marchesepartners

19 December 2012 RevD

# SEPP 65 DESIGN VERIFICATION STATEMENT

Prepared to accompany 30th November 2012 Revised Submission to Department of Planning and Infrastructure.

**MAJOR APPLICATION MP_08_207 & MP_10_0219**
**1,1A, 5A AVON ROAD and 4, 8 BEECHWORTH ROAD, PYMBLE**
**and**
**Stage 1 Development Application for Building 1.**

PROPOSED RESIDENTIAL DEVELOPMENT

## AVON AND BEECHWORTH ROADS PYMBLE

This SEPP 65 Design Verification statement has been prepared on for JW Neale Pty Ltd (Receivers and Managers Appointed).

This report is intended to be read in conjunction with the Architectural plans prepared by Marchese Partners Architects and the associated reports.

We confirm that Eugene Marchese of Marchese Partners Architects directed the design of the enclosed development application and that the enclosed documentation achieves the principles set out in *State Environmental Planning Policy 65-Design Quality of Residential Flat Developments* and has been design with regard to the publication *Residential Flat Building Code.*

Mr Eugene Marchese is registered as an architect in NSW (reg. No. 5976) in accordance with the Architects Act 1921.

**PREFACE**

There has been a complex history of site specific planning controls effecting the site. However in 2002 the State Government formally recognised the strategic potential of the site for medium density housing in State Environmental Planning Policy No. 53 (Metropolitan Residential Development), and on 1 December 2008 the project was declared to be a 'Major Project' to which Part 3A of the *Environmental Planning and Assessment Act 1979* (the Act) applies. The current application was therefore made to the Minister for Planning pursuant to Part 3A of the Act. While Part 3A was repealed on 1 October 2011, the project constitutes a 'transitional Part 3A project' under Schedule 6A of the Act, and an extension was recently granted to permit lodgement of the Preferred Project Report (PPR) by 30 November 2012.

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The current Concept Plan and Stage 1 Applications were made by James W Neale and were publicly exhibited from 15 December 2010 to 11 February 2011, following which 321 public and 8 agency submissions were made to the Department of Planning and Infrastructure (DPI). On 19 April 2011 the DPI wrote to JW Neale advising that the Director General requires a response to these submissions and that a Preferred Project Report is required to address various issues relating to height, building layout, environmental constraints, residential amenity, traffic generation and car parking. The DPI also identified additional information required to be submitted with the PPR.

In response to the new findings, and the issues raised by the DPI a revised scheme was designed by Marchese Partners Architects.

This SEPP65 Report relates to this revised scheme;

**DESIGN QUALITY PRINCIPALS**

**PRINCIPLE 1 – CONTEXT**

The site is known as 1, 1A and 5 Avon Road and 4 Beechworth Road, Pymble within the Ku-ring-gai Local Government Area. The site is bound by the North Shore Railway Line to the north-east, Avon Road to the east, Mayfield Avenue and Beechworth Road to the west and north west and 1 Arilla Road to the south.

The site has a total area of 23,677sqm and consists of a number of allotments.

The site is currently occupied by four single or two storey residential dwellings located at 1 Avon Road, 1A Avon Road, 5 Avon Road, 4 Beechworth Road and 8 Beechworth Road. The site has a notably varying topography and the remainder of the site is heavily vegetated. In summary, the site has a number of key attributes as follows:

- The site has variable topography with the centre of the site being the steepest, falling to the east and west. There is also a gradual fall in the topography generally to the south towards Arilla Road.

- A vegetation corridor exists through the centre of the site which is heavily vegetated and contains a number of noxious weeds including Wandering Jew, Lantana and Japanese Honeysuckle. The site also includes the ecologically endangered communities of Sydney Blue Gum High Forest.

- The site is bisected through the central portion by a small drainage line which runs in a north-south direction which originates from the residential area to the north of the North Shore Railway Line.

- The site is located near the top end of the catchment. The catchment which encompasses the site extends to the ridge line which is the Pacific Highway just to the north of the site. The catchment above the site has a small area of approximately 5 ha.

- The site contains two local heritage items located at 1 and 5 Avon Road. No. 1 Avon Road is also identified as a heritage item under the Draft Ku-ring-gai Local Environmental Plan (Local Centres) 2012.

- The site has access to Beechworth Road via an access handle running along 6 Beechworth Road.

- The site is adjacent to a bushfire prone land located on the Pymble Ladies College to the south-east. This consists of a group of trees exceeding 30m without a native understory. These are largely restricted to the upper section of the site to the north and west.

**LOCAL CONTEXT**

The site is located at the centre of the Ku-ring-gai LGA and is approximately 16km north west of the Sydney CBD.

The site is adjacent to the north shore railway line and the Pacific Highway which borders the site to the north east as shown in Figure 2. The Pymble Railway Station is located approximately 500m to the north-east which is in close proximity to the town centre and associated commercial uses located along Grandview Street.

