

PART
14R

14R References

14R.3 Lindfield Library Site Masterplan

REFERENCES



Lindfield Library Precinct

259-271 Pacific Highway
Lindfield, NSW 2070

Planning Proposal -
Urban Design Report

SJB Architects



Project

Lindfield Library Precinct - Planning Proposal -
Urban Design Report
259-271 Pacific Highway,
Lindfield

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Introduction

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

1.1 Background

SJB has been appointed by Ku-ring-gai Council to provide a concept design for the Lindfield Library Precinct located at 259-271 Pacific Highway, Lindfield, owned by Ku-ring-gai Council.

The purpose of this report is to provide an Urban Design Study to support a Planning Proposal being submitted by the Ku-ring-gai Council for the site. The Planning Proposal seeks to amend the current LEP controls in relation to zoning, height and FSR. A summary of the existing and proposed controls is listed below:

Controls	Current	Proposed
Land zoning	B2 Local Centre	R4 High density residential
Height of buildings	17.5 m	23.5m
FSR	1.3:1	2.0:1

The site is located to the eastern side of the Pacific Highway between Strickland Avenue and Beaconsfield Parade. At present, it is the location of the Lindfield Branch Library, self-contained residential units, Lindfield Community Centre, Lindfield Resource Centre, Ku-ring-gai Youth Development Services, Lindfield Community Centre tennis courts, carpark and access road. Studies undertaken by council have found that the library and associated facilities are out-dated and no longer fit for purpose. The library has been in operation on the site since 1954.

A study completed by Elton Consulting in 2013 recommended that the existing library and Seniors' Centre facilities be replaced with new facilities located on a new site on the western side of the highway. An independent project, the Lindfield Community Hub, which will incorporate these community facilities amongst other new uses currently forms a separate project for the Council.

In relocating the current uses for the site, it opens up the opportunity for new uses to be developed on the site which respond appropriately and provide the best urban outcome for Lindfield Local Centre. The analysis undertaken discusses the context of the site and provides justification for the uplift in controls to support the Planning Proposal.



Figure 01. Site Aerial (source NearMaps)

1.2 Methodology

Comprehensive analysis has been undertaken through site visits and desktop analysis, which led to a series of urban design principles, concept masterplan and three concept options.

As part of this analysis, the team has explored potential options for different uses including residential apartments, affordable housing, commercial uses and co-working spaces and childcare facilities.

These use options have been explored by JLL who have provided specialist advice in relation to the feasibility of such uses.

Council's adopted option is illustrated within this report and which responds most appropriately to the site context.



Figure 02. Site Plan (source: Near Maps)

1.3 Planning Context

LEP Controls

The site is located within the Ku-ring-gai LGA and is subject to the Ku-ring-gai LEP (Local Centres) 2012. The relevant controls in relation to height, zoning and FSR are illustrated in the Figures 3 to 5.

Through our analysis, we have reviewed the controls of the sites which immediately surround the site and how these may affect development proposals on the subject site.

The Planning Proposal seeks to make the following amendments to the controls:

Controls	Current	Proposed
Land zoning	B2 Local Centre	R4 High density residential
Height of buildings	17.5 m	23.5m
FSR	1.3:1	2.0:1

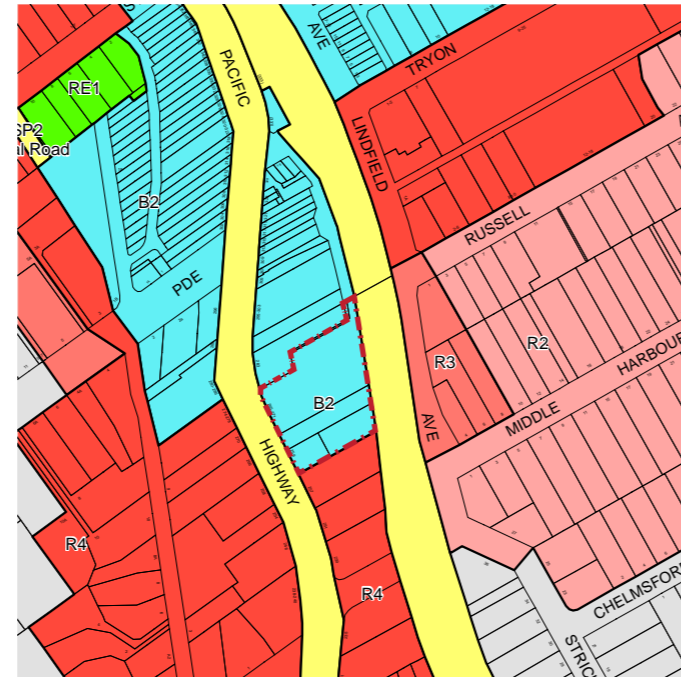


Figure 03. Land zoning

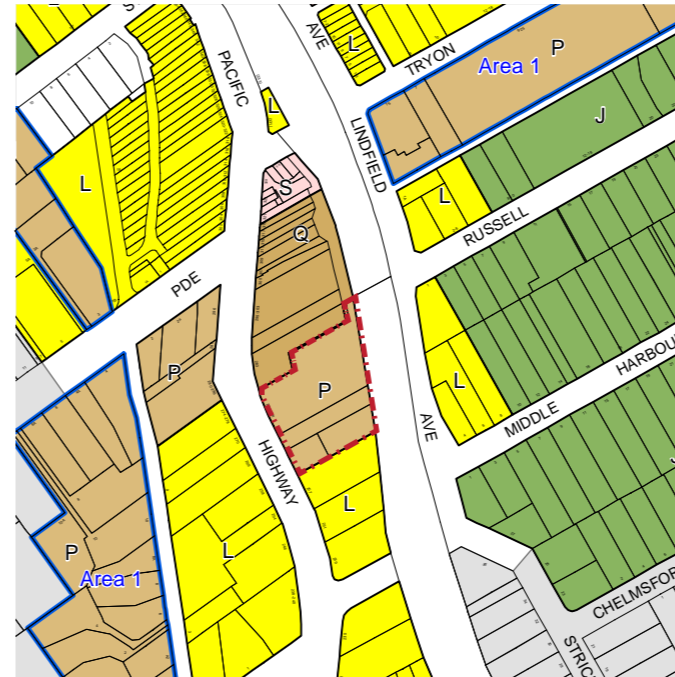


Figure 04. Height of buildings



Figure 05. FSR

The urban design justification for this proposal is provided in the following sections of this report.

- B2 Local Centre
- B4 Mixed Use
- B5 Business Development
- E2 Environmental Conservation
- E3 Environmental Management
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- SP1 Special Activities
- SP2 Infrastructure

1.2.1 Zoning

Land zoning is identified as B2 Local Centre. This zoning applies to the land immediately to the north of the site. To the south of the site and to the west (on the opposite side of the Pacific Highway, R4 High Density Residential use is identified.

