SEPP 65 DESIGN VERIFICATION STATEMENT

ISSUE B
PREPARED TO ACCOMPANY A
PART 3A APPLICATION
SUBMITTED TO THE NSW DEPARTMENT OF PLANNING

Project Site Address

1-9 ALLENGROVE CRESCENT,
116A EPPING ROAD AND 259-263 LANE COVE ROAD, NORTH RYDE

prepared on behalf of

EGC Custodian Services

prepared by

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1. SUMMARY

This SEPP 65 Design Verification Statement has been prepared on behalf of EG Custodian Services in support of a Part 3A Application to the NSW Department of Planning.

The development involves:

- The demolition of the existing 15 dwellings
- Excavation for three stepped basement levels
- The construction of 196 residential units in four blocks;
  - Block along Epping Road, 67 units, height varying from 4 to 8 stories
  - Block along Lane Cove Road, 44 units, height varying from 6 to 8 stories
  - Internal Block, 48 units, height 7 stories
  - Block along Allengrove Crescent, 37 units, height varying from 4 to 5 stories

This report is intended to be read in conjunction with the architectural plans prepared by Candalepas Associates Pty Limited (the Architect), as well as the following associated reports:

- Environmental Assessment prepared by Urbis
- Landscape Concept Design and Statement prepared by Aspect
- ESD Strategy Report prepared by Built Ecology
- Arboricultural Impact Assessment prepared by Footprint Green Pty Ltd
- Traffic and Accessibility Impact Assessment prepared by TRAFFIX
- Acoustic Assessment prepared by Heggies
- Stage 1 Environmental Investigation prepared by EIS
- Geotechnical Investigation prepared by Jeffery & Katauskas
- Stormwater Management and Flood Assessment prepared by Worley Parsons

We confirm that Mr Angelo Candalepas of Candalepas Associates directed the design of the enclosed development application, which is represented by drawings (DA 1000-1002, 1100-1104, 1201, 1202, 1301, 1302, 1501- 1504, 1601-1603, 1701 and 1702) and that Mr Candalepas is registered as an architect in NSW (registration No. 5773) in accordance with the Architects Act 1921.

We confirm that the enclosed documentation achieves the design principles set out in *State Environmental Planning Policy 65 - Design Quality of Residential Flat Development* and has been designed with regard to the publication *Residential Flat Building Code.*

2. DESIGN QUALITY PRINCIPLES

PRINCIPLE NO. 1: CONTEXT

Good design responds and contributes to its context. Context can be defined as the key natural and built features of the area.

The site is known as 116a-112b Epping Road, 259-263 Lane Cove Road and 1-9 Allengrove Crescent North Ryde. It has a site area of 12,297sqm. It is located on the southern corner of Epping and Lane Cove Roads and is adjacent to the Epping Road Overpass. It also has a south western frontage to Allengrove Crescent which is a cul-de-sac accessed directly from Lane Cove Road. Immediately to the north of the site is a small public reserve with a number of large trees up to 24m high, on its western corner are two lots with a low rise detached dwelling.

The southern side of Epping Road has a single storey townhouse development abutting the south eastern boundary, further south are low rise detached houses and duplex developments. The north western side of Epping Road is a similar character although a two storey commercial building is located on the opposite side of Lane Cove Road. Epping Road has a 6 lane overpass directly in front of the site. On the north eastern side of Epping Road (opposite side of the Epping Road overpass) the land is primarily zoned for business and technology purposes. The buildings vary in scale and are 5 to 11 stories.

Lane Cove Road, to the west of Epping Road is characterised by low rise detached houses and duplex developments. Lane Cove Road, to the east of Epping Road is in the proximity of Macquarie Park Train Station and within the high density rail corridor zoned for business and technology purposes. The buildings located here have large floor plates and are up to 11 stories high.

The site on Allengrove Crescent is bounded by single and two storey dwellings to the south east and north west.

The proposed residential development will contain 196 residential units consisting of 47 one bedroom, 122 two bedroom and 27 three bedroom units. There will be 12 lifts servicing the four residential blocks all connecting to the basement levels.

The proposal takes into consideration the context in so far as the road infrastructure that exists in this context. To this end the proposal develops a strategy for future development in the area and whereby the development to the north of Epping Road is balanced in its mass and form by the proposal on the southern length of the same part of Epping Road.

It is argued here that the existing housing development in this context (of single houses facing Epping Road and Lane Cove Road) is not an appropriate urban form and a more robust form with more generous setbacks and more amenity in terms of its landscape and streetscape setting has merit.

A section of the streetscape at Epping Road highlights the relevance of considering both sides of the street in any urban context.

