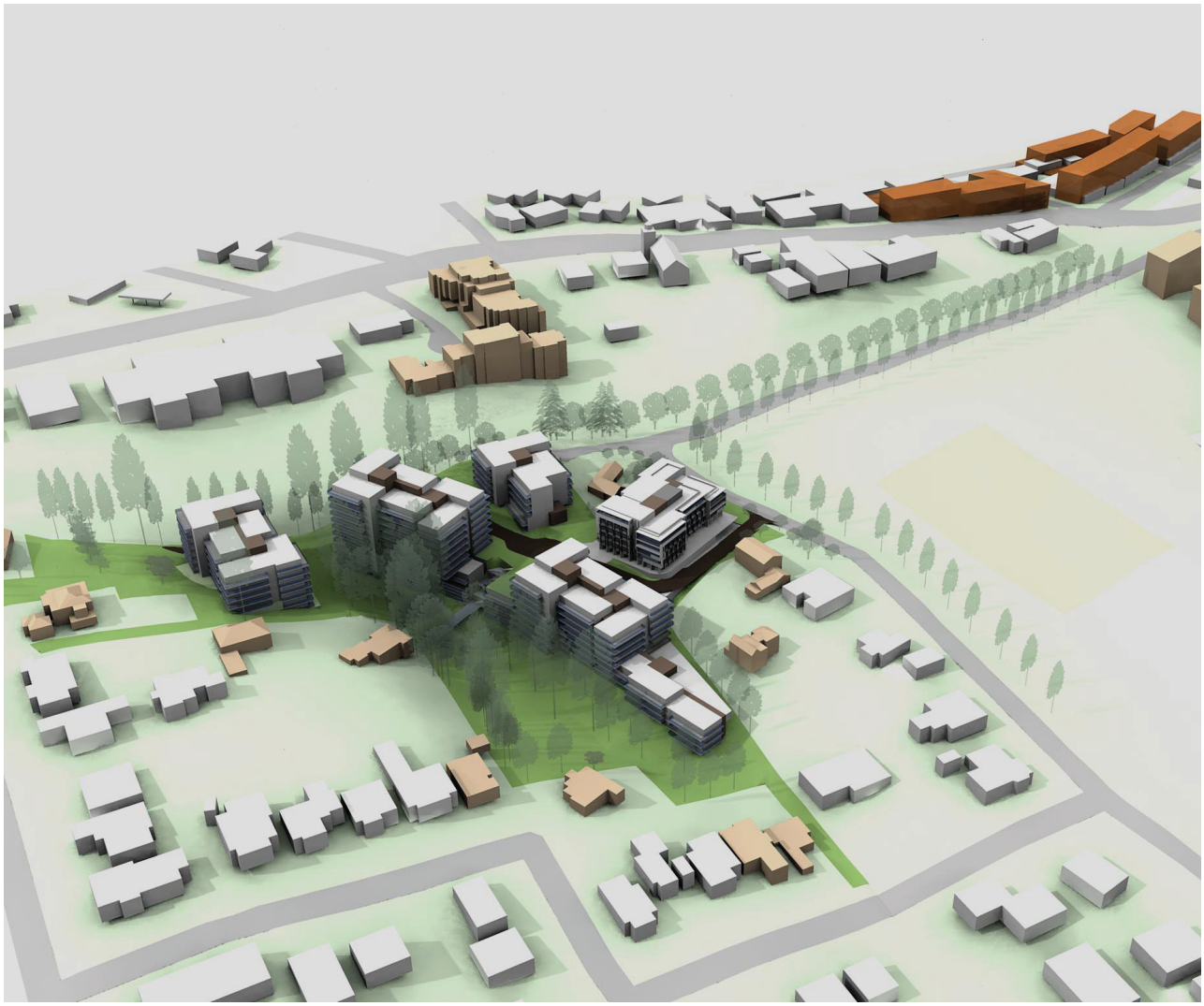
AVON ROAD DEVELOPMENT
CONCEPT PLAN



Location

The site consists of a number of large home sites in Pymble - Nos. 1, 1a & 5 Avon Road, 1 Arilla Road, and 4 & 8 Beechworth Road. The overall site is undulating in nature, sloping from a high point of RL157.32 on Beechworth Road to a low point on Arilla Road of RL117.03. There is a gully running from north to south in roughly the centre of the site. Approximately 30 years ago the grounds were elaborately planted with exotic species as gardens and lawns. However, at the current time the site is largely overrun by exotics and invasive weed species including Camphor Laurel *(Cinnamomum camphora)*, Liquidambar *(Liquidambar styraciflua)*, Jacaranda *(Jacaranda mimosifolia)*, Willow *(Salix babylonica)*, Privet *(Ligustrum sinense & Ligustrum lucidum)*, Lantana *(Lantana camara)*, Blackberry *(Rubus ulmifolius)*, Morning Glory *(f. Convolvulaceae)* and Wandering Jew *(Tradescantia fluminensis)*. Numerous large trees have regrown on the site over the last 50 years including native species such as Sydney Blue Gum *(Eucalyptus saligna)* and Blackbutt *(Eucalyptus pilularis)*. There are several dwellings on the site in varying condition.

The site is located within the Pymble town centre precinct (as described in the Town Centres LEP) and is in close proximity to Pymble Station, Avondale Golf Course, and PLC school. Adjoining the site are a number of residential dwellings, and to the north the North Shore Railway corridor. On the north side of the railway line are some larger multi-residential developments (Avondale & Clyde Gardens) and further north the Pacific Highway.

There are distant views to the city and North Sydney to the south and southeast as well as to the Blue Mountains to the south west.

Planning Context

There are a number different planning instruments that concern the site. Besides the standard instruments (BCA, SEPP65,LEP), there are instruments that consider the site as a separate entity - notably SEPP53 and the Draft Town Centres LEP 2006.

SITE BOUNDARY

SEPP 53

SEPP 53 considered the Avon Road site as one of 6 six sites in the Ku-ring-gai Council Area. Part of the aims of SEPP53 were to allow multi-residential development on the site given its proximity to Pymble Station and the increasing demand for residential dwellings in Sydney. Another aim was to protect important elements of the existing landscape for the development. The Ku-ring-gai Reference Plan and Ku-ring-gai Sites Report were developed to provide detailed development controls and building envelopes for the site.