- J 9.5
- L 11.5
- N 14.5
- P 17.5
- Q 20.5
- S 23.5
- T 26.5
- V 39.5

1.2.2 Height of Buildings

The permissible height of the subject site is 17.5 metres (5 storeys). Immediately to the north of the site a height control of 20.5 metres (6 metres) is permissible. To the south and the east, a height control of 11.5 metres is permissible (3 storeys).

- A1 0.2
- A2 0.3
- D 0.5
- J 0.8
- K 0.85
- N 1.0
- Q 1.3
- S1 1.6
- S2 1.8
- T1 2.0
- T2 2.3
- U1 2.5
- U2 2.8
- V 3.0
- W 3.5

1.2.3 FSR

The FSR control applicable to the site is 1.3, with a special clause for Area 5. It should be noted that this clause does not apply to the site as it exceeds 2,400 m².

To the north of the site, an FSR of 2.5 is applicable. To the south and the west, an FSR of 0.85 is applicable.

1.3 Planning Context

DCP Controls

The site is located within Lindfield Local Centre under Ku-ring-gai DCP 2012, identified on the adjacent figure. Within Volume B of the DCP, six urban precincts have been identified within the centre. The site is located directly adjacent to L3 - Tryon Place Mixed Use area, identified in Figure 06 to the right. The future character of Tryon Place Mixed Use is described:

Precinct L3: Tryon Place Mixed Use Area

This precinct is located between the Pacific Highway and the railway corridor directly adjoining the entry forecourt of the Lindfield train station at Tryon Place. Currently the precinct is somewhat isolated from other parts of the centre by the highway and rail line.

v) The area is planned to become a mixed use precinct with retail and commercial uses on the lower floors and residential apartments on the upper floors. A high quality landmark building will define the corner of Tryon Place and the Pacific Highway. The area has a high visual prominence from the rail and road and is in an important location adjoining the rail station.

vi) A new network of lanes will be created through the redevelopment process. The lanes will provide improved vehicle and service access to the area. Tryon Place will be closed to traffic (upon the completion of the new lane system) and will become a vibrant and highly visible pedestrian square for community activities such as markets.

Key aspects of proposed upgrades include:

1. Improvements to Tryon Lane with new footpaths and carparking;
2. A new town square at Tryon Place to co-incide with its location to the station.

In addition to this, the Lindfield Transport Network Study 2014 proposes an extension of Tryon Lane through the subject site to connect with the Pacific Highway. This will enable enhanced circulation within the centre as a location for kiss-and-ride associated with the rail station.

The subject site, being located directly to the south of this precinct and located between R4 residential uses forms a key transition point along the Pacific Highway corridor and in relation to the station and has an important role within the centre.

Lindfield Local Centre Precincts

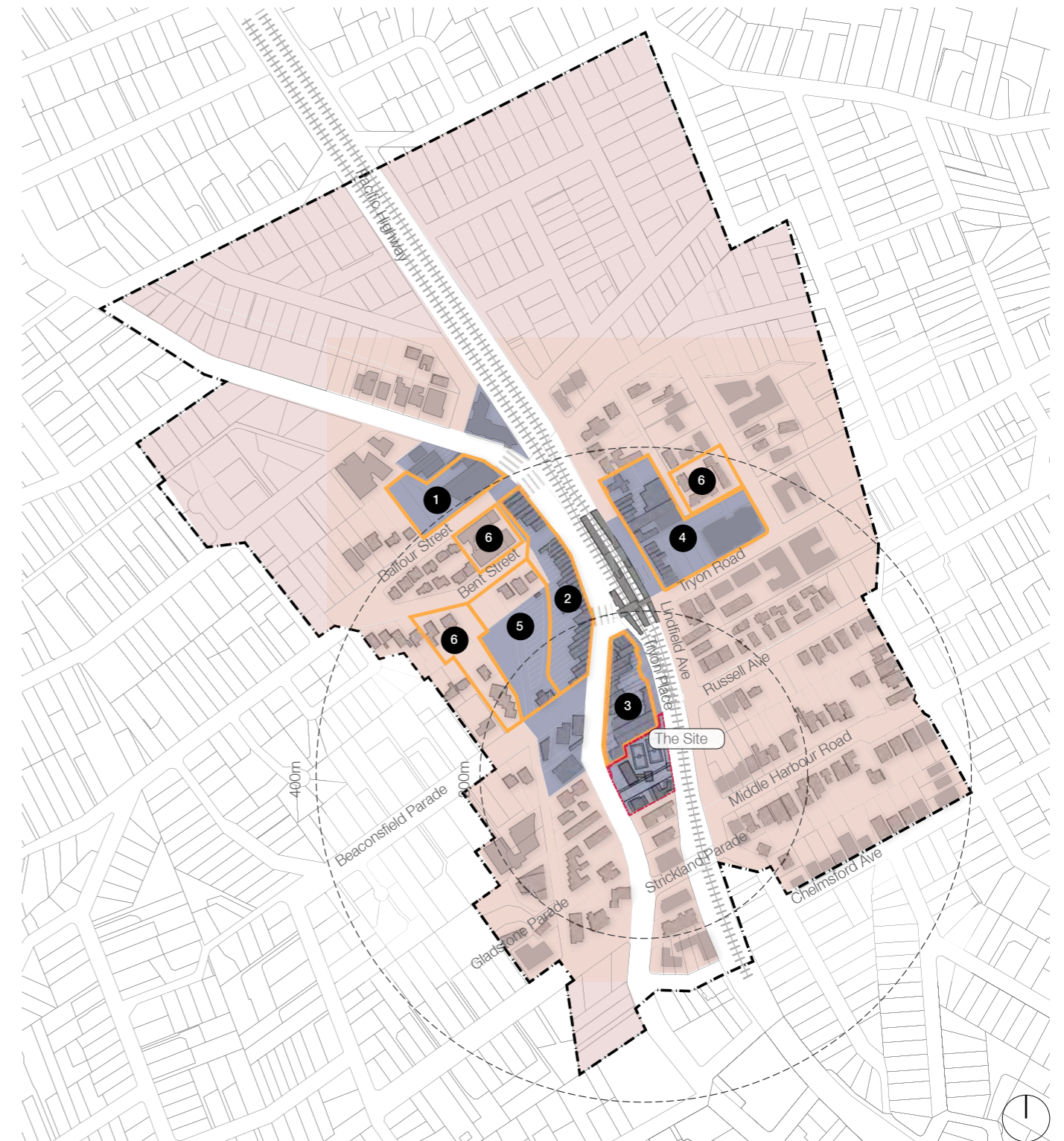
The precincts, as identified in the Ku-ring-gai DCP include:

1. Balfour Street Retail Area
2. Pacific Highway Retail Area
3. Tryon Place Mixed Use Area
4. Tryon Road and Lindfield Avenue
5. Lindfield Community Hub
6. Buildings in R4 Zones

Legend

- Site
- Lindfield Local Centre
- Precincts (from Lindfield DCP)
- Mixed Use Zone
- Residential Zone
- Walking catchment

Figure 06. Lindfield Local Centre



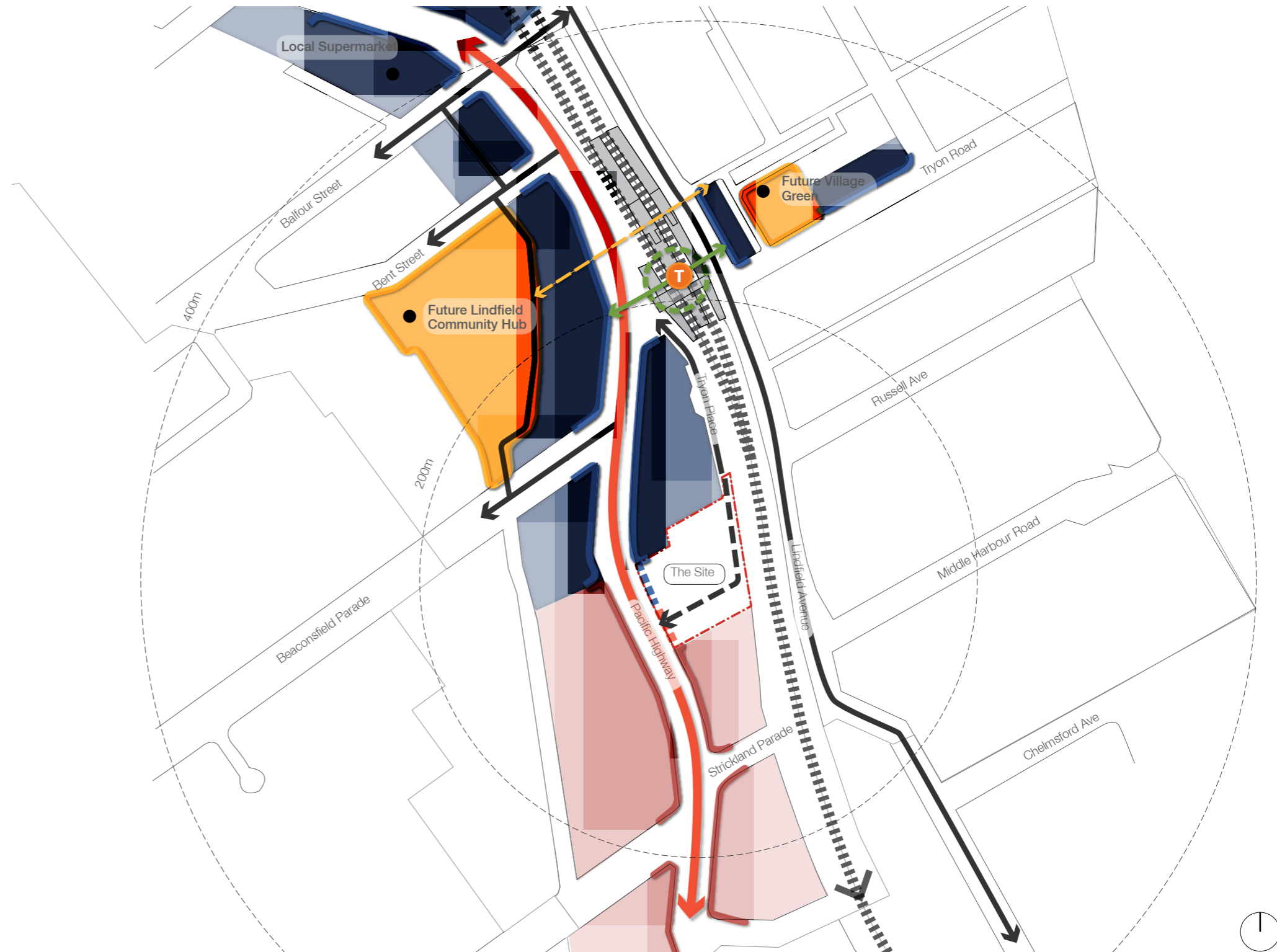
1.4 Local Centre Context

The site is located within the Lindfield Local Centre at the block situated between the Pacific Highway and the railway line.

The site is highly accessible, situated directly to the south of the mixed use commercial strip of the eastern side of the Pacific Highway and within 200 metres of the Lindfield Station.

Within the context of the local centre and surrounding uses, the site forms a key transition site with established community uses sitting between existing commercial and residential uses.

The proposed Lindfield Community Hub and the Village Green also form an integral part of this Local Centre.



Legend

- Site
- Commercial Frontage
- Residential Frontage
- Proposed Commercial Frontage
- Proposed Residential Frontage
- Proposed Site Link
- Arterial Road
- Primary Road
- Lindfield Local Centre
- Rail Line
- Pedestrian Link
- Future Development
- Possible Pedestrian Link
- Ⓣ Train Station

Figure 07. Lindfield Local Centre

1.5 Regional Context

Hierarchy of Local Centres within Ku-ring-gai

Lindfield is one of eight suburbs which are located within Ku-ring-gai LGA and located along the main Pacific Highway and Railway corridor.

A clear hierarchy exists amongst each of the suburbs and its local centre, evident through growth over the decades. The centres as established can be grouped into broad categories based on the size and amenity offered by their local centre. Alongside this is a broad review of the permissible controls within the centres of each and how this does not always align with the size of the centre. This is analysed very broadly:

1. Largest Centres

Gordon:
 FSR: 3.0:1, 2.5:1 and 2:0:1
 Height: 23.5m, 26.5m and 39.5m

2. Mid size Centres

Turramurra:
 FSR: 2.5:1
 Height: 17.5m

Lindfield:
 FSR: 3.0:1, 2.5:1 and 1.3:1
 Height: 26.5m, 23.5m and 20.5m

3. Small Centres

Pymble:
 FSR: 2.3:1 and 1.3:1
 Height: 23.5m and 17.5m

Roseville:
 FSR: up to 2:1
 Height: up to 20.5m

Wahroonga:
 FSR: 1:0:1
 Height: 14.5m

4. Smallest suburbs

Killara: no local centre
 FSR: 1:0:1
 Height: 14.5m
Warrawee: no local centre

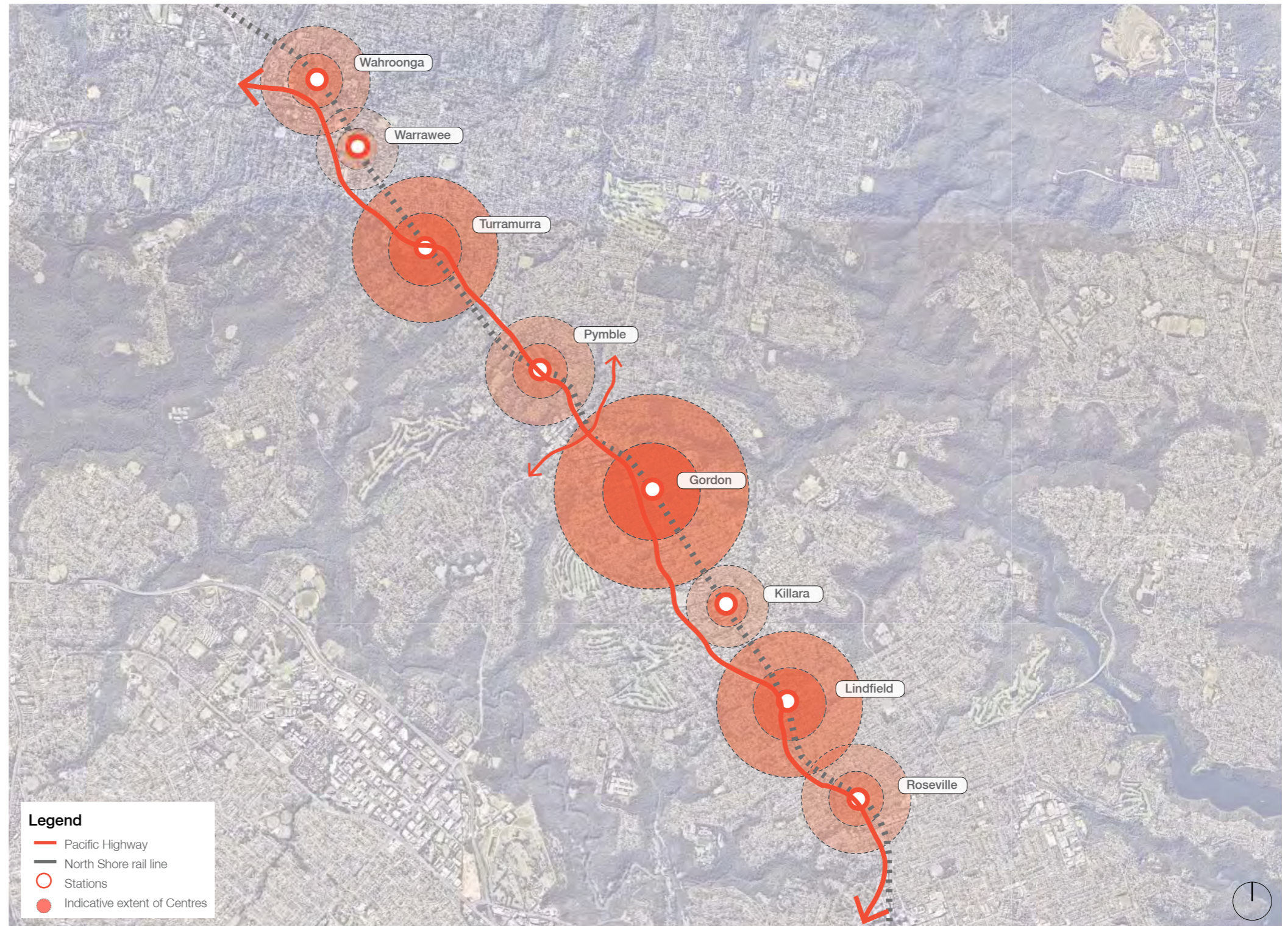


Figure 08. Hierarchy of Local Centres within Ku-ring-gai

1.6 Regional Context

The site has a strategic and important location within the context of this part of Ku-ring-gai LGA. Lindfield is located between Roseville and Killara, which are predominantly residential suburbs focused around small centres.

The Pacific Highway forms the major road corridor running through the North Shore, linking the suburbs with the city and Hornsby.

The railway line forms the other key infrastructure corridor which runs for the majority alongside the Pacific Highway.

The suburb of Lindfield and the adjacent suburbs are predominantly residential, characterised by large lots with established houses. The local centres of these suburbs have developed along the highway and around the railway line.

Within close proximity is the open amenity of Lane Cove National Park and Middle Harbour.

Chatswood, which is identified as a Strategic Centre under the Plan for Growing Sydney is located less than 2 kilometres from the site.

