

7 December 2012

Project: Lindfield Mixed Use Development
23-37 Lindfield Ave, Lindfield, NSW

Reference: s.75w Submission (MP08_0244)
Design Statement and SEPP 65 - Summary Compliance Statement

This Design Statement is made in support of the s.75w application to the Department of Planning and Infrastructure to modify the previously approved mixed-use development to be located at 23-37 Lindfield Ave and 11 Havilah Lane, Lindfield, NSW (MP08_0244). The subject site has a site area of 3,099 m² and is an existing retail / commercial development bounded by Lindfield Ave to the west, Kochia Lane to the south, Havilah Lane to the east, with existing retail premises and council car park to the north. The site is located approximately 50 metres north of Lindfield Train Station.

Description of Approved Scheme

The previously approved development comprises the following:

- Three levels of basement car parking for 196 cars made up of 90 retail spaces, 91 residential spaces, and 15 visitor parking spaces,
- Two levels of retail use with a medical centre located within the podium accessible from Lindfield Ave and Kochia Lane with a GFA of 4,231 m²,
- 91 residential apartments in two buildings,
- The Lindfield Ave building is 7/8 storeys high and the Havilah Lane building is 6 stories high.
- Communal open space for residents located on top of the retail podium at level 2.

Description of Proposed Modifications for s.75w Scheme

The proposed modifications comprise the following:

- Two basement levels of secure residential car parking accessed directly via a ramp from Havilah Lane made up of 106 residential spaces, 8 residential visitor spaces and 6 retail staff spaces,
- Retail car parking for 42 cars and loading dock facilities located on lower ground floor, directly accessed from Havilah Lane,
- Retention of the Right of Ways accessed from Havilah Lane at lower ground floor for the benefit of properties at Nos. 39 and 41 Lindfield Ave,
- Retention of the pedestrian connection between the adjacent council car park and the lower ground floor retail car park giving access to the retail travelers,
- Single level of retail use containing a supermarket and specialty retail tenancies with pedestrian access from Lindfield Ave and Kochia Lane and a GFA of 2,340 m²,
- 112 residential apartments in two buildings with separate dedicated entry lobbies located at street level,
- The Lindfield Ave building (Building A) is 8 storeys high and the Havilah Lane building (Building B) is 7 stories high,
- Communal open space for residents located on top of the retail podium at level 1.

Principle 1 – Context

The proposed modifications have been made to create a more fully resolved and finessed development with strong presentation to all the street frontages. The design modifications better address the aims arising from the Ku-ring-gai Town Centres Public Domain Plan 2010 for the desired future character of the area, being;

Street Character

To strengthen the role of Lindfield Avenue as the "main street" retail area for Lindfield providing local services.

Improve the streetscape character of the town centre lanes including Bent Lane, Kochia Lane, Tryon Lane and Havilah Lane.

The development incorporates improvements to the public domain including paving, seating, active street frontages and vitality to the street.

The revised design presents a single storey retail frontage to both Lindfield Ave and Kochia Lane, retaining the existing pattern of single storey retail frontage below an awning line. The retail podium is designed to be at a similar scale to the adjacent retail frontages along Lindfield Avenue and the dominant element of the building when viewed from the street. The tenancies are set back 4 metres from Kochia Lane as required in accordance with the approved scheme to provide a wider footpath and an active street frontage leading towards the future Lindfield Town Square (to be created on the council owned car park to the south of the site). The awning line between the retail and residential component helps to define and retain the language of 'main-street' retail for the pedestrian experience at street level.

The Lindfield Ave streetscape has been carefully considered to provide a strong and visually interesting response to the existing streetscape, and in particular the heritage building at 1-21 Lindfield Ave, which has a strong and robust presence in its own right. The modified development has a clear delineation between the bottom, middle and top expressed through form manipulation of the Lindfield Ave facade. The existing language of the heritage building is face brickwork in painted rendered frames. The design for the middle section of the Lindfield Ave facade is a contemporary reinterpretation of the framed masonry where a 'floating white frame' is expressed and offset gesturing towards the heritage building, that make use of deep red terracotta-coloured cladding. This deep red terracotta-coloured cladding is limited to this portion of the development facade only to create direct dialogue between the heritage building and the development. The floating frame penetrates into the 4m setback zone above the shop awning (Levels 2 – 4) as a deliberate architectural expression which serves as an 'urban design marker' to emphasise the entry to the proposed Lindfield Town Square.

