

COUNCIL'S LAND

259-271
Pacific Highway,
Lindfield

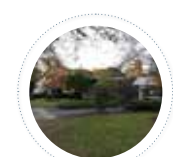
The Lindfield Library Precinct is situated at 259-271 Pacific Highway, Lindfield, on the eastern side of the Pacific Highway between Strickland Avenue and Beaconsfield Parade. The land is situated at street level with a significant fall in levels towards the boundary at the rear, where the site connects into Tryon Place. The site has a total land area of approximately 5,848.6m² and features a number of Council services and facilities including:

- Lindfield Branch Library (Lot 8 in DP 660564);
- Self-contained residential units - former Arrunga Aged Care Self-Contained Units, Now leased by Council for short term accommodation, (Lot 3 in DP 212617);
- Lindfield Community Centre (Lot 2 in DP 212617);
- Resource Centre (Lot 8 in DP 660564);
- Ku-ring-gai Youth Development Service (KYDS) (Lot 8 in DP 660564);
- Lindfield Community Centre tennis courts and sun shelter (Lot 8 in DP 660564); and
- Car park and access road (Lot 1 in DP 212617).

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



SITE



View of the Library from the Pacific Highway



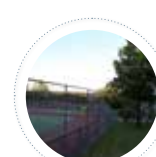
View looking east down access road of the site



View looking north towards Tryon Place



Local shops along the Pacific Highway looking west

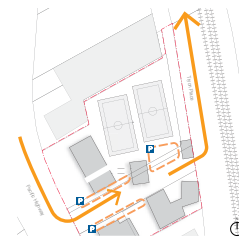


Looking east towards tennis courts

ANALYSIS

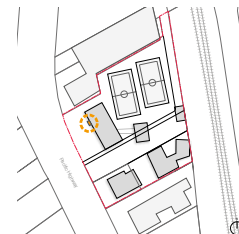
SITE ACCESS/PARKING

As part of the proposed transport scheme for the Lindfield Local Centre, the Lindfield Local Centre Transport Network Model Study considered the road through the library site to be accessed left in only from Pacific Highway, with one way circulation from Pacific Highway/Library site, towards the railway station entrance at Tryon Place (i.e. anti-clockwise circulation). As one way anti-clockwise circulation is proposed, vehicles would not be leaving the new road to join Pacific Highway. As a result, there would not be sight distance requirements at the curve on Pacific Highway for vehicles leaving the library site. To leave the library site, vehicles would travel in a northern direction along Tryon Place to the Pacific Highway to the proposed traffic signals at that intersection, then turn left or right.



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. Gordon 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).



TREES

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



BUILDINGS

Existing buildings on the site include the:-

1. Lindfield Branch Library;
2. Lindfield Community Centre;
3. Resource Centre;
4. Ku-ring-gai Youth Development Service;
5. Self-contained residential units (former Arrunga Aged Care) - now leased by Council for short term accommodation;
6. Lindfield Community Centre tennis courts



URBAN ANALYSIS

CONSTRAINTS



OPPORTUNITIES



1. Traffic noise from the Pacific Highway;
2. Extant 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-gai 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.

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 responding to the site's topography;
6. Potential future development of the adjoining site to the north, co-ordinated with the owners of 283 Pacific Highway.

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.



TOPOGRAPHY

There is a slope on the site falling from the Pacific Highway to the railway line and contours indicate the topography.



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The site is located at the southern edge of the Lindfield Local Centre, between the existing retail and commercial activities to the north and the established mid-rise residential developments to the south. The site offers excellent connectivity to local services, including Lindfield station to the north and bus routes along Pacific Highways and Lindfield Avenue. The findings from the site and urban context analysis identified a number of key design principles, which form the basis of the design concept and master plan options. These principles were revisited through the design process to ensure the objectives of the project were reflected in each option.

The design concept for the site seeks to achieve a number of community, movement, activity and development outcomes. A proposed through-site connection between the Pacific Highway and Tyron Place is part of a broader transport strategy for Lindfield and seeks to improve access to the station for 'kiss & ride' trips, and increase the permeability of the site for pedestrians and cyclists. The new connection also presents opportunities for the activation of Tyron Place. Careful consideration has also been given the land use mix and activities proposed at the Village Green and Community Hub, and the way in which these three projects can complement each other and create a new vibrant Lindfield town centre.

The result of the development and refinement of the design concept is a residential precinct that orientates development towards the through-site link, and the internal spaces, whilst directing development away from the Pacific Highways and railway line minimise potential impact noise pollution. A child care facility is proposed at the junction of Tyron Place and through-site link, which enables drop-off and pick-up to occur away from the Pacific Highway, and provides activity within the site.



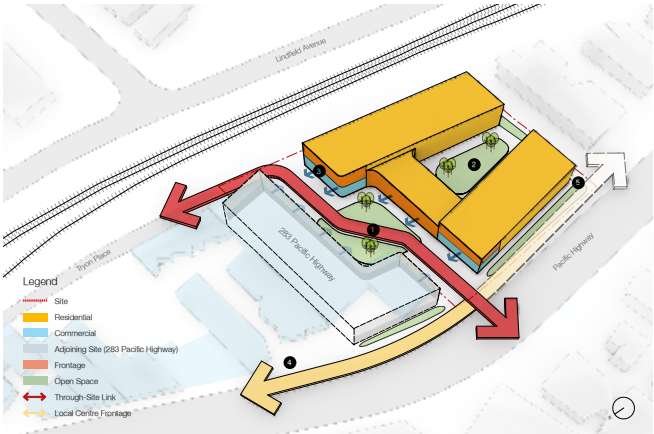
DESIGN PRINCIPLES

Connectivity	Liveability	Culture and Place	Community	Activation & Accessibility	Integration with Local Centre	Amenity
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 rail station without disrupting pedestrian activity.	Different housing types are to be incorporated within the scheme, including different sized apartments (studio, 1 bedroom, 2 bedroom and 3 bedroom) and possible larger 2 story units at street level. This has the dual benefit of creating an interesting built form outcome on the site and offers a range of varied housing types to suit different household configurations.	The scheme should respond to and acknowledge the culture and place. The site has an important history in the urban and cultural development of Lindfield and the wider North Shore. An extant well and other potential archaeological remains, which could be located on the western side of the site near the Pacific Highway, are 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.	The proposal will provide residential uses with an element of community uses, such as a childcare centre. Such a use will maintain the legacy of community uses which have historically existed on the site.	The site is located to the southern periphery of the Lindfield commercial strip focused around Lindfield Station and the Pacific Highway. While the site is to be zoned residential, non-residential uses will also be permitted which will provide opportunities for activation of spaces and streetscapes created within the development.	The site has a very good proximity to the Lindfield Local Centre, and is in close proximity to Lindfield Train Station. This includes an established centre with a range of services and amenities. 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 characteristic of the centre.	Generous levels of amenity should be provided within 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 planting, solar access and daylight.

DESIGN CONCEPT

The following concept option 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 Tyron 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.



MASTERPLAN



ILLUSTRATIVE VIEW



Illustrative view from the new street

