



Urban Design Concepts

Design principles, response and a concept master-plan for the site.

3.1 Urban Design Principles

The following design principles provide the basis for the concept design and the evolution of the masterplan options. We will revisit these principles throughout the design process to ensure they are reflected in the outcomes.


Connectivity



Increase the movement and connectivity through the site, with the introduction of clear and identifiable through-site link. This link should allow easy navigation through the streetscape and designed in a way to prioritise pedestrians.

Vehicular access should be designed for the ease of access to both the site and the station without disrupting pedestrian activity.


Liveability



In order to create diversity across the site, housing choice should be present to create a difference and variety amongst the residential component of the scheme. This has the benefit of ensuring that the site does not become monotonous in terms of built form, and also allows housing choice which acknowledges different household/family structures, socio-economic backgrounds and levels of affordability.

A variety of well-designed dwellings are to be integrated to accommodate different household configurations.





Culture and Place



The scheme should respond to and acknowledge the established character of culture and place. The site has an important history in the urban and cultural development of Lindfield and the wider North Shore.

A historic well and other potential archaeological remains, which is located on the western side of the site near the Pacific Highway, is associated with an early landowner - Thomas Coleman and the dairy which he owned and ran there. Acknowledgement of this through interpretation is important in recognising this history.

3.1 Urban Design Principles

<div>Community</div> <div></div> <div><p>The scheme should acknowledge and respond to the community uses which have been located on the site since the 1950s to the present day.</p><p>Whilst some functions of the site are to be relocated to the new Lindfield Community Hub site on the other side of the Pacific Highway, there is the opportunity to incorporate some uses which maintain the legacy of community and acknowledge the importance of the site to the local community.</p></div>	<div>Activation & Accessibility</div> <div></div> <div><p>The site is located to the southern periphery of the Lindfield commercial strip focused around Lindfield Station and the Pacific Highway.</p><p>The mixed use zoning of the site allows for non-residential uses, which will facilitate the activation of spaces and streetscapes created within the development. These non-residential uses, which could include commercial and community uses will increase general activity and accessibility of the site through usage by the wider community.</p></div>	<div>Integration with Local Centre</div> <div></div> <div><p>The site has a very good proximity to the Lindfield Local Centre, focused around Lindfield Train Station. This includes an established centre of services and amenities, and integration with this existing amenity should be retained.</p><p>This is achieved through improved access to the centre and an appropriate mix and transition of uses across the site which relate sympathetically to the existing uses already found in the centre.</p></div>	<div>Amenity</div> <div></div> <div><p>Generous levels of amenity should be provided to the development, both to residential uses and all other uses to be considered. This includes open space - common and private open space, streetscape functionality, deep soil, solar access and daylight.</p></div>
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3.2 Urban Design Response