**The Site -** The site is surrounded by the following uses:

- South: To the south, the site is adjacent to low density residential housing along Avon Road and Arilla Road. 3 Avon Road is bound by the development site to the south and west. Pymble Ladies College and associated recreational areas are also located to the south east of the site.

- East: The site is adjacent to the North Shore Railway Line, the Pacific Highway and the conclusion of Avon Road to the north-east. Ku-ring-gai Town Hall is located on the opposite side of the railway line.

- North: Residential apartment buildings are located to the north of the site with lower density residential dwellings located further to the north.

- West: Low density residential dwellings with pockets of vegetated areas are situated to the west of the site with Sheldon Forest located further to the north-west. 6 Beechworth Road is borders the site to the west.

**PRINCIPLE 2 – SCALE**

The bulk, height and the scale of the buildings has been carefully considered and have been designed to; address the Preferred Project Requirements, significantly improve residential amenity for the project and its neighbours and to harmonise with the ecology of the site.

As well as significantly reducing the scale of the proposal from the original scheme the following key changes in relation to scale are proposed to the previous proposal:

The proposal has been reduced in bulk form and scale in the following ways:

- Building heights and bulk have been reduced in each of the buildings (refer Architectural dwgs).

- The overall GFA has been reduced from 34,892sqm to 22,442sqm (both measured template LEP) and the FSR has reduced from 1.4:1 to 0.94:1.

- Apartment numbers have been reduced from 355 (previous scheme) to 273.

- Car parking has been reduced significantly from approx.500 spaces to 324 spaces significantly reducing the amount of excavation required.

- The buildings have been shifted and orientated away from neighbouring residences. This reduces overlooking from balconies and windows to maintain privacy and residential amenity for both parties.

- Building 1 has been reduced in scale and height significantly immediately adjacent to neighbouring property to the south on Avon Road. This will improve amenity for other residents and improve the streetscape when viewed from Avon Road.

- Building 2 from the original proposal has been deleted completed. Significantly reducing the impact on the ecology of the site.

- The building footprints have now been relocated to be wholly outside of the identified vegetation Conservation Area.

**PRINCIPLE 3 – BUILT FORM**

The proposal achieves an appropriate built form for the site and the buildings purpose. It responds to the existing landform and ecology, including the significant stand of Blue Gum trees.

The built form of each of the buildings has been carefully considered to ensure that they respond to the ecological constraints of the site, the surrounding neighbours and the desire to create a unique “residential living environment” for the future residents.

The proposed buildings relate to the site’s existing contours by stepping with the landform. Careful sculpting of the buildings ensures that the basement parking levels are screened from view by “laminating” the outer edges with residential apartments. The buildings further are broken in their scale both vertically and horizontally. Devises such as enclosed balconies that form “winter gardens” and extruded slab definitions assist in modulating the buildings further reducing the appearance of bulk and scale.

**PRINCIPLE 4 – DENSITY**

The revised scheme significantly reduces the density of the proposed development. Apartment numbers have been reduced from 355 to 273. The benefit of the reduction in density is evidenced in the significant reduction in site coverage and building footprints.

The Site coverage has been reduced from 6,932m2 (30%) to 4,646m2 (19.6%).

This new density is entirely appropriate for the site as demonstrated by the fact that the reduced site coverage addresses the issues raised by DPI regarding impact of the previous proposal on the flora and neighbouring properties.

The “knock on effect” of the reduced Gross Building Area and site coverage is the reduction in all aspects including;

- Reduction in cars and traffic generated.
- Reduction in excavated area required for the parking.
- Reduction in the Building footprint areas.
- The revised FSR of 0.94:1 (reduced from 1.4:1) is also indicative of the appropriateness of Density.

**PRINCIPLE 5 – RESOURCE ENERGY AND WATER EFFICIENCY**

The site's immediate proximity to transport facilities, retail, commercial, learning, entertainment, recreation facilities and employment uses will ensure that the proposed development maximises efficient use of resources.

A comprehensive analysis of the building has been undertaken as part of the BASIX Assessment; however, we note the following general inclusions as part of the proposal:

- The required solar access and cross ventilation have been achieved which provides a level of comfort that the building will not be reliant on air conditioning to maintain thermal comfort. More than 3 hours of solar access have been provided to 80% of the residential units (required 70%). Natural cross ventilation has been provided to 67% of the units (required 60%). The rest of the units receive passive natural ventilation, however the external wall configuration and wind pressure at the higher levels will create a natural cross flow through the single aspect units as well.

- Energy efficient appliances and fixtures as part of the internal fit out to minimise water consumption of resources

- Typical floor plates have been designed to minimize structural transfers and false ceilings

**PRINCIPLE 6 – LANDSCAPE**

The site contains the critically endangered ecological community (EEC) of Blue Gum High Forest in the Sydney Basin Bioregion as listed under the NSW Threatened Species Act (TSA). This consists of a small group of trees (52) exceeding 30m without a native understorey. These are largely restricted to the upper section of the site to the north and west.

