



Preferred Option

Documentation and studies of the preferred option developed in conjunction with Council.

5.1 Introduction of Options

5.1.1 Summary

Following feedback received from both the community and Council, Option 2 was adopted as Council's preferred option to which SJB have further explored and reasoned.

The preferred option is a mixed-use option with a two level public space with a park which sits on top of a large supermarket and specialty retail and an urban plaza on the upper level accessed off Woodford Lane. The Community Hub is located at the corner of Bent Street and Drovers Way.

The Park occupies the north-eastern corner of the site, providing direct at-grade pedestrian access from Pacific Highway and Bent Street to the Community Hub and the three levels of retail. The Urban Plaza is one level above the Park and is directly accessible from Woodford Lane, and via the narrow pedestrian pathways that squeeze between the shops fronting the Pacific Highway. Sitting below the Urban Plaza are a number of retail outlets, including cafés that can open on to the park, as well as gyms and other associated uses. The next level down is directly accessible from Drovers Way and features a large supermarket and other specialty retail shops. To deliver a supermarket of this scale (3,000sqm) the existing significant trees on the site must be removed. There are opportunities to replace these trees at the northern and eastern edges of the Park, which sits above the supermarket level.

The basement car park runs underneath the majority of the site and is accessible for vehicles from Drovers Way, or via the escalators for pedestrians which connects to the Urban Plaza, Park and Hub above.

Servicing to retail and commuter parking are accessed off Drovers Way, which also features short-stay car parking, landscaping and pedestrian footpaths.

Two 7-storey residential blocks are located to the south of the public spaces and Community Hub. There's an opportunity to provide retail (cafés/shops) on the ground floor of the northern block that fronts the Urban Plaza. There is also an opportunity for an outdoor dining area fronting the secondary open space.

Key

 Train station

 Access points

 Vehicular movement

 Pedestrian movement

 Parking access

 Servicing access

 Open space

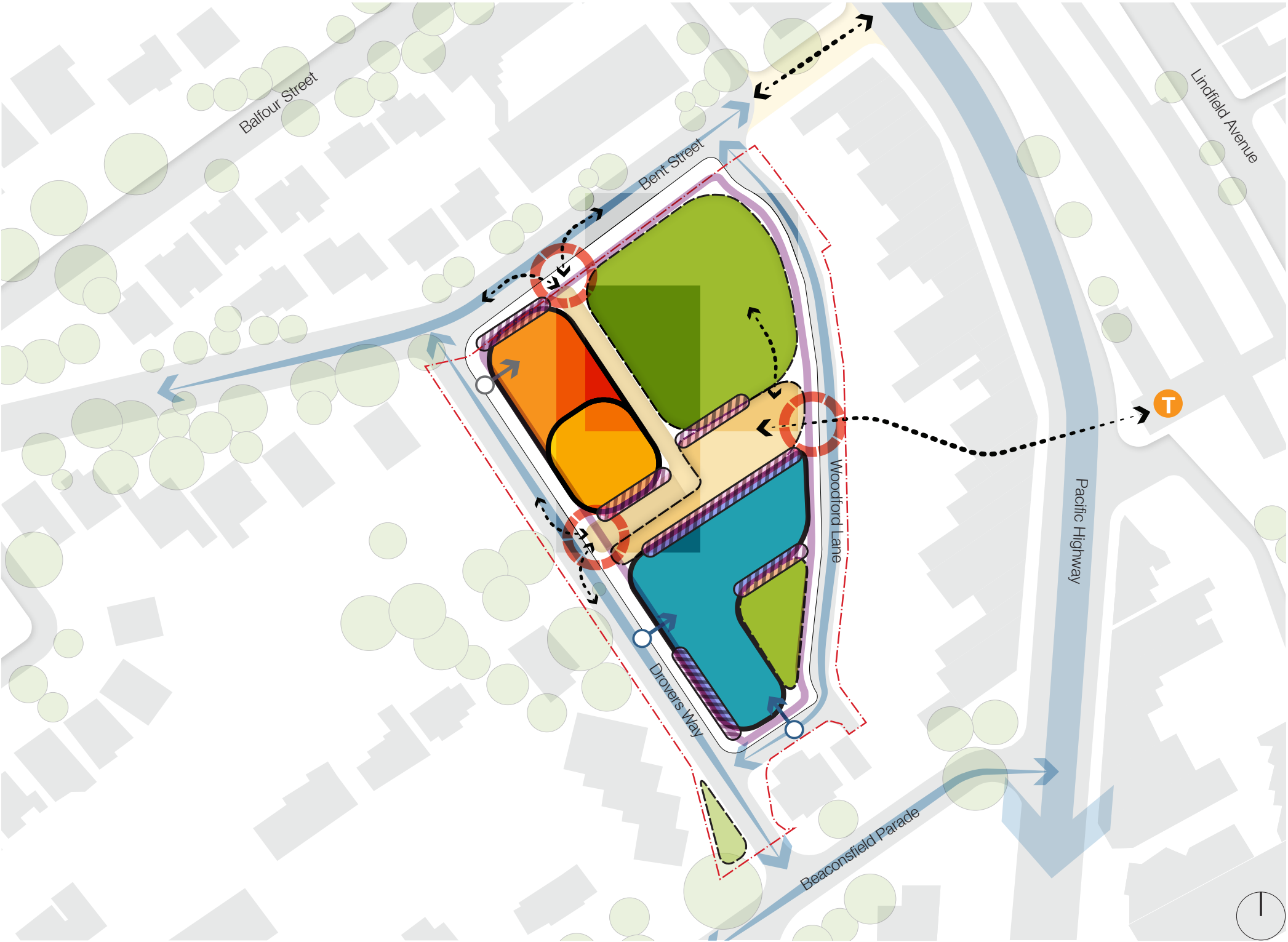
 Community facility

 Childcare

 Plaza

 Residential

 Active frontage

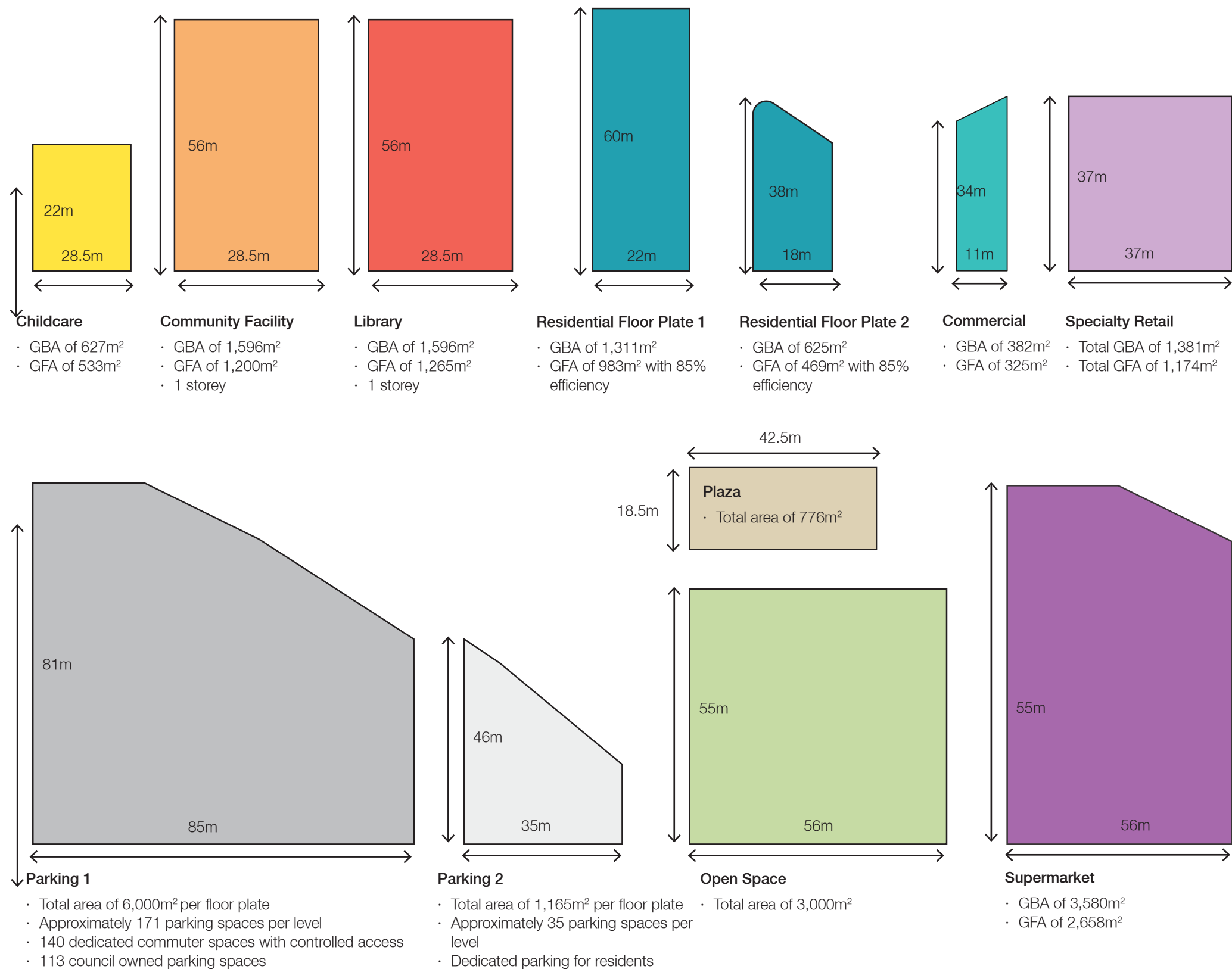


5.1.2 Key Components

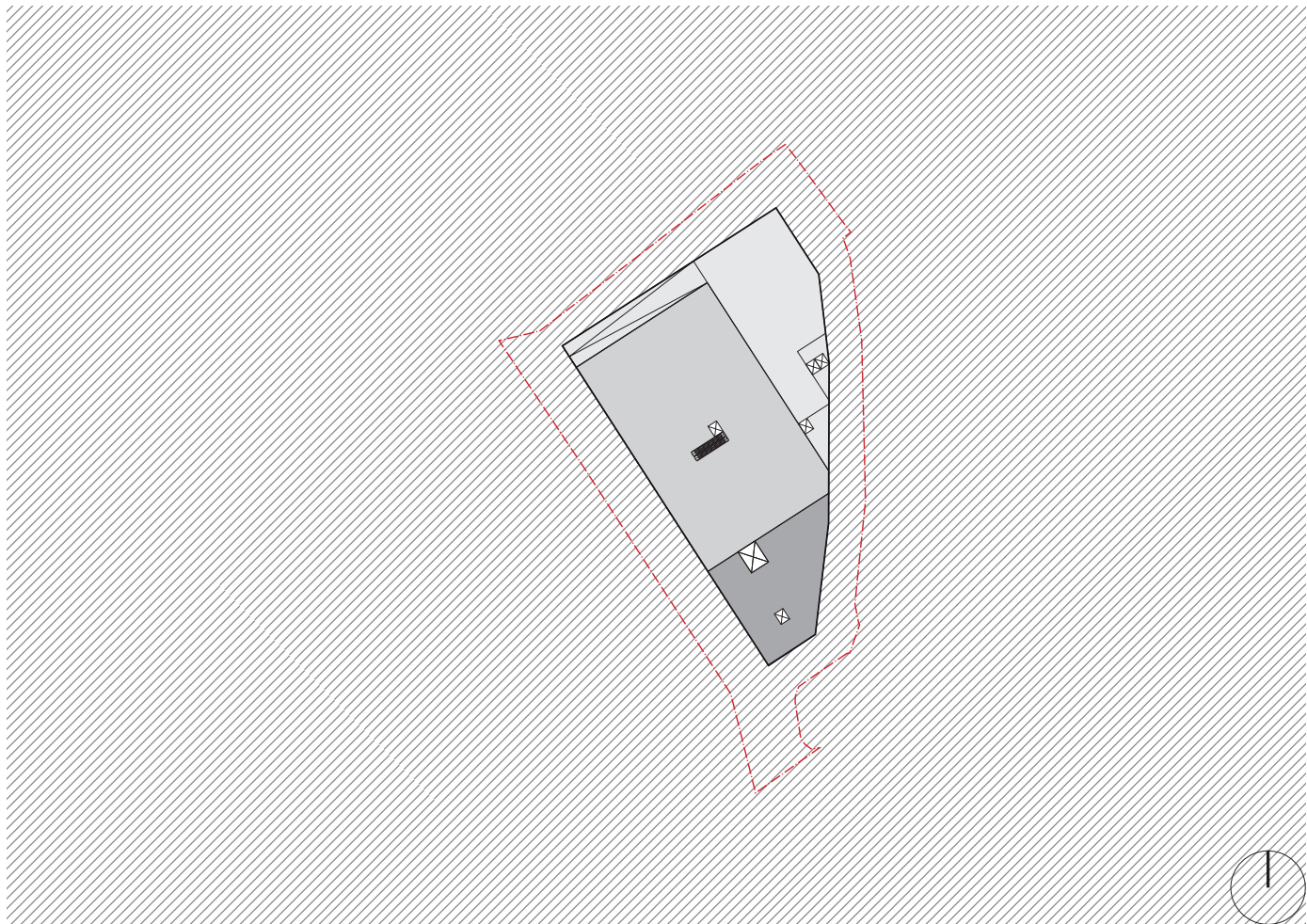
Following on from the key components study carried out in formulating the initial four option, the land uses and areas have since been refined and adjusted accordingly in size for the preferred option.

