Housing Guideline's universal design features. This exceeds the minimum SSDCP2015 requirement for 10% of dwellings.

A minimum of 3.2/16 (20%) of apartments will be designed as adaptable apartment and achieve compliance with AS 4299, in accordance with the SSDCP2015 requirement.

All adaptable apartments will also meet the Specialist Disability Accommodation (SDA) design requirements under the National Disability Insurance Scheme (NDIS). From 1 July 2021, all dwelling enrolment applications for SDA will be required to include a certificate from an Accredited SDA assessor, nominating the Design Category the dwelling to be enrolled satisfies based upon Design Standards in the NDIS Specialist Disability Accommodation Design Standard.

Communal open space within the rear and side setback zones will be designed to encourage social interaction within the development and have equitable access.

The proposed affordable residential apartments are compatible with existing apartments within the immediate contact and will meet the needs of the Sutherland Shire's population, particularly housing for older people, people with a disability, essential key workers and first home buyers. The apartments have been designed with compact apartments with excellent amenity and are supported by well-designed communal open spaces to encourage social interaction.

Due to the proximity of the site to transport, parking is not proposed on the site. Division 5, Clause 36(4) does not require car parking in relation to development to which it applies. There are 8 x lockable bike stores located at Level 1 (Ground) and are accessed by a side gate to the rear of the site. An internal access pathway connects the bicycle parking with the entry lobby and lift.

MATERIALS AND FINISHES

The vision for the building is to create a breathing, living environment that is responsive to the sun, light, air and outlook that complements its residential setting and frontage to the railway line.

The architectural concept for the project is freestanding building form within a landscaped setting that is articulated as a series of modules, along the street and railway line to adjust the building bulk and mass to the residential and pedestrian scale.

The proposed development is crafted, contemporary and connected. These three key ideas underpin the aesthetics. The rich, visual nature of the architecture comes to life with clear and translucent glazing, dark metallic frames and natural off-form concrete that contrasts with planting that circles the building to soften the facades. Deep recesses along the Panorama Avenue and to the railway line amplify the sun and animate the facades.

The building materials and colours comprise light grey off-form concrete and climbing vines on fixed steel cables to streets, brown face bricks along-side boundaries, glazed winter gardens, off-form concrete ledges and soffits and translucent glass partition screens between apartments. There is a planter box at Level 2 that wraps around the street facades and supports the green planting between Level 2 and 3.

The architectural character is compatible with the existing developments in the immediate context, but is clearly defined to give a variety of grain and character within this framework. Its limited palette of materials and simple form gives the building its own strength without attempting to mimic the existing context.

The appearance of the building along Panorama Avenue is characterised by a horizontal ribbon of climbing vines on fixed steel cables that creates a simple rhythm along the open gallery and provides overlook the landscaped secondary setback. In an environmental sense, the kinetic ribbons will vary with the time of the day and altitude of the sun. The planting is also alive and will change with each season. The external wall of the building above the café and adjacent to the station entry will integrate public art – by a local artist.

Along Swan Street, the café is contained within the building form which 'floats' above and activates the street. The residential entry maintains a strong connection to the landscape and is enclosed by a glass screen.

The appearance of the building from the railway line to the north is characterised by deep, living areas and winter gardens that step along the tapering boundary and are covered by a 'floating' cantilevered roof. The glazed winter gardens maximise outlook to the north and sunlight and are a glass screen to mitigate intermittent noise from the railway.

The building exterior is generally finished in a simple palette of materials including off-form concrete, lightweight panels, climbing vines on fixed steel cables and glass which are tailored to the orientation and location. The roof has a thin slab edge to achieve a lighter appearance against the sky.

Tree planting within the secondary setback zone and lower level planting will enhance the streetscape.

ESD

The development is capable of implementing efficient use of natural resources, energy and water throughout its full life cycle. It is required to meet the benchmarks of 25% energy reduction and 40% water reduction set out in the Building and Sustainability Index (BASIX). Energy efficient appliances and water efficient devices will be specified to minimise water consumption of resources. Climbing vines on fixed steel cables provide added insulation to the facade

The building form is planned to capture sunlight into the communal open spaces throughout the day, all year round.

Passive natural cross ventilation is employed together with excellent sunlight access for the amenity and livability of residents. 60% of apartments are naturally cross ventilated, utilising corner ventilation and vent lights at the top of the building.

To the north, along the railway, winter gardens are used to maximise solar access to living areas and district outlook from apartments, while achieving aural privacy - a common technique along railway lines. 100% of apartments receive more than 2 hours of direct solar access to living rooms and private open spaces at mid-winter.

Sensors to control artificial lighting in common circulation and spaces will be provided.

The secondary frontage, side and rear setbacks zones contain 218m² (32% of the site area) of deep soil, which is in excess of the required 200m² (30% of the site area) in SSLEP2015. Water Sensitive Urban Design systems will be incorporated into the landscape design. Climbing vines on fixed steel cables are supported by an irrigation system with water collected from the roof and will utilising suitable planting selections including indigenous species.