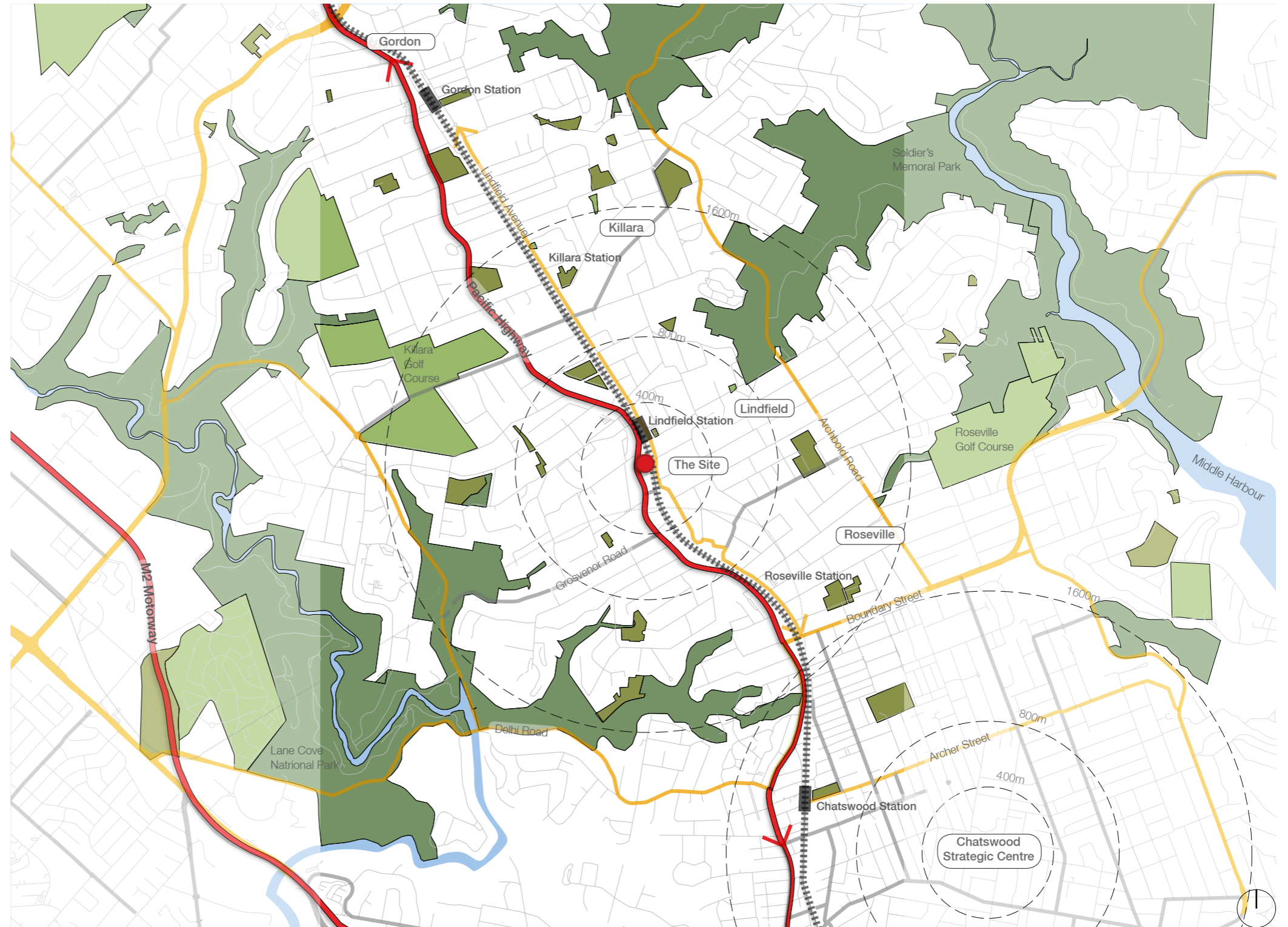


Figure 09. Regional Context



Site Analysis

Exploring the existing urban conditions and contexts, to assist in developing an appropriate urban response.

2.1 Local Analysis

2.3.1 Movement

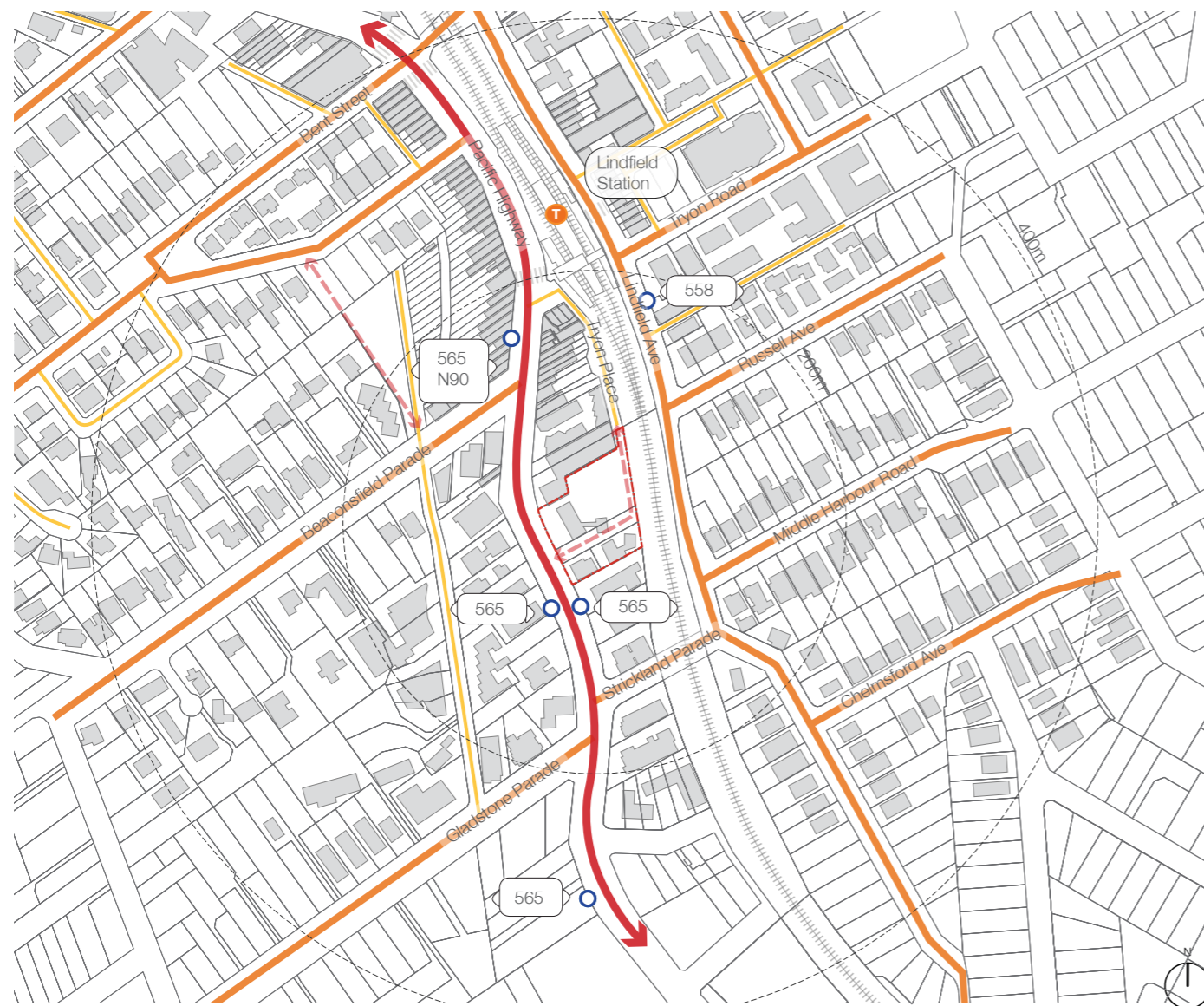


Figure 10. Movement

- Legend**
- - - Site
 - Arterial Road
 - Primary Road
 - Secondary Road
 - Proposed Road
 - Bus stop
 - Train station

Key points

- Within 200 metres of Lindfield station.
- Located on the Pacific Highway, the main arterial route connecting the CBD with Hornsby and the north.
- Bus routes 565 and 558 run along the highway and Lindfield Avenue connecting Lindfield with Chatswood, UTS Lindfield, Macquarie Centre and Macquarie University.

2.3.2 Open Space



Figure 11. Open Space

- Legend**
- - - Site
 - Recreational Space
 - Future Recreational Space

Key points

- Limited amount of green open space located within the 400 metre catchment of the site.
- The proposed Community Hub and the Village Green projects will provide new public open space for the wider Lindfield community.

2.3 Local Analysis

2.3.3 Building Use



Figure 12. Building Use

- Legend**
- Site
 - Sports and recreation
 - Local retail
 - Commercial
 - Community
 - Residential

Key points

- The site currently incorporates community facilities.
- The site is within close proximity to the retail and commercial facilities of Lindfield Centre which are focused along the Highway.