Havilah Lane has been developed as another building facade in its own right, providing two residential addresses to Building B and not just a rear lane street frontage for back of house uses.

Public Spaces

To establish a new public space (town square) centrally located within the commercial precinct of Lindfield.

The revised design retains a major pedestrian access on Kochia Lane that will form a direct connection with the development and future Town Square. The floating frame element on the corner of Lindfield Ave and Kochia Lane helps to mark and define the entry to the future Town Square by creating an iconic corner when viewed from Lindfield Train Station.

Culture and Community

The active retail frontage on Lindfield Ave and Kochia Lane gives opportunity for cafes and outdoor dining areas to support the existing village shopping precinct and future Town Square. The residential portion of the development will house a population that will sustain the village shopping precinct and form the basis of the local community.

Principle 2 – Scale

The scale of the modified development has been determined based on the permissible heights for the site as defined by the Draft Town Centre LEP 2012 and in response to the requirement to maintain the Rights of Way through the site.

The building form, being two residential buildings on a common retail podium (as previously approved), has been maintained, with the taller of the two residential buildings defining Lindfield Ave to reinforce the street adjoining the rail corridor, and the shorter building facing Havilah Lane, so that the development steps down towards the lower rise developments to the east of the

development. 18m separates the two residential buildings promoting adequate residential amenity including light, ventilation and privacy.

The height of the modified design has increased above the approved scheme due to the requirement to maintain 4.57m high clear unobstructed Rights of Way access to the neighbouring properties Nos. 39 and 41 Lindfield Ave at lower ground floor coupled with the requirement to provide active retail street frontage to both Lindfield Ave and Kochia Lane. The residential floor to floor heights have increased to 3.1m in lieu of 3m in response to the fire rating requirements of the concrete code and to maintain ceiling heights as required by SEPP 65, thereby maintaining amenity to the apartment interiors. The height of the retail podium has decreased from the approved scheme due to the retail component now being contained within one level and not two. As a result, the modified development marginally increases over shadowing to the surrounding developments. Refer to the shadow diagrams which show the approved scheme shadows overlaid on the modified scheme shadows.

Principle 3 – Built Form

The building form, being two residential buildings on a common retail podium (as per the approved scheme) has been refined to provide a more fully resolved development. The apartments have good outlook, good solar orientation and cross ventilation. The development displays articulated facades on all faces, including non-required fenestration to the north and south facades. This is important as the development is viewed in the round and will form a prominent backdrop to the future Town Square, and when viewed from afar. Moreover, the 'grand gesture' floating frame and more prominent articulation on Lindfield Ave and Kochia Lane has been developed to reflect the importance of these streets and in particular, the importance of this corner.

The retail podium addresses the street at both Lindfield Ave and Kochia Lane, retaining the 4 m setback of the Kochia Lane façade at street level to improve the public domain at this prominent corner. The Havilah Lane façade is generally set back 1m from the boundary and has been developed as a frontage where the residential entries to Residential Building B have a strong connection to the street and better relate to the existing residential development at 8 Havilah Lane. The dock facilities are now contained within the middle of the lower ground floor plate.

The Lindfield Ave Residential Building A sets back generally 2 metres at levels 5 & 6 and on average 4 metres at level 7 with the exception of the north-west portion of the design. The design generally complies with the intent of the setbacks and the modulation and architectural articulation is appropriate for Lindfield Ave. The resulting architecture is not bulky by virtue of the fact the façade is not monolithic. There is a clear delineation between the bottom, middle and top expressed through form manipulation, which serves to reduce the perception of height. The disposition of the floating frame towards Kochia Lane is a simple strong architectural gesture that reinforces the low-rise streetscape. The roof line and upper storey 'pop-out' elements, as well as material selection and varied fenestration / sun shading treatment all reduce the perception of bulk by providing visual interest along the length of the building.