The following pieces of land use have been integrated;

- Community Facility
- Library
- Childcare
- Open Space
- Plaza
- Secondary/specialty retail
- Supermarket
- Commercial
- Residential
- Commuter and Council parking
- Site parking

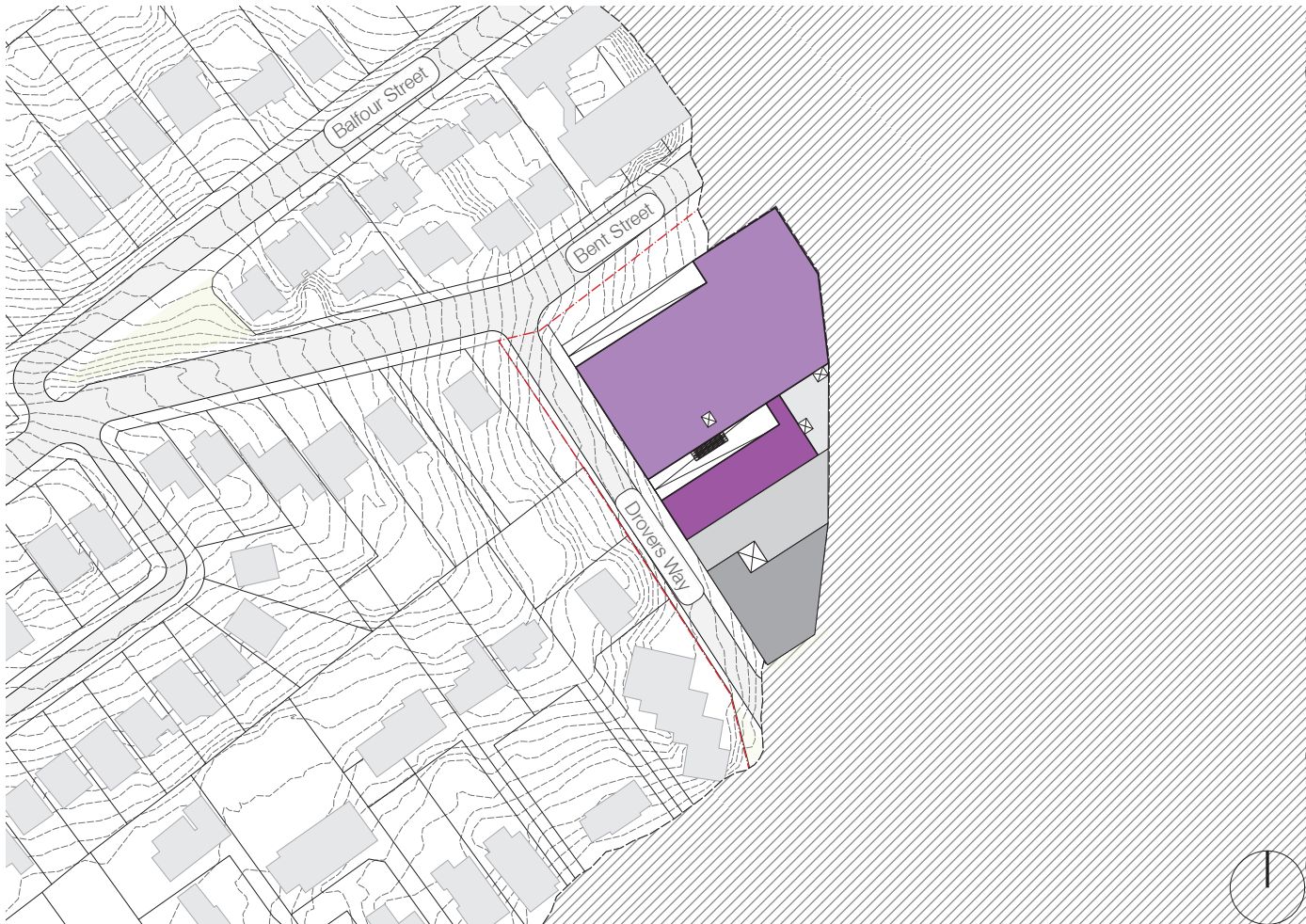


5.1.3 Mix of Uses



Basement Plan

- This level consists of:
- Retail parking
 - Residential parking
 - Retail servicing zone



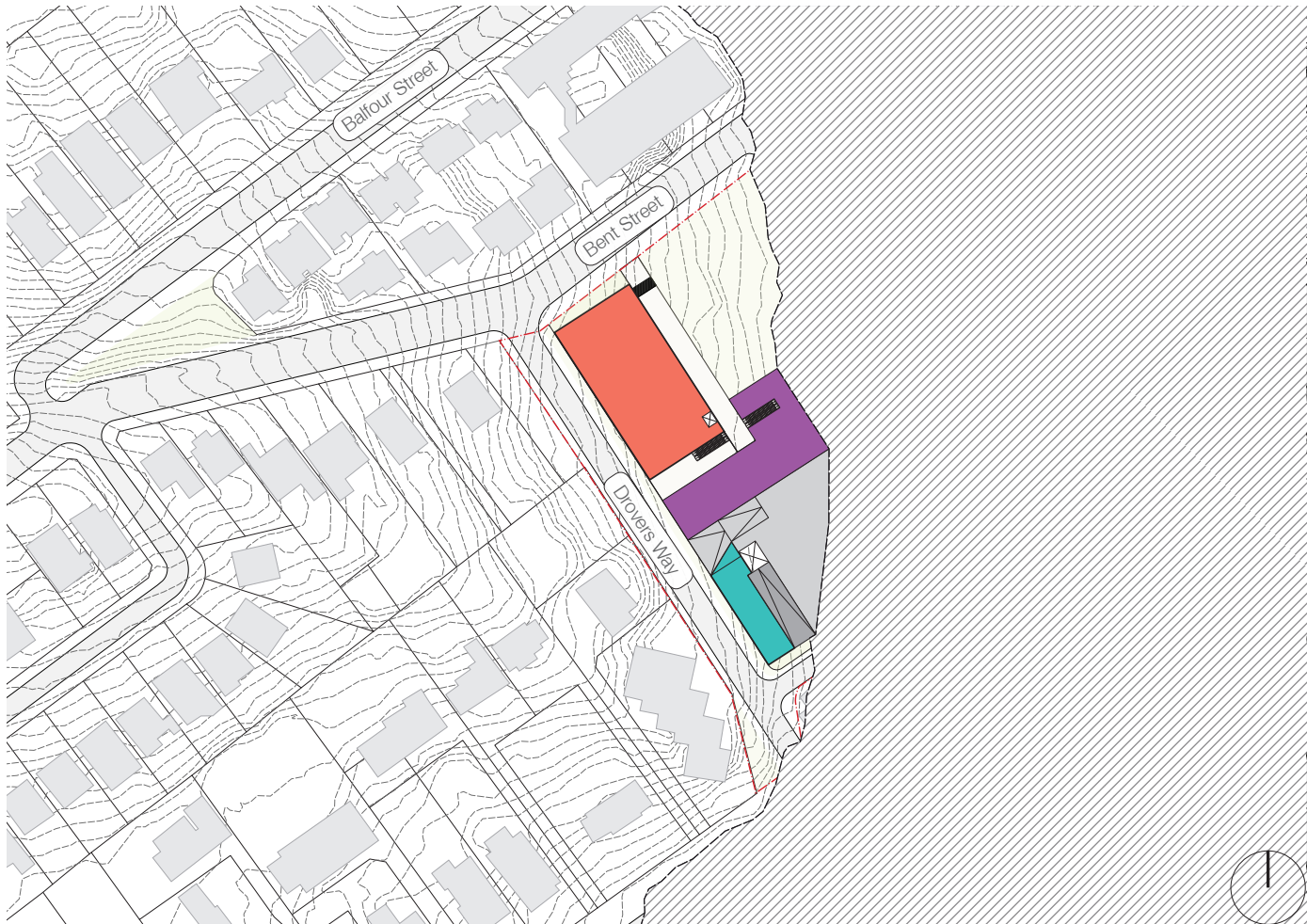
Supermarket Plan

- This level consists of:
- Supermarket
 - Specialty retail
 - Retail service access
 - Retail parking
 - Residential parking

Key

Boundary	Retail	Supermarket
Community facility	Open space	Residential parking
Library	Commercial	Public parking
Residential	Childcare	Services

5.1.4 Mix of Uses

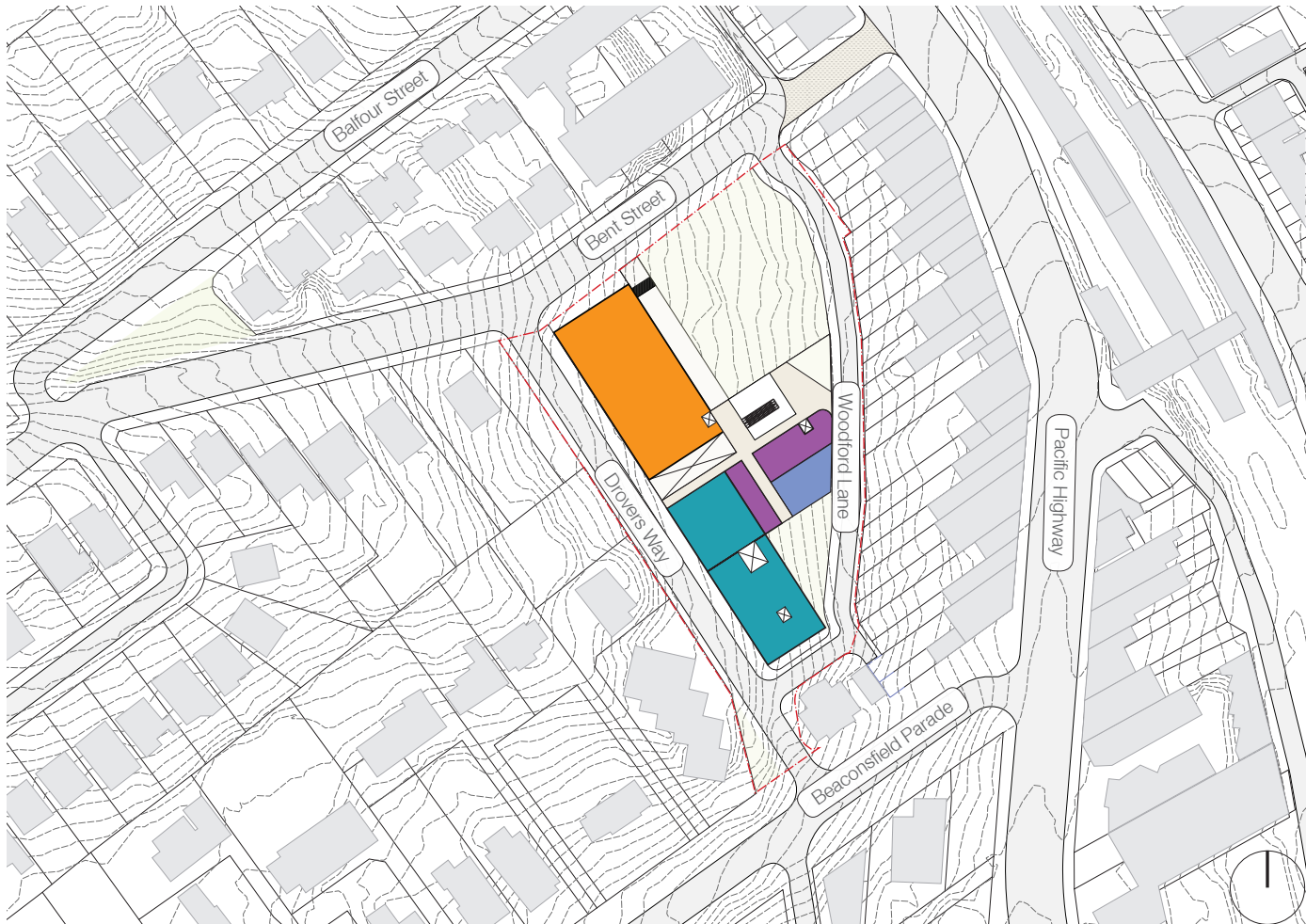


Ground Plan

- This level consists of:
- Library
 - Open space
 - Specialty retail
 - Commercial
 - Retail parking access
 - Residential parking access