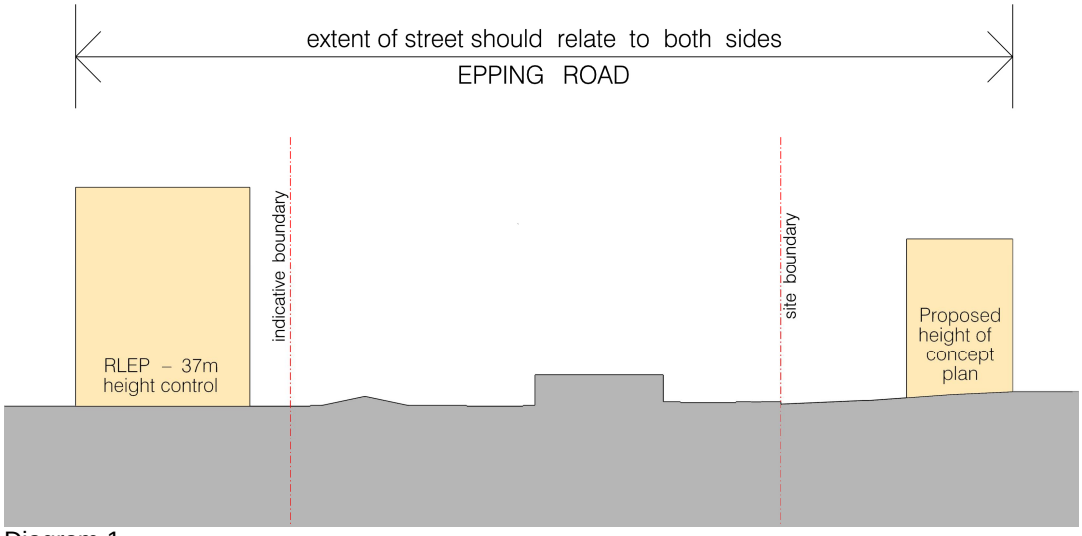

Diagram 1

PRINCIPLE NO. 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.

The bulk, height and scale of the development have been carefully considered to address the surrounding buildings and scale of the street.

The development consists of four blocks, one fronting Epping Road, one fronting Lane Cove Road, one fronting Allengrove Crescent and a block located in the middle of the site. The siting, bulk and height of these buildings have been designed to respond to the buildings on adjacent sites and the nature of the environment at the street.

The block on Epping Road fronts a RTA State Road that is 6 lanes in width with an overpass at the intersection of Epping Road and Lane Cove Road. The buildings on the opposite side of Epping Road have large floor plates and are up to 11 stories high. In responding to the nature of the environment the block steps up towards the busy intersection and overpass and steps down to a height of 10.5m adjacent to the low scale townhouses on the south east boundary. The development is 26.25m, at the corner of Epping Road and Lane Cove Road.

The block on Lane Cove Road fronts a RTA State Road that is 6 lanes in width and is adjacent to the overpass at the intersection of Epping Road and Lane Cove Road. The buildings on the opposite side of Lane Cove Road are predominantly single storey detached dwellings. In responding to the nature of the environment the block steps up towards the busy intersection and overpass and steps down to a height of 10.5m adjacent to the low scale townhouses on the south east boundary. The development height is 26.25m, at the corner of Epping Road and Lane Cove Road.

The block on Allengrove Crescent is much lower in scale than the other blocks as it is sited on a residential street with low rise dwellings on either side. The block is lowest along the south east boundary adjacent to a single dwelling and highest in the centre where the impact is least, at 14.9m high.

The middle block does not have the same presence on the street as the other blocks; although it is most sensitive to the urban setting at its ends and the height of the block at these points reflect this. The development is at its highest at 23.35m in the centre of the block where the impact is least.

The design of the four blocks with its siting allows for all three streets to be addressed and provides the maximum amenity to the properties on the south eastern boundary.

PRINCIPLE NO. 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 elements.

The building alignments of the development have carefully considered neighbouring setbacks. The Epping Road building has a minimum setback of 12m aligning with the neighbouring town house development. The building then steps at each unit to a maximum of 23m setback. The stepping of this building at each unit creates a scale similar in proportions to the single dwellings characterised in the area.

The setback along Lane Cove Road is between 7.5m to 12.5m to allow a landscape buffer between the building block and the street. This setback is also representative of the suburban residential setback which is the prevailing condition along the street to the south.

The building alignment on Allengrove Road aligns with the setback of the residences on either side of the development. The building is divided into two separate building elements to reflect the more suburban residential scale of the street. The form of the building fronting the street has been divided up into 3.5m vertical elements. This is reflected through materials and stepping of the building height. Again this reduces the scale of the building to proportions reflective of the neighbouring streetscape.

All four blocks have been sited to maximise the distance from the south east boundary which is setback some 7m to 26m. These setbacks provide 3 hours of sun access to the northern windows and private open space in mid winter.

The nature of the proposal is appropriate in the context of the existing development in the locality and for the desired future character. The built form responds to the future character of the locality, through well considered, distinctive architectural forms and refined materiality.

PRINCIPLE NO. 4: DENSITY

Good design has a density appropriate for a site and its context, in terms of floor space yields (or numbers of units or residents).

The density of the development is 1.62:1 and creates a 196 unit development. Although the density of the development departs from the low density zoned area, it provides the opportunity for transit oriented housing and relates to the scale of the development on the opposite side of Epping Road.