While the aims of SEPP53 are common to those of this application, there are a number of deficiencies of the Ku-ring-gai Reference Plan and Ku-ring-gai Sites Report which mean that the actual construction of the form denoted by these plans is not feasible.

First, the SEPP53 site is approximately 20% larger than what is owned by the applicant. Although the applicant has attempted to procure the remaining sites on the plan, he has been unable to do so. Therefore, any application must generate a design based on the actual site, rather than an ideal site.

Second, the topography of the site is more severe than implied by the SEPP 53 plan. This is most evident in the layout of the internal roads, which despite involving the removal of many large trees on the site, cross the gully zone and hence, due to the steep slope, would require extensive bridging and large retaining walls. To avoid these negative outcomes a more sensitive response to the site is adopted in this proposal, reducing the number of internal access roads to separate areas on the west and east of the site.

Third, the SEPP53 plan shows a large number of footprints that are unworkable and uneconomical for apartment development. In order to fit within the extensive road layout, the SEPP53 plan adopted a design solution of numerous smaller apartment footprints covering a large number of parts of the site. One of the results of this spreading across the site is that some of the footprints encompass an area which is relatively small for apartment design. The smallest footprints are less than 225m² which entails walk-up apartments (a difficult prospect in a steeply sloping site with subterranean car parking) or an inefficient number of lifts for each building. Further, if the car parks are to be confined to spaces

CONCEPT PLAN

largely under the building the efficiencies are further reduced by requiring more excavation for vertical vehicular access. By combining a number of the smaller footprints into a larger form efficiencies are gained in both apartment layout, vertical access and servicing, as well as car parking arrangements. Also, having internal service roads to each apartment requires further site area to be taken up with hard surfaces at the expense of the area to be restored as a park dominated by native trees.