Key

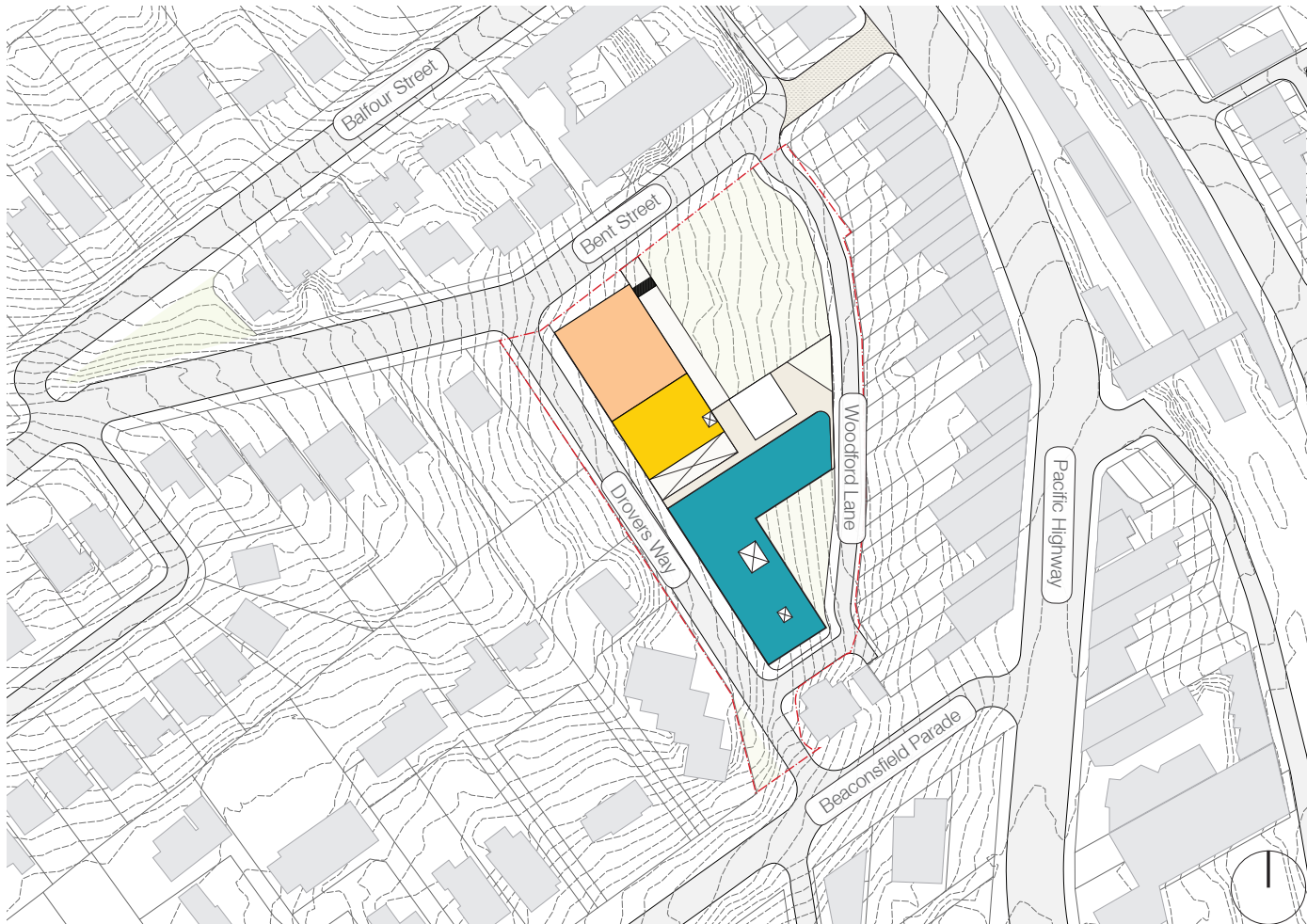
Boundary	Retail
Community facility	Open space
Library	Commercial
Residential	Childcare



Plaza Plan

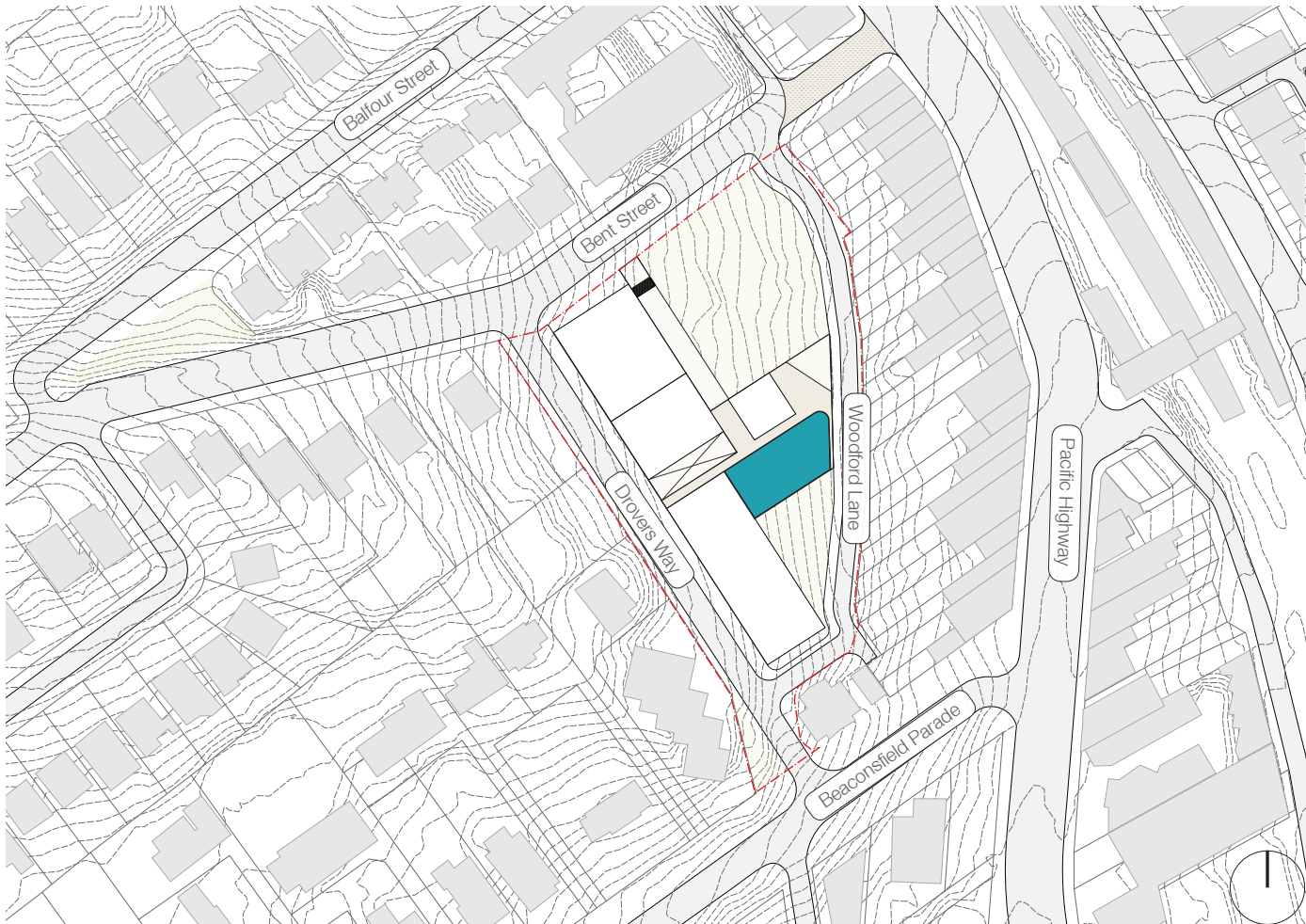
- This level consists of:
- Community facility
 - Civic plaza
 - Specialty retail
 - Outdoor dining
 - Residential
 - Secondary open space

5.1.5 Mix of Uses



Typical Plan

- This level consists of:
- Childcare
 - Residential
 - Roof terrace



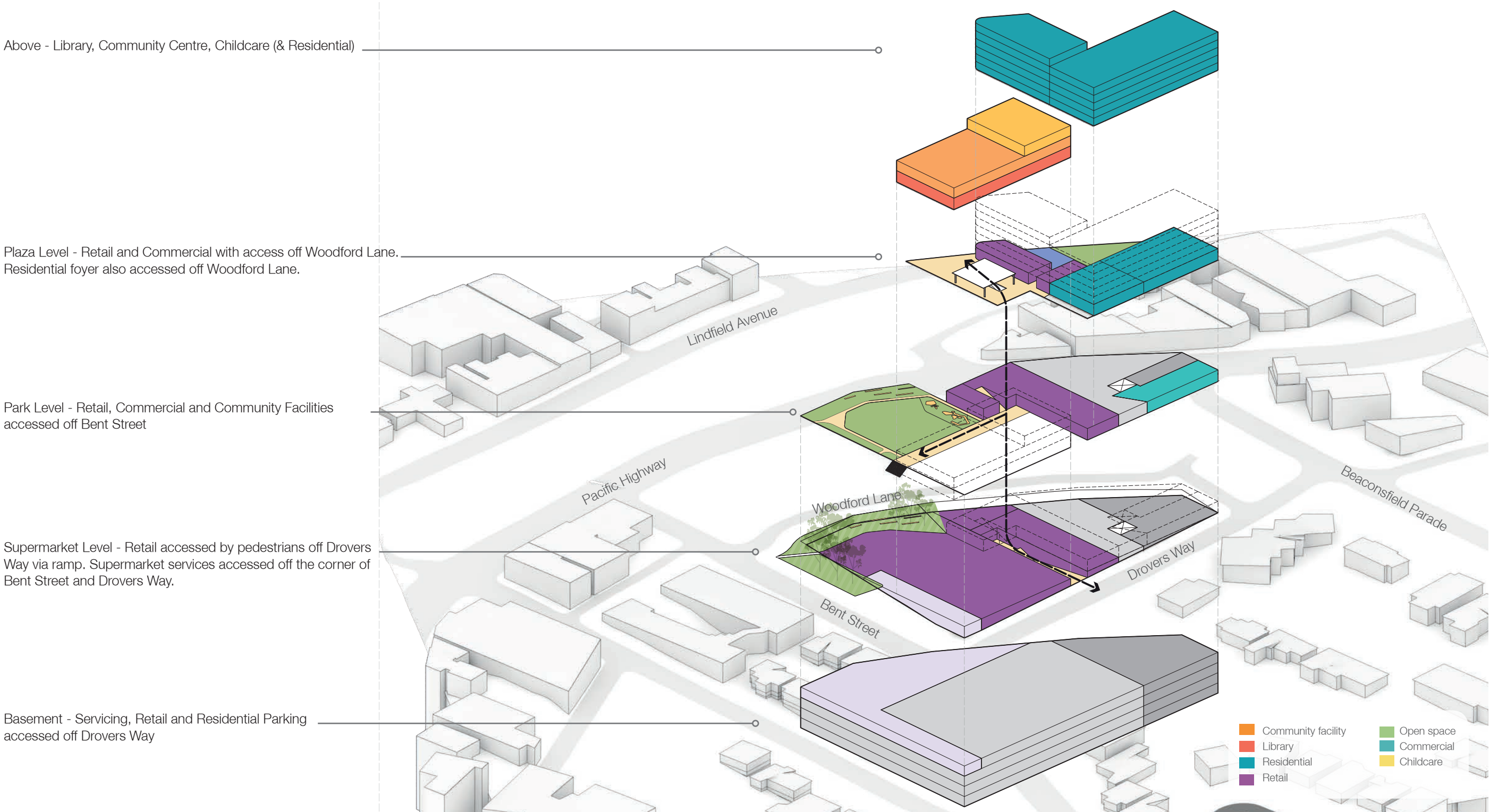
Top Floor Plan

- This level consists of:
- Residential

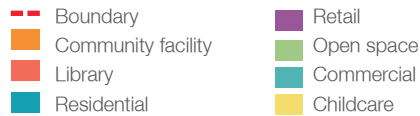
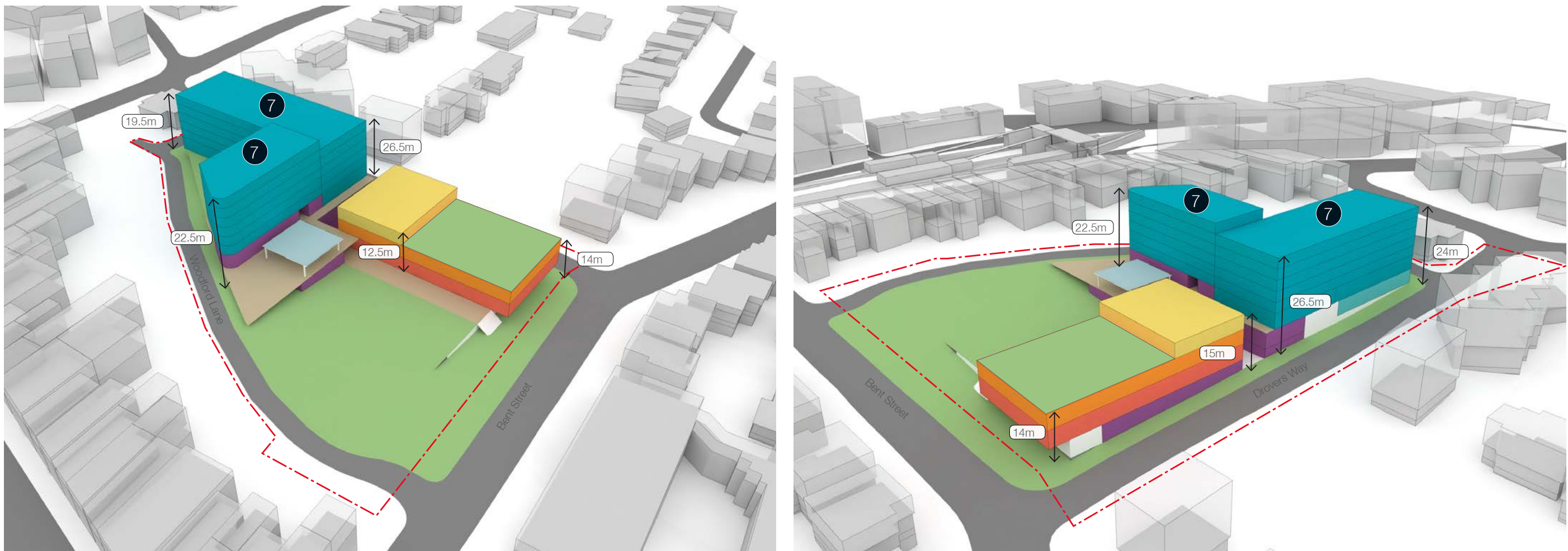
Key