2.3.4 Existing Building Heights



Figure 13. Building Height

- Legend**
- Site
 - 1-2 Storeys
 - 2-4 Storeys
 - 5 Storeys

Key points

- The existing surrounding heights are predominantly 1-2 storeys.

2.2 Site Characteristics

The site has a total area of 5,848.6m² and is bounded by an existing car showroom to the north (289-293 Pacific Highway), the North Shore rail line to the east, a residential flat building to the south at 257 and the Pacific Highway to the west.

The key site characteristics are identified on the following page.



Figure 14. Regional Context

Legend

--- Site

2.4 Site Characteristics



Figure 23. 01 View of the Library from the Pacific Highway



Figure 15. 02 View of the Ku-ring-gai Centre for Community



Figure 16. 03 View of the Ku-ring-gai Centre for Community



Figure 17. 04 View of the well located outside the library



Figure 24. 05 View looking east down access road of the site



Figure 18. 06 View of the self-contained units looking south



Figure 19. 07 View looking east towards the Community Centre and self-contained units



Figure 20. 08 View looking west towards the rear of the library & KYOS



Figure 25. 09 View of the Community Centre looking east



Figure 21. 10 View looking north towards Tryon Place



Figure 26. 11 Looking east towards tennis courts



Figure 22. 12 View along northern boundary

2.3 Context Characteristics

The following page provides an indication of the character of the surrounding area of Lindfield Local centre and the adjacent sites.

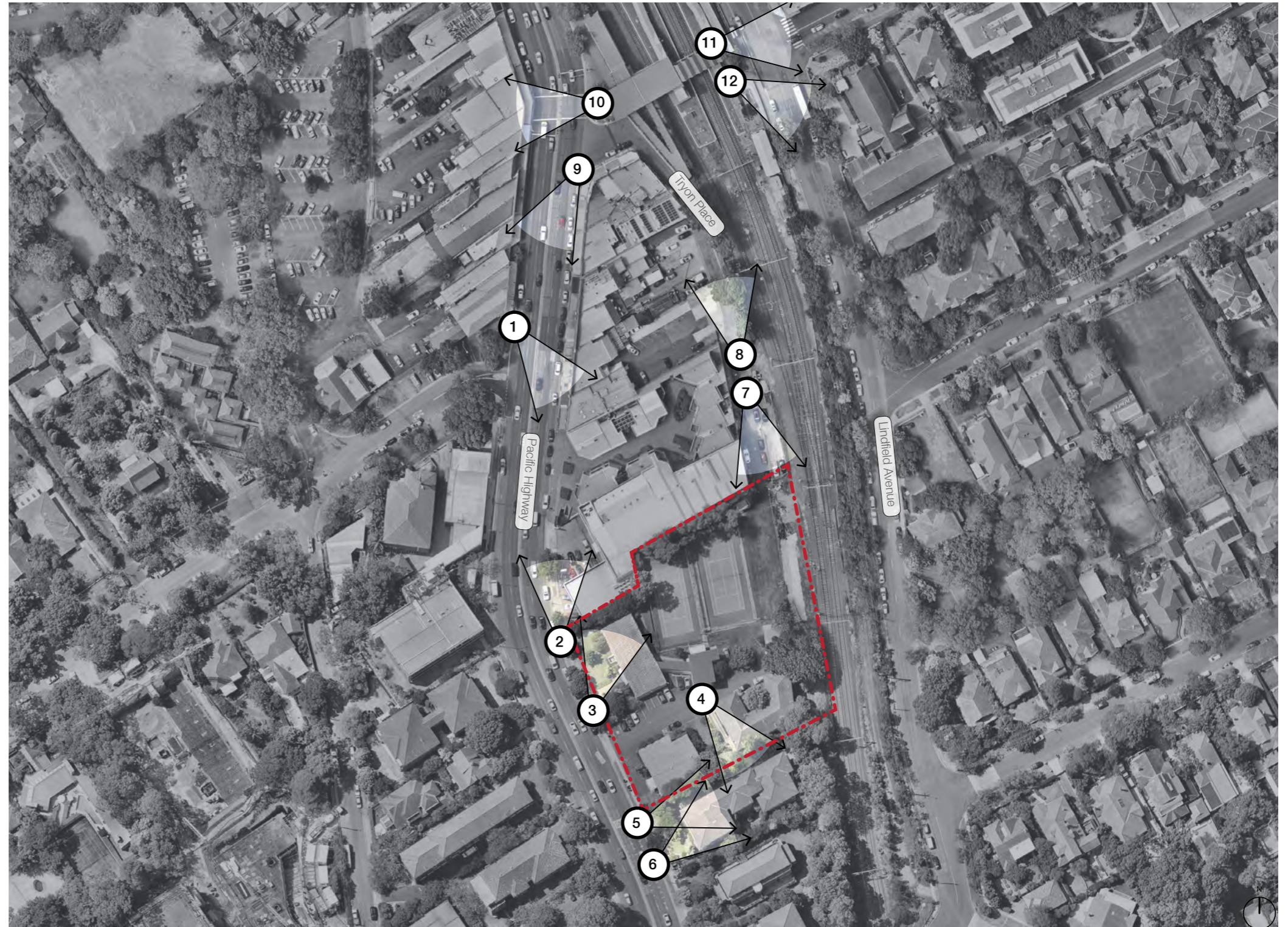


Figure 27. 12 View along northern boundary

Legend
 - - - Site

2.5 Surrounding Context



Figure 36. 01 View looking south along the Pacific Highway



Figure 28. 02 Existing car dealership directly to the north



Figure 29. 03 Boundary condition with the car dealership to the north



Figure 30. 04 Existing residential flat building directly to the south



Figure 31. 05 Driveway to parking area of residential flat building to the south



Figure 32. 06 Front entry and address of residential flat building directly to the south



