

2.7 PHOTOGRAPHIC SITE SUMMARY



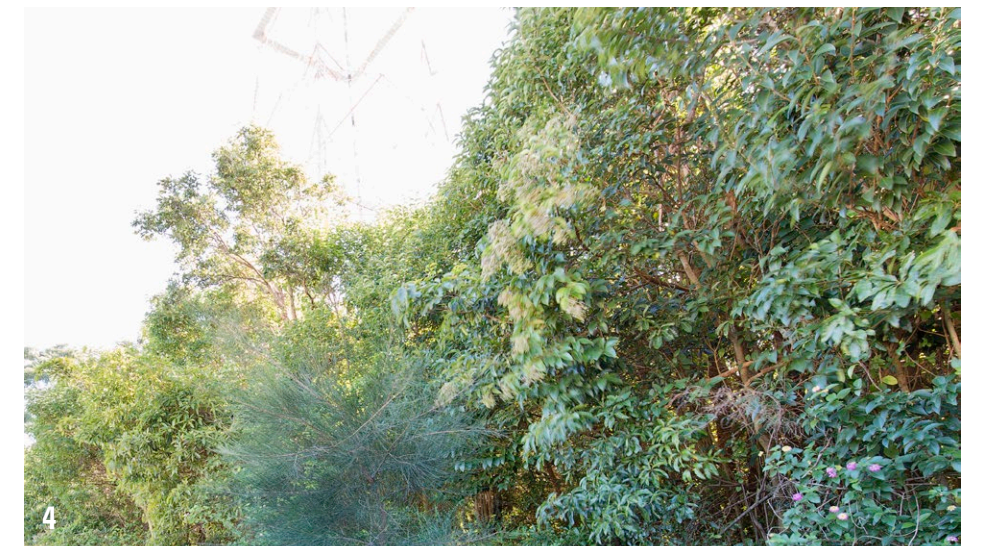
- 1 TELECOMMUNICATIONS TOWER, SOUTH WEST CORNER BELOW SITE
- 2 HELIPAD ON SOUTHERN BOUNDARY
- 3 EXISTING SCOTT STREET, PRIVATE PARKING (EXCLUDED IN PART FROM THIS CONCEPT PLAN)
- 4 RICHMOND AVENUE - TELECOMMUNICATIONS TOWER ON SOUTH-WEST SITE BOUNDARY
- 5 EDWARD STREET AERIAL A DOMINANT LANDMARK
- 6 ARTARMON ROAD - STEEP SLOPE TO "THE LOFT" CAFE
- 7 ARTARMON ROAD - HOUSES TO NORTH ADJACENT PROPOSED ENTRY TO SITE, SIT ELEVATED ON NATURAL ESCARPMENT
- 8 CHANNEL 9 ENTRY ON ARTARMON ROAD



2.8 WALTER STREET RESERVE PHOTOGRAPHIC SUMMARY

Walter St reserve is a council owned public reserve which forms part of the green belt which links to middle harbour. The reserve is currently isolated and difficult to access. The reserve currently houses non natives, weeds and debris. Whilst currently under utilised the proposed scheme seeks to link to this isolated green island, making it accessible to the public and offering financial contributions for its remediation.

- 1 DENSE, UNMAINTAINED SCRUB
- 2 DEBRIS IN THE PARK
- 3 DISTANT VIEWS AT TOP OF SITE
- 4 DENSE CANOPY-WEED SPECIES AND NON NATIVES
- 5 GORE HILL FREEWAY CYCLEWAY
- 6 STEEP DESCENT TO WALTER STREET PROPERTIES ON SOUTHERN BOUNDARY
- 7 SOUND BARRIER TO GORE HILL FREEWAY