Boundary	Retail
Community facility	Open space
Library	Commercial
Residential	Childcare

5.1.6 Axonometric



5.1.7 Building Heights



5.2 Option Study

5.2.1 Movement

Movement within the site has been categorised into either pedestrian or vehicular. The following are key movements which have been identified:

- 1. Pedestrian thoroughfare connection from Pacific Highway into the Plaza
- 2. Pedestrian access from Drovers Way into Supermarket level (Basement 01)
- 3. Secondary pedestrian access off pedestrianised section of Bent Street
- 4. Primary pedestrian access into the site off Bent Street
- 5. Secondary pedestrian access off Beaconsfield Parade
- 6. Upper portion of Bent Street closed to pedestrians only
- 7. Two way vehicular movement on Drovers Way
- 8. One way vehicular movement on Woodford Lane
- 9. Primary vehicle access off Balfour Street into Bent Lane and into Drovers Way. Secondary access into Woodford Lane.
- 10. Vertical circulation linking the Civic Plaza all the way down to basement parking
- 11. Pick up drop off zones on Drovers Way and Woodford Lane

Key

Secondary vehicle movement

Primary pedestrian movement

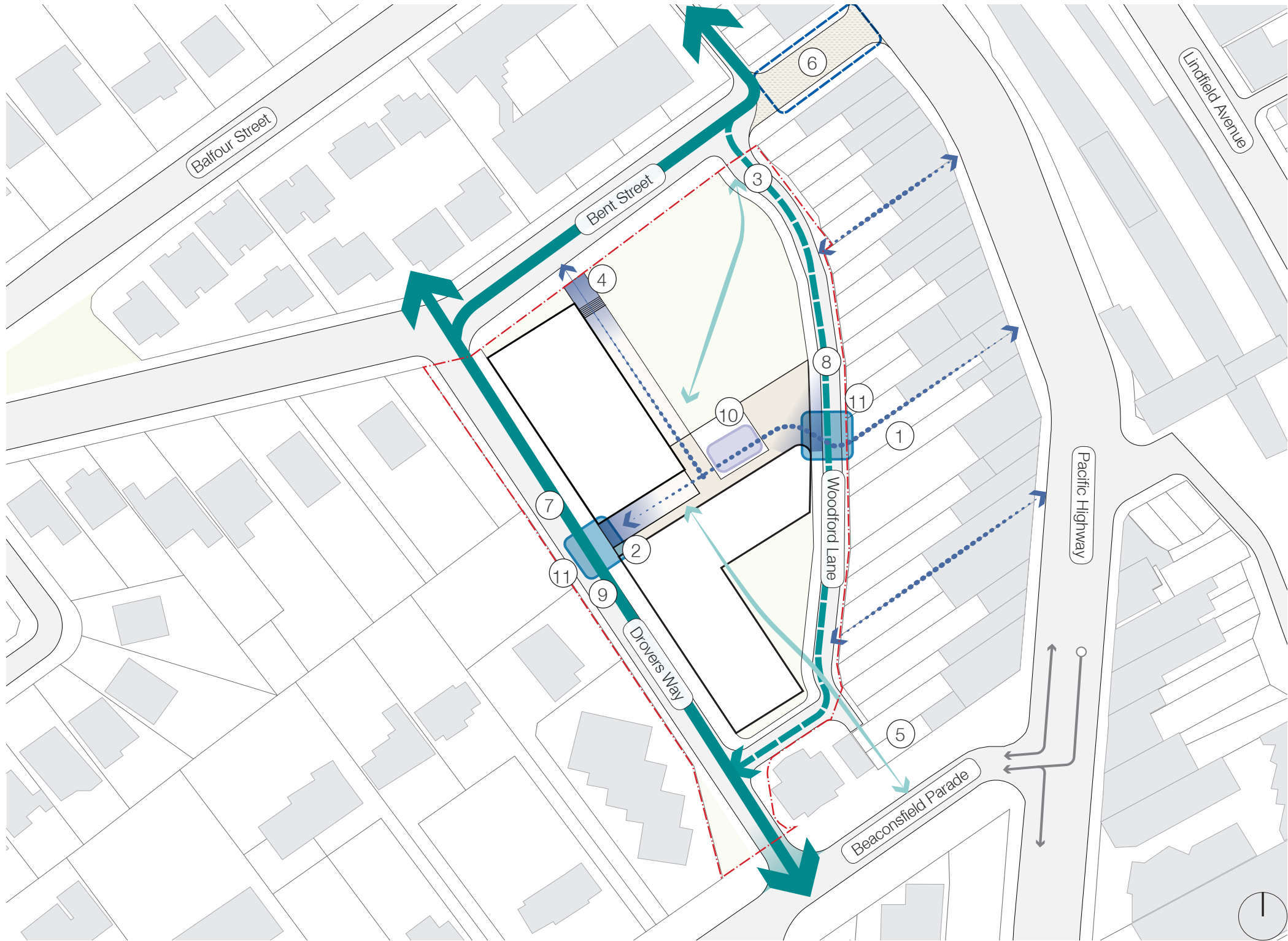
Secondary pedestrian movement

Primary vehicular movement

Vehicular movement external

Vertical circulation

Pick up/drop off zone



5.2.2 Access and Servicing

The following are key access and servicing points which have been identified:

- There are three primary vehicular access points into the site located on the intersection of Bent Street and Drovers Way, Bent Street and Woodford Lane and Beaconsfield Parade and Drovers Way.
- Three primary pedestrian access points are proposed and are located on Bent Street into the open space, Drovers Way into the supermarket level and Woodford Lane into the Plaza.
- Secondary pedestrian movements are access through the landscaped areas on the western end of Bent Street, western end of Beaconsfield Parade, pedestrian thoroughfare off the Pacific Highway and potential path off Beaconsfield Parade between the retail lots and the substation.
- The library, community hub and childcare are accessible from both ground and plaza levels.
- The residential foyer is off Woodford Lane and fronts onto the secondary open space.
- Commuter, retail and council parking are accessed off Drovers Way and residential parking is accessed off Woodford Lane.
- Servicing to the retail units fronting Pacific Highway will still be serviced off Drovers Way. Services to the supermarket and retail units within the site are accessed off Drovers Way.