Figure 38. 07 Looking south along Tryon Place into the east edge of the site



Figure 39. 08 Looking north along Tryon Place towards Lindfield Station



Figure 37. 09 Local shops along the Pacific Highway looking south



Figure 33. 10 Local shops along the Pacific Highway looking west



Figure 34. 11 Local shops of Lindfield Avenue



Figure 35. 12 Local shops and St Albans Anglican Church along Lindfield Avenue

2.4 Existing Conditions

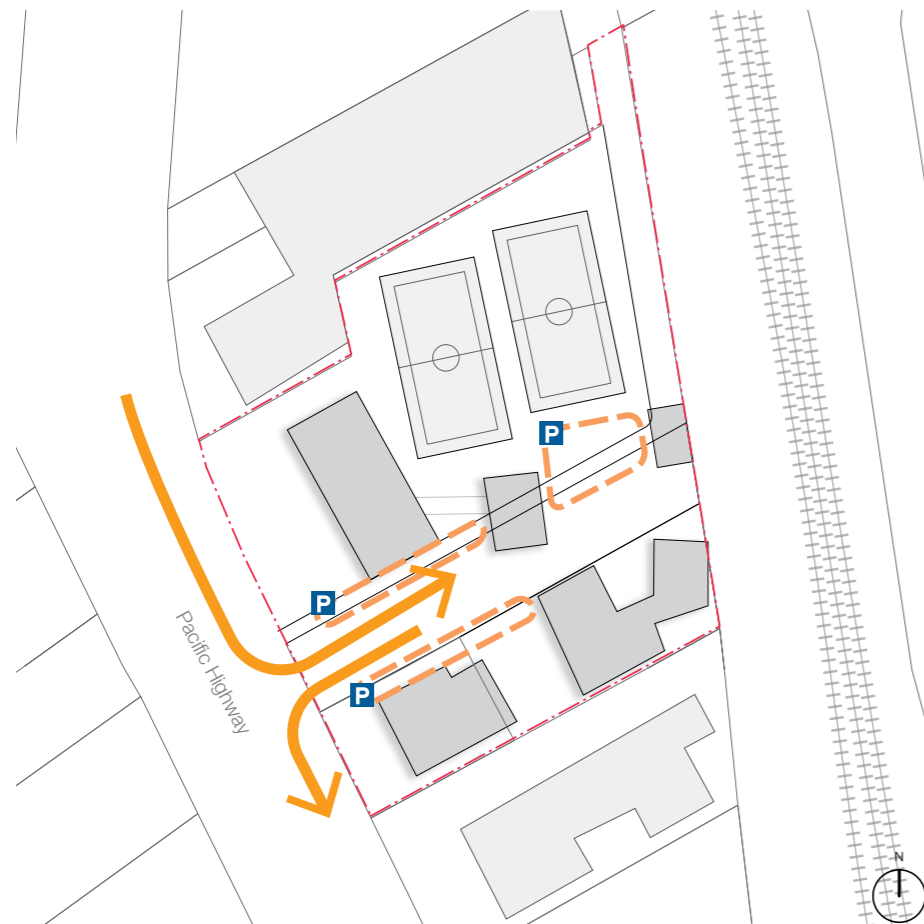


Figure 40. Site access and Parking

2.6.1 Site Access/Parking

The only access to the site is from the Pacific Highway travelling southbound.

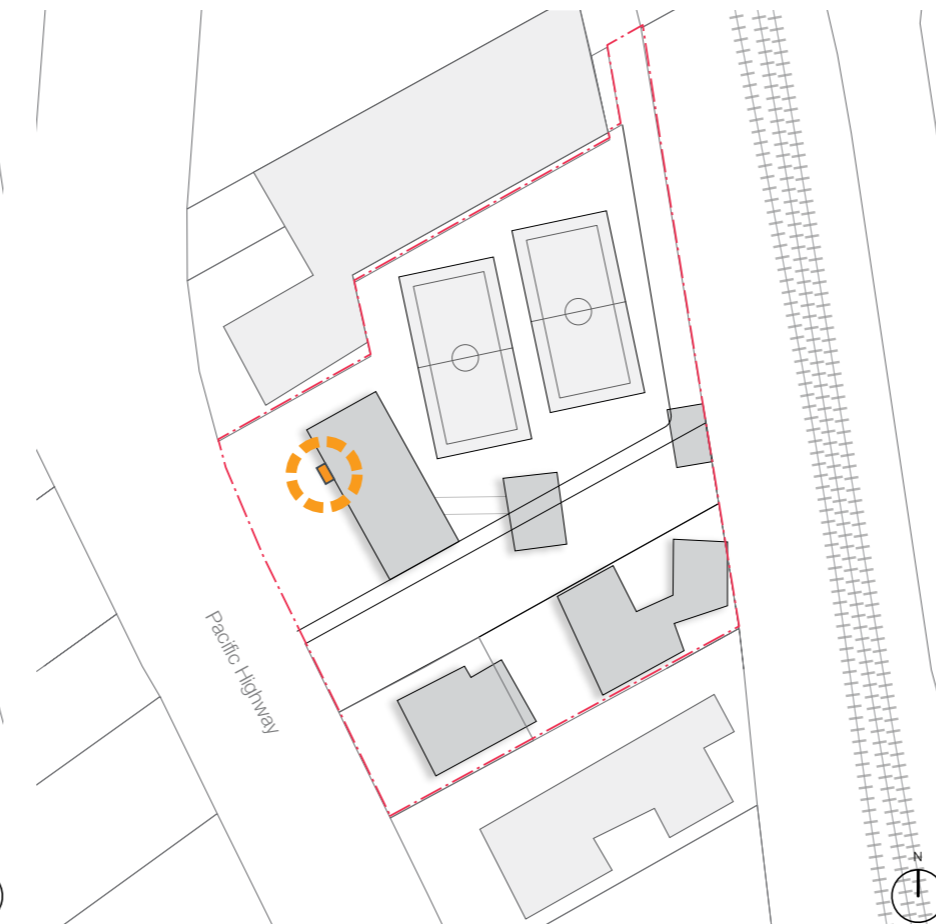


Figure 41. Archaeology

2.6.2 Archaeology

An extant well is located on the site directly in front of the library. This is not identified as a heritage item under Ku-ring-gai LEP but is of local significance. Godden Mackay Logan have undertaken a preliminary assessment of the significance of the well, which is outlined in their report Lindfield Library Site - Historical Archaeological Assessment (June 2015)



Figure 42. Trees

2.6.3 Trees

There are numerous trees on the site. At this stage, these have been located from aerial mapping and no detail arborist survey or report has been undertaken.

Legend

- Site
- Vehicular Entry & Exit
- - - Parking

Legend

- Site
- Extant Well (Status under investigation)

