



**DESIGN AMENDMENTS STATEMENT
PROPOSED MIXED-USE RE-DEVELOPMENT
23-37 LINDFIELD AVENUE, LINDFIELD, NSW**

The following design amendments have been made in response to the Department of Planning's letter dated 25/02/2011 regarding items that needed to be addressed as a response to submissions received.

Setbacks, Building Form and Design

The setback on Building B has increased to 4m from the boundary on Kochia Lane. Small portions of the building and balcony elements protruding past this setback occur on Levels 2, 3, and 4 to articulate the facade. Levels 5 and above is further setback in respect to the adjacent heritage building. These levels are darker in colour and are intended to visually recede behind the lower portion of the building when viewed from Lindfield Avenue and Kochia Lane.

This allows the proposal to be sympathetic to the adjacent heritage building and not overpower it, and also gives the lower levels a direct relationship to the height of the heritage building. In addition to removing excess solid massing at the Lindfield Avenue/ Kochia Lane corner, further glazing has also been added to this corner so that the building is viewed as less dominant in relation the adjacent heritage building.

A re-design of the retail levels has moved the supermarket up to level 1 in place of the courtyard and the Level 1 units in Building A. This resolved the issues of retail and residential entry points as well as providing possible future connections for mixed retail at ground floor to the future town square via the corner site at 2 Kochia Lane.

The increase in retail space lifts to communal courtyard to Level 2, with an additional basement level of car parking to cater for additional car spaces.

Building Separation

The separation of Buildings A and B are now compliant with the Residential Flat Design Code. Both buildings are 4 storeys and 6 storeys respectively above the new courtyard podium level and the balconies are 16.6m apart at the shortest distance.

A further assessment of the distances to balconies and habitable living spaces of the building to the east on Havilah Lane shows that at worst case, the distance between a small existing balcony to the proposed balcony is 16.9m. Given that the height of the proposed residential balconies on Havilah Lane start 3 storeys above ground level, only 2 storeys of apartments to both buildings directly face each other. Further to this, shade screens have been added to all balconies to assist in visual privacy.

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Streetscape Presentation

The retail and residential entries on both Lindfield Avenue and Kochia Lane have both been redesigned to provide a clearer separation between retail and residential access points. Retail entry on Lindfield Avenue is now at street level in line with the retail shop fronts. Retail entry on Kochia Lane has been widened to emphasise it as a prime entry point and to improve its streetscape presence. The residential entry point has been relocated to Kochia Lane and is now separated from the retail entry. Both entries on Kochia Lane will also address the future town square.

Open Space

The relocation of the courtyard from Level 1 to Level 2 has increased the area of communal open space by 25%.

Isolated Sites

Concept massing plans and elevations have been prepared for the isolated site at 2 Kochia Lane. These schematic plans show that the site is capable of being developed into retail and office space with onsite parking in accordance with Ku-ring-gai controls of FSR and setback if required.

Car Parking & Bicycle Parking

An additional basement level of car parking has been provided to cater for the increased retail component of the development. Separation between retail and residential car spaces is provided via fenced-off areas and security gates. Basement 3 is dedicated entirely for residential and visitor spaces, with the remaining spaces located in a fenced-off area on Basement 2. The remainder of Basement 2 and the entire Basement 1 is allocated for retail parking.

Stacked car-share spaces have been removed and only provided for certain 3-bedroom apartments. The car park redesign also provides additional space for bicycle parking.

Easement and Loading Dock

The easement has been retained in its original location for access to adjoining properties at No. 39 and 41. As a result, the building services locations and loading dock has been revised to accommodate this. In addition, the space for retail garbage storage has been increased to allow for additional bins.

Statement prepared by PTI Architects
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