Key

Access point

Pedestrian access point

Secondary pedestrian point

Community hub access

Residential access

Servicing access

Library

Community centre

Childcare

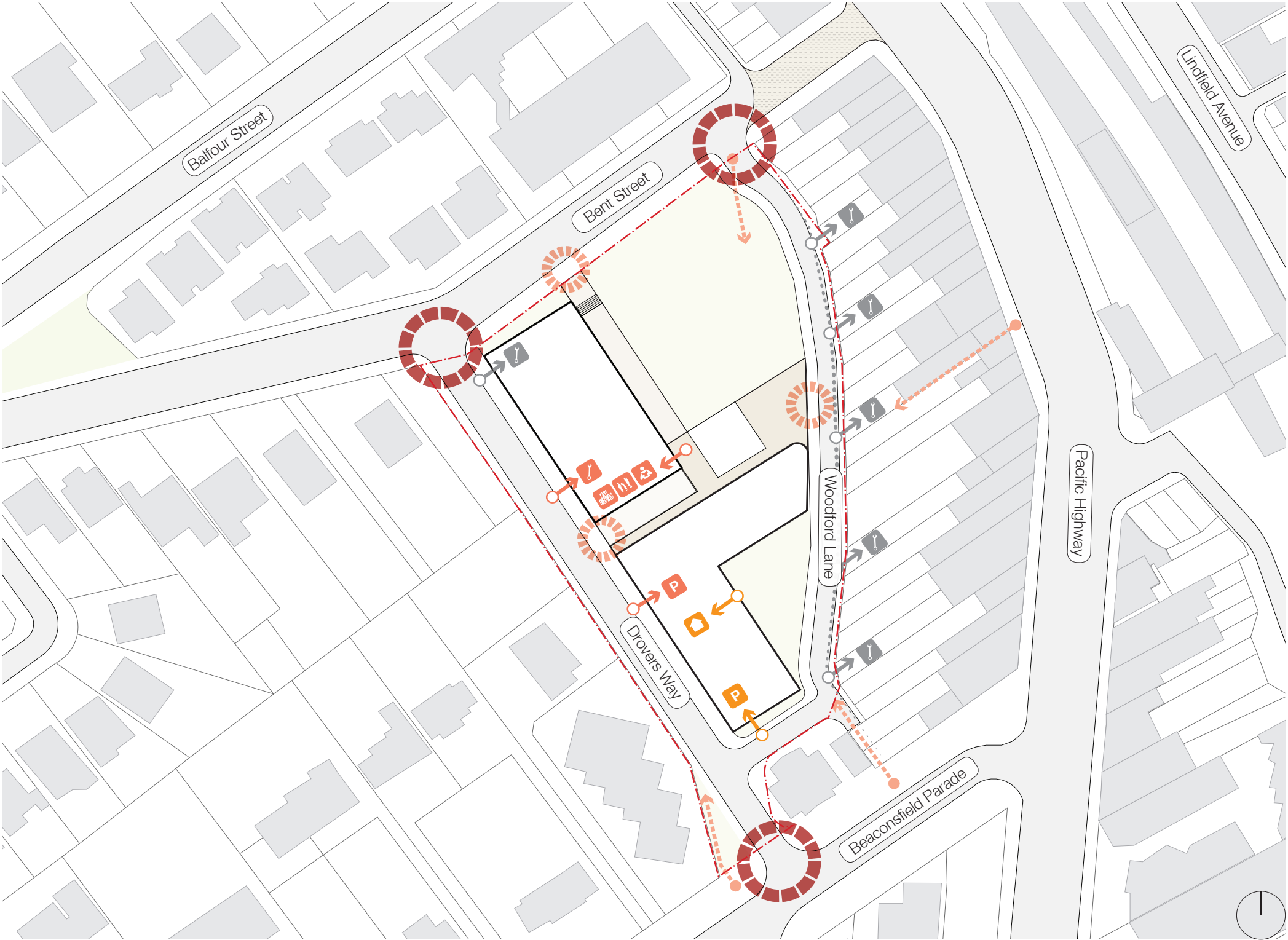
Public parking

Hub services

Residential

Residential parking

Servicing

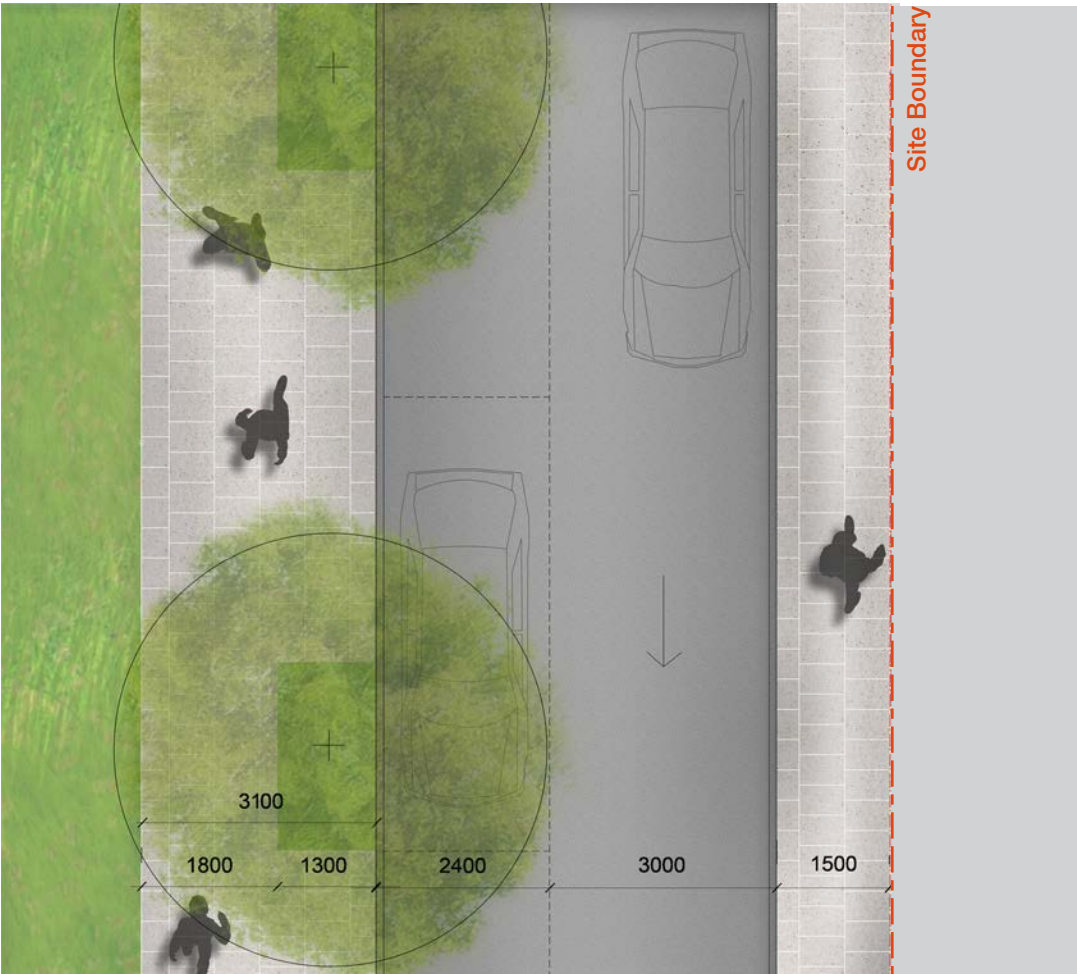


Preferred Option

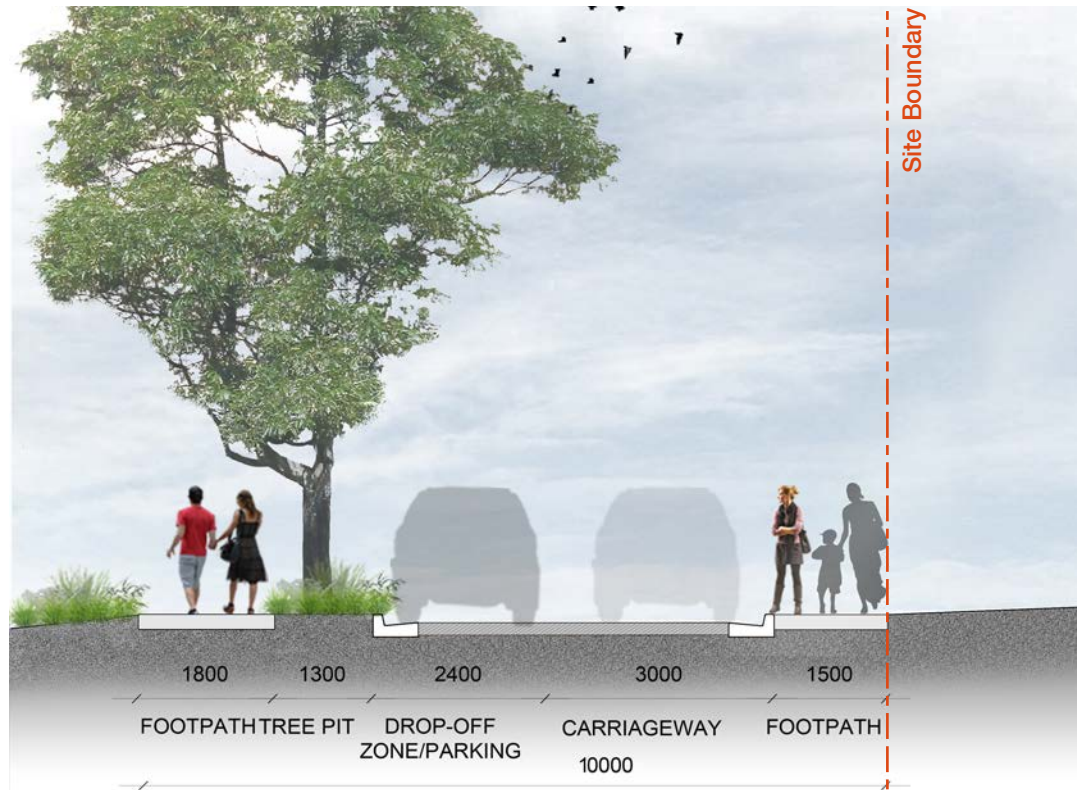
5.2.3 Woodford Lane (Typical)

- Total 10m wide one way street including;
- 3m one way traffic lane running south
 - 2.4m parking zone
 - 1.5m wide footpath to eastern edge
 - 1.8m wide clear footpath area to west, with additional 1.3m for tree planting at 6m cts
 - Parking bays located to allow existing access to back of Pacific Highway Retail

KEY DIAGRAM



Typical Plan 1:100@A3



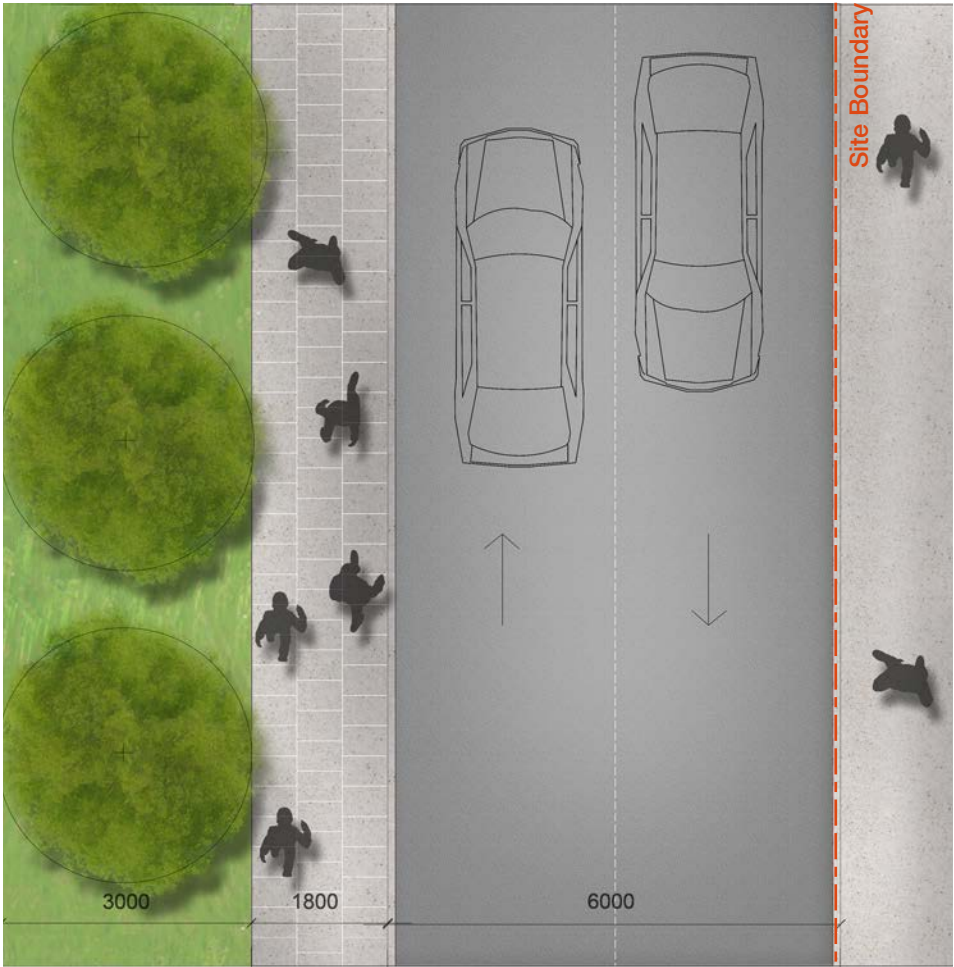
Typical Section looking north 1:100@A3

Preferred Option

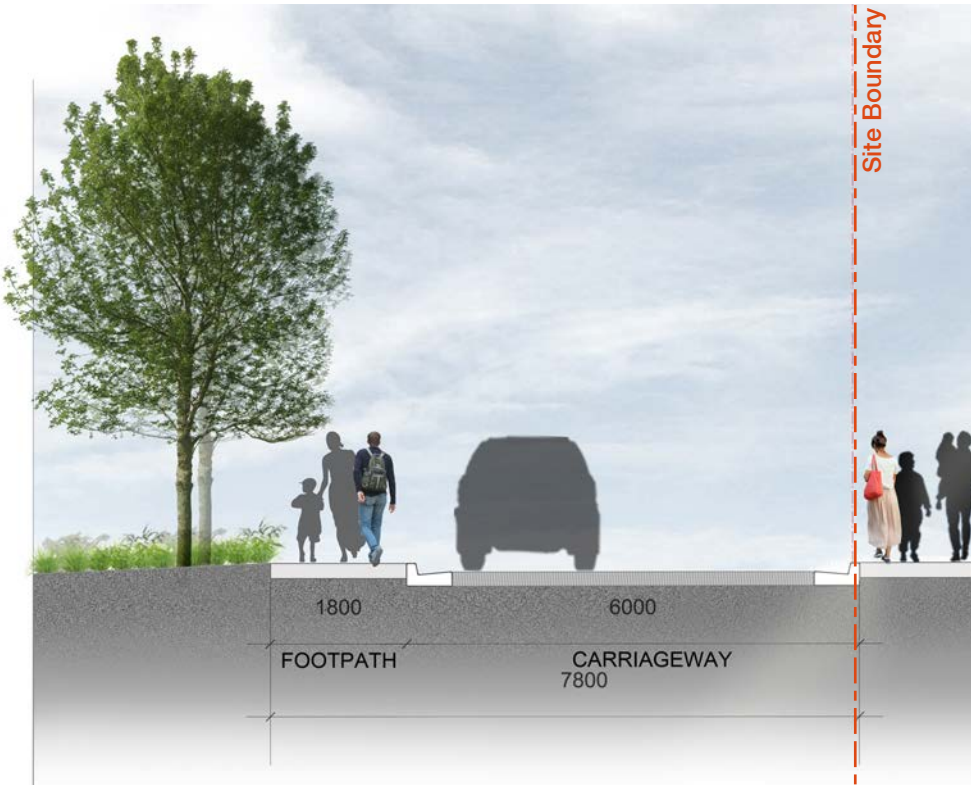
5.2.4 Woodford Lane (South Side)

- Total 7.8m wide two way street including:
- 6m two way carriageway
 - 1.8m wide footpath to north edge
 - Street tree planting

KEY DIAGRAM



Typical Plan 1:100@A3



Typical Section looking east 1:100@A3

Preferred Option

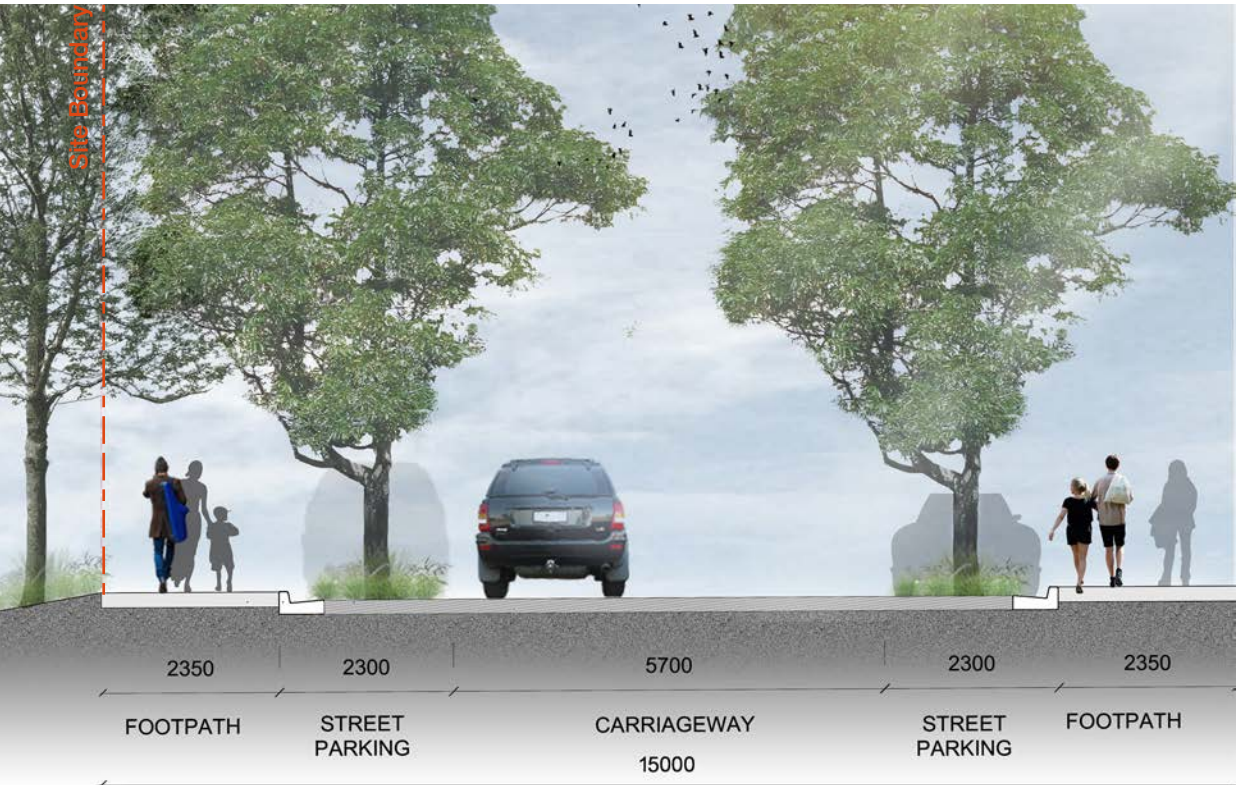
5.2.5 Drovers Way

- Total 15m wide two way street including;
- 5.7m two way carriageway
 - 2.3m parking zone/ tree planting in both sides of carriageway
 - 2.35 m wide footpaths both sides of street
 - Street trees at 12m cts