The Blue Gum High Forest is not listed under the Commonwealth Environmental Protection and Biodiversity Conservation Act (EPBC Act). No threatened species are anticipated to due to extent of weed invasion on the site.

Many of the trees recorded are protected under the Ku-ring-gai Council Tree Preservation Order. There are species recorded that are exempt from this Order.

Critically, all building footprints have been relocated outside of the main vegetation corridor.

The Flora and Fauna Assessment conclude the proposed development is acceptable providing the following compensatory measures are included:

- Conserve and enhance the critically endangered ecological community Blue Gum High Forest in the Sydney Basin Bioregion on the Subject site as part of the ecological sustainable development; and

- Implement a conservation management plan for the onsite conservation areas in consultation with the Council. In accordance with these recommendations, a vegetation Conservation Management Plan (refer Appendix J) has been prepared to conserve and enhance native vegetation and establish a long term ecologically viable Blue Gum High Forest ecosystem. The Conservation Management Plan also responds to the submissions which are discussed further in Appendix B.

In addition, the revised design which increases the deep soil landscaping from **12,500m2 (previous scheme) to 16,390m2 (revised scheme)** has been amended with consideration

of the following:

- Vegetation management and the inclusion of appropriate landscaping to complement the built form.

- Increased Conservation Area from 3,600m2 (previous) to 8,430m2

- Inclusion of appropriate bushfire protection zones between the proposed buildings and adjacent bushfire prone vegetation.

- Management of stormwater and appropriate use of stormwater devises in the vegetation corridor.

- Provision of shared pedestrian and cycle links to ease access to the local road network and Pymble Station.

By incorporating the changes above, the proposed buildings are provided with tremendous landscape amenity, and therefore the Landscaping becomes an important element in the overall amenity for the residents.

**PRINCIPLE 7 – AMENITY**

The proposed residential apartments will all have excellent amenity. A large proportion of the units will achieve (67%) cross flow ventilation and (80%) solar access requirements.

Large areas of glazing are provided to living spaces providing generous natural light and views. All of the apartments have balconies that transform into winter gardens as their private open space. The depth and width of the space allows for various sitting and furniture arrangements. The apartments open directly onto these balconies/winter gardens provide good ventilation and flexible indoor-outdoor living opportunities. Storage for each apartment has been provided within each apartment and also within the basement.

Lift access is provided to all apartments, linking every floor with the landscaped areas at ground level. All buildings are linked with graded ramps from the public paths at ground level with foyers presenting clearly articulated entries to each of the residential buildings, whilst careful building placements create a secure environment for residents and their guests.

Apartment layouts are extremely efficient allowing them to remain cost effective and accessible in the market.

**PRINCIPLE 8 – SAFETY AND SECURITY**

Safety and security will be provided for both future occupants and the public domain through the following design measures:

- The residential buildings will be in a secure environment. Access will be by electronic security devices at the vehicle entry point and the residential entry lobbies from both Streets and public paths.

- The common areas are to be well lit, with clearly defined paths. All residential entries will be lit with ceiling mounted downlights and monitored with security cameras. There is a clear definition between public and private spaces.

- Car park areas are to be well lit and lifts will have security control and close circuit television cameras.

- The common landscaped areas will create active areas and the overlooking apartments will provide passive surveillance in the area.

- Windows and balconies will provide good natural surveillance to the surrounding streets.

**PRINCIPLE 9 – SOCIAL DIMENSIONS AND HOUSING AFFORDABILITY**

The site is located close to all necessary facilities such as public transport, childcare facilities, schools, health care, supermarkets, educational and leisure facilities. Pymble Train Station is located within 500m of the site providing connection to the local, regional and Sydney CBD locations.

A variety of efficiently designed apartment sizes and types are proposed which will create opportunities for a diverse residential community. The variety of apartment styles proposed will meet differing budget requirements, addressing housing affordability as almost 50% of the apartments offered are of a smaller than typical size fro the North Shore. These residential units will be within the immediate proximity of employment opportunities, public transport and communal and retail amenities that will be well sought after in this area. The scale, materials and detail of the building facades is a positive contribution to the public environment contributing to the desired future character of Pymble.

**PRINCIPLE 10 – AESTETHICS**

The proposed development has been carefully considered with respect to the surrounding natural and built environment. The design of the building is modern and of a high standard with good quality articulation and form.

The design incorporates a number of design characteristics, which contribute to the overall aesthetics of the building. These include,

- Morphing of building forms with the sloping nature of the site to ensure that buildings sit comfortably within the topography.

- Strong horizontal and vertical architectural elements on all elevations in the building breaking down its massing whilst maintaining detailing which emphasizes a vertical form and symmetry.

- A careful composition of building elements, colours and materials (including rendered walls, masonry base and glazed wintergardens contribute to the desired character of the vicinity.

The use of a sophisticated pallet of materials and colours will provide a simple and timeless character to the buildings. The overall design is conservative and contemporary in nature and will fit well within its surroundings and help enhance the streetscape by removing the current outdated and undistinguished building on the site.

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