

27 October 2014

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 and SEPP 65 - Summary Compliance Statement** has been prepared to accompany an application to modify the Minister for Planning & Infrastructure's approval of Project Application MP 08_0244 for the mixed use development at 23-37 Lindfield Avenue and 11 Havilah Lane, Lindfield.

The modifications to the development comprise the integration of LOT1 in DP1198025 (part of the former Council car park) into the development site and resulting amendments to the design of the mixed use development. Accordingly the modified description of the development is summarised as:

1. Demolition of existing structure on the site;
2. Excavation of the site;
3. Construction of a mixed use development with a maximum gross floor area (GFA) of 13,592m² comprising:
 - 2,721 m² GFA retail floor space at ground floor within a single storey podium;
 - 122 residential apartments in two towers above the retail podium;
 - Parking;
 - Communal open space located on top of the retail podium at level 1; and
 - Associated landscaping, servicing and infrastructure.

Description of Proposed Modifications for s.75w Scheme

The modifications to the development are driven by integrating the adjacent site LOT1 in DP1198025 into the development while substantially retaining the previously approved scheme. The numeric modifications are described in the following table:

Previously Approved	This s.75w Modification	Difference
Site Area: 3,099 m ²	Site Area: 3,482 m ²	Additional 383 m ²
FSR: 3.89:1	FSR: 3.90:1	Additional FSR 0.01:1
Total GFA: 12,066 m ²	Total GFA: 13,592 m ²	Additional 1,526 m ²
Retail GFA: 2,379.5 m ²	Retail GFA: 2,721 m ²	Additional 341.5 m ²
Apartment Nos.: 112	Apartment Nos.: 122	Additional 10 Apartments
Total Car Parking Nos: 184	Total Car Parking Nos: 221	Additional 37 Car Spaces including 8 tandem spaces.
Communal Open Space: 699.5 m ²	Communal Open Space: 699.5 m ²	Unchanged

The development retains the following attributes:

- Three basement levels of secure residential car parking accessed directly via a ramp from Havilah Lane comprising residential spaces, residential visitor spaces and retail staff spaces;
- Retail car parking 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;
- Single level of retail use containing a supermarket and specialty retail tenancies with pedestrian access from Lindfield Ave and Kochia Lane;

- 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;
- The Lindfield Avenue Elevation remains unchanged above Ground Floor Level.

The development has been modified in the following areas:

- Basement 3 has been expanded to accommodate additional car parking;
- Basement 1 now accommodates the detention tank & grease arrestor tank on LOT1 in DP1198025;
- Lower Ground Floor has been reconfigured to move the Loading dock to LOT1 in DP1198025, directly accessible from Havilah Lane and incorporating a turntable so that trucks can enter and leave site in a forward motion – the Building B residential entries remain unchanged and the residual loading dock space now accommodates additional retail parking. The Rights of Way accommodate two-way traffic. The security gates and boom gates have been relocated to the one-way portion of the retail parking and away from the driveway entries to allow unimpeded movement and continued operation of the Rights of Way to comply with Condition C3;
- Ground Floor has been reconfigured so that the Supermarket incorporates the space on LOT1 in DP1198025, the expression of the Ground Floor Shopfronts to Kochia Lane remain unchanged with the exception of the egress stair corridor configuration;
- Entry to the Lindfield Ave retail mall has been revised to include an external accessible ramp that traverses in front of retail shops 3 and 4. The entry stairs have been reconfigured to allow for the external accessible ramp and the internal accessible switch-back ramp has been deleted.
- Residential Levels comprise these modifications:
 - External sunshading is now provided to the retail mall skylight located in the communal space landscaping;
 - Building A now incorporates the privacy screens to the Kochia Lane apartments to comply with Condition B1 Design Modifications (a);
 - Building A portal frame element is set back 1m from the southern Kochia Lane boundary to comply with Condition B1 Design Modifications (b);
 - The retail mall smoke exhaust riser is incorporated in the central 2 bedroom balconies on the eastern elevation of Building A;
 - Vertical sunshading blades and full height glazing to bedrooms on the east elevation of Building A have been replaced with windows and Terracade cladding;
 - Vertical sunshading blades to balconies on the east elevation of Building A have been replaced with operable external venetian louvres;
 - Building B now incorporates an additional two apartments per floor, integrating the area on LOT1 in DP1198025;
 - Vertical sunshading blades and full height glazing to bedrooms on the east and west elevations of Building B have been replaced with windows and Terracade cladding;
 - Vertical sunshading blades to balconies on the east and west elevations of Building B have been replaced with operable external Venetian louvres.

Principle 1 – Context

The proposed modifications have been made to integrate LOT1 in DP1198025 and incorporate the Design Modifications Conditions contained within the Approval without eroding the previously approved design. The design modifications maintain a resolved and finessed development with strong presentation to all the street frontages.

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 architectural language and improvements to the public domain including paving, seating, active street frontages as previously approved remain unchanged.

Public Spaces

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

The design retains a major pedestrian access route 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 that marks and defines the entry to the future Town Square by creating an iconic corner when viewed from Lindfield Train Station has been setback in accordance with Condition B1 Design Modifications (b).

Culture and Community

The active retail frontage on Lindfield Ave and Kochia Lane remains unchanged with the exception of the shops 3 and 4 which have been setback from the boundary to allow for the external accessible ramp.