KEY DIAGRAM



Typical Plan 1:100@A3



Preferred Option

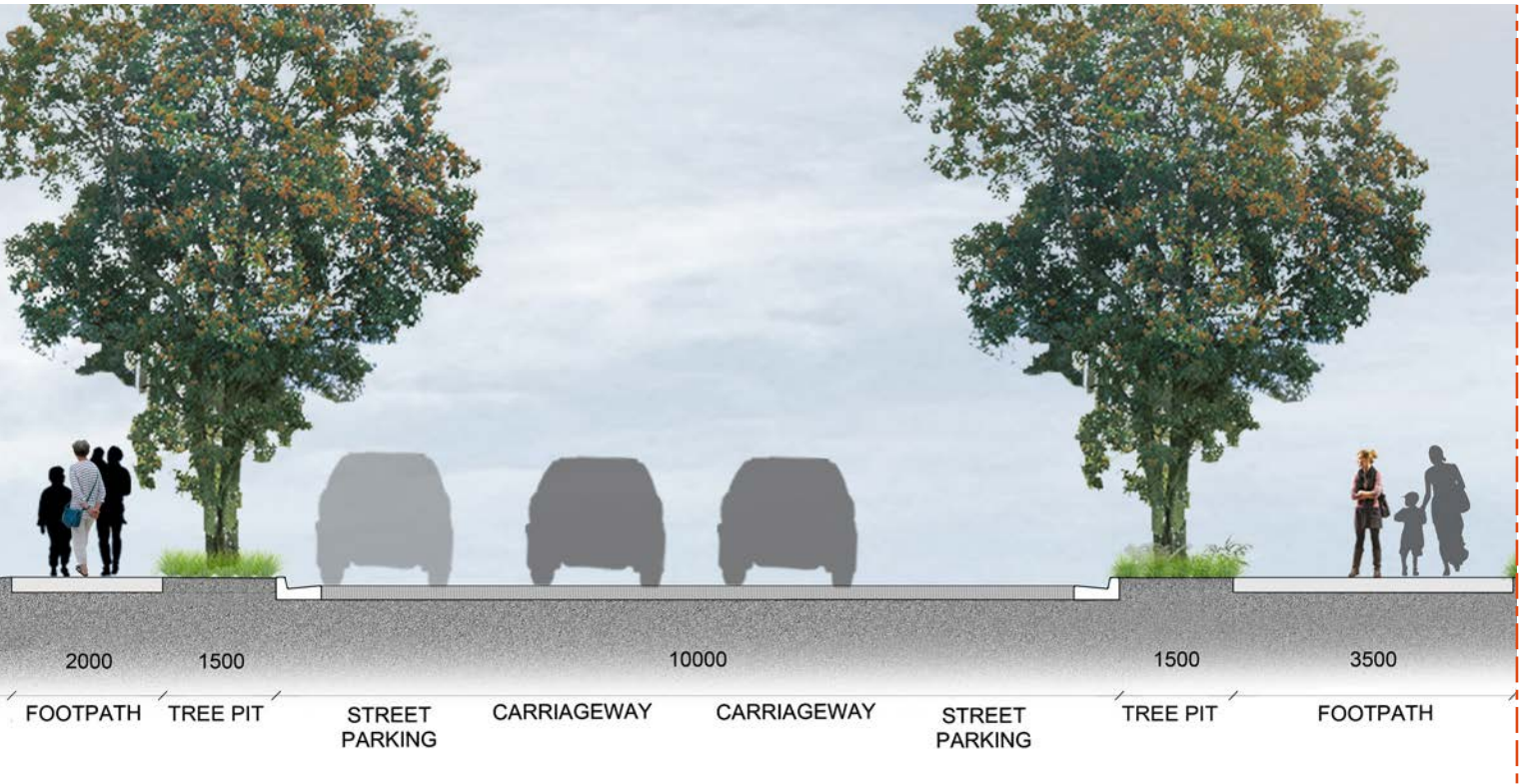
5.2.6 Bent Street

- Existing street with upgrades including;
- New 3.5m wide footpath
 - Street trees at 6m cts in mass planted verge
 - Underground power
 - 2m wide concrete footpath to north side

KEY DIAGRAM

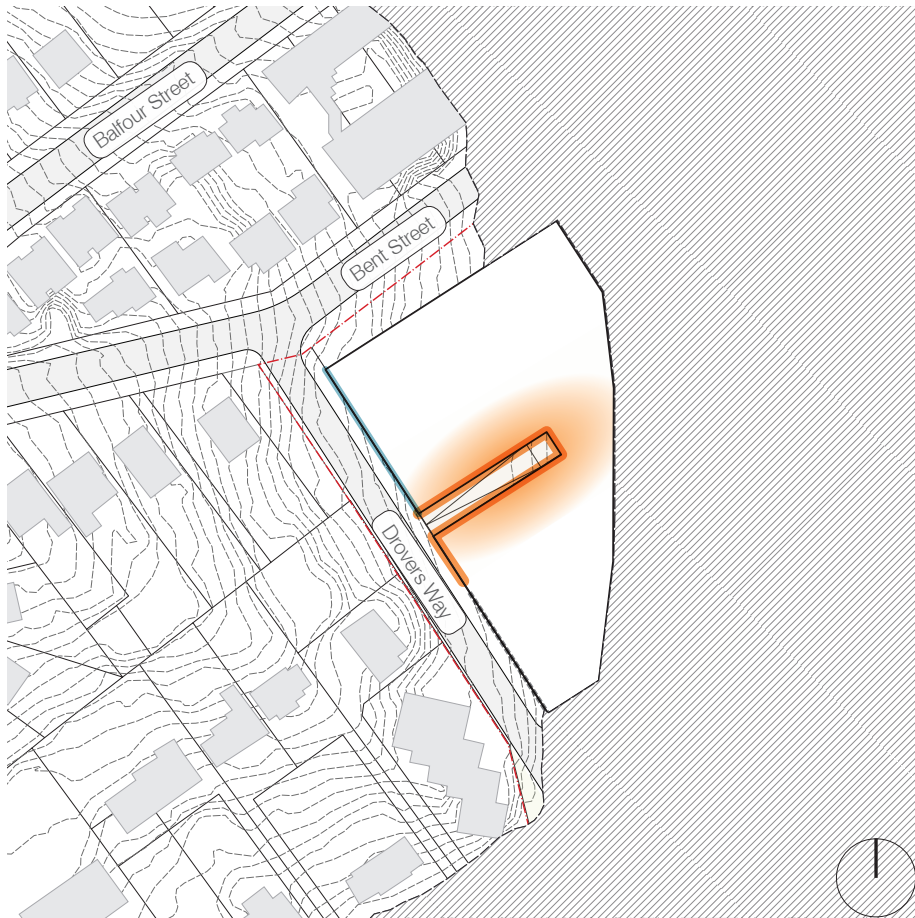


Typical Plan 1:100@A3



Typical Section looking east 1:100@A3

5.2.7 Frontages



Supermarket Level

- Active frontage along the retail arcade with entrances into both supermarket and specialty retail
- Passive frontage along northern end of Drovers Way by the supermarket
- Dead frontage along southern end of Drovers Way with only retail parking access



Ground Level

- Active frontage provided by library and associated cafe along pedestrian walkway.
- Active frontage to the retail arcade and open space provided by specialty retail and cafés.
- Passive frontages along Drovers Way provided by the library on the northern end of the street and by commercial on the southern end of the street.



Plaza level

- Active frontage provided by community facility fronting the civic plaza and open space.
- Active frontage to the civic plaza and through site link to the secondary open space provided by retail and eateries.
- Passive frontages along Drovers Way provided by the community facility on the northern end of the street and residential on the southern end of the street.

Key

- Active frontages
- Passive frontages
- Dead frontages

5.2.8 Setbacks and Separation

The following are setbacks and separation which have been established for the site:

- A zero metre setback along Drovers Way to the street
- A zero metre setback along Woodford Lane to the street
- A three metre setback to from the boundary along Bent Street to the built form
- A three to six metre desired setback to from the boundary to the potential development associated with the re-orientation of properties along Pacific Highway
- Eleven metre building separation between community facility and residential block



Key
Street to building setback
Built form separation
Woodford Lane setback

5.2.9 Open Space and Landscape Characteristics

The Lindfield Hub Masterplan includes various typologies of open space and landscaping in order to maintains the character of Lindfield and consists of the following:

- A large 3000m² open space to the north-eastern corner with opportunities for deep soil planting along the northern and eastern edges. This is bordered by a natural earth mound along Woodford Lane following the topography of the site.
- A secondary 900m² open space is located to the south of the site and provides a transitional space between the residential lobby and Woodford Lane.
- A large civic plaza in the heart of the site is accessed off Woodford Lane and is where the primary vertical circulation for the site is located. The plaza also provides access to the community hub, library and childcare.

The north-eastern portion of Bent Street will be a pedestrianised zone which is closed to vehicular traffic. This will become an additional access point into the site from the Pacific Highway.

Key

Open space

Deep soil planting

Hard surface plaza

Hard surface path

Pedestrianised zone

Street frontage



5.3 Response to DCP

5.3.1 Desired Future Character



1. Public Realm
An open space with a retail and community facility edge providing passive surveillance activation. There is an opportunity for the provision of children's play and amphitheatre style public seating.



2. Retail Arcade and Civic Plaza
A retail precinct open to the sky arranged around the vertical circulation linking the basement levels to the civic plaza. Included is a supermarket and a mix of specialty retail.



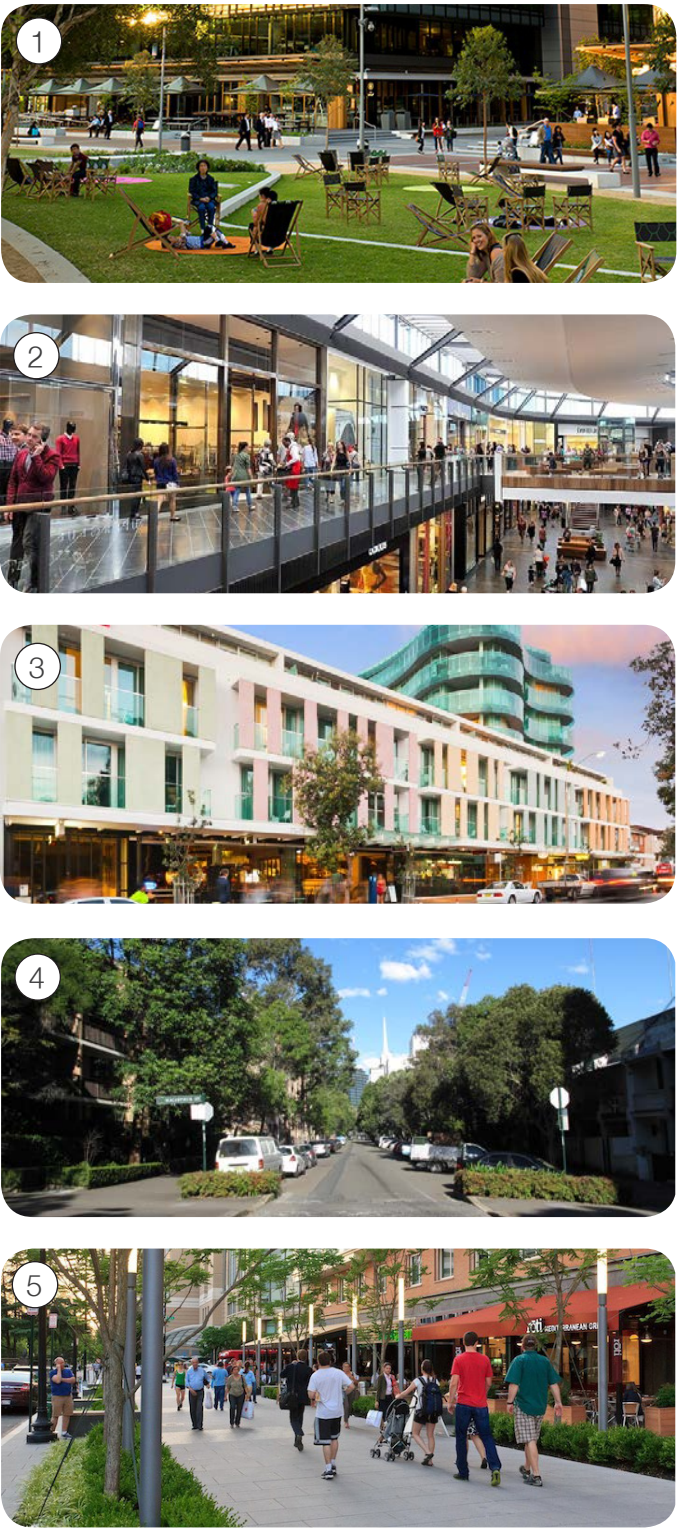
3. Residential
7 storey residential block with a mix of 3, 2 and 1 bedroom units. There is an opportunity to provide a secondary public open space to create a transition zone between the street and residential lobby.



4. Drivers Way
Tree lined street with on street parking, landscaped areas and access into the retail arcade. Retail parking and servicing is also accessed off this street.



5. Woodford Lane
Tree lined street with footpaths, a pick up/drop off zone and a potential shared zone. There is an opportunity to create an active lane with the orientation of the retail units along Pacific Highway to open out onto the civic plaza.



