

**Architectural and
Urban Planning Statement**

**For a
Mixed Use Development
Commercial and boarding House**

AT

**31 Santley Crescent & 2A Bringelly Road
Kingswood**

UNDER AHSEPP2009

Date: 21 October 2021

1 THE PROPOSAL

This statement has been prepared as part of the supporting documentation for a Development Application in relation to a mixed-use development with commercial and boarding rooms pursuant to ARHSEPP 2009 at 31 Santley Crescent & 2A Bringelly Road, Kingswood, being Lot 5 DP 215200 and Lot 3 DP 215200 respectively.

The development proposal is for 2 connected buildings above two levels of basement car parking. The proposal consists of the following:

- 96 boarding rooms, 8 single rooms and 88 double rooms
- 1 Manager's Room
- 1 Manger's Office
- 324 m² of commercial space.
- 2 Common Rooms
- 42 parking spaces contained in 2 levels of basement plus 20 Motorcycles and 21 Bicycles
- Podium level open spaces.

2 SITE AND CONTEXT

The subject sites are located within an established residential area within the Penrith Health and Education Precinct and is zoned as B4 – Mixed use Development per the LEP 2010 maps and backing to commercial shops and Club on Great western Highway.

The surrounding locality of the site is predominately characterised by low to medium and higher residential density developments and commercial shops and club, ranging from small houses within the adjoining R2 & R3 zoned areas, to medium height storey apartment blocks; Noting that the area contains a mixture of built forms and densities, Development is argued to provide an appropriate 'fit' to accommodate the future 'city' character and development of the neighbourhood.

The building can be accessed by pedestrians on the ground level via entrances on both Santley Crescent and Bringelly Road. The vehicular access for the basement and loading area is located on Santley Crescent for safe access.

3 DOMINANT LOCAL CHARACTER

The dominant Character on Santley Crescent is Residential Flat buildings built in the seventies and the nineties, with some odd residential houses from the post war era. Whilst on Bringelly Road looking from Great Western Highway, the dominant is Character is commercial shops with a club opposite the Kingswood Train Station and with some residential houses built in the post war era.

The area looks behind in development at this moment, future development such as this proposal would bring more life to both streets as the site faces both street in an L shaped building.

4 FUTURE DESIRED CHARACTER

The site is within an established residential area within the Penrith Health and Education Precinct;

The zoning is B4 and therefore the close vicinity of the site would be a Mixed-use, commercial and residential, and due to the proximity to transport such as the Train Station cross the road on Great western Highway and the regular bus services Penrith west bound and east bound to Parramatta, makes the location very suitable for a mixed Boarding House and Commercial. And would fit perfectly with the future desired development on a high rise building of 6-7 storeys.

5 BUILDING DESIGN

5.1 BUILT FORM AND SCALE

The proposed development is a 5-6 storey Boarding House under the Affordable Housing SEPP 2009 (new Generation) over some 324sqm of gross commercial/ retail area with 96 rooms boarding house with a 2-storey basement carpark, comprising of commercial/retail areas on ground level and 2 levels above on Bringelly Road with Boarding units above. The articulation of the built form is contemporary in style and is visually pleasant from the streetscape. The building facades are broken by the treatment of balconies, stairwells, and the staggering of walls to add depth to the overall building form.

The site is identified as having a maximum buildings height of 21.6m including 20% bonus. The scale of the development being 5-6 storeys marginally exceeds the regulated building height imposed by the LEP on the lift overrun and some parapet walls. With reference to the justification and arguments expressed within the supporting Statement of Environmental Effects; It is therefore argued that the development seeks to utilise the permissible height limit to maximise residential development within close proximity to public transport, infrastructure services and amenities.

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It is noted that the proposed development demonstrates compliance with the majority of regulations prescribed within the Penrith Local Environmental Plan and the Development Control Plan and the Affordable housing SEPP in exemption the number of Car spaces and is subject to merit based assessment which is argued that is not necessary.

The composition of building elemental textures, choice of materials and colours reflect the use of the internal design and the structure of the building (refer to Architectural Plans submitted). The façades of the building clearly define the base and the top and the articulation of the balconies enrich the façade with a sense of scale and proportion. A variety of opening types are used to create patterns and rhythm to the building and further reflects the building use. It is argued that the proposed development responds to the context it is sited within as the building form has been articulated to address both the desired future street frontages.

The roof design of the proposed building responds to the environment and the context. It is noted that the roof form is well integrated into the overall design and performance of the building. In addition to this, balconies, feature walls and complementary architectural elements have been articulated to enhance visual interest of each of the respective streetscapes.

In summary, these design features are intended to give a variety and richness to the proposed built form. Generally, Boarding units are set well back from balcony edges to add to the articulation of the built form. Selected non-reflective glazed balustrade panels and feature balcony details further intended to accentuate building facades.

5.2 DENSITY

Highlighting the need for an increase in accessible affordable housing supply and to work towards strategies outlined within relevant Metropolitan Plans, this development provides a variety of appropriate 'housing choices' to accommodate both the existing and projected demographics of the area.

Drawing upon the conceptual ideologies associated with the 'compact city', it is noted that the subject site and proposed development contributes towards the provision of new housing stock to assist in accommodating the large increase in population growth within Sydney within 'urban infill areas'. The density proposed by this application is argued as suitable within the B4 Zone and is appropriate to the subject site and context, meeting the current market demands for Transport orientated housing stock (TOD) – where the subject site is approximately 100m away from Kingswood Station

5.3 SUSTAINABILITY & WASTE

A separate Waste Management Plan is included with the DA Submission covering the proposed clearance of existing site structures, and the control of building waste throughout the Construction Phase and after completion.