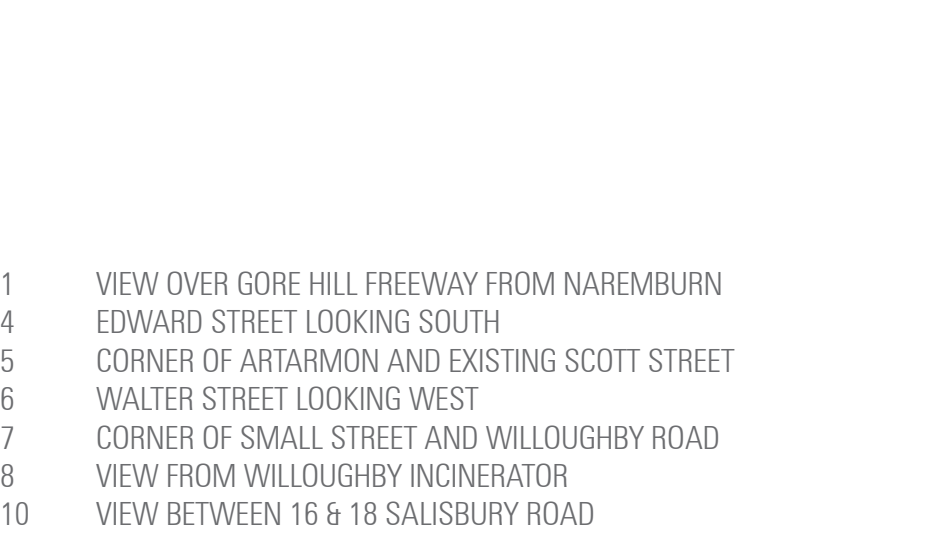


2.9 VIEWS AND VISTAS
IMAGES

The site, located on a ridge line, is visible from a number of local streets, important icons and distant vistas.

The site’s topography, on the edge of the Flat Rock creek gully, makes it particularly visible from the south, including Naremburn, the Gore Hill Freeway and Willoughby Road. Views have been selected from a series of local immediate streets and more distant long views. The updated photomontages reflect the key views which have changed from Modification 1.

Further detail is provided in Visual Impact Appendix 03.



1 VIEW OVER GORE HILL FREEWAY FROM NAREMBURN
4 EDWARD STREET LOOKING SOUTH
5 CORNER OF ARTARMON AND EXISTING SCOTT STREET
6 WALTER STREET LOOKING WEST
7 CORNER OF SMALL STREET AND WILLOUGHBY ROAD
8 VIEW FROM WILLOUGHBY INCINERATOR
10 VIEW BETWEEN 16 & 18 SALISBURY ROAD



03 THE PROPOSED CONCEPT DESIGN

3.1 NEW CONCEPT PLAN

KEY DESIGN MOVES

The following section outlines the key design concepts which form the basis of this Modification No. 2. These strategic design moves explain the main urban design drivers, and create a strong framework for assessing the qualitative and quantitative improvements of the proposed modification 2 to the current approval.

The concept design can be divided into the following sections:

KEY URBAN GESTURES
DISTINCT COMMUNITY INFRASTRUCTURE
OPENING VIEWS TO THE PUBLIC
BUILT FORM PRINCIPLES
A TRANSITIONAL SCALE
A LOW SCALE STREET EDGE
BUSH BUILDINGS
MID RISE BUILDINGS
A TRANSITION OF SCALE



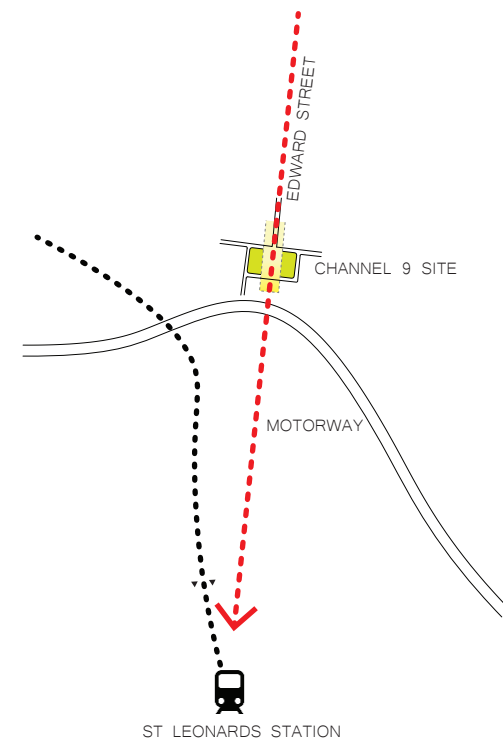
“Working with the slope of the land, as in a Renaissance garden, CHROFI have created a sequence of outdoor green rooms, pathways and lookouts that connect with under - appreciated green networks and focus upon distant landmarks to create a public realm of diverse character . This ranges from the playful and active to the serene and contemplative , accessible to all . This imaginative " space positive " scheme creates a robust framework for the proposed high quality housing as well as enhancing the appeal of the surrounding environment for all to enjoy.”