Fourth, the location of the access road adjacent to the rail corridor causes undesirable increases in traffic and significantly impairs the amenity for both adjoining residents and those living in the development. The connecting road from Beechworth to Avon Road increases the likelihood of a traffic rat-run as traffic coming to and from the school utilises the site as a shortcut rather than using the Pacific Highway or the roads around the periphery of the site (Beechworth, Mayfield, Arilla, Avon). Further, by dedicating the northern portion of the site to roadway the locations of the apartments are pushed southwards, adjacent to the residential development adjoining the site. A more sensitive arrangement of access roads to each side of the gully allows the bulk of the development to be moved north, away from the adjacent residences to the south. Coupled with a reduced number of footprints, landscape zones to the west, south, and southeast can then be established giving an appropriate buffer to the adjoining residences.

Fifth, due to the inefficient layout of the footprints, car parking, and the over abundance of internal roadways the SEPP53 plan has generated a density which is inappropriate for the objectives of the SEPP53 plan, increasing demand for housing in the Sydney area, and the viability of development on the site. As a result of the planning of the SEPP53 plan an unusually low density is implied for the development of the Avon Road site. An important part of the objectives of the site is to protect and greatly enhance the existing landscape elements as well as providing an appropriate transition to the adjoining properties. Given the layout and constraints of the SEPP53 plan, a working density of less than 1:1 is necessary in order to achieve these objectives. This is not an inevitable consequence of the site. On the contrary, by relocating the building footprints and redesigning access to and within the site, substantial efficiencies can be created which allow the site to manage a much higher density than shown by SEPP 53.

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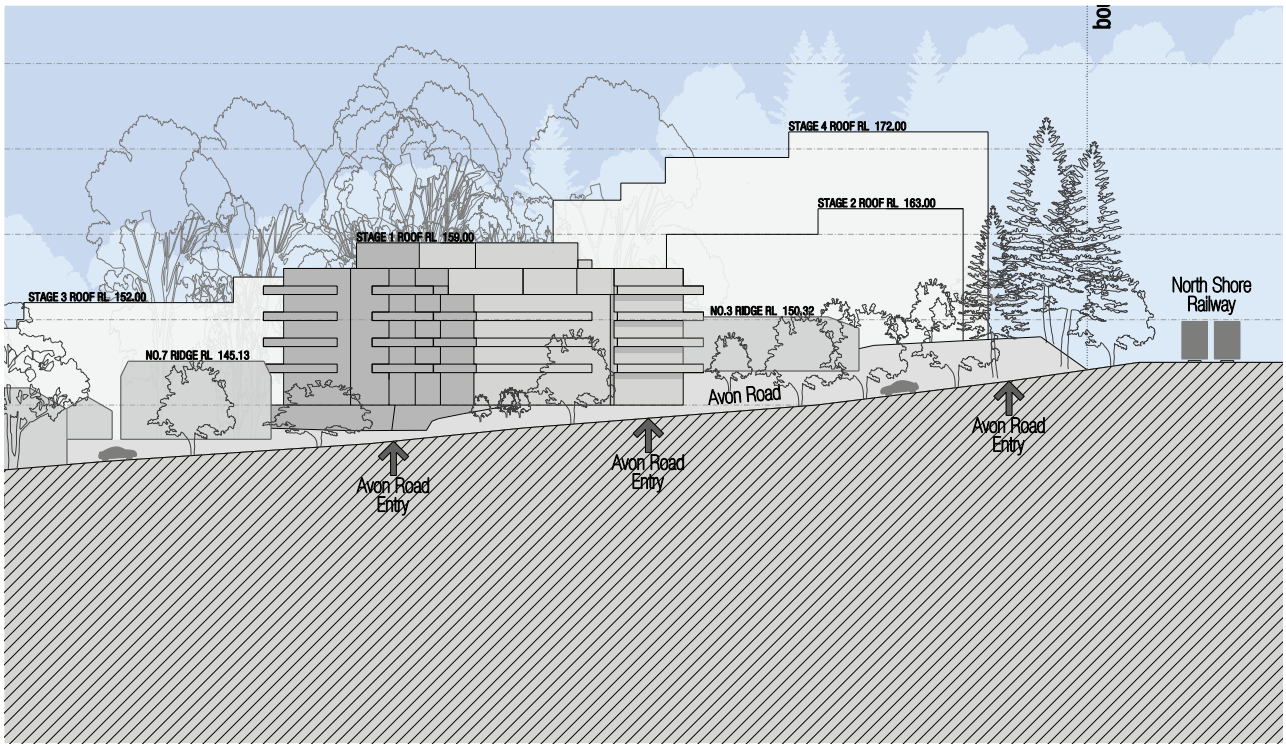
EAST ELEVATION