5.3.2 Community Hub

Key

Library

Community centre

Childcare

Plaza public seating

Garden seating

Play space

Deep soil planting

Amphitheatre seatingFlexible open spaceOutdoor diningLibrary cafePick up drop off zoneCommuter parking

Outdoor seating

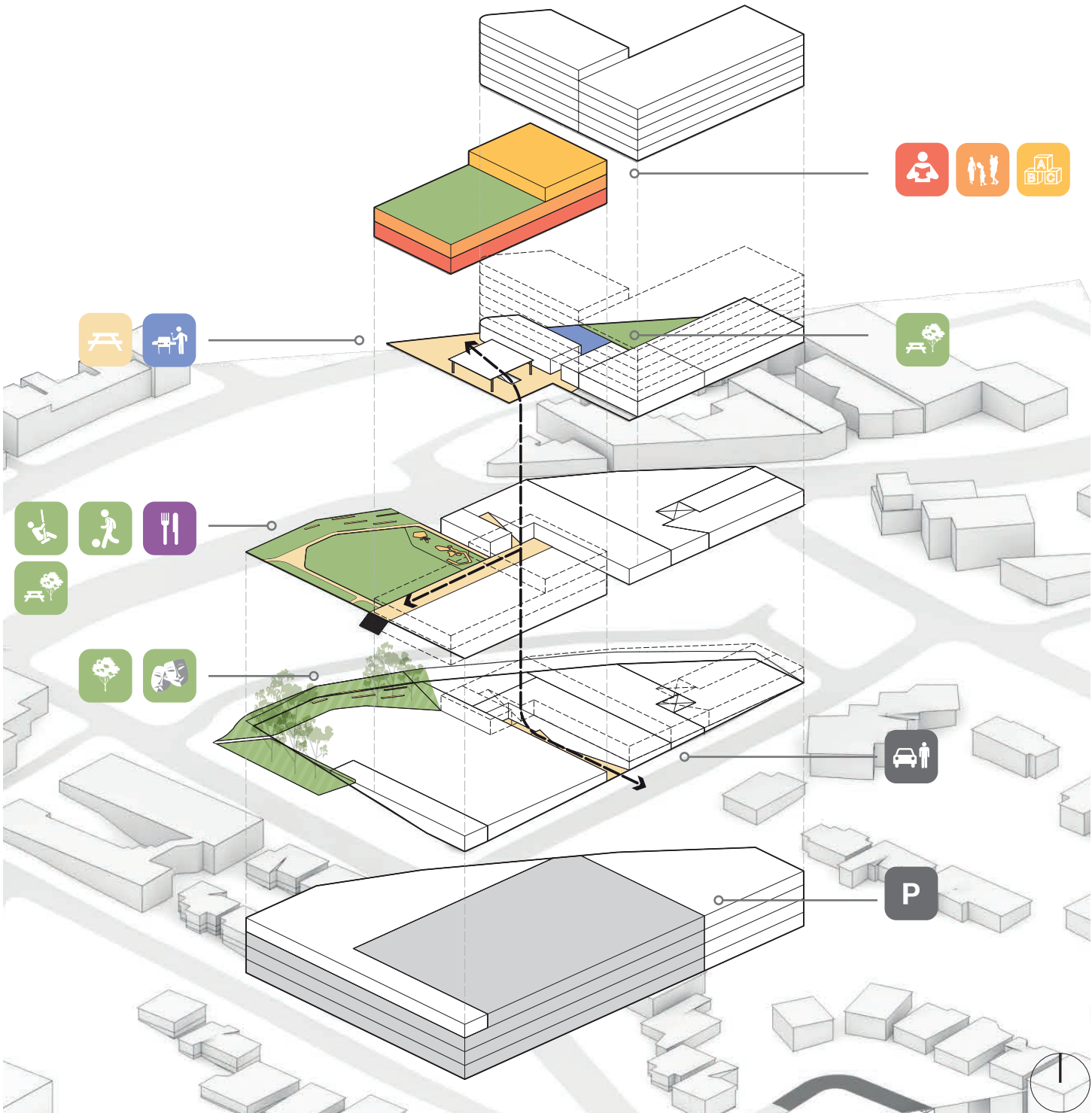
Outdoor dining

Children's play

Active open space

Deep soil planting

Amphitheatre seating



Library

Community hub

Childcare

Outdoor dining

Outdoor seating

Drop off zone

5.3.3 Development Control Plan

- Objectives:
- To provide a vibrant community hub for Lindfield with a mix of retail, residential, commercial and community facilities
 - To provide a large flexible open space for the community
 - To improve vehicular movement through the site
 - To provide 140 commuter parking spaces, replace existing council parking and additional parking associated with land uses within the master plan.

- Controls:
- 1.A new two way street providing a link from Bent Street to Beaconsfield Parade (realigned Drovers Way)
 - 2.Retail servicing as well as commuter, council and retail parking accessed off Drovers Way and Woodford Lane
 - 3.Create an active frontage to public open spaces to encourage activity and provide passive surveillance
 - 4.Create a street presence on Bent Street as a marker for the site
 - 5.Allow for a minimum of 11 metre separation between community hub and residential block in accordance to the Apartment Design Guide
 - 6.0 (zero) metre setback is permitted along Drovers Way
 - 7.3 metre landscaped setback must be provided between the built form and the boundary along Bent Street
 - 8.Provide a through-site link from Woodford Lane to Drovers Way
 - 9.Create an opportunity for active frontage along Drovers Way

- Additional Considerations:
- Residential development is to be focused on the western edge of the site to allow for the provision of open space and avoid overshadowing
 - A large open space with deep soil planting must be provided, ideally on the north eastern corner of the site fronting Bent Street and Woodford Lane
 - Existing council parking is to be relocated underground
 - All car parking is to be provided underground
 - All parking and service access to be provided from Woodford Lane

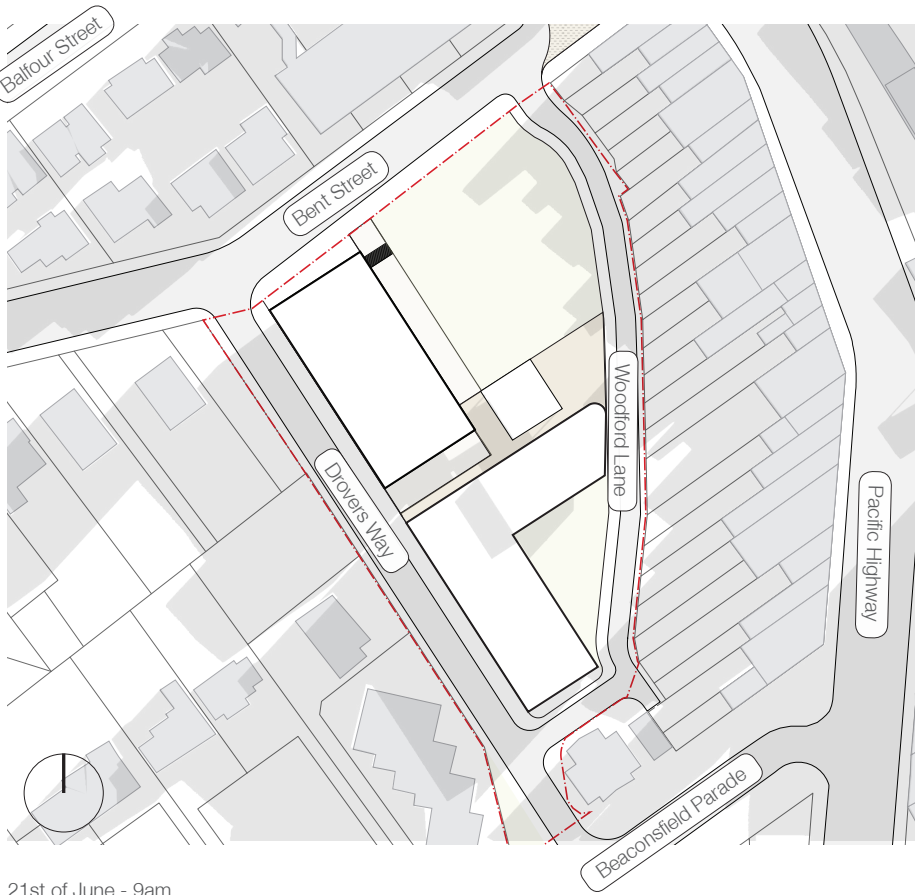
Key

- Open space
- Landscaping and deep soil planting
- Civic plaza
- Retail arcade
- Active frontage
- Street presence
- 3m setback
- 0m setback
- 11m separation
- Parking and servicing access
- Primary vehicular road

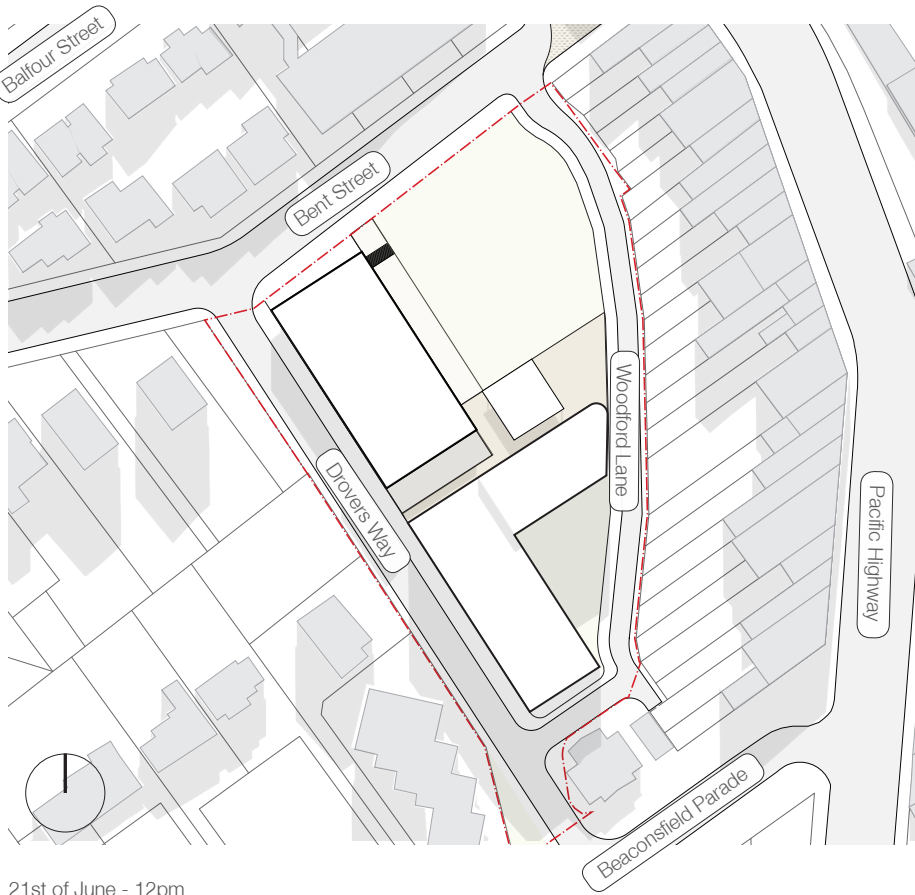


5.4 Option Analysis

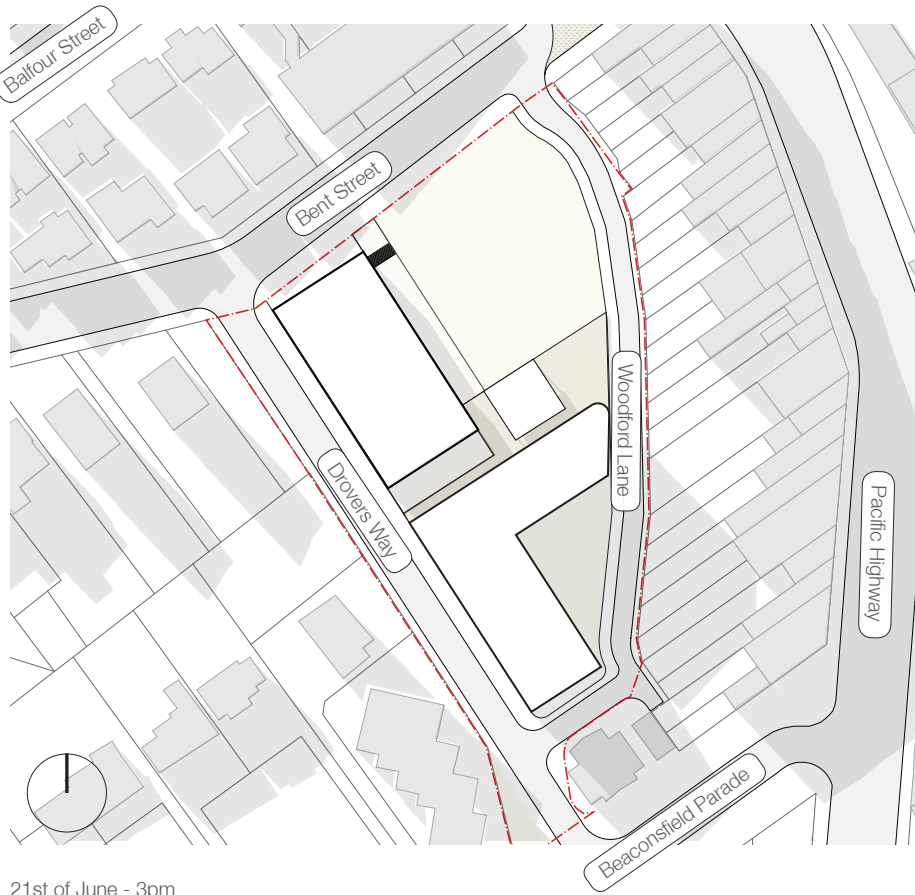
5.4.1 Shadow Analysis



Both the primary and secondary open spaces receive morning sun with minimal overshadowing from the new development. There is an opportunity for the community facility, library and childcare to be naturally lit on the eastern side through the morning sun. The residential plots directly to the west of the site is overshadowed.