Andrew Andersons, AO

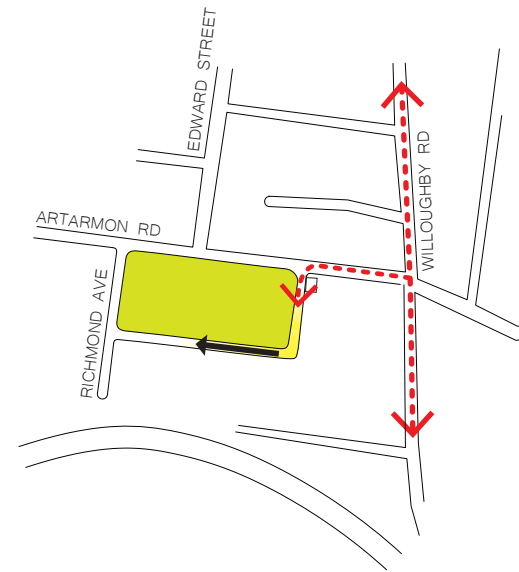
3.2 NEW CONCEPT PLAN

KEY URBAN GESTURES

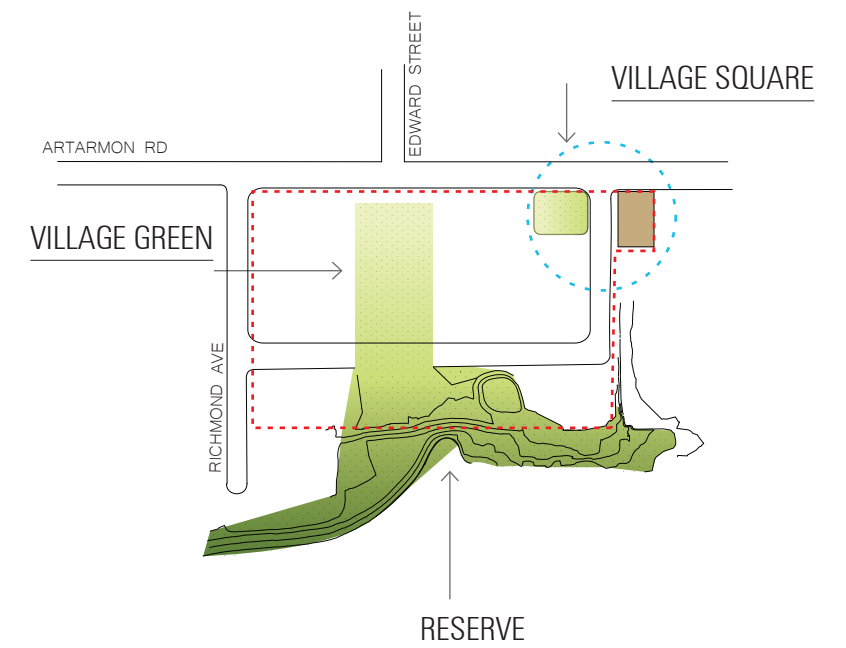
The unique alignment of Edwards St with district landmarks, connecting Scott Street to Richmond Ave and determining the best location for community infrastructure was the focus for redesigning the site.



A LOCAL AXIS
ALONG EDWARD ST
COINCIDES WITH ST
LEONARDS STATION



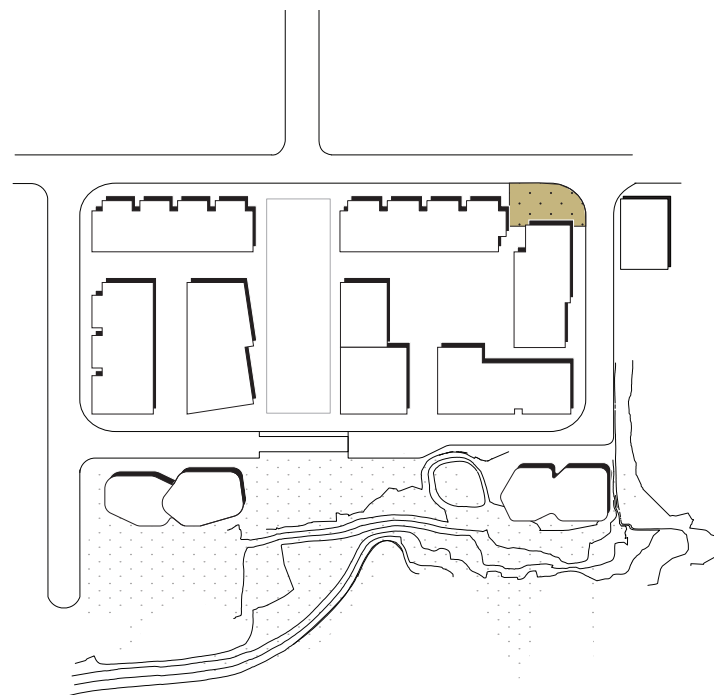
CREATING A LOGICAL
STREET STRUCTURE BY
RECONNECTING SCOTT
ST TO FORM A LEGIBLE
STREET BLOCK