To reduce reliance of mechanical heating/cooling to an absolute minimum through features such as cross ventilation.

A separate BASIX Report covering Residential Units will accompany this in the Development Application stage.

5.4 AMENITY

All rooms meet the Affordable Housing SEPP2009 requirements and are intended to respond to both the local housing market expectations as well as the internal and external amenity for residents and neighbours. Designing each unit to meet the appropriate room dimensions and shape, access to natural ventilation, solar access, privacy, and open space; this development not only complies and achieves the objectives outlined within State and Local legislature but also provides flexibility in adaptable housing stock to meet the demands of both future and current social groups and the need for rental properties.

With reference to the Architectural Plans submitted with this application, the proposed building demonstrates the address towards user needs, current and future demographic trends, and the useability of spaces. This is further highlighted within the Site Analysis and Contextual Plans submitted, illustrating the proximity of the site to neighbouring shops and amenities; as the location, urban structure and neighbourhood scale is approximately 2 minutes (100m walking distance) from Kingwood Station, Restaurants, Public Services, Amenity and Westfield Shopping Centre in Penrith.

Illustrating an ease of access and useability for all age and social groups; Rooms have been designed to influence both internal and external amenities – to implicate positive living environments and user well-being. Mostly generous double rooms (88 rooms) and rooms facing the streets have been designed with direct access onto outdoor balconies, with the intent to maximise natural daylight and promote natural ventilation.

5.5 SAFETY, SECURITY AND PRIVACY

The proposed development is noted to demonstrate the optimisation in the safety and security of both residents and the public domain.

The utilisation of this strategy, where all public and communal spaces accommodate views onto the public domain generates opportunities to maximise passive surveillance to assist the prevention in crime activities that occur in dark and non-visible areas. In addition to this, the positioning of

balconies on upper levels has also been located to maximise residential on-looking for crime prevention of the surrounding locality of the development.

This statement also highlights that all external areas of the site and development proposed will tailor views onto the surrounding streets; particularly relating to Bringelly Road and Santley Crescent, which will be overseen by the orientation of the external balconies and/or windows. This will provide opportunities for passive surveillance onto the surrounding streets and domain to prevent crime and maximise the safety of both residents and members of the public. The proposed basement car park will be secured by a 'swipe card' or similar, with roller door access for car entry as well as suitable lighting for night time use. The intercom and CCTV proposed will facilitate further reinforcement of the safety and security of the building.

Similarly, the proposition of low-level lighting will be integrated into the landscaped areas surrounding the buildings– with particular provision towards door way accessible areas. In addition to this front access doors to entry corridors will feature unit intercoms, with a 'timed' switch to ensure safety at night.

5.6 AESTHETICS

The streets façades have been designed to give a consistent and pleasing appearance to the streetscape, whilst providing an aesthetically pleasing mix in texture and building finishes cuing visual interest on the intersection.

Alignments of external walls have deliberately been broken up to achieve varying elevations in order to give distinctive features to the building whilst achieving a balanced composition of elements, which reflect the internal layout and structure of the development. In addition to these attributes, the articulation in balconies and roof spaces also reduces the bulk of the building whilst reflecting and appropriate 'fit' in neighbourhood character of the local area. It is argued that the proposed development will provide an additional 'richness', providing variety in building form and an interesting composition that demonstrates an appropriate response to both the existing and future character of Kingswood.

5 COMMENTS

The proposed development is designed to be in character and suited to the type and scale of the desired future character of the area. The design of the development will complement the character of the neighbourhood in terms of its facades, height, bulk and scale, building forms, materials, texture and colour - meeting State Legislature, Affordable Housing SEPP2009 as well as the objectives of the Penrith Local Government Plans and relevant Development Control Plans (DCP) including the Penrith Health and Education Precinct.

Integrated as a Transport Orientated Development, approximately 100m to Kingswood Railway Station; the proposed development has been designed in to address appropriate measures to militate against noise nuisances and air pollution which reduces user amenity.

This application is considered to be suitable and appropriate for the subject site. Noting the careful and sensitive articulation of the building towards its context, it is argued that the development is well-designed and will not adversely impact, to any unreasonable extent, the amenity of the area in terms of noise, privacy, car parking, traffic generation and solar access, but rather, provide a development that will be within the environmental capacity of the existing and likely future environment.

This development will not compromise privacy to existing or likely future residents despite the reduction in some areas of the setback requirements as required under the SEPP65 (which is not relevant to this application). It is envisaged that in order to provide a unified street frontage, pattern and increase pedestrian interaction with the proposed commercial spaces located on the ground floor of the development, the reduction in setbacks in some areas are justified within the Statement of Environmental Effects, is necessary to achieve the desired building outcome.

Supplementary to the formerly outlined attributes, adequate security lighting and security system will also be installed to ensure the safety of the residents. In addition to security and lighting, the crime prevention will be mitigated through strategies of passive surveillance from balconies and openings that overlook street frontages. The use of solid doors, steel locks and hardware will also discourage illegal access to the proposed units, whilst the high-quality building materials and finishes will resist the attraction of graffiti.

As illustrated within the Architectural Plans submitted, the vehicular entrance to the basement car park is accessible via Santley Crescent, which will provide 42 car parking spaces for residents, commercial/ retail, and visitors. It is noted that the closest bus stop is located approximately 100m away from the proposed development with a Train station.

7 IN SUMMARY

The proposed development is compatible with the State Environmental Planning Policy Affordable Housing and is considered to add through it is cutting edge design approach, a positive addition to both the surrounding and to the neighbouring properties. It is considered that the proposed development will satisfy the relevant Objectives of State policies in which a high-quality new Generation boarding House and commercial mixed development will be created on the subject site.

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