

14R References

14R.2 Lindfield Hub Masterplan

SJB Architects



ASPECT Studios™

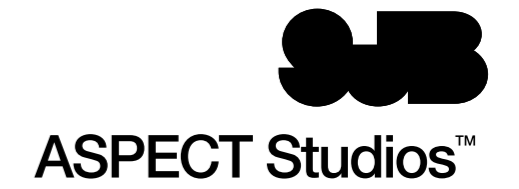
Lindfield Hub Masterplan

Lindfield, NSW, 2070

Ku-ring-gai Council
Masterplan Report

08 March 2016 | Version 03

SJB Architects



Project

Lindfield Community Hub Site Masterplan
Lindfield, NSW, 2070

Ref #5161
Date Issued: 08 March 2016
Version: 03
Prepared by: SS, RC, FL
Checked by: JK

Contact Details

SJB Architects
Level 2, 490 Crown Street
Surry Hills NSW 2010
Australia

T: 61 2 9380 9911
F: 61 2 9380 9922
architects@sjb.com.au
www.sjb.com.au



Contents

1	Site Context	5	4	Community Engagement	45	7	Appendix A: Precedent Studies	84
1.1	Urban Context	6	4.1	Community Feedback Summary	46	7.1	Double Bay	85
1.2	Local Context	7	4.2	Online Survey	47	7.3	Lane Cove	87
1.3	Existing Site Conditions	8	4.3	Public Exhibition - 21 March - 14 May 2015	48	7.5	Willoughby	89
1.4	Built Form	9	4.4	Recruited Community Workshop	49			
1.5	Streets and Open Space Character	9	4.5	Recruited Workshop - 9 May 2015	50			
1.6	Baseline Summary	10				8	Appendix B: Building Typology Studies	91
1.7	Local Demographics	11	5	Preferred Option	51	8.1	Residential	92
1.8	District Demographics	12	5.1	Introduction of Options	52	8.6.1	Terrace	92
1.9	District Movement	13	5.1.1	Summary	52	8.6.2	3-Storey Apartment	92
1.10	Local Movement	13	5.1.2	Key Components	53	8.6.3	3-Storey Shop Top Apartment	92
1.11	District Open Space and Recreation	14	5.1.3	Mix of Uses	54	8.6.4	4-Storey Apartment Block	92
1.12	Local Open Space and Recreation	14	5.1.6	Axonometric	57	8.2	Retail	93
1.13	Existing Open Space Typologies	15	5.1.7	Building Heights	58	8.1.1	Corner Shop	93
1.14	Contextual Built Form	16	5.2	Option Study	59	8.1.2	Small Office / Studio	93
1.15	Contextual Built Form	17	5.2.1	Movement	59	8.1.3	Small-scale Ground Floor Retail	93
1.16	Views and Vistas	18	5.2.2	Access and Servicing	60	8.1.4	Large-scale Ground Floor Retail	93
1.17	Key Views	19	5.2.3	Woodford Lane (Typical)	61	8.3	Residential and Retail	94
1.18	Visual Character	20	5.2.4	Woodford Lane (South Side)	62	8.2.1	Small-scale Neighbourhood Precinct	94
1.19	Site Landscape Character	21	5.2.5	Drovers Way	63	8.2.2	Medium-scale Neighbourhood Precinct	94
1.20	Constraints	22	5.2.6	Bent Street	64	8.4	Community Facility	95
1.21	Opportunities	23	5.2.7	Frontages	65	8.3.1	Library	95
			5.2.8	Setbacks and Separation	66	8.3.2	Community Centre / Library	95
2	Design Principles and Vision	24	5.2.9	Open Space and Landscape Characteristics	67			
2.1	Vision	25	5.3	Response to DCP	68	9	Appendix C: Open Space Studies	96
2.2	Design Principles	26	5.3.1	Desired Future Character	68	9.1	Darling Quarter Lawns, Darling Harbour	97
			5.3.2	Community Hub	69	9.2	UTS Alumni Green, Ultimo	98
3	Site Concept Options	28	5.3.3	Development Control Plan	70	9.3	St James Park, Glebe	99
3.1	Key Functional Relationships	29	5.4	Option Analysis	71	9.4	Foley Park, Glebe	100
3.2	Key Land Use Components	30	5.4.1	Shadow Analysis	71	9.5	One Central Park, Chippendale	101
3.4	Snapshot of Concept Options	32	5.4.2	Solar Access Analysis	72	9.6	Cranbrook Junior School, Rose Bay	102
3.5	Option 1 - Illustrative Masterplan	33	5.4.3	Views Analysis	73	9.7	Surry Hills Library, Surry Hills	103
3.5.1	Option 1 Axonometric	34	5.5	Final Documentation	74	9.8	Shannon Reserve, Surry Hills	104
3.5.2	Option 1 Visualisation	35	5.5.1	Illustrative Masterplan	74			
3.6	Option 2 - Illustrative Masterplan	36	5.5.2	Sections	75			
3.6.1	Option 2 - Axonometric	37	5.5.3	Visualisation	76			
3.6.2	Option 2 - Visualisation	38	5.5.4	Development Statistics	77			
3.7	Option 3 - Illustrative Masterplan	39				10	Appendix D: Background Documents Review	105
3.7.1	Option 3 - Axonometric	40	6	Detailed Design Studies	78			
3.7.2	Option 3 - Visualisation	41	6.1	Spatial Relationships - Community Hub	79			
3.8	Option 4 - Illustrative Masterplan	42	6.2	Spatial Arrangement - Community Hub	80			
3.8.1	Option 4 - Axonometric	43	6.3	Open Space and Landscape Character	81			
3.8.2	Option 4 - Visualisation	44	6.3.1	Public Open Space	81			
			6.3.2	Pedestrian Plaza	82			
			6.3.3	Garden Spaces	83			

Executive Summary

1. SJB Engagement

SJB were appointed by Ku-ring-gai Municipal Council (KMC) in December 2014 to prepare the Lindfield Community Hub Master Plan, a project that *'will have a pivotal role in the revitalisation of Lindfield local centre . . . comprise a new branch library alongside a community centre with hireable spaces, as well as a local park and town square. Supporting these uses will be a mix of retail and residential uses, creating a focal point for the western side of Lindfield'* (Project Brief, page 2).

Working in collaboration with Aspect Studios (Landscape Architects), CRED Planning (social and community engagement) and MBM (Quantity Surveyors), the multi-disciplinary team led by SJB has engaged with Council, their consultant team, residents and the community group Support Lindfield to gather all available baseline information. Outlined in this report are the findings of our review of the baseline, site analysis, design principles, concept options, community workshop findings and final masterplan.

2. Subject Site

The subject site is located in Lindfield on the current Woodford Lane Car Park. Lindfield Station is in walking distance to the site, as well as the Pacific Highway. Surrounding the site is a strip of retail along Woodford Lane and a mix of 2-3 storey residential dwellings. There are also several significant trees within the site which should be considered in developing options for the masterplan.

3. Project Objectives

The objective of the project is to provide a new community hub for Lindfield, which will become an exciting destination and an active facility morning, noon and night. The masterplan will incorporate a new library, community centre, open space, plaza, retail and residential units, all of which were outlined in the project brief.

An extensive site analysis into both the regional and local contexts was undertaken, focusing on the existing site conditions and help the team gain a better understanding of the area. From this, a series of opportunities and constraints were identified for the study site.

To help inform the preparation of the concept design options, an analysis of relevant building typologies, public spaces, street sections and relevant mixed-use projects in Sydney

was undertaken. These precedents provided valuable information on the quantitative and qualitative outcomes that the various options could deliver, whilst also serving as a reference during the preparation of the costs plans.

The brief specified the scale and mix of land uses proposed for each of the four options. One of the first exercises undertaken by the team was to represent the stated areas as building footprints, which were then laid across the site. This allowed the team to appreciate the potential site coverage, opportunities to overlay and integrate development, and scope to provide large open spaces. Preliminary concept designs were then prepared that include site layout plans, massing diagrams, perspective sketches and a preliminary analysis (pros and cons). This information was then reviewed with the client and amended to be presented to the Ku-ring-gai Councillors and public.

Two community workshops were undertaken in order to gather feedback from the public as to what they would like the future of Lindfield to be. Together with the client, it was decided that Option 2 was the preferred option and further studies were conducted into its feasibility. Studies were translated into a master plan for the site, which was tested against a number of iterations; with and without the acquisition of Scouts and Ausgrid land, various building heights, dwelling numbers and residential building footprints.

In conjunction with KMC, it was decided that a mixed use option limited to a 7-storey building height, excluding Scouts and Ausgrid owned land, was to be adopted as the preferred masterplan option for the Lindfield Community Hub site.

4. Structure of this Document

This report documents all of the studies and findings, which have been undertaken during the design process through site analysis, community engagement and design testing. A brief summary of the structure is described:

1. Site Context

An overview of the regional, urban and local context of the site to gain an understanding of the Ku-ring-gai LGA.

2. Design Principles and Vision:

Following a review of the baseline documents provided by KMC, the Design Principles and Vision describes the future vision of the study site. A series of principles have been developed which support this vision and assist in the formulation of options.

3. Site Concept Options

Considering the key relationships that need to be made in order to create a successful masterplan. The Site Concepts reflect the four options that were initially proposed, with some variation to land use quantum and mix.

4. Community Workshops

Summarises the comments received by the community in relation to the four options which were exhibited to the community. Several workshops were run to gather feedback to help inform the development of the preferred option.

5. Preferred Option

The Preferred Option describes the preferred design for the site and provides detail on how the masterplan will work in assisting KMC and the engaged architect(s) to carry out the design of buildings.

6. Detailed Design Studies

The Detailed Design Studies provide a more detailed understanding of relationships between land uses, as well as a spatial arrangement study that considers the needs and placement of the various stakeholders within the community hub. Detailed plans have been provided by Aspect into what they envision each of the open spaces to be.

7. Appendix 1A: Precedent Studies

The Precedent Studies provides examples of projects with similar land uses and scale which are considered successful and have characteristics relevant to this project.

8. Appendix 1B: Building Typology Studies

The Building Typology Studies provides examples of what the residential component of the site could potentially be.

9. Appendix 1C: Open Space Studies

The Open Space Studies provides examples of open spaces which are appropriate to the study site and considered successful.

10. Appendix: 1D Background Documents Review

The Baseline Review provides a key summary of all the documents provided by KMC relating to the project which assisted SJB in the formulation of options. This includes recent reports prepared for Council by Elton on Community Facilities (2014) and a Preliminary Feasibility Study by JLL (2013).

In Summary; What is required?



Branch library



District community facility



Local park



Leisure retail



Commercial



Residential



Commuter parking



Road improvements and transport



Supermarket and supporting retail

Site Context

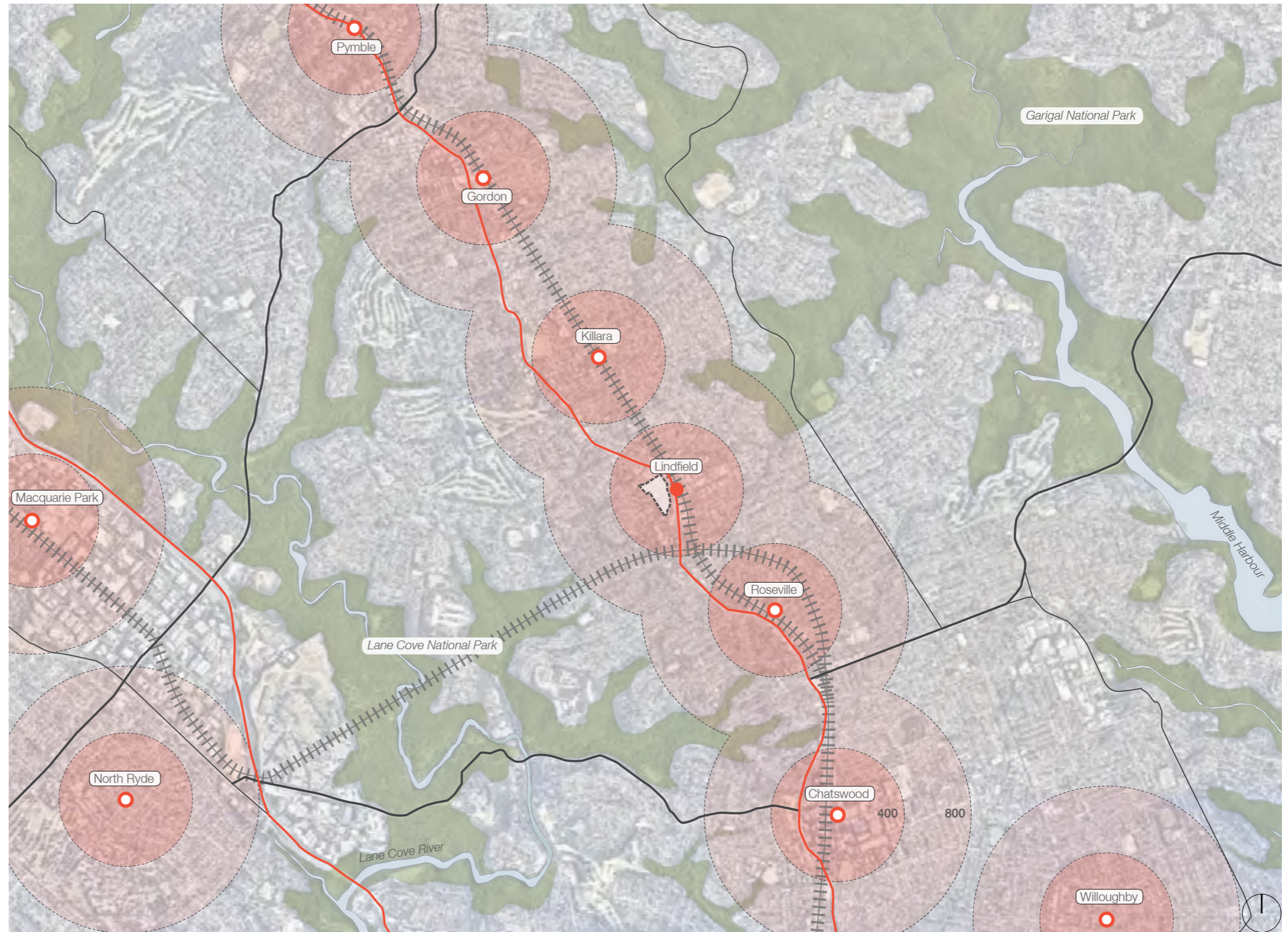
Overview of the regional, urban and local context to provide an initial understanding of the site.

1.1 Urban Context

Lindfield is located along the Pacific Highway corridor and is in close proximity to Killara, Roseville and Chatswood town centres, which are all clustered within an 800m catchment from one another. Macquarie Shopping Centre and Chatswood are the closest major retail and service centres. Gordon and Lindfield are the primary local retail centres with Killara and Roseville lower in the local retail hierarchy. Macquarie University, a major educational institution is located 15 minutes from the site.

Lindfield and the other local centres are positioned along a ridge line, with the local topography falling to the west and east towards Lane Cove National Park and Garigal National Park respectively.

Local development is contained mainly within the confines of these national parks with increased densities towards the ridge/Pacific Highway.



Legend

- Site
- Town centres
- 400m catchment
- 800m catchment

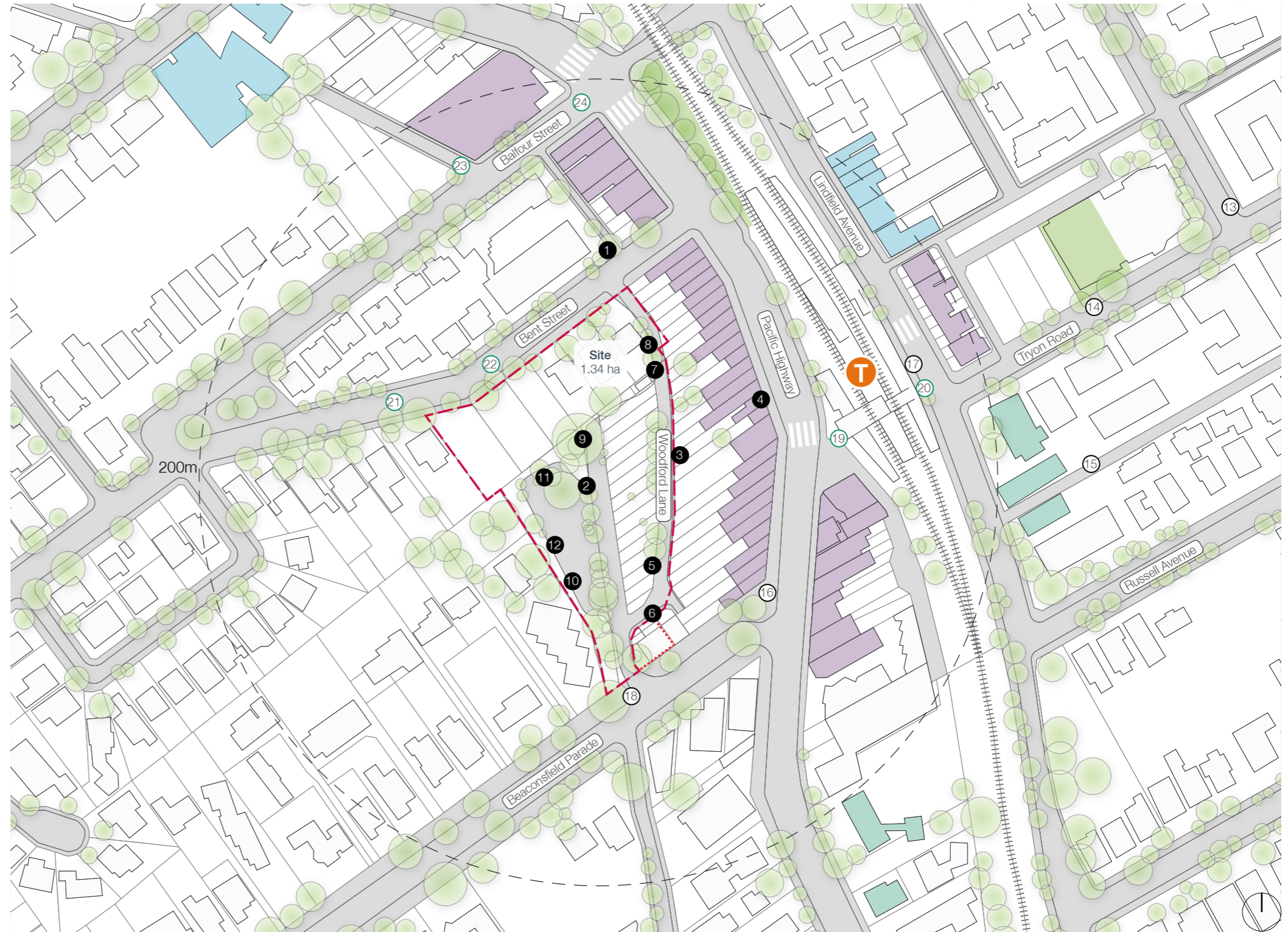
1.2 Local Context

The 1.1ha site is located within an area mainly consisting of low to medium density residential dwellings and small-scale specialty retail to the east of the site along the Pacific Highway corridor. The site connects to lower order roads such as Beaconsfield Parade and Bent Street that access the site directly. Retail development is focused around both the Pacific Highway and Lindfield Avenue due to higher levels of pedestrian and vehicular traffic.

The existing residential development of Lindfield mainly consists of 1-2 storey detached houses, 'walk-ups' and small scale apartment buildings. Quality of existing road and footpath infrastructure differs vastly; with high-quality landscaped conditions present in residential areas with low pedestrian / vehicular thoroughfare, as opposed to the extremely low quality condition of streets with high vehicular / pedestrian public thoroughfare.

There is a significant amount of large-scale, existing native tree species positioned within the sloped site, with such landscaping creating visual links between the subject site and it's surrounds. Level changes in topography are evident, with the slope occurring in an east-west direction.

Site photos are provided on the following page which corresponds to the numbers on the diagram to the right.



- Legend**
- Site Boundary
 - Retail Centre
 - Schools and Education
 - Community Facility
 - Existing Trees
 - Existing Site Conditions Images (see following page)
 - Built Form Images (see following pages)
 - Street and Open Space Character Images (see following pages)

1.3 Existing Site Conditions



01 Woodford Lane entry access



02 Landscaped car park



03 Pedestrian access corridor linking Woodford Lane to Pacific Highway



04 Pedestrian access corridor linking Pacific Highway to Woodford Lane



05 Sloped topography of car park



06 Uneven car park surface



07 Rear of bordering properties adjacent to the site



08 Woodford Lane street condition



09 Landscaped car park edge



10 Expansive car parking area



11 Car parking conditions



12 Existing trees integrated into car park design

1.4 Built Form

1.5 Streets and Open Space Character



13 5 storey height Tyron Road residential development



14 5 storey height Tyron Road residential development



19 Retail development adjacent to Pacific Highway movement corridor



20 Street condition of Lindfield Avenue and Tyron Road



15 Differing built form typologies bordering Tyron Lane



16 Pacific Highway retail development



21 Corner of site boundary along Bent Street



22 Sloped, landscaped street condition of Bent Street



17 Lindfield Avenue retail development adjacent to train station



18 Existing scout hall positioned adjacent to Beaconsfield Parade entry access point



23 Balfour Street entry to car park of existing retail development



24 Street condition of Balfour Street

1.6 Baseline Summary

Several baseline documents were issued by KMC relevant to the design of the Lindfield Community Hub master plan. A full summary of these key reports can be found in Appendix D of this report. The key findings relevant to this project include the following topics:

- Transport
- Community facilities
- Local Environmental Plan frameworks
- Economic feasibility
- Gaps in the baseline documents

Transport

Lindfield Local Centre: Transport Network Model Study, PeopleTrans, 2013/14



Right turn into Beaconsfield Parade from Pacific Highway confirmed by PeopleTrans as not feasible



Closure of Bent Street at the junction with Pacific Highway will improve pedestrian accessibility into the site

Ku-ring-gai community facilities

Ku-ring-gai Community Facilities Strategy, Elton Consulting, 2014



A population increase of **27,754** people by 2031 from 2011 census data. New facilities will be needed.



1 sub-regional cultural and community facility and central library in Gordon



3 district community facilities and branch libraries in Turramurra, St Ives and Lindfield

Frameworks

Local Environmental Plan, 2012



Site is zoned B2 Local Centre, part R4 Residential High Density, part RE1 Public Recreation and part SP2 Local Road



The site has a Floor Space Ratio of 1:1



The site has a maximum height of 11.5m



Areas of biodiversity significance are identified on site including the Angophora and Ironbarks which should be investigated for retention

Lindfield community facilities

Lindfield Community Facilities Strategy, Elton Consulting, 2014



2 options were proposed, co-location of community facility and library on Woodford Lane site is recommended as the preferred



New Lindfield branch library with a floor area of **1,265m²** with a 39m² rate of provision per 1,000 people*



New community facility with a floor area of **1,190m²** with a provision rate of 60m² per 1,000 people*

Feasibility

Preliminary Economic Feasibility Assessment, JLL, 2013



Five options were assessed by JLL of their financial feasibility and three preferred options were recommended



Option 3 with a mix of community facilities and residential showed a profit while the other options showed a deficit or broke even



All options assume 240 commuter parking spaces and 79 council parking spaces in addition to parking required by Council's DCP to support residential, retail and community facilities on site

Gaps

in Baseline Documents



Arborist report on Ironbark, Angophora and significant trees on site indicating their value to the community



Detailed plans by PeopleTrans of the Bent Lane to Woodford Lane re-alignment, and any additional information on the right turn lane into Beaconsfield Parade off Pacific Highway

1.7 Local Demographics

- The majority of the Lindfield population are aged 40-49, however there is a relatively even spread between differing age brackets.
- 27.8% of the dwelling structures within Lindfield are either flats, units or apartments.
- 23.1% of Lindfield's population hails from an ancestry deriving from England
- 48% of Lindfield rely on private forms of transport to work either by car or motorcycle.
- Lindfield is largely an English speaking suburb with 69.8% of its population speaking the language
- 59% of Lindfield residents work on a full time basis

Studies into the local demographics show a high percentage of children and teenagers from 0-19 and a relatively even spread of adults from 20-59. This shows a strong pattern of families with children which the facilities within the master plan should accommodate for.

A large percentage of the population work full time and convenient one stop destination where retail and facilities can be accessed is desired.

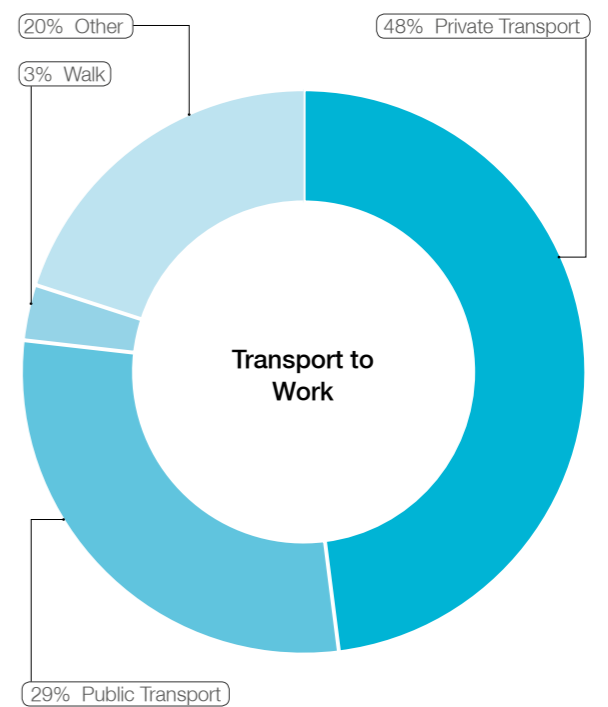
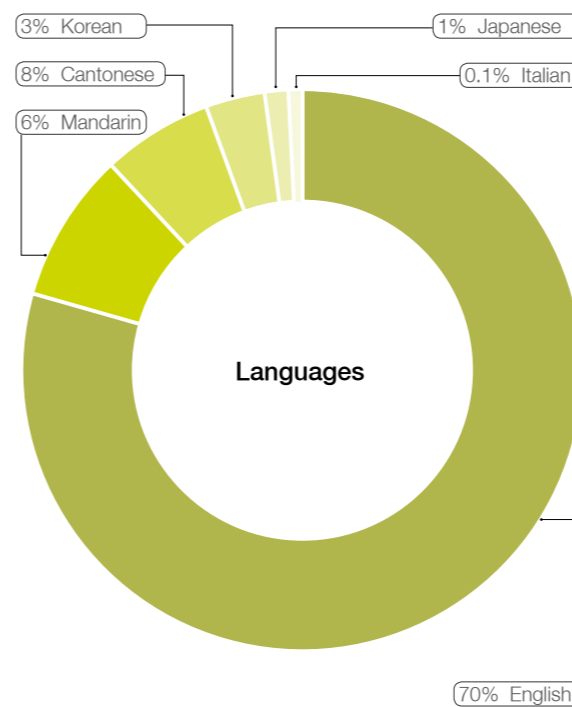
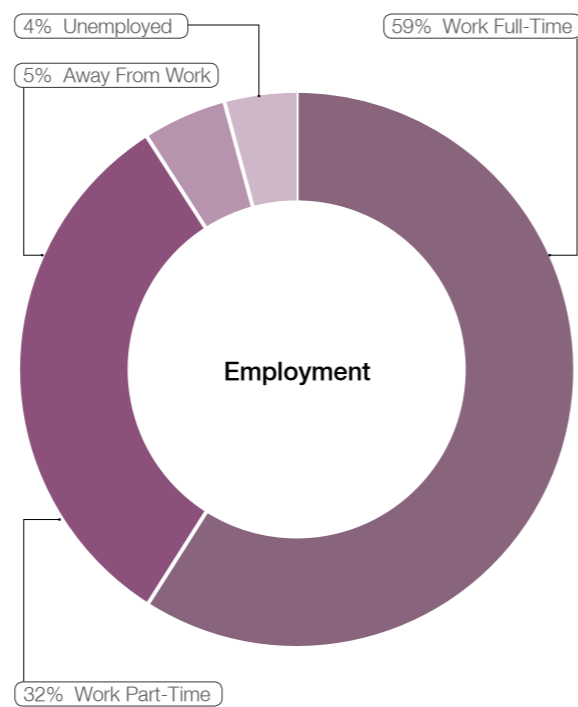
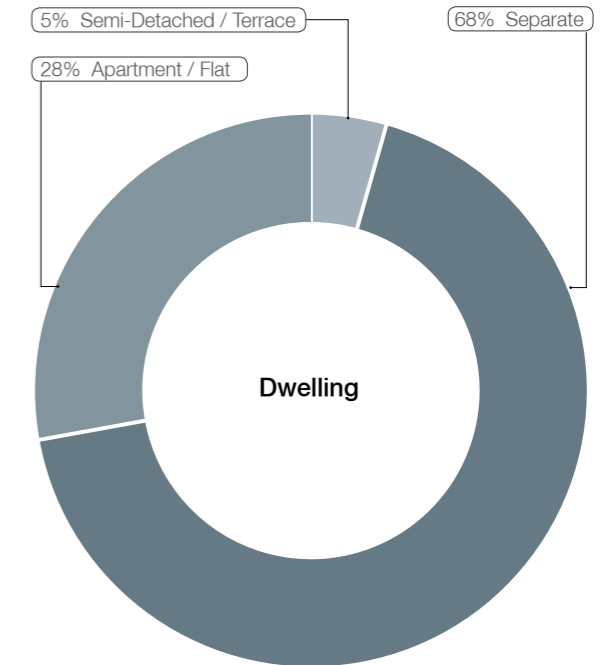
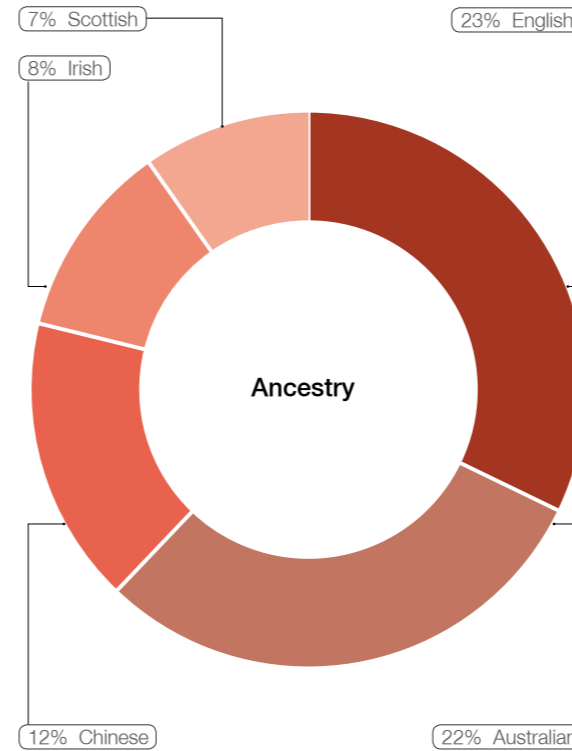
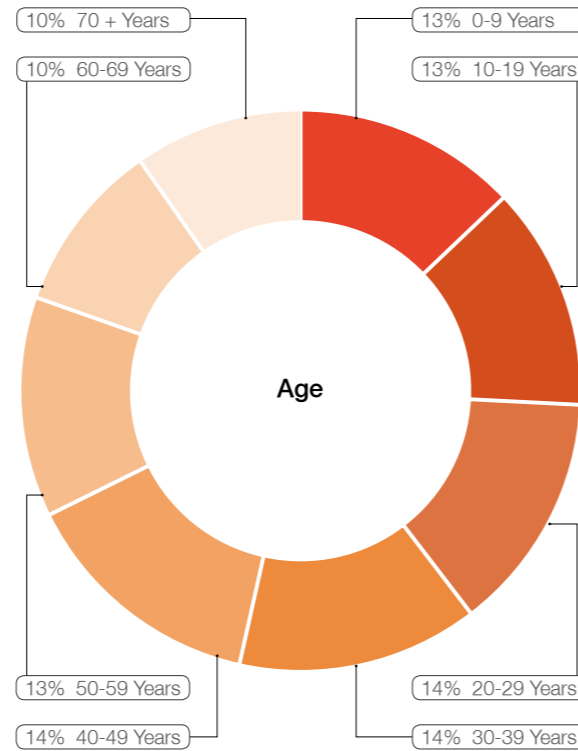
Studies into the languages spoken in the area shows a degree of multiculturalism which can be fostered and encouraged through facilities and spaces provided in the master plan.

The primary method of travelling to work is by private vehicle and there is an opportunity for commuter parking on the study site to reduce this figure.

8,657
people

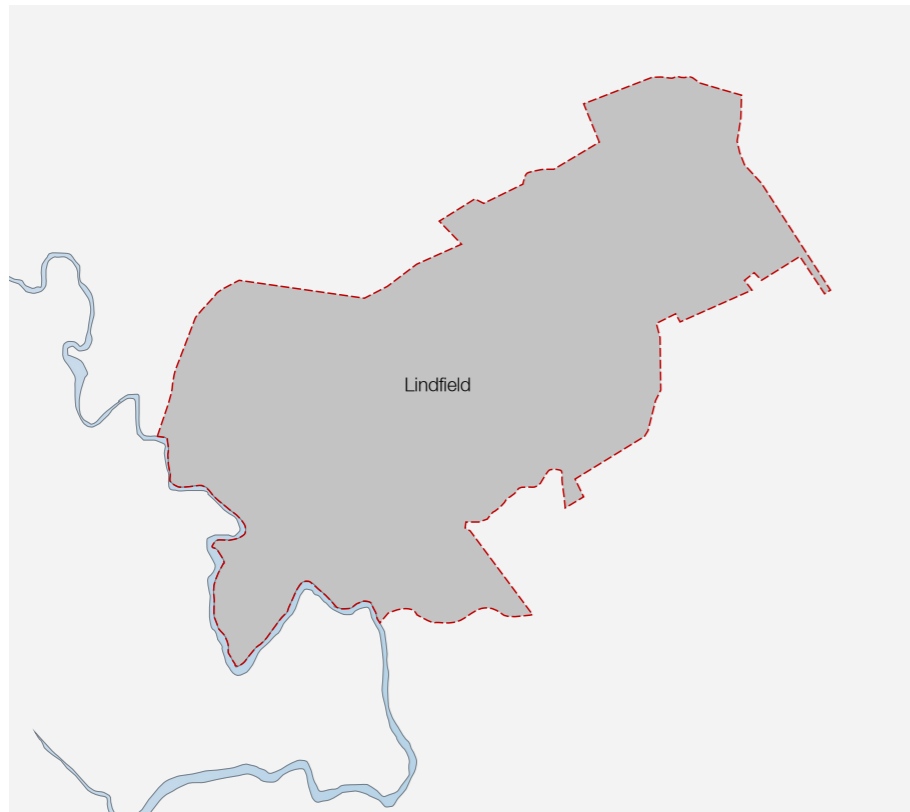
40
median age

3,261
dwellings



Statistics from 2011 Census, ABS

1.8 District Demographics



Lindfield (Suburb)

Private Dwellings	3,261	
Occupied Dwellings	2,895	91.6%
Separate House	1,956	67.6%
Semi-detached	127	4.4%
Flat, unit or apartment	806	27.8%
Other dwelling	0	0.0%
Population	8,657	
Median Age	40	
Families	2,306	

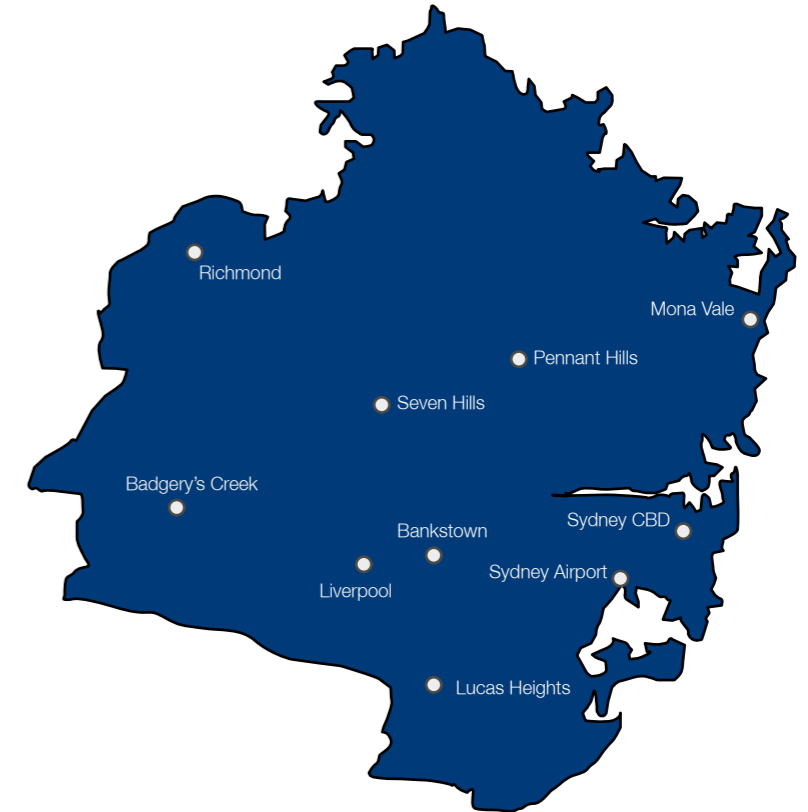
Studies into the typology of housing shows a high percentage of single detached housing and a low percentage of apartments. With the population density around stations predicted to rise, there is a need for more apartment dwellings.

There is also a large number of families within the area which the master plan should provide facilities to accommodate the different age groups.



Ku-ring-gai (LGA)

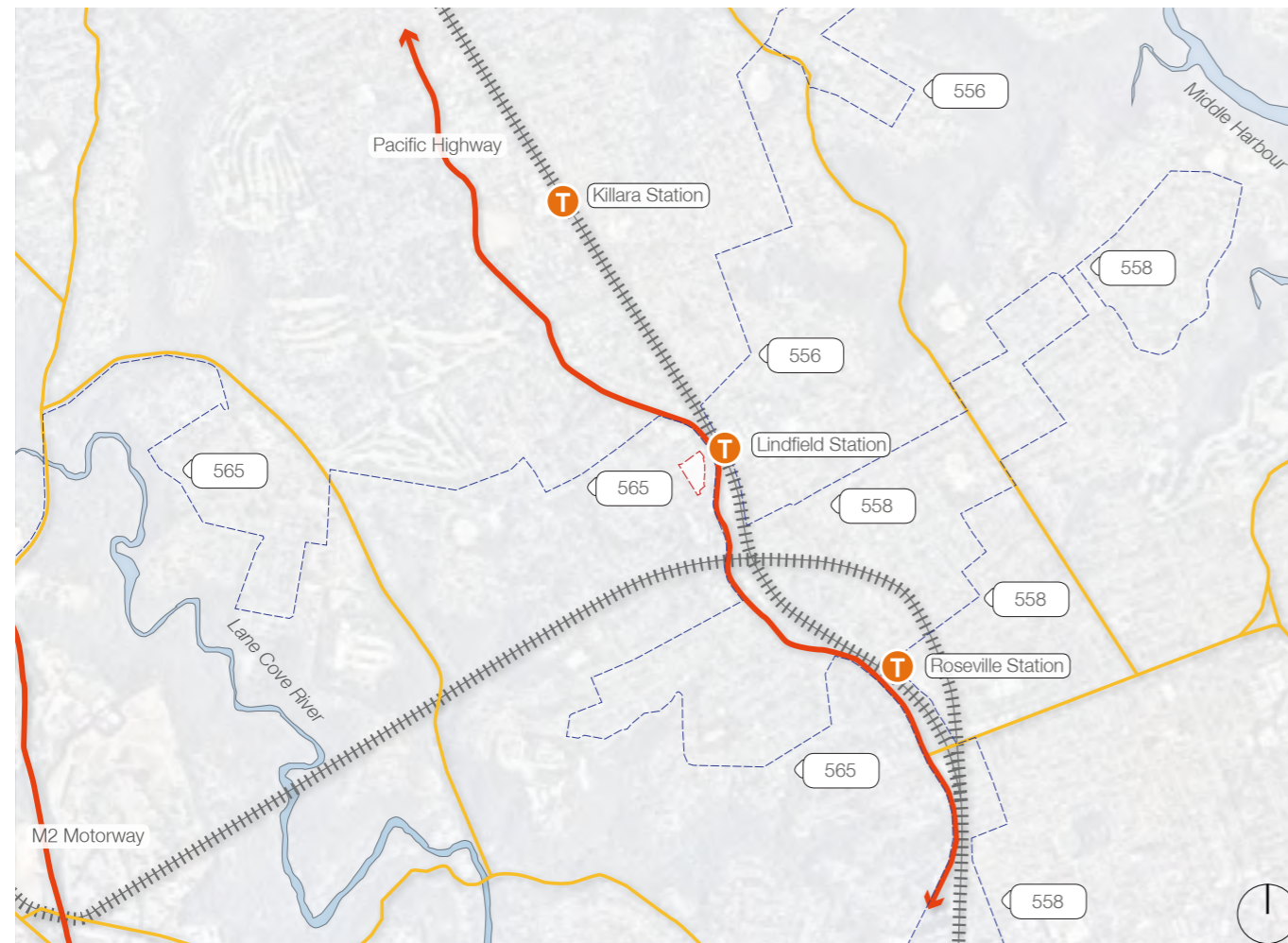
Private Dwellings	39,655	
Occupied Dwellings	35,777	92.9%
Separate House	28,355	79.3%
Semi-detached	1,522	4.3%
Flat, unit or apartment	5,832	16.3%
Other dwelling	20	0.1%
Population	109,297	
Median Age	41	
Families	30,039	



Greater Sydney

Private Dwellings	1,720,333	
Occupied Dwellings	1,521,398	92.8%
Separate House	926,062	60.9%
Semi-detached	194,171	12.8%
Flat, unit or apartment	391,887	25.8%
Other dwelling	7,004	0.5%
Population	4,391,674	
Median Age	36	
Families	1,152,548	

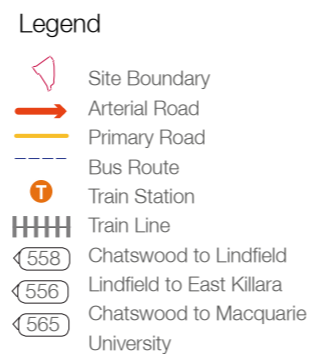
1.9 District Movement



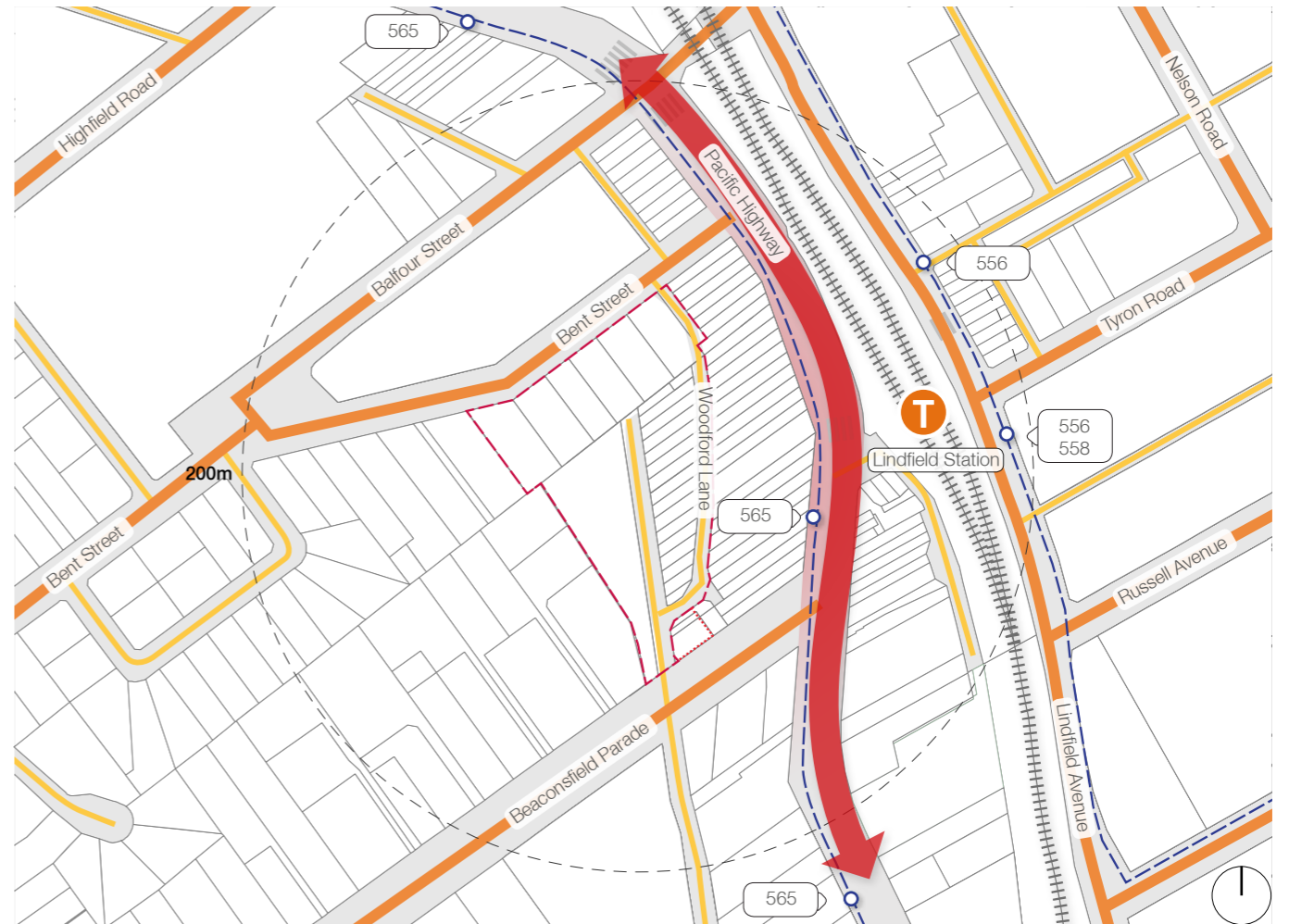
The context features major arterial corridors that provide key regional transport connections throughout the area. These include the Pacific Highway and M2 Motorway, which provide an important thoroughfare to North Sydney, Sydney CBD and the Hills District.

The T1 North Shore, Northern and Western Lines run through the precinct, with services terminating at both Central and Hornsby Stations, and regional connections to the Central Coast.

The area is well serviced in terms of buses, with services along the Pacific Highway corridor and to local residential neighbourhoods, including East Lindfield, UTS campus and Chatswood.



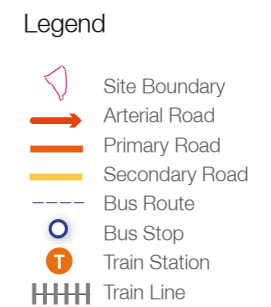
1.10 Local Movement



Pacific Highway is the primary movement corridor, directing traffic flows into, through, and out of the Lindfield Town Centre. It serves as the connecting spine that links Gore Hill Freeway in the south and F2 in the north to other local major roads such as Epping Road, Mowbray Road, Lady Game Road and Fullers Road.

Vehicular access to the site is gained via Balfour Street, Bent Lane and Woodford Lane from the north. Access from Bent Lane is difficult due to the narrow street width and staggered entry into Woodford Lane. Beaconsfield Parade provides vehicular access from the south, whilst Woodford Lane provides service access to the surface car park and the rear of properties fronting the Pacific Highway.

Local bus services operate along the eastern and western sides of the railway line, with spots along Lindfield Avenue and Pacific Highway respectively.



1.11 District Open Space and Recreation



The broader district features a variety of open space and recreational areas, however there is a general lack of local parks. These spaces consists of:

Regional Parks:

Sir Phillip Game Reserve, Fullers Park, Blue Gum Park, Lane Cove National Park, Blackbutt Reserve, Garigal National Park and Lane Cove National Park

District Parks:

Seven Little Australians Park, Roseville Park, Bancroft Park, Beauchamp Park, Loyal Henry Park, Princes Park Primula Oval, Wombin Reserve, Killara Park, and Regimental Park

Local Parks:

Ibbitson Park and Two Turners Reserve

Private Recreation:

Roseville Golf Club, Killara Golf Club, Gordon Golf Club, Killara Bowling Club and Gordon Bowling Club

Legend

- Site Boundary
- Arterial Road
- Regional
- District
- Local
- Private Recreation

1.12 Local Open Space and Recreation



There is a limited number of local open spaces and recreation areas within close proximity to the site that provide opportunities for passive and active recreation. The town centre consists mainly of medium density residential and retail development with few available spaces suitable for passive recreation and landscaping. Therefore, there is a big opportunity for the provision of a public open space on the site.

The topography of the site falls approximately 10m from east to west. The site also features a number of large mature native trees, typically located around the edges of the site and running north-south from Beaconsfield Parade where the vegetation serves as 'buffer zones' dividing the current car parking areas and residential.

Legend

- Site Boundary
- Site Contours
- Existing Trees
- Catchment Zone

1.13 Existing Open Space Typologies

3.4.4 Regional Parks







Sir Phillip Game Reserve

Regional Parks are public reserves that attract visitors from outside the area as they are usually associated with unique attractions or facilities.

Sir Phillip Game Reserve

Located towards the end of Grosvenor Road and Lady Game Drive, it has the provision of board walks along the Little Blue Gum Creek Track through reclaimed bush land with an abundance of gum trees. It is also home to a species of Microbats.

-  Public Toilets
-  Car Park
-  Informal Activation i.e. Walking/Running
-  Seating

3.4.2 District Park












Roseville Park

District Parks have features that attract people from outside the immediate neighbourhood which include unique landscape character or large areas of open space for recreation.

Roseville Park

Located on Chelmsford Avenue in Roseville, it has a cricket pitch, seating and several tennis courts.

-  Public Toilets
-  Car Park
-  Dog Off Leash
-  Playground
-  Informal Activity (Walking/Running)
-  Seating
-  Tennis
-  Cricket Pitch
-  Active Recreation

3.4.3 District Park












Seven Little Australians Park

District Parks have features that attract people from outside the immediate neighbourhood which include unique landscape character or large areas of open space for recreation.

Seven Little Australians Park

Nestled in bushland, this park is a popular destination for rock climbing, bouldering and abseiling.

-  Public Toilets
-  Car Park
-  Dog Off Leash
-  Playground
-  Seating
-  Fitness Equipment
-  Mountain Bike Park
-  Picnic Area With BBQ
-  Informal Activity (Walking/Running)

3.4.4 Local Park





Ibbitson Park

Local Parks are typically distributed throughout a community to provide flexible opportunities for interaction and informal recreation, with little or no facilities. They are usually small in size and within a walkable catchment (5-10 minute walk/400-800 metres). Parking is usually not provided.



Ibbitson Park

Located on Wolseley Road on a cul-de-sac, this park is within a residential area with tree planting and play equipment.

-  Playground
-  Seating

Two Turners Reserve

Located on Gladstone Parade nestled within a residential area with tree planting within the park and play equipment.

-  Playground
-  Seating

3.4.5 Private Recreation





Roseville Golf Club

Private Recreation spaces restricts public access and have a recreational focus and are not governed by public bodies. Typically, there is an associated restaurant or function centre opened to the public for events.

Roseville Golf Club

Located towards the north east of Roseville, the golf course is surrounded by residential areas and is dense in tree planting.

-  Golf
-  Restaurant

Killara Bowling Club

Located in close proximity to Killara Station, the bowling club is an open space with a function room.

-  Bowling

1.14 Contextual Built Form

The site is surrounded by a mix of single detached dwellings, walk-up flats, and residential flat buildings, with the majority of development being privately owned. To the east of the site is the contiguous fine grain retail development that is typical of many town centres. The two storey built form steps down with the topography towards Woodford Lane.

Residential flat buildings are focused around the Town Centre with the more recent developments located east of the Pacific Highway along Tyron Road, and developments dating back to the 1960s-70s found to the west of the Pacific Highway.

The area to the west of the site features predominately lower-density detached dwellings of one to two storeys in height, which reflect the north shore housing typology.



- Legend**
- Site Boundary
 - Single Detached Dwelling
 - Walk-up Flat
 - Residential Flat Building
 - Shop Top Housing
 - Townhouses
 - Retirement Village
 - 9.5m Allowable Building Height
 - 11.5m Allowable Building Height
 - 17.5m Allowable Building Height
 - 26.5m Allowable Building Height

1.15 Contextual Built Form



(D) Neighbouring detached dwelling



(D) Neighbouring detached dwelling



(S) Shoptop housing adjacent to site on top of retail development



(W) Neighbouring 'walk-up' development



(W) Neighbouring development



(R) Tyron Road Apartment Development



(R) Tyron Road Apartment Development



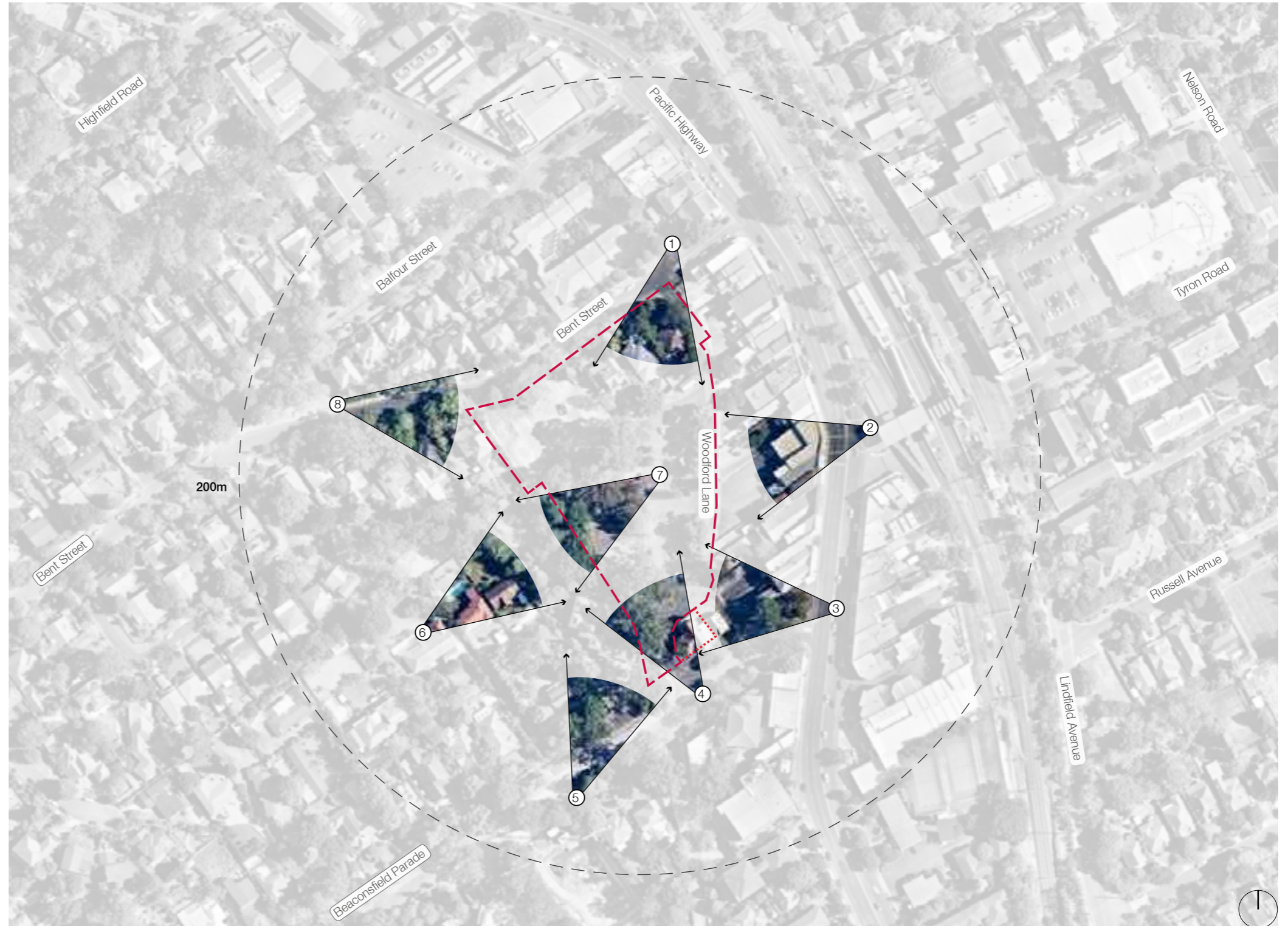
(R) Neighbouring apartment development

1.16 Views and Vistas

Following several site visits and careful analysis of the site's visibility from key vantage points in and around Lindfield, the following nine views have been identified as sensitive views and will form part of the view analysis of the preferred option.

The rationale for the selection of these views include:

- Existing prominence of the subject site as viewed from surrounding streets and spaces;
- Likely prominence of the built form of the Lindfield site following future redevelopment from surrounding streets and spaces;
- Visual impact of proposed development on its immediate surroundings in terms of visual prominence;
- Visual privacy arrangements within the subject site



Legend

- Site Boundary
- Key Views

1.17 Key Views



01 View from Bent Street towards Woodford Lane entry point



02 View from Lindfield Train Station adjacent to Pacific Highway



03 View from Pacific Highway towards Beaconsfield Parade junction



04 View from Drovers Way



05 View from Beaconsfield Parade



06 View from Frances Street



07 Through-site view to west from Woodford Lane



08 View from Bent Street

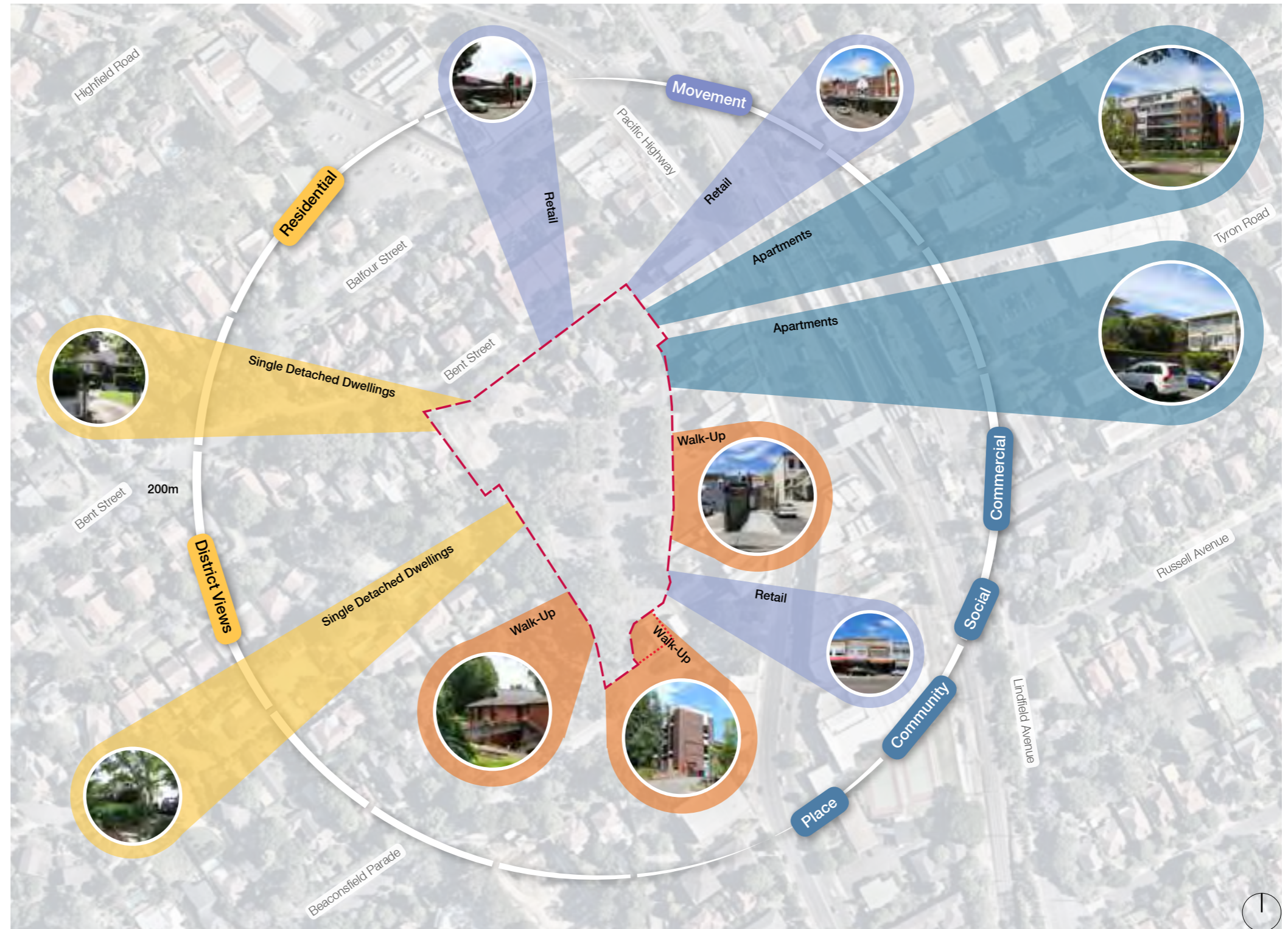
1.18 Visual Character

This diagram describes the character of the site and its immediate context within a 'visual catchment', which refers to the areas from where the existing development is visible and therefore influences the quality of the streetscape and environment. This is particularly important when considering the site's influence on the character of the surrounding streets and spaces, and whether the site is compatible or incongruous with its surroundings.

In relation to the site and its contribution to the character of Lindfield, there are few contributing features other than the existing landscape (mature trees), sense of openness offered by the existing surface car park, and the edge conditions to surrounding streets and properties. These features should be compared to the character of the surrounding streets, spaces and developments before determining how the site contributes to Lindfield's 'sense of place'.

To the east of the site the development pattern is tightly packed, poorly maintained and inactive. To the north the medium-density residential development features mature landscape and low-scaled built form. Along the west of the site the prominence of the landscape and the space between buildings defined the character. Whilst to the south the sloping topography and landscape screens the variation in built form, which includes single detached houses and walk-up residential flat buildings.

It is evident from the analysis of the site's edge conditions and the broader visual catchment that the character varies along each boundary, with the landscape, land form and built form contributing to the local character. This finding and help inform the approach to the site and how its redevelopment should address each frontage.



- Legend**
- Site Boundary
 - Single Detached Dwelling
 - Walk-up Flat
 - Retail
 - Residential Flat Building

1.19 Site Landscape Character

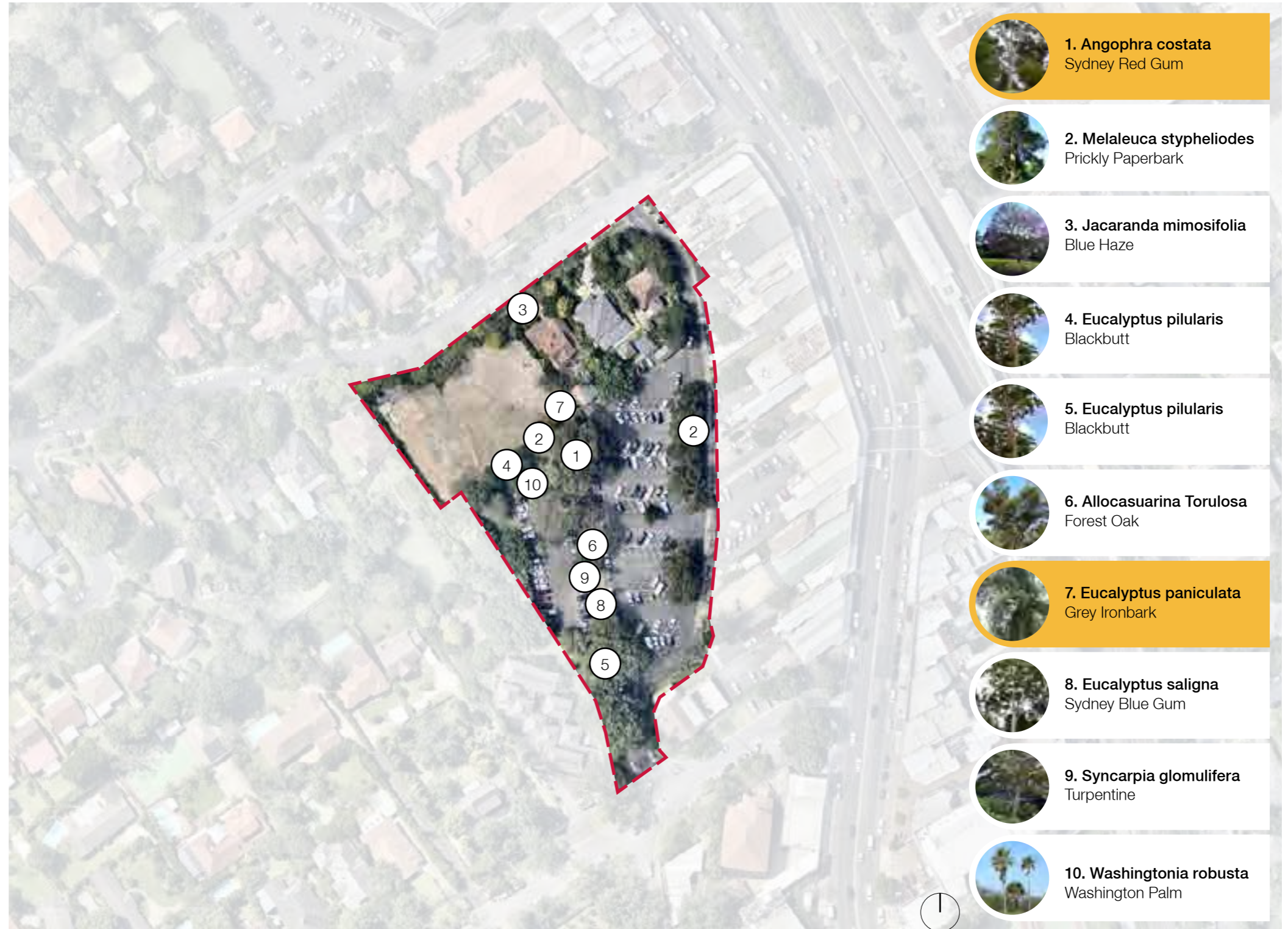
Landscape Heritage

'Ku-ring-gai Municipality straddles the broad ridge followed by the Pacific Highway, between upper Middle Harbour and the upper Lane Cove River. From Roseville to Wahroonga the central spine of the ridge is covered with fertile clay soils developed from the Wianamatta Shale. Here, with the highest rainfall in Sydney (Pymble receives 1,444mm per annum).'

Naturally the fertile landscapes of Ku-ring-gai attracted timbergetters, continuing into the 1870s timber was harvested for building Sydney towns.

'Eucalyptus pilularis was sought for general construction timber; eucalyptus saligna for beams, floorboards, wheel rims, and ship-building; Eucalyptus resinifera, Red Mahogany, for furniture and ship framing; the natural preservative oils in Turpentine, Syncarpia glomulifera, made it ideal for wharves and construction work; Gery Ironbark, Eucalyptus paniculata, and Red Bloodwood, Eucalyptus gummifera, were used for fencing; and forest Oak, Allocuarina torulosa, was used in cabinet-making, and split into shingles.'

'Steeper sandstone slopes are more likely to have remained wooded. Here Angophora costata commonly grows with Eucalyptus piperita, Sydney Peppermint, and Eucalyptus gummifera, together with small trees of Christmas Bush, Ceratopetalum gummiferum and Elaeocarpus reticulatus, the blueberry Ash. This community occurs quite extensively on hillsides along the Lane Cove River valley.'



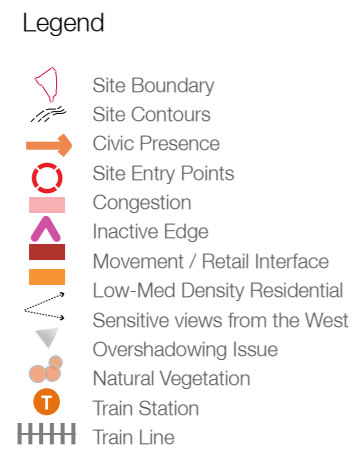
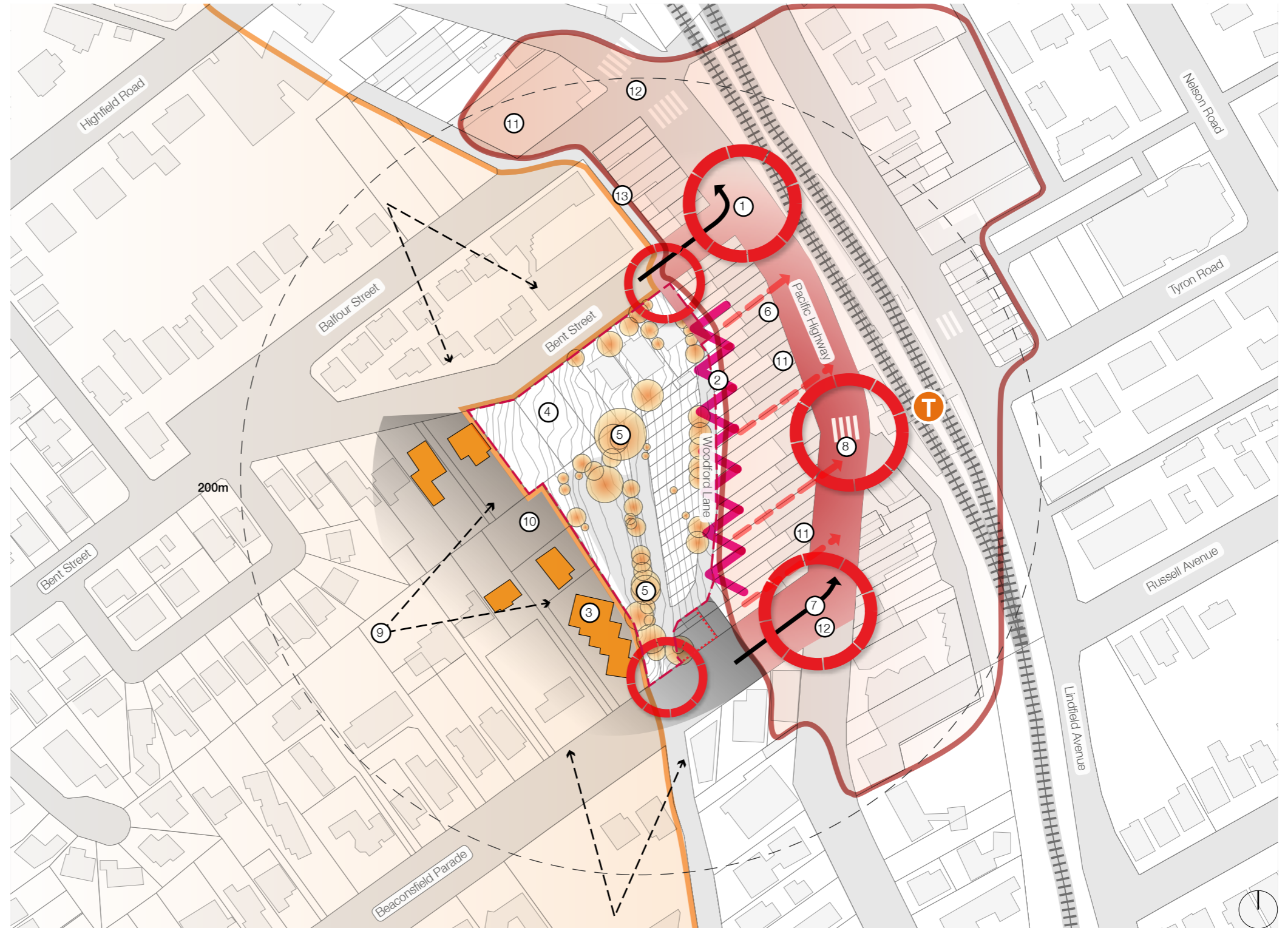
Legend

Significant Trees (refer to LEP map)

(1) Benson, D. & Howell, J. (1990b) Taken for Granted: The Bushland of Sydney and its Suburbs. (Kangaroo Press, Sydney, 160 pp. Paperback Edition 1995).

1.20 Constraints

1. Left turn only from Bent Street and Beaconsfield Parade to the Pacific Highway
2. Inactive eastern edge of site, addressing the rear service areas of properties fronting the Pacific Highway
3. Proximity and siting of neighbouring residential properties to west, including potential impact of amenity
4. Site topography, steeply sloping from east to west
5. Existing trees on site, including several significant trees in the centre
6. Limited visual presence from Pacific Highway
7. Congested site access to/from Pacific Highway, at both Bent Street and Beaconsfield Parade
8. Restricted, timely and potentially dangerous pedestrian access across Pacific Highway to / from station
9. Potential impact on local visual character
10. Overshadowing properties to the west
11. Potential for the site to be disassociated/isolated from the wider retail circuit and town centre experience
12. Limited opportunities for south-bound traffic to turn right off the Pacific Highway into the site
13. Difficult vehicle access via Balfour Street and Bent Lane. Bent Lane is a narrow street with two way access.



1.21 Opportunities

1. Existing town centre services, patronage and excellent transport connections (bus, rail, Pacific Highway)
2. Potential pedestrian link over Pacific Highway
3. New public open space on the site to serve the Lindfield community
4. Proximity to the CBD, Chatswood and other centres along the North Shore line
5. Possibility to establish new connections through the site and strengthen existing routes, including Bent Street and Woodford Lane
6. Steepness of site allows servicing and parking to be hidden underground with minimal excavation
7. Existing treeline screen and obscures views to the site, reducing its visual presence when viewed along Bent Street, Beaconsfield Parade and from neighbouring properties
8. Openness of the site to the north, allows for good solar access to any proposed spaces, urban plazas and associated development
9. Potential for retail lots along Pacific Highway to re-orientate to face Woodford Lane creating an active lane
10. Redevelopment of key sites on the eastern side of the railway line support a comprehensive regeneration of the town centre



Legend

- Site Boundary
- Site Contours
- Solar Access
- Open Space on Site
- Movement Corridor
- Pedestrian Link
- Site Connections
- Existing Town Centre
- Public Open Space
- Natural Vegetation
- Train Station
- Train Line
- Proposed Pedestrian Link

A large, stylized number '2' graphic is positioned on the left side of the page. The top half of the '2' is white, and the bottom half is a teal color matching the background. The graphic is partially cut off by the left edge of the page.

Design Principles and Vision

Review of the existing planning controls and our principles and vision for the Lindfield Hub Masterplan.

2.1 Vision

Based on the urban analysis conducted in Section 1, a vision for the site and design principles evolved which formed from which the concept options were developed.

KMC have proposed to re-develop six of its town centres within the LGA with Lindfield being classified as a district level community facility with a branch library and associated uses.

In summarising the various baseline documents provided, Lindfield will be a high-density mixed-use centre extending 400-500m along the Pacific Highway between Beaconsfield Parade and Balfour Street. In the heart of the site an active and vibrant village green with retail and eateries on Woodford Lane will allow the new community hub to be a meeting place and strengthen social interaction within the community. Flexible spaces will ensure that the hub continues to adapt to the changing community conditions throughout its lifetime. A greater variety of housing choice is also important to not only provide housing affordability but to cater to the different family structures within Lindfield. With the site being in close proximity to public transport, active modes of transport should be encouraged and facilities should allow the provision to do so.

The community group Support Lindfield also share a similar vision for the community hub with an emphasis on a shared 'hybrid' space serving the community with co-located programs. The space should be contemporary and inspiring and strengthen connections to public transport nodes.

On the following pages the Vision has been distilled into a series of Design Principles, which relate to specific topics, components or areas of project. These will underpin the evolution of the master plans design, and be used as reference throughout the project to continually test whether the design meets the Vision.



Source:
 Ku-ring-gai Contributions Plan, 2010
 Ku-ring-gai Council Submission for Draft Metropolitan Strategy for Sydney to 2031, 2013
 Lindfield Community Facilities Strategy, Elton Consulting, 2014

2.2 Design Principles



Lindfield Community Hub

Following the review of the baseline documents and information collected by Support Lindfield from their community consultation sessions, eight (8) design principles were identified that reflect the visions and desires for the Lindfield Community Hub. These principles will be tested in the urban design review and further design development. The principles are as follows:

- **Connectivity**
- **Place making**
- **Character**
- **Experience**
- **Activity**
- **Services**
- **Sustainability**



Connectivity

“Community facilities should be central and accessible to the population. They are intending to serve. Accessibility through main street locations with a ground floor presence is important in maximising utilisation”. Elton Consulting

With the redevelopment of the Lindfield Town Centre, the community hub has been envisioned to be the focal point for the community, which is central to the catchment with equitable access. The following are important factors to be considered:

- Improve pedestrian accessibility:
- New link between East and West of Lindfield via a pedestrian bridge to improve access across Pacific Highway
 - Closure of Bent Street to vehicles
 - Widening of Bent Lane and re-alignment of Woodford Lane to avoid congestion/conflict of vehicles
 - Through site links from Pacific Highway to the site

- Accessibility:
- Proximity to railway station, bus stops, cycle routes, parking

- Vehicular:
- New traffic signals at Tryon Lane, Beaconsfield Parade and Strickland Avenue
 - New road to the west of the site to allow for greater permeability, accessibility and servicing



Place Making

“Vitality of centres is supported by their physical amenity and its success will contribute to the economic viability of the area”. Development Contribution Plan

The community hub and associated mixed-use redevelopment of the site represents the opportunity to significantly contribute to the vitality and identity of Lindfield. Priority will be placed on creating a ‘sense of place’, which promotes social interaction, new public spaces, quality built form and personal enjoyment to ensure the site occupied an important position in the communities psyche.

The heart of the project is the new village green which will encourage leisure and recreational activities, whilst being directly connected to the community facilities to become a destination for the broader community. This will occur through the following:

- Activation of streets by pedestrians entering the site from a number of points
- New public open space on ground level with easy accessibility
- Visibility of the site from Bent Street, Beaconsfield Parade and Pacific Highway
- Points of attraction on site such as library, community facility, retail, village green, parking
- Spaces and activities that are equitable and cater to all age, genders, and community groups



Character

“A people place of hybrid spaces, a focus of Lindfield community life for all. A ‘green, active and safe’ village square that integrates an ‘inspiring’ building containing a ‘new age’ library, family cafés, activity, meeting, performance areas and much more”. Support Lindfield

With redevelopments proposed on the eastern side of Lindfield, there is an opportunity to create a common language in terms of the streetscape, architecture and spaces, that combine to create a more cohesive town centre. It’s also important to establish Lindfield as a District Centre, strengthening its retail and facility component to serve a larger catchment. The design of the new Community Hub, and associated mixed-use development will need to identify and capture the unique character of Lindfield and pay close attention to:

- Retail provision and accessibility
- Restaurants and cafe
- Recreational and leisure activities
- Streetscape character
- Building character
- Vegetation and landscape character

2.3 Design Principles



Experience

“Community facilities should be distinctive, civic and welcoming places that present a reflection of local culture, which plays a role in helping bring together different groups in the community”.
Elton Consulting

The co-location of land uses allows the site to become a point of attraction to a wider range of the community and it presents the opportunity to create a pleasant journey to facilities and services, which is both inclusive and welcoming. The community hub should encourage a fun, interactive and safe atmosphere. This experience is compounded by the supporting retail uses and public open spaces, and the activity generated by the local residents living on the site and in adjoining neighbourhoods. The design should consider:

- Journey into the site and what land uses are mixed and seen
- Overall feel and atmosphere of the Community Hub and its authenticity to Lindfield
- Passive surveillance and safety



Activity

“Programs, activities and services offered should respond to the needs and interests of the people that live and work around it and foster long term social benefits for the community”.
Elton Consulting

It is important for the spaces created to maintain a high degree of flexibility in their use, allowing adaptability. In particular, open spaces should be designed in a way that allows for recreational activity and temporary events. Spaces within the site should cater to the needs of the diverse population, namely an older population and primary school aged children. Activity within the site should operate coherently to create an 18-hour activity cycle responding to peak users by different age groups. Peak periods and levels of activity may include:

- 7.30am-8.30am: morning commuters
- 9am-11am: older people and young families
- 12pm-2pm: lunch time crowd from surrounding commercial land uses
- 3pm-5pm: after school activities for primary and high school children
- 5.30pm-6.30pm: evening commuters
- 6pm-9pm: evening activities for families and young adults



Services

“Clustering of other facilities helps promote convenient access and a focal point for community activity and assist in maximising their effective utilisation”.
Elton Consulting

The co-location of several services will provide a point of convenience and allow the community to carry out a number of tasks in the one location with the provision of a car parking to assist. This will maximise the activation of the Community Hub and ensure a constant flow of activity to the retail in the site and in the surrounding areas of the town centre.

Retail, open spaces and service provision on the site should compliment and not compete with those on offer elsewhere in the town centre. Lindfield should be considered holistically when assigning land uses quantum and scales of those uses.



Sustainability

“Council needs to take steps to demonstrate that they have investigated the risks facing its community from climate change and put plans in place to ensure actions to reduce risk exposure are introduced”.
Climate Change Adaptation Strategy

In line with the visions of the Council and community, green technologies should be explored to achieve energy targets. Sustainability is also achieved through eliminating the need for multiple trips as the hub becomes a ‘one stop’ destination. A modal shift to a more active form of transport in terms of pedestrian activity and cycling should be encouraged. Sustainability will be considered through the following:

- Orientation
- Opportunities for modal shift in terms of parking and bicycle parking
- Green technology in buildings
- Orientation of residential to maximise solar and cross ventilation
- Financial sustainability
- Stormwater treatment plant