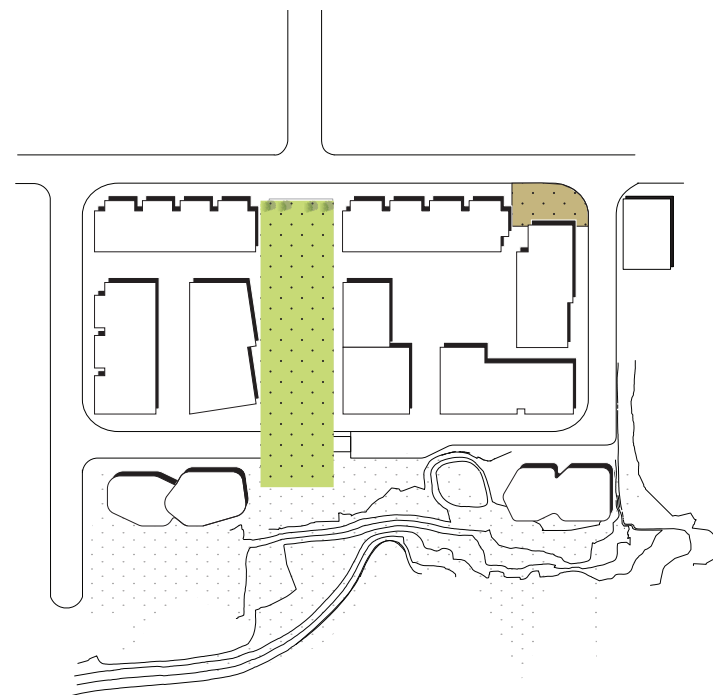
A REORIENTED PARK CONNECTS
TO THE EXISTING GREEN NETWORK
AND OPENS THESE SPACES TO
PANORAMIC VIEWS

3.3 DISTINCT PUBLIC INFRASTRUCTURE

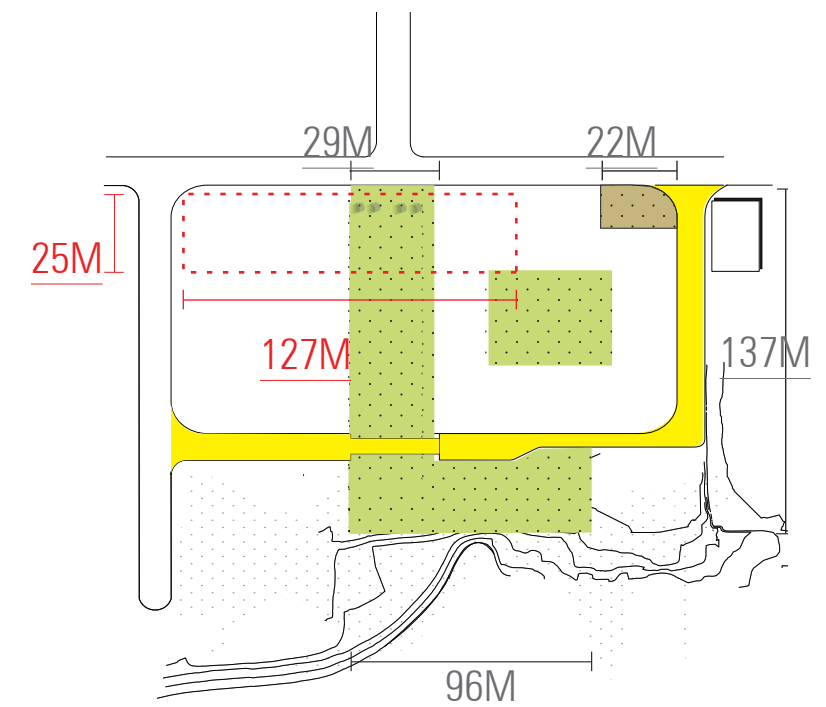
The proposed scheme provides a variety of community offerings including a village square on Artarmon Road, a childrens playground, an escarpment lawn, and a central Village Green open to the view and turned away from the busy road. The park alone is increased in size from the approved scheme. The aim was to connect public space from Artarmon Rd and the southern view, and to link these two spaces with a generous park.



A VILLAGE SQUARE TO PROVIDE A PLACE FOR SOCIALISATION



A VILLAGE GREEN ON ARTARMON ROAD AS A GATEWAY TO THE SITE AND THE CITY BEYOND



THE ISOLATED PARK ON A BUSY ROAD IS TURNED 90 DEGREES AND INCREASED. MAXIMUM ROAD AND PARK FRONTAGE IS MADE PUBLIC