Principle 4 – Density

The density of the modified development is appropriate for the site given the availability of transport and infrastructure. It is also appropriate to underpin the desired future character of the area. The modified scheme FSR is 3.93:1 which represents an additional GFA of 279m² above the approved PPR scheme of 3.84:1. This additional 279m² has arisen as a result of the swap in uses between the retail and residential use, where previously there was 4,231m² of retail GFA, now there is 2,340m² of retail GFA.

Principle 5 – Resource, Energy and Water Efficiency

The modified proposal has been designed to incorporate both active and passive solar design, which includes north facing windows and operable sun shading devices. Refer to the BASIX Report by Cundall for the measures to be incorporated in the detailed design including energy efficient appliances and fittings through-out.

The building complies with the guideline recommendations of SEPP65 for cross ventilation and solar access in mid-winter as stipulated in Principle 7 – Amenity below.

Bicycle parking is located at each retail entry and within the retail car parking to encourage bicycle use for trips to the retail centre.

Principle 6 – Landscape

The modified design allocates 22% of the site area as communal open space for the use of the residents at Level 1 which is an improvement on the approved scheme (being 20%). Deep soil zones are incorporated in the landscape plan at level 1. The landscape design creates a series of outdoor platforms interspersed with hedge planting which facilitates and promotes use of this area by different people, as there is a level of privacy afforded between each of the platforms. The apartments on the lower levels facing the courtyard will have views into tree foliage which will greatly soften the space between the two residential buildings. Given this is a restricted urban site, the private outdoor spaces to the Level 1 apartments are smaller than the SEPP 65 guidelines, however the landscape plan incorporates buffer planting to these terraces for visual privacy.

Principle 7 – Amenity

The proposed apartments have a high level of amenity and do not cause any significant amenity loss on any neighbouring property.

Building Separation and Visual Privacy

Building separation of 18m provides adequate visual privacy between apartments. This is further enhanced by the use of retractable sun shading devices.

To ameliorate overlooking issues between the openings in the end wall of the floating frame feature balconies (levels 2 – 4) on Lindfield Ave and the existing windows of the heritage building at 1-21 Lindfield Ave, mesh infill screens have been proposed.

Building Entry

The retail centre has pedestrian access from both major street frontages on Lindfield Ave and Kochia Lane. The Lindfield Ave entry is readily visible from Lindfield train station. The Kochia Lane entry will form an important link to the future town square to be located to the south of the site on the council car park. An enclosed travelator lobby and public lift provide access from within the retail car park to the retail mall.

The residential entry lobbies to both buildings are clearly demarcated and defined. Each residential building contains two vertical circulation cores and each core is accessed individually from their respective public street frontage. Building A on Lindfield Ave accordingly, has pedestrian entries on both Lindfield Ave and Kochia Lane providing a clear address for each portion of that building. Building B has pedestrian entries directly accessed from Havilah Lane which will be identified by signage to differentiate the two lobbies.

Retail and residential car parking has been separated with separate entries for each use which reduces confusion and improves security. The residential parking is accessed directly via a ramp from Havilah Lane to the basement car parking. The retail car parking is accessed from the shared zone on the Lower Ground Floor, accessed from the Right of Way off Havilah Lane and sign posted.

In response to the requirement to maintain the two Rights of Way across the property, the Lower Ground Floor has been designed as a shared zone between pedestrian traffic and vehicles. This area is designed to have high quality finishes including wall cladding, ceiling treatment, lighting and paving design. These finishes also reinforce way finding through this level to direct users to the retail travelators, lift and parking. This area is secured after hours with security gates.

Balconies

Balconies are provided to all apartment living areas, and in some cases, balconies are provided to bedrooms as well. These balconies are provided to increase the sense of space from apartment interior and maximise outlook and views. Balcones are provided with sun-shading devices to control solar heat gain and provide visual privacy.

Acoustic Privacy

The two residential buildings are located close to the street frontages to provide adequate

acoustic separation between the buildings. Balconies are separated by either blade walls or solid elements of the building.

