

**14E Lindfield Local Centre**

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## 14E.1 LINDFIELD LOCAL CENTRE CONTEXT

### Further controls that may apply

#### SECTION A

**Part 7 - Residential Flat Buildings**

**Part 8 - Mixed Use Development**

#### SECTION B

**Part 20 - Heritage Items and Heritage Conservation Areas**

### Objectives

- 1 To create distinct precincts that provide a range of services, facilities and experiences.
- 2 To create vibrant local centres with distinctive and memorable character.
- 3 To provide opportunities for new speciality retail, cafes and restaurants to be located away from the Pacific Highway.
- 4 To establish a new mixed use precinct on the eastern side of Lindfield focused around a new urban park.
- 5 To establish a new mixed use precinct on the western side of Lindfield focused around a community hub and a new urban park.
- 6 To encourage restaurants, cafes, outdoor dining and offices fronting on to rear lanes to contribute to increased activity and passive surveillance.
- 7 To provide opportunities for new supermarkets to support and anchor the local centre.
- 8 To promote ease of circulation and connectivity between the railway station and the local centre.

### Controls

#### Urban Precincts

- 1 All development within the Lindfield local centre, as outlined in Figure 14E.1-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through compliance with the general requirements and precinct specific requirements as stipulated in this DCP.

**Note:** Refer to Ku-ring-gai's *Public Domain Plan 2010*, *Open Space Acquisition Strategy 2007* and the *Ku-ring-gai Contributions Plan 2010* on Council's website: <http://www.kmc.nsw.gov.au/Home>.



**Figure 14E.1-1:**  
Lindfield Local Centre Precinct Plan  
**Legend**

- Core Urban Precinct (B2 and B4 zones)
- Masterplan Site

## 14E.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

- 1 To increase the pedestrian permeability of the local centre.
- 2 To improve pedestrian amenity by providing continuous sun and rain protection to footpath areas.
- 3 To provide a consistently high quality and visually pleasing streetscape environment.
- 4 To improve and enhance accessibility to the commercial precinct particularly for pedestrians, pram walkers, people with disabilities, cyclists and public transport users.
- 5 To improve commercial activity in the local centre by promoting street-level activity.
- 6 To facilitate opportunities for outdoor dining in quiet locations away from the highway.
- 7 To minimise the number of vehicle access points off streets and lanes by encouraging amalgamation of sites.
- 8 To improve the safety and passive surveillance of the public domain by encouraging street-level activity.
- 9 To improve the overall pedestrian experience in the local centre, thereby promoting active living.
- 10 To promote mid-block and through-site links as a way of improving permeability of the local centre.

### Controls

- 1 All development within the Lindfield local centre, as outlined in Figure 14E.2-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through compliance with the Public Domain and Pedestrian Access requirements for each Precinct as stipulated in this DCP.
- 2 Havilah Road and Havilah Lane: provide a new pedestrian walkway between Havilah Lane and Milray Street.



Figure 14E.2-1:  
Public domain and pedestrian access plan.

#### Legend

- Pedestrian through site link
- Entry plaza/forecourt
- Awnings
- Awnings where possible
- Colonnade or awning
- New/realigned road

## Objectives

- 1 To be consistent with the objectives and strategies of Council's Town Centre Public Domain Plan 2010.
- 2 To implement the work programs within the Ku-ring-gai Contributions Plan 2010.
- 3 To identify locations for new local parks in accordance with the requirements of Council's Open Space Acquisition Strategy 2007.
- 4 To enhance service and infrastructure provisions for existing and planned residential communities.

## 14E.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Controls

- 1 All development within the Lindfield local centre is to be designed to support the planned future character of the centre through the provision of Key Community Infrastructure as stated in the *Ku-ring-gai Contributions Plan 2010* and outlined in *Figure 14E.3-1*. This is to be done through the Proposed Community Infrastructure requirements for each Precinct as stipulated in this DCP.



Figure 14E.3-1:  
Key community infrastructure plan

### Legend

- Footpath embellishment
- New/realigned road
- 1 - Proposed Community Infrastructure
- Proposed road closure

- 2 Key Community Infrastructure provision is to be in accordance with *Figure 14E.3-1*, the *Ku-ring-gai Contributions Plan 2010* and Masterplans at Part 14R. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism, and include the following:
  - 1 Construction of a new Balfour Lane on the south-western boundary of the site which retains the current level of access to properties fronting the Pacific Highway. The lane will have footpaths both sides of the carriageway and include a landscape zone with significant screen planting along the western edge



### 14E.3 PROPOSED COMMUNITY INFRASTRUCTURE (continued)

#### Objectives

#### Controls

side of the lane. (Land dedicated to Council as part of site redevelopment).