Legend

- Site
- Trees

2.6 Existing Conditions

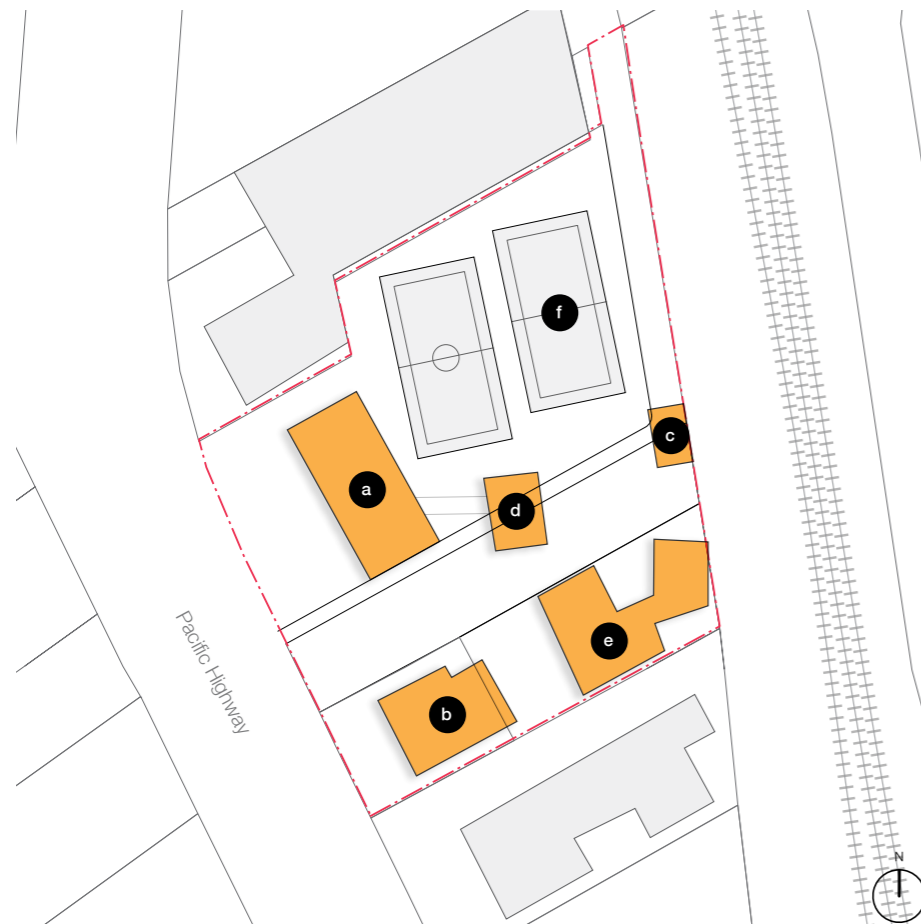


Figure 43. Existing Buildings

2.6.4 Buildings

Existing buildings on the site include the:-

- a. Lindfield Branch library;
- b. the Lindfield Community Centre;
- c. Lindfield Seniors Resource Centre
- d. Ku-ring-gai Youth Development Service
- e. Self-contained residential units (former Arrunga Aged Care) - now vacated
- f. Lindfield Community Centre tennis courts

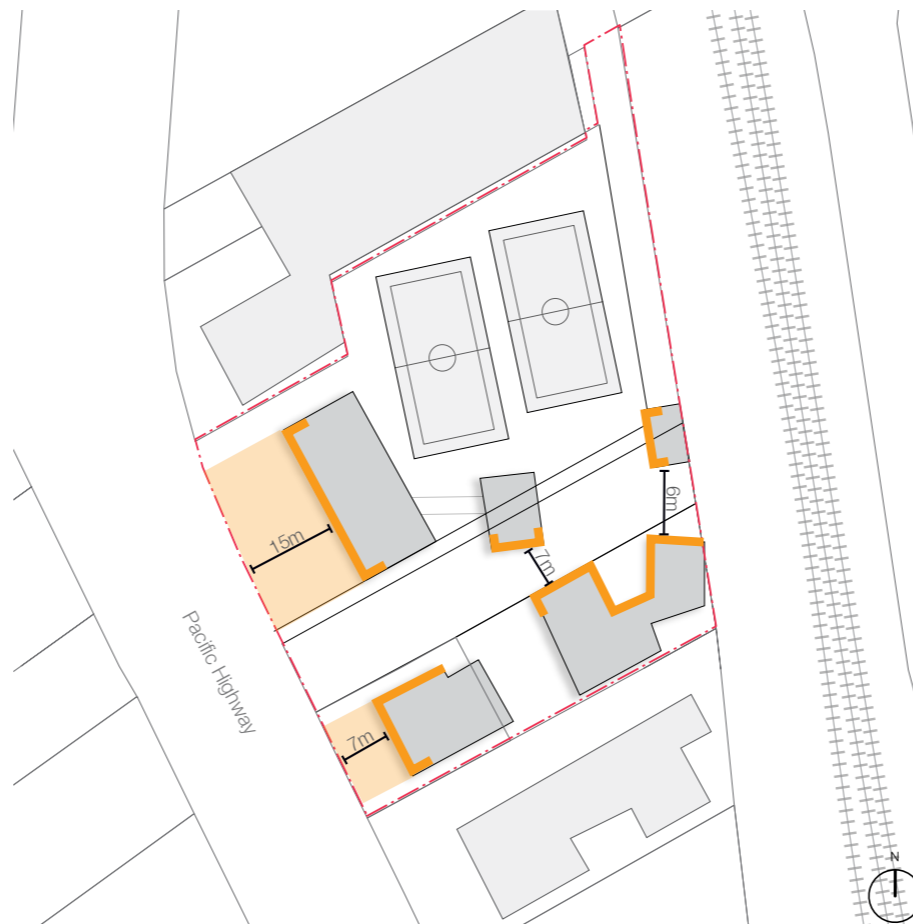
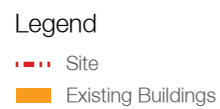


Figure 44. Setbacks

2.6.5 Setbacks

The Pacific Highway forms the primary frontage to the site. The library and Community Centre are set back at varying distances from the boundary. Within the site, other facilities are accessed from the primary access road which runs east-west.

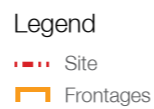
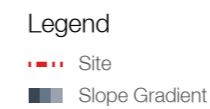


Figure 45. Topography

2.6.6 Topography

There is a slope on the site running downwards from the Pacific Highway to the railway line. A detailed survey has not been undertaken at this stage and contours indicate the topography.



2.5 Constraints & Opportunities



Figure 46. Constraints

2.7.1 Constraints

1. Traffic noise from the Pacific Highway;
2. Existing well to the front of the library building;
3. Limited access point from the Pacific Highway;
4. Existing trees on the site;
5. Setback control of 6 metres from the Ku-ring-ai Council DCP
6. Adjoining residential buildings with habitable rooms and balconies facing north towards the site;
7. Rail noise from the rail line to the east.
8. Existing building abutting northern boundary.

Legend

- Site
- Vehicular Entry
- Existing Buildings
- Heritage Well
- Site Setback
- Frontages
- Noise



Figure 47. Opportunities

2.7.2 Opportunities

1. Strengthen the existing street frontage to the Pacific Highway;
2. New street connecting the Pacific Highway with Tryon Place;
3. Active frontage to the rear lane of Tryon Place;
4. Existing trees on the site create a buffer between subject site and the adjoining sites with infrastructure and residential flat buildings;
5. Stepped built form with the site's topography;
6. Potential future development of the adjoining site to the north (289-293 Pacific Highway)

Legend

- Site
- Through Site Link
- Slope Gradient
- Existing Buildings
- Potential Adjoining Site Massing
- Proposed Landscaping
- Frontage