The retail loading dock is now located within the development in the middle of lower ground floor plate so that the residential developments fronting Havilah Lane are protected from the sound of loading and unloading delivery vehicles.

Acoustic screens are provided to screen the roof top plant on Building B to protect both Building A residents and the residents in the existing residential development at 8 Havilah Lane across the street from unwanted plant noise. Refer to the Wood & Grieve Engineers Acoustic Report for further details.

Daylight Access

The modified scheme achieves 2 hours of mid-winter solar access to 70% of apartment habitable areas and private open spaces between the hours of 9am – 3pm which satisfies the requirements of SEPP 65. Refer to the Cundall Report for further analysis.

Natural Ventilation

64% of apartments are naturally cross-ventilated in the proposed scheme (comprising through apartments and corner apartments) which satisfies the requirements of SEPP 65. Refer to the Cundall Report for further analysis.

Principle 8 – Safety and Security

The proposed modifications have optimised safety and security to the public domain as well as internal to the development. This has been achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, maximising activity to the street, limiting concealed and recessed entries, providing clear, safe access points, appropriate lighting and clear definition between public and private spaces. Where planning has necessitated recessed entries, the lighting levels will be sufficiently high to illuminate the area and prevent concealment.

The residential entry lobbies are clearly demarcated and open directly to the public streets. The residential entries and car parking will incorporate secure access, security lighting and an intercom system. Casual overlooking of the Level 1 Communal Landscaped area provides additional safety to this area.

The retail mall entries are readily identifiable from Lindfield Ave and Kochia Lane. Retail and residential car parking has been separated with separate entries for each use. Security gates for after-hours use have been incorporated at the Lower Ground Floor off Havilah Lane to secure the shared zones and retail car parking.

Principle 9 – Social Dimensions

Ku-ring-gai Draft Local Environmental Plan (Local Centres) 2012 (blueprint for the long-term future of Ku-ring-gai's six major local centres) outlines particular aims for local centres throughout the Local Government Area with aspirations to achieve an orderly and economic development of residential land while maintaining the local character. These aims include providing development that enhances the economic role of the centre and caters for the retail and commercial needs of the local community, provides a variety of housing choices within and adjacent to these centres and achieves land use relationships that promote the efficient use of infrastructure.

The proposed modifications to the development have been designed to improve the balance between retail development and residential development in line with the aims of Draft LEP 2012. The retail portion of the development is now contained within one level underpinned by a supermarket. The concept for the retail offering is to work in concert with the existing Lindfield retail offerings in the immediate area to provide holistic convenience shopping. This is particularly important so that the existing retail offerings remain vibrant and active.

The residential portion of the development contains a range of apartment types including some studios. Given the location of Lindfield Train Station across Lindfield Ave and the retail offering, the apartment types appeal to both the younger and older markets leading to a desirable mix of age groups within the development.

Principle 10 – Aesthetics

The architectural language draws on a suite of material types and forms. The retail component has been developed to reinforce the existing retail street and comprises mostly glazed shopfront. The two residential buildings have similar structural rhythm however the Lindfield Ave building façade has been treated quite differently, with different material colours and façade articulation to better respond to the heritage building at 1-21 Lindfield Ave and reinforce the importance of the Lindfield Ave streetscape.

Accessibility for the Disabled

The proposed modifications ensure equal and equitable access to all areas of the development that are required to be accessible in accordance with the Building Code of Australia.

Disabled access is gained to retail mall via a ramp from the corner of Lindfield Ave and Kochia Lane and from the retail car park on Lower Ground Floor via a public lift. The retail mall is level and easy access is afforded to all retail tenancies from within the mall and to those retail tenancies fronting Lindfield Ave and Kochia Lane. Adaptable apartments are provided within the development in accordance with Ku-ring-ga Council DCP No. 31 – Access.

Refer to the Access Report from PSE Access Consultants for further details.

In conclusion, the modifications encapsulated in the s.75 documentation satisfy the key aims of the previous approval conditions and the guidelines of SEPP65. The proposed development displays a more sophisticated architectural response to its surroundings and to the future desired character for the area, resulting in a scheme with vitality.

End Report

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