- 2 Extend right turn bay on Pacific Highway and Balfour Street/ Havilah Road intersection.
- 3 A community park on Bent Street of minimum 3,000m<sup>2</sup> in size. It is to include a large open space with deep soil planting on the north eastern corner of the site fronting Bent Street and Woodford Lane, play space, and flexible open space.
- 4 A new multi-purpose community building including a library, child care centre, and community facility.
- 5 Realignment of Drovers Way to create a new 15.0m wide two-way street providing a link from Bent Street to Beaconsfield Parade and including on-street parking and access to basement parking.
- 6 A new kiss-and-ride zone and taxi ranks on Woodford Lane.
- 7 Upgrade and widening of Bent Lane including new footpaths.
- 8 Upgrade and widening of Woodford Lane including new footpaths, parking and access to basement parking and loading/ service access for Pacific Highway properties.
- 9 Tryon Lane is retained and improved with new footpaths and car parking.
- 10 Construction of new 13.0m wide two way lane with footpath between Pacific Highway and Tryon Lane (land dedicated to Council as part of site redevelopment). The road is to be designed as a high quality accessway with broad footpaths on both sides of the carriageway.
- 11 Creation of new Village Green on Council car park precinct incorporating public basement car parking and commuter carpark spaces (to be funded by Transport for NSW).
- 12 Installation of new traffic signals at the intersection of Tryon Road and Lindfield Avenue (and removal of existing pedestrian activated traffic signals on Lindfield Avenue).
- 13 A new pedestrian lane way from Lindfield Ave to Havilah Road.
- 14 A new pedestrian lane way from Havilah Lane to Milray Street.
- 15 Modifications to pedestrianise Kochia Lane (part).
- 16 Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.
- 17 Upgrade and widening of Havilah Lane including new footpaths (additional land dedicated to Council as part of redevelopment of adjoining sites).
- 18 Construction of new commuter car park spaces (to be funded by Transport for NSW) and a new kiss and ride area, public parking, and additional parking associated with newly proposed land uses.
- 19 A civic plaza area with public seating and outdoor dining opportunities.
- 20 A new pocket park to protect existing Tallow-wood tree.

## Objectives

- 1 To create cohesive streetscapes in the local centre.
- 2 To allow for future widening of roads, lanes and streets.
- 3 To allow for visual and acoustic privacy between the centres and adjoining residential zones.

## 14E.4 SETBACKS

### Controls

- 1 All development within the Lindfield local centre, as outlined in Figure 14E.4-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Setback requirements for each Precinct as stipulated in this DCP.

**Note:** In all cases, where land dedication is required for a public purpose, such as a road or walkway, the affected land is to be excluded from deep soil calculations and included in setback requirements.

### Legend

- 15m - 15m setback
- 13m - 13m setback
- 11m - 11m setback
- 10m - 10m setback
- 9m - 9m setback
- 6m - 6m setback
- 5m - 5m setback
- 4m - 4m setback
- 3m - 3m setback
- New/realigned road
- Land dedication



Figure 1E.4-1  
Building alignment and setbacks plan.

## 14E.4 SETBACKS (continued)

### Objectives

### Controls

- 2 All properties within the R4 High Density Residential zone are to have a 10-12 metre front setback (refer to Part 7 of this DCP) with the following exceptions and requirements:
  - i) 17-21 and 9-15 Bent Street are to provide 6 metre setbacks to Bent Street and Balfour Street.
  - ii) 10-14 Milray Street and 4 Havilah Road and 51, 55, 55A Lindfield Avenue are to provide a reduced setback to Havilah Lane consistent with that established on properties nos.2-6 and 8 Milray Street (indicatively 3-5 metres).
  - iii) 51, 55, 55A and 57 Lindfield Avenue are to provide 6 metre setbacks to Lindfield Avenue.
  - iv) Setbacks to accommodate property boundary realignment affecting 51, 55, 55A Lindfield Avenue, 10, 12, 14 Milray and 3 Havilah Road to widen Havilah Lane to achieve a continuous 12 metre right-of-way (width varies indicatively between 4-5 metres). The affected land is to be excluded from deep soil calculations and included in setback requirements and the land is to be dedicated to Council at no cost.
  - v) A site coverage of 40% and deep soil requirement of 30% applies to 51, 55 and 55A Lindfield Avenue to accommodate boundary realignment.
  - vi) 4 and 8 Beaconsfield Parade and A2, 2, 4, 6, 8, 8A and 10 Drovers Way are to provide a 6m setback to Drovers Way.

## 14E.5 BUILT FORM

### Objectives

- 1 To maintain a consistent street wall height with reference to existing buildings along the Pacific Highway.
- 2 To encourage new infill development along the Pacific Highway which respects the existing characteristics of the street including the fine-grained character of the original subdivision, setback, height, and rhythm of facades, and is sympathetic to the materials and detailing of the earlier facades.
- 3 To ensure building facades are well designed, articulated and address public streets, public spaces, footpaths, parks and reserves.
- 4 To provide active frontages to all streets, lanes and public open spaces.
- 5 To minimise the visual bulk and scale of new buildings when viewed from any public domain area.
- 6 To enhance the quality and character of the public domain in the commercial precincts.
- 7 To promote development that responds to the pedestrian scale of the street.
- 8 To ensure that buildings are designed to interact and engage with pedestrians at the street level.
- 9 To encourage design excellence in all new development.

### Controls

- 1 All development within the Lindfield local centre, as outlined in Figure 14E.5-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Built Form requirements for each Precinct as stipulated in this DCP.



Figure 14E.5-1:  
Built form plan.

#### Legend

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 4m upper level setback above street wall height
- Landmark building
- Heritage item
- New/realigned road