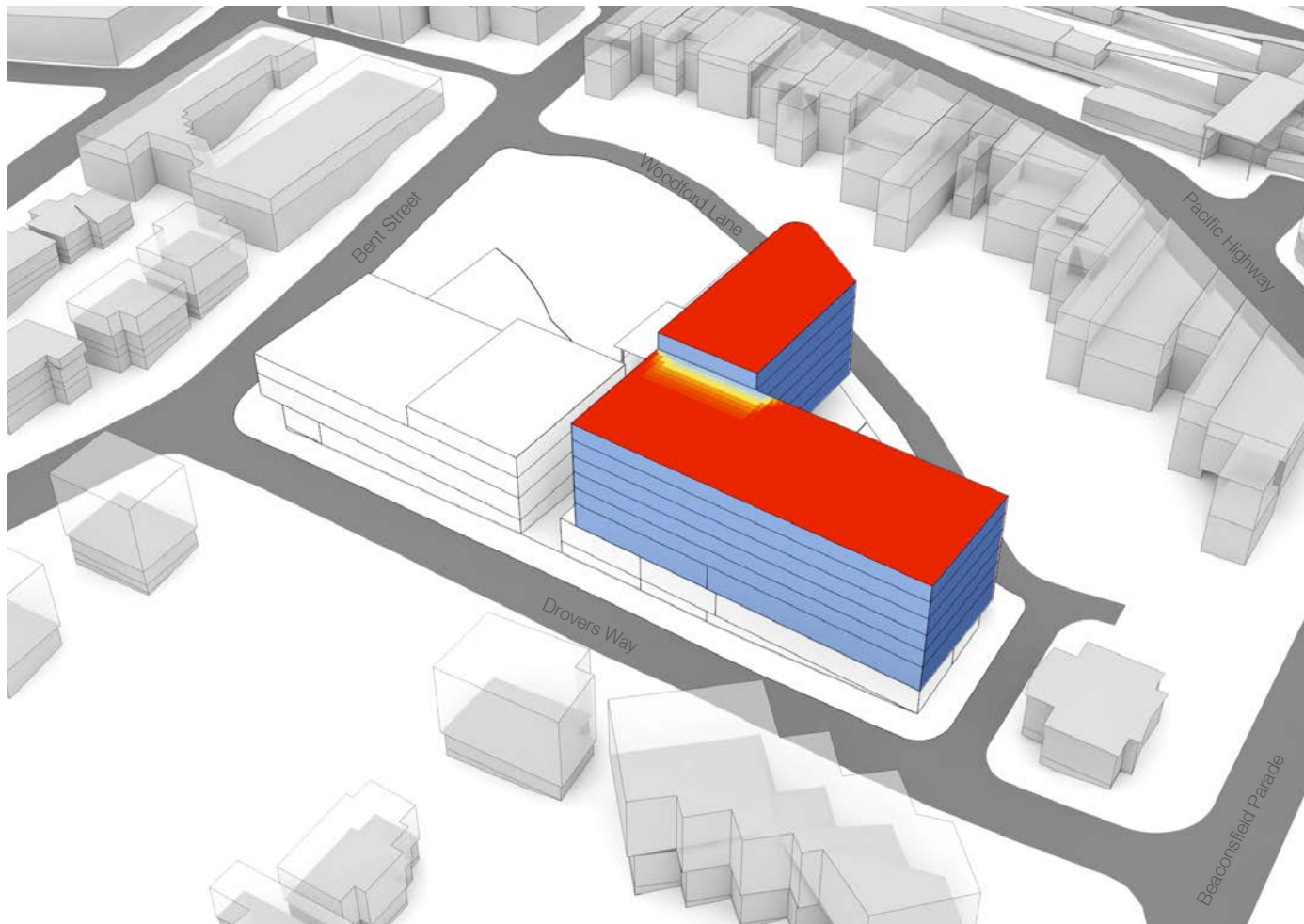


The large open space and area of landscaping fronting Bent Street receives afternoon sun with no impact of overshadowing from existing or proposed development. The residential plots directly to the west of the site is unaffected.

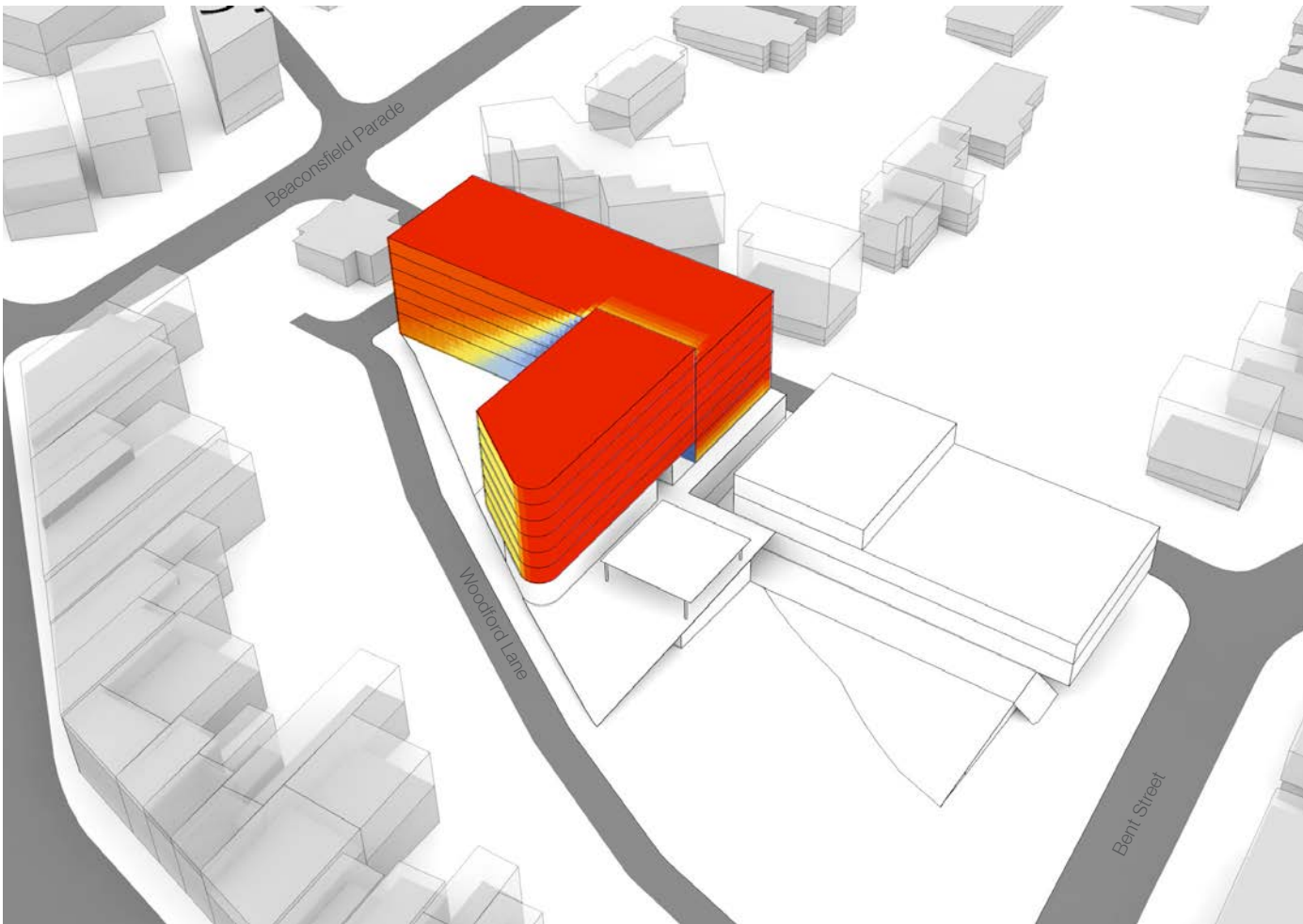


The large open space and area of landscaping fronting Bent Street receives afternoon sun with no impact of overshadowing from existing or proposed development. The northern end of Drovers Way also receives afternoon sun providing opportunities for natural lighting into the community facility, library and childcare. The residential plots directly to the west of the site is unaffected.

5.4.2 Solar Access Analysis

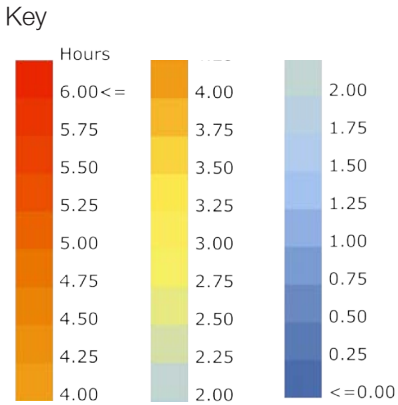


Solar Analysis - View 01



Solar Analysis - View 02

The diagrams above show the extent of solar access the residential envelopes will achieve during mid-winter, 21st June, between 9am and 3pm.



5.4.3 Views Analysis



Existing view from Barry Street (north)



Existing view from Bent Street (south)



Existing view from Beaconsfield Parade



Proposed view from Barry Street (north)



Proposed view from Bent Street (south)



Proposed view from Beaconsfield Parade

The community facility with its frontage to Bent Street gives the development a street presence. This is enhanced by an active open space on the corner of Bent Street and Woodford Lane and creates a welcoming entrance into the site.

Bent Street will become an active pedestrian street with a set of stairs leading into the community hub, open space, civic plaza and into the main vertical circulation. Bent Street will have a visual connection to the open space, supermarket, community facility and library.

The view from Beaconsfield Parade is predominantly of the seven storey residential block and of the length of Drovers Way. The pedestrian entrance into the retail arcade can be seen from this angle from Beaconsfield Parade.

5.5 Final Documentation

5.5.1 Illustrative Masterplan

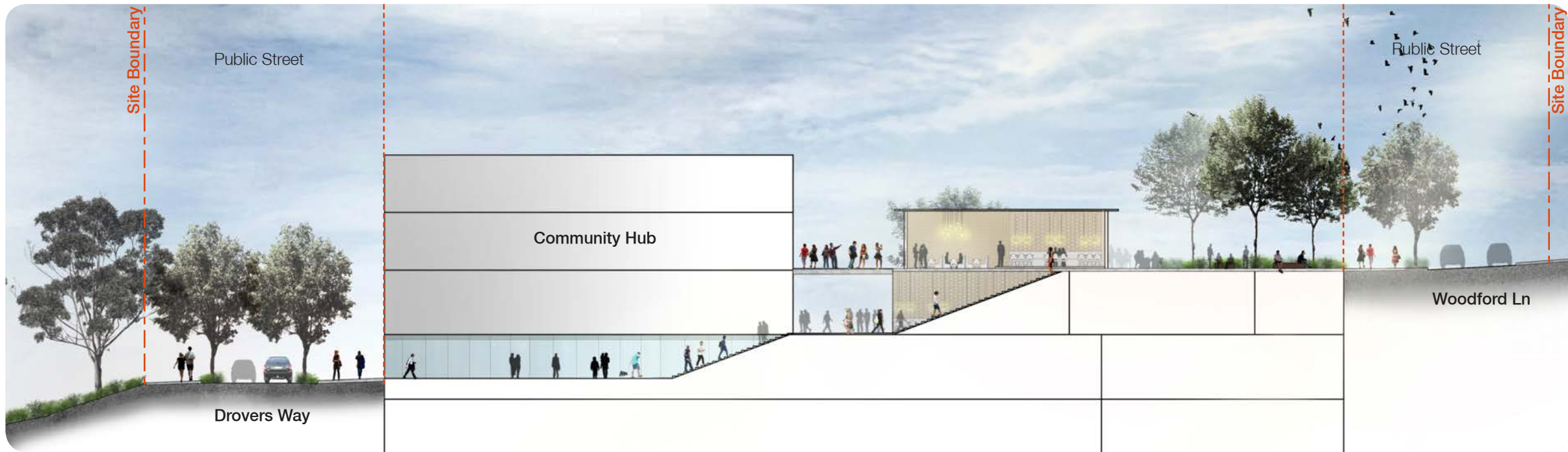
Open Space design principles

- 1. Provide open spaces that provide for a range of uses, for different age groups, and cater for day and night use.
- 2. Provide open spaces that are accessible, comfortable and safe, and connected by clearly defined public pedestrian paths.
- 3. Maximise the provision for green open passive space on the site.
- 4. Provide public space with strong connections to the new community hub building.
- 5. Upgrade existing streets, and provide new streets, that are pedestrian and cycle focussed, with generous footpaths, public seating and tree canopy cover.

Extent of deep soil
= Approx. 2676 sqm (20 % of site area)



5.5.2 Sections



Section A-A (Drovers Way-Civic Plaza- Woodford Ln) 1: 500 @ A3



Section B-B (Bent St-Community Park- Civic Plaza) 1: 500 @ A3

5.5.3 Visualisation_Open Space



5.5.4 Visualisation_Woodford Lane



Project.	Lindfield Community Hub
Job No.	5161
File No.	12.08
Rev No.	1
Approved.	JK
Date.	28.01.16

-3- Basement 03
-2- Basement 02
-1- Basement 01
0- LVL 00 Cnr Bent & Drovers
1- LVL 01 Cnr Bent & Woodford
2- LVL 02
3- LVL 03
4- LVL 04
5- LVL 05
6- LVL 06
7- LVL 07
8- LVL 08

Site Area	13,404
Retail (GFA)	4,636
Residential (GFA)	8,712
Commercial (GFA)	325
Childcare(GFA)	533
Library(GFA)	1,357
Community(GFA)	1,357
Parking (GFA)	21,332
Servicing (GFA)	2,265
Total GFA	39,983

	Studio	1b	2b	3b	Total
No.	0	38	47	9	95
%		40	50	10	

Parking Assumptions
Retail and commercial: 1 space per 33m²
Residential: 1 per 1 bed, 1.2 per 2 bed, 1.5 per 3 bed, 1 per 6 units for visitors
Library, Community Facility and Childcare: 1 per 45m²
Commuter parking: 140 spaces and 113 council owned spaces
35m² of GFA per parking space