Principle 2 – Scale

The scale of the modified development has been determined based on the permissible heights for the site as defined by the Ku-ring-gai Local Environment Plan (Local Centres) 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.

The height of the modified design remains unchanged. Building B has been extended to the north over LOT1 in DP1198025 maintaining the floor levels and building height already approved. Building B now incorporates Terracade panels to visually breakup the length of the façade while still retaining the structural grid and rhythm of the previously approved development.

Minimal additional overshadowing is created by extending Building B to the north. 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) remains unchanged. The apartments retain good outlook, good solar orientation and cross ventilation. The development displays articulated facades on all faces as the development is viewed in the round and will form a prominent backdrop to the future Town Square, and when viewed from afar.

The articulation of the retail podium remains unchanged and addresses the street at both Lindfield Ave and Kochia Lane, retaining the 4m setback of the Kochia Lane façade at street level to improve the public domain at this prominent corner. An external accessible ramp has been introduced along the front of retail shops 3 and 4 on Lindfield Ave. The shops have been set back from the boundary to accommodate the ramp. The Havilah Lane façade is generally set back 1m from the boundary as previously approved. The dock facilities are now contained within LOT1 in DP1198025, separated from the retail car parking and pedestrian entries. The loading dock is configured with the turntable to allow trucks to enter and leave site in a forward motion.

The articulation and setbacks to the residential portion of the development above Ground Level remains largely unaltered with the exception of the following:

- Building A portal frame element is set back 1m from the southern Kochia Lane boundary to comply with Condition B1 Design Modifications (b);

- Building B extends to the north and incorporates an additional two apartments per floor, integrating the area on LOT1 in DP1198025;
- Vertical sunshading blades to balconies on the east elevation of Building A, and east and west elevations of Building B have been replaced with operable external Venetian louvres.

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 site area has increased by 383m². The modified scheme FSR is 3.90:1 which represents an additional 0.01:1 FSR above the Approved Development of 3.89:1.

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 and remains unchanged for the approved scheme.

Principle 6 – Landscape

The communal landscaped area remains unchanged from the approved scheme.

Principle 7 – Amenity

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

Building Separation and Visual Privacy

Building separation of 18m remains unchanged.

Building A now incorporates the privacy screens to the Kochia Lane apartments to comply with Condition B1 Design Modifications (a).

Building Entry

The retail centre has pedestrian access from both major street frontages on Lindfield Ave and Kochia Lane. An external accessible ramp has been introduced along the front of retail shops 3 and 4 on Lindfield Ave. The retail mall entry stairs have been reconfigured to link with this new ramp. This modification has allowed the deletion of the internal accessible switch-back ramp which was impacting on the overall width of the retail mall entry from Lindfield Ave. The Kochia Lane entry remains unchanged.

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. This entry configuration remains largely unchanged from the approved scheme.

Retail and residential car parking continues to be separated with separate entries for each use to reduce confusion and improve 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. This driveway configuration remains unchanged from the approved scheme. Boom gates and security gates have been removed from the two Rights of Way to allow unencumbered access. The loading dock use has now been separated from the shared zone and occupies LOT1 in DP1198025.

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 on LOT1 in DP1198025 at lower ground floor level. The loading dock is equipped with a turntable to allow trucks to enter the site and leave in a forward motion 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. This configuration remains unchanged from the approved scheme.

Daylight Access

The modified scheme achieves 2 hours of mid-winter solar access to 71% 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

60% 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 are separated with separate entries for each use. The loading dock use has now been separated from the shared zone and occupies LOT1 in DP1198025. This improves safety in the shared zone by removing truck activity. Security gates for the retail parking have been moved to secure the one way parking area leaving the ROW unimpeded.

Principle 9 – Social Dimensions

Ku-ring-gai Local Environmental Plan (Local Centres) 2012 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 increased the number of apartments on the extended site and improved the apartment mix to include more 3 bed apartments. There has been a commensurate increase in car parking to support these additional apartments as well as the

inclusion of a car wash space available to all residence. The supermarket has increased in area which makes the tenancy more attractive to a wider range of supermarket providers. The concept for the retail offering continues to work in concert with the existing Lindfield retail offerings in the immediate area to provide holistic convenience shopping.

Principle 10 – Aesthetics

The architectural language draws on a suite of material types and forms. The retail component continues to reinforce the existing retail street and comprises mostly glazed shopfront. The architectural language of the residential towers has been retained with the exception of the vertical sunshading blades to balconies on the east elevation of Building A, and east and west elevations of Building B. These have been replaced with operable external Venetian louvres. This architectural aesthetic remains generally unchanged from the approved scheme.

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 to the retail mall continues to be via a ramp from Lindfield Ave however the configuration of the ramp has been modified to delete the internal switch-back ramp and implement a combination of internal single run 1:14 gradient accessible ramp and an external ramp. Access to the retail mall from the retail car park on Lower Ground Floor continues to be via a public lift. The retail mall is level and easy access is afforded to all retail tenancies from within the mall. The external retail tenancies fronting Lindfield Ave and Kochia Lane have at grade access from the street frontages. Adaptable apartments are provided within the development in accordance with Kuring-gai Local Centres Development Control Plan.

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 continues to display a more sophisticated architectural response to the surrounding environment as already approved.

End Report

CRONE PARTNERS PTY LTD