While different from its immediate neighbours, the design and massing of the project ameliorates potential boundary impacts, such that it will not result in any unreasonable environmental effects upon its neighbours.

PRINCIPLE NO. 5: RESOURCE, ENERGY AND WATER EFFICIENCY

Good design makes efficient use of natural resources, energy, and water throughout its full life cycle, including construction.

The proposed development has carefully considered many environmental design initiatives as listed below:

- Orientation of all units to the north east, allowing living spaces to optimise solar access, reduce heating and artificial lighting requirements.
- Sun-screening devices and strong shuttering elements to reduce solar gains and increase control of the internal environment against late afternoon sun.
- Cross ventilation to all units, (cross ventilation to units opposite the lift can be achieved through screens/louvers to the foyer facades)
- Reduction in water use via efficient fittings, low water demand landscaping and efficient irrigation systems
- Rainwater reuse
- Energy efficient lighting, heating and instantaneous gas hot water
- Reuse and recycle of construction and demolition waste
- Car sharing facilities

PRINCIPLE NO. 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 the residents and for the public domain.

The landscaping on the site has played an integral part to the design of the proposal.

The design of the development into three blocks has created desirable open landscape space between the blocks and further landscape spaces along Lane Cove Road and Epping Road. The character of the spaces within the development and those on the fringes vary considerably.

The communal courtyards have been designed as a collection of spaces to be experiences and viewed by the residents. They respond to the topography of the site and provide soil depth in locations for large tree plantings.

The landscape areas along Epping and Lane Cove Road are bio-retention parks and community gardens. The bio retention space have environmental and recreational attributes, they capture the stormwater and filtrate the water prior to it entering Lane Cove River catchment. The community gardens allow the residents to grow their own produce as well as being involved in resident based activity, providing opportunities for strong social interactions.

The design of the landscaping at boundary has also been considered and provides greater amenity to the pedestrian. The boundary wall has been set into the site some 2m creating turf verge on either side of a pedestrian path with street trees proposed on all streets.

The design has also carefully considered the trees on the neighbouring boundaries in particular the trees within the public reserve. The buildings have been setback appropriately so not to disturb the required tree protection zones.

PRINCIPLE NO. 7: AMENITY

Good design provides amenity through the physical, spatial and environmental quality of a development.

The 196 residential units are comprised of 47 one bedroom 122 two bedroom units and 27 three bedroom units in four blocks. The proposed development has been designed to provide the maximum

amenity to the dwellings, with all units having a north east aspect. More than 75% of the apartments in the development receive a minimum of three hours of solar access to the living areas and private open spaces during mid winter.

The four residential blocks are broken up into smaller blocks with individual entries. These foyers serve 3 units per floor creating small foyer spaces that minimise the number of people using them and the security risk of long corridors and dead spaces.

The units have an open plan and a narrow floor plate facilitating good cross ventilation to all habitable rooms. The units will enjoy a considered approach to materiality and detailed design. The internal layouts of the units have also been design to ensure acoustic privacy between units and future residential development. Appropriate use of glazing and materials ensure that acoustic privacy between apartments is achieved.

Each unit has been provided with a private open space off the main living area, by way of either a terrace or balcony with a minimum dimension of 2m. Considered design of these spaces and of screening elements provides privacy for residents.

PRINCIPLE NO. 8: SAFETY AND SECURITY
Good design optimises safety and security, both internal to the development and for the public domain.

The design proposes the following security measures to restrict and control communal access around the proposed development and ensure a high level of safety and security is provided within the design:

- A video entry system at all residential entry points linked to the units allows access through the external security point upon confirmation from inside.
- A FOB (Free On Board) key is supplied to occupants; this allows access through the entry security points and controls lift entry and exit, dependant on pre programmed access allocations. The FOB can be kept inside a wallet, unlocking the security points upon approach.
- The residential mail boxes are located at the various residential entry points
- High quality architectural lighting throughout the development will assist in securing the area at night.
- Generous windows and balconies provide natural surveillance to the surrounding streets and communal spaces

PRINCIPLE NO. 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.

The site is located close to all necessary facilities such as public transport, childcare facilities, schools, health care, supermarkets, educational and leisure facilities. With Macquarie Park Station only 400m away and good bus network on Epping and Lane Cove Road it provides an ease of connectivity to the city, local and regional areas.

The development consists of 196 units, 47 one bedroom, 122 two bedroom and 27 three bedroom units. The unit mix and apartment sizes are considered appropriate for the area.

PRINCIPLE NO. 10: AESTHETICS
Quality aesthetics require the appropriate composition of building elements, texture, materials and colours and reflect the use, internal design and structure of the development.

The proposed development has been carefully considered with respect to the surrounding natural and built environment.

The use of a range of materials and textures such as concrete, timber, sandstone, terracotta, brass, and render bring a richness and character to the site that sets a high standard of design. The design whilst contemporary in nature fits in with the adjacent residential developments and will enhance the streetscape.

The intent of the design is that both on a macro and micro level the detailing of the finishes and planning of the site will lift the standard of the surrounding area into the future and provide a high quality example for development in the area.