Locating the development further north and increasing the size of the footprints to more efficient sizes, more of the site can be retained for landscaping and trees. Further, if the southern areas are freed up for landscaping effective buffer zones can be created for the adjoining residences, increasing the amenity for both neighbours and residents of the development.

Finally, because of the lack of appropriate buffer zones, the unnecessary proliferation of internal access roads, and the scattering of built forms across the site, the SEPP 53 plan has artificially limited the height of the development. Further evidence of this unnecessary restriction can be seen in the increased height limits (17.5 and 23.5m) proposed by the Draft Town Centres LEP 2006. In the current proposal, the superior arrangement of the buildings coupled with the remediation and enhancement of landscape allows taller forms while at the same time enhancing the outlook and amenity of both neighbours and residents.

Further discussion of the relevant planning instruments pertaining to the site can be found in the planning report.

Concept Plan - Urban Planning Strategy

The concept plan was generated in consultation with the Department of Planning, the relevant planning instruments, and taking into account the numerous previous attempts to develop the site. A number of different options were considered looking at a variety of different footprints from a minimum of three to a maximum of seven buildings. Having explored the advantages and disadvantages of each option, a five building footprint was adopted.

The five building footprint allows a number of different advantages to the site while providing enough efficiencies in planning to be economically viable.

1. The five building plan allows the mass of the development to be concentrated to the north of the site and buffer zones to be created in the southern areas.
2. The five building plan allows the key points of the site to be addressed and the significant landscape areas to be remediated and preserved.
3. The five building plan allows the development to conform to the undulating topography of the site and in doing so reduces the bulk of the development.

CONCEPT PLAN
NORTH ELEVATION

4. The five building plan allows the bulk of car parking to be provided between the major buildings, alleviating the need for deep excavation.
5. The five building plan allows appropriate relationships between the buildings without providing an overly bulky form from viewpoints external to the site.
6. The five building plan allows the buildings to be orientated for favourable aspect to the path of the sun as well as to the views to the landscape within the site and to vistas further afield. The buildings are articulated to avoid elevations which directly face an adjacent building fostering sight lines between and around the different buildings. The distances between the buildings meet or exceed of the minimum distances prescribed by SEPP 65, in addition the articulation of individual buildings ensures that any closing distances are found only at corners rather than along a facade.
7. The five building plan affords floor plates of efficient size and shape to allow a modularity of apartment forms giving rise to a variety of different living typologies and apartment sizes.
8. The five building plan allows a staged development and fine tuning of the buildings over an extend period of time.
9. The five building plan affords the adjoining sites on Beechworth and Mayfield Road included in the Town Centres LEP the opportunity for future development by locating development further within the site.

Landscaping

The existing outlook across the canopies of the trees of the site and out to the vistas of the Ku-ring-gai locality beyond is an important characteristic of the site. The retention and maintenance of this outlook is a critical goal of this concept plan. As discussed above, the landscaping functions as outlook and ground for the buildings in the development, as well as a buffer to adjoining residences, and a haven for local fauna. In order to achieve this goal a comprehensive landscape design and vegetation management plan is included in this submission.

BASEMENT LEVEL
1 - PART