Building Uses

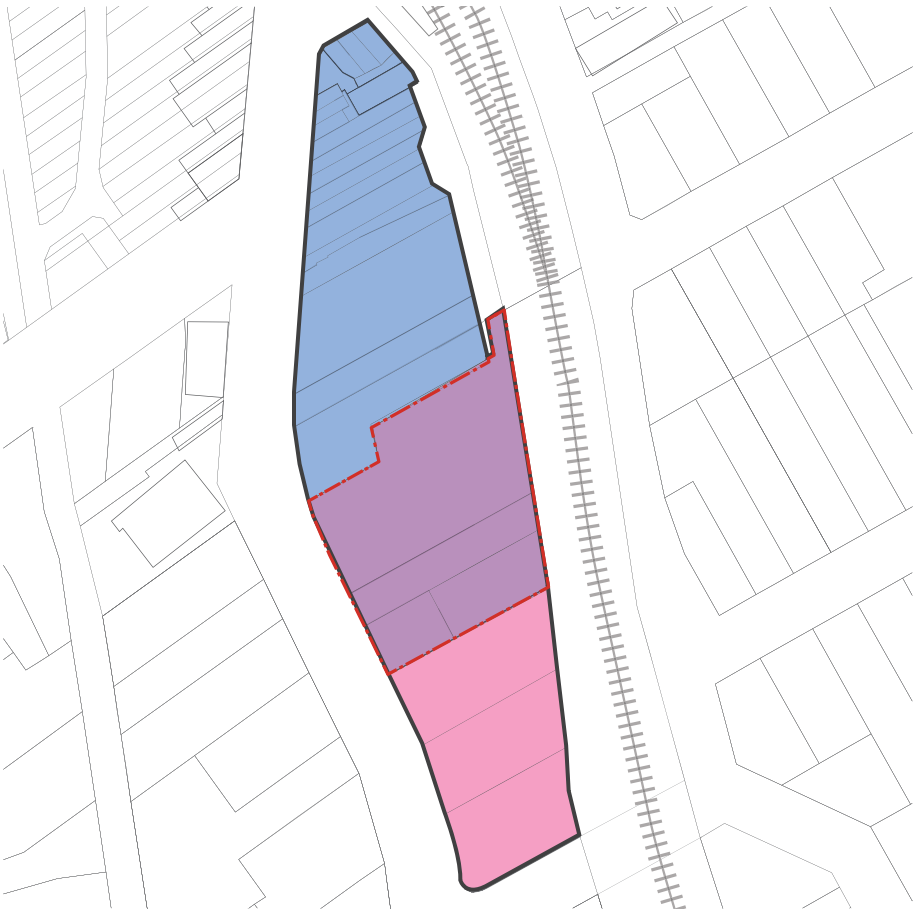


Figure 48. Building Uses

Mixed uses are located to the north of the site responding to the Local Centre function, which include commercial and retail uses. Purely residential uses are located to the south of the site.

- Legend
- Site
 - Commercial
 - Mixed Use
 - Residential

Urban Grain

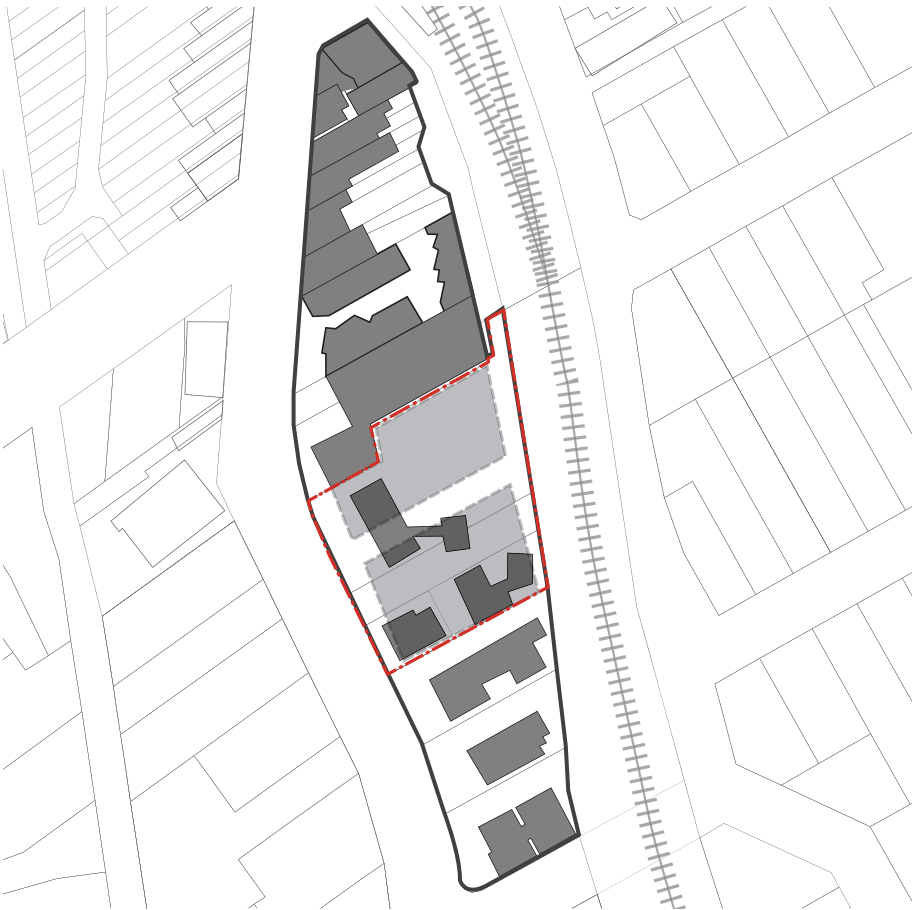


Figure 49. Urban grain

The existing urban grain of the site and its surrounding context reflects the range of land uses.

The site's response is to provide a transition in grain between the two - incorporating larger footprints which are articulated through their architecture to provide a transition between the traditional fine grain of the centre and the existing residential to the south.

- Legend
- Site
 - Existing Building Footprint
 - Proposed Building Footprint

Building Height



Figure 50. Height

Building heights to the north of the site have traditionally been low rise shop-fronts. The aspiration to increase height with a maximum height of 23.5 metres (7 storeys) reflects the importance of the Local Centre, the proximity to the station, and the benefit of increasing density within transport and local centre catchments. Variation in building height is desirable throughout this precinct and may be pursued by a DCP control for the 6 storeys (20.5 metres) along the Pacific Highway

To the south, the heights are predominantly to be retained at a maximum of 11.5 metres (3 storeys).

- The design response is to provide heights which sit between these proposed maximum and minimum of the block.
- Legend
- Site
 - 6-7 Storey
 - 3 Storey

3.3 Masterplan Concept

The following concept integrates possible development of the site at 283 Pacific Highway to provide a holistic response to this part of Lindfield Local Centre.

- 1. Through-site connection aligns with the subject site's northern boundary, removing the constraints associated with building interfaces along the Pacific Highway and Tryon Place frontages;
- 2. Open space is split into two key areas; a public space that straddles the through-site link, and a private amenity space (potentially with deep soil) at the southern boundary of the site;
- 3. Ground floor commercial is focused at the northern edge of the subject site, immediately to the south of the through-site link;
- 4. Integration with the town centre's character is focused at the northern extent of the Pacific Highway frontage;
- 5. Deep soil landscape setbacks along eastern/southern boundaries.

Legend

- Site
- Residential
- Commercial
- Adjoining Site (283 Pacific Highway)
- Frontage
- Open Space
- Through-Site Link
- Local Centre Frontage

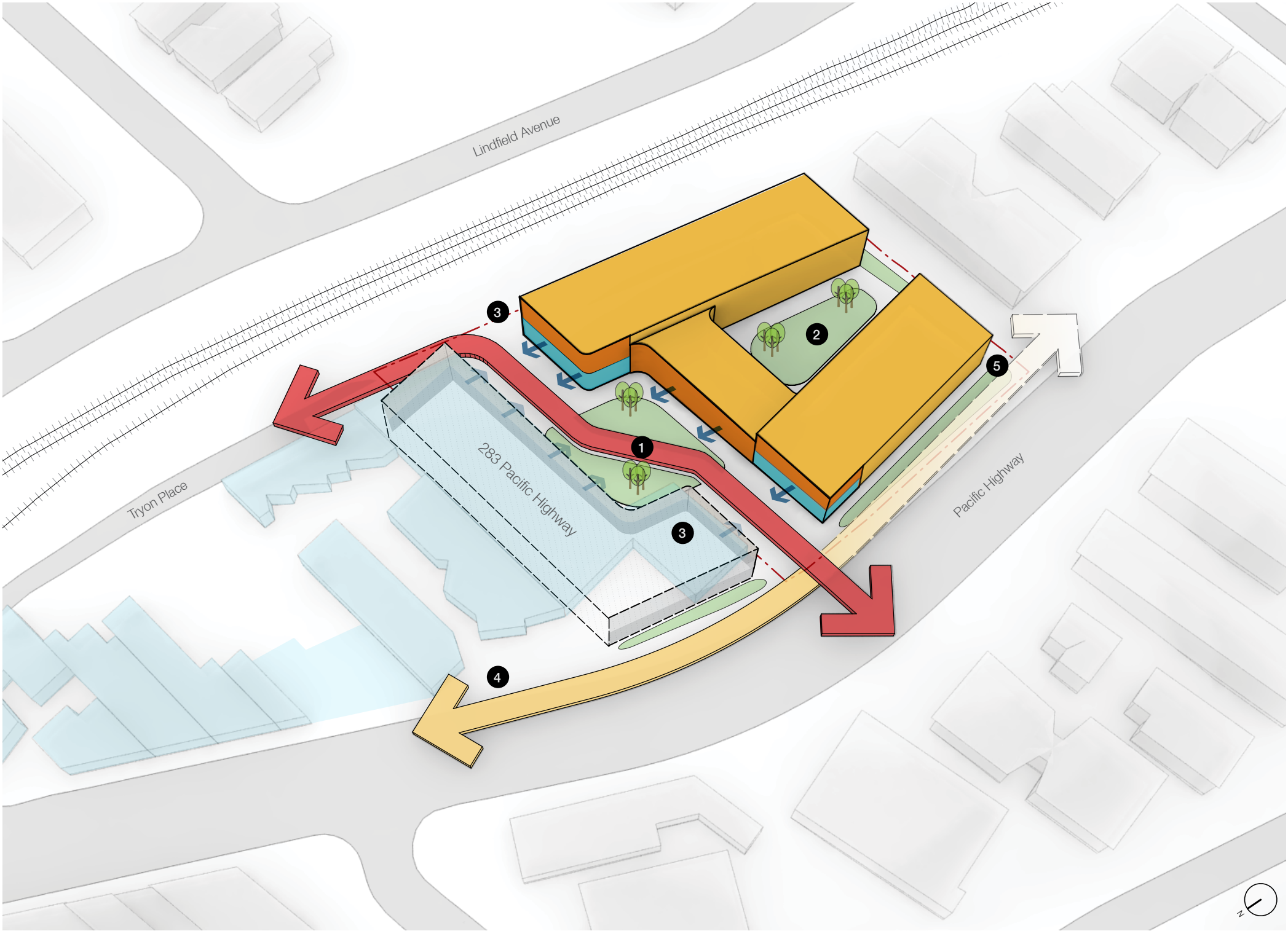


Figure 51. Concept Diagram

3.4 Masterplan Parameters

Activity and Connection

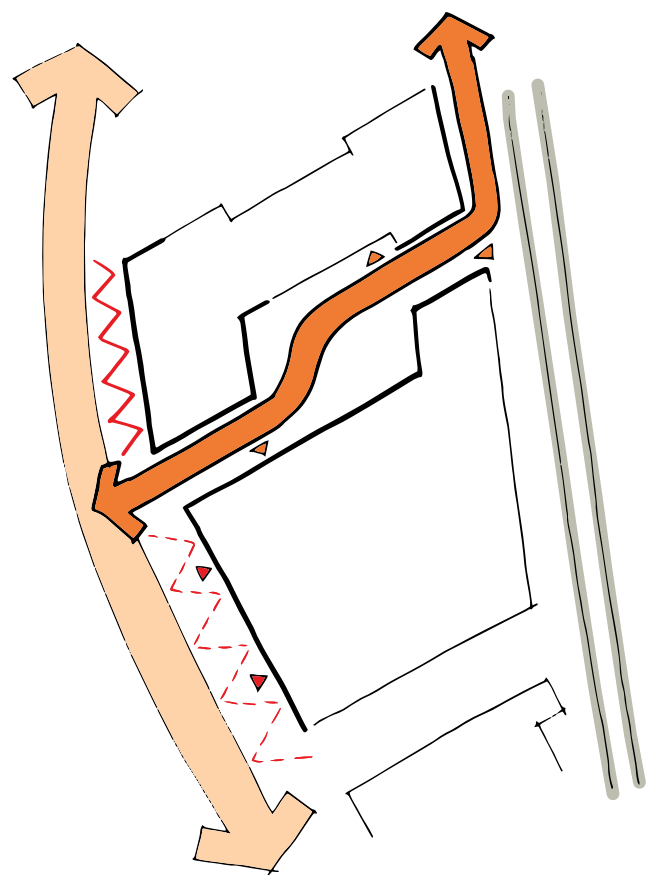


Figure 52. Connections and Activation

The through-site link aligns with the site's northern boundary, weaving through a public open space towards Tryon Place. Activation of the Pacific Highway frontage can be limited to the adjoining property (no. 283). Pedestrian access to the buildings is taken from the Pacific Highway frontage and from the through-site link.

Open Space

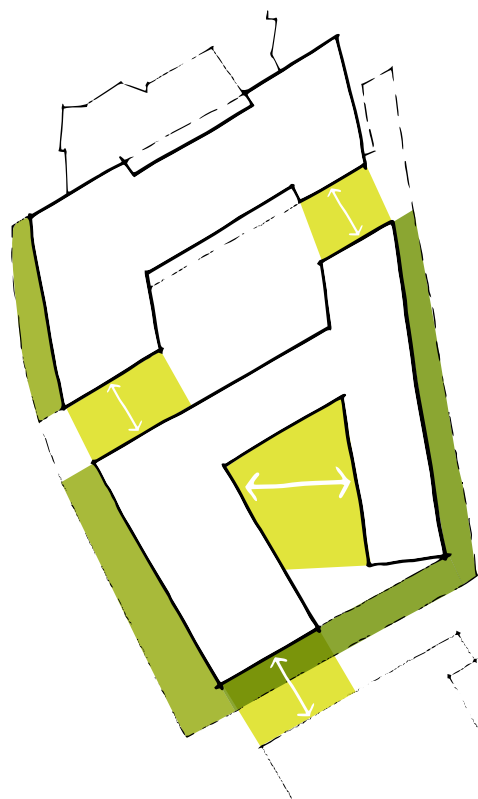


Figure 53. Open Spaces

The realignment of the through-site link removes the potential conflicts of the building interfaces between the subject site and neighbouring 283 Pacific Highway. The setback to the Pacific Highway frontage is a minimum of 6 metres adjacent to the town centre and increasing to 10 metres at the southern boundary in response to the surrounding residential grain. A minimum of 6 metres along the southern boundary allows for deep soil landscaping.

Building separation distances align with the requirement of the Council's DCP.

Built Form

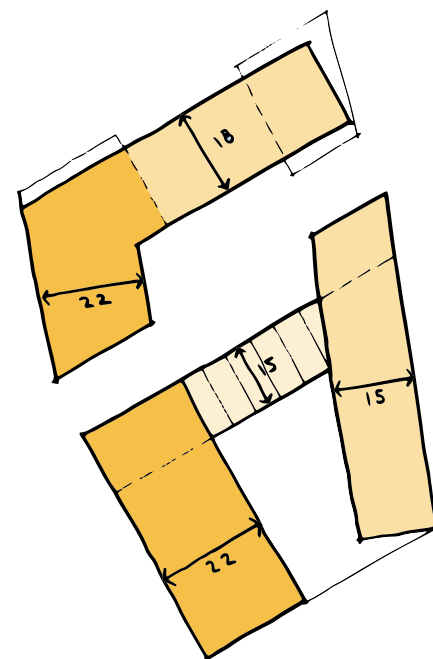


Figure 54. Built Form

A range of building lengths and depths are proposed in order to achieve the desired urban, amenity and development outcomes. The 22 metre blocks allows for double-loaded corridors and apartments that orientate to all frontages. The 18 metre deep blocks assume a single aspect apartment layout, typically oriented to maximise residential amenity.

3.5 Visualisation



Figure 55. Illustrative view of the proposed new street

3.6 Illustrative Plan

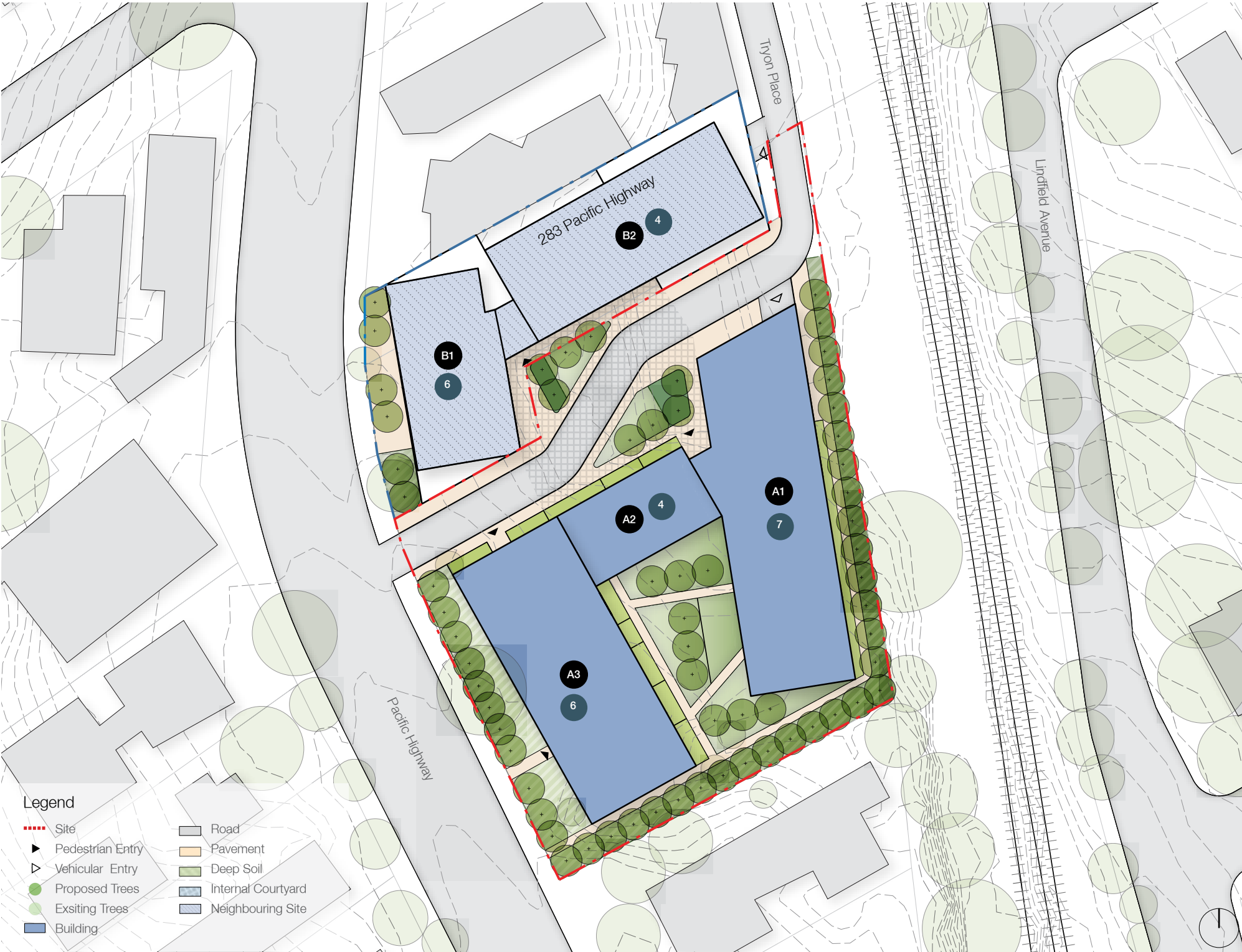
Lindfield Library Site Precinct 259-271 Pacific Highway

Block	Storey (Total)	Land Use	GBA total (m ²)	GFA (m ²)	NSA (m ²)	Dwellings (units)
A1	7	Commercial	300	270	230	-
		Residential	7,160	5,585	4,747	59
A2	4	Commercial	-	-	-	-
		Residential	1,480	1,154	981	12
A3	6	Commercial	-	-	-	-
		Residential	6,000	4,680	3,978	50
Total			14,940	11,689	9,936	121
Site Area			5,848.6			
FSR			2.0:1			
Car Parking			171			

283 Pacific Highway

Block	Storey (Total)	Land Use	GBA total (m²)	GFA (m²)	NSA (m²)	Dwellings (units)
B1	6	Commercial	600	540	459	-
		Residential	3,400	2,652	2,254	28
B2	4	Commercial	920	828	704	-
		Residential	1,600	1,248	1,061	13
Total			6,520	5,268	4,478	41
Site Area			2,105			
FSR			2.5:1			
Car Parking			88			

- Notes
- 1. Apartments:GBA to GFA = 78%; GFA to NSA = 85%
 - 2. Commercial: GBA to GFA = 90%; GFA to NSA =85%
 - 3. Average unit size = 80m²
 - 4. Car Parking - Commercial = 1space/ 33m2-45m2 of GFA (40m2 Average)
 - 5. Car Parking - Residential = Average of 1.19 spot/dwelling. Visitor spot 1 per 6 Dwelling
 - 6. All areas are approximate and subject to further design development.



3.13 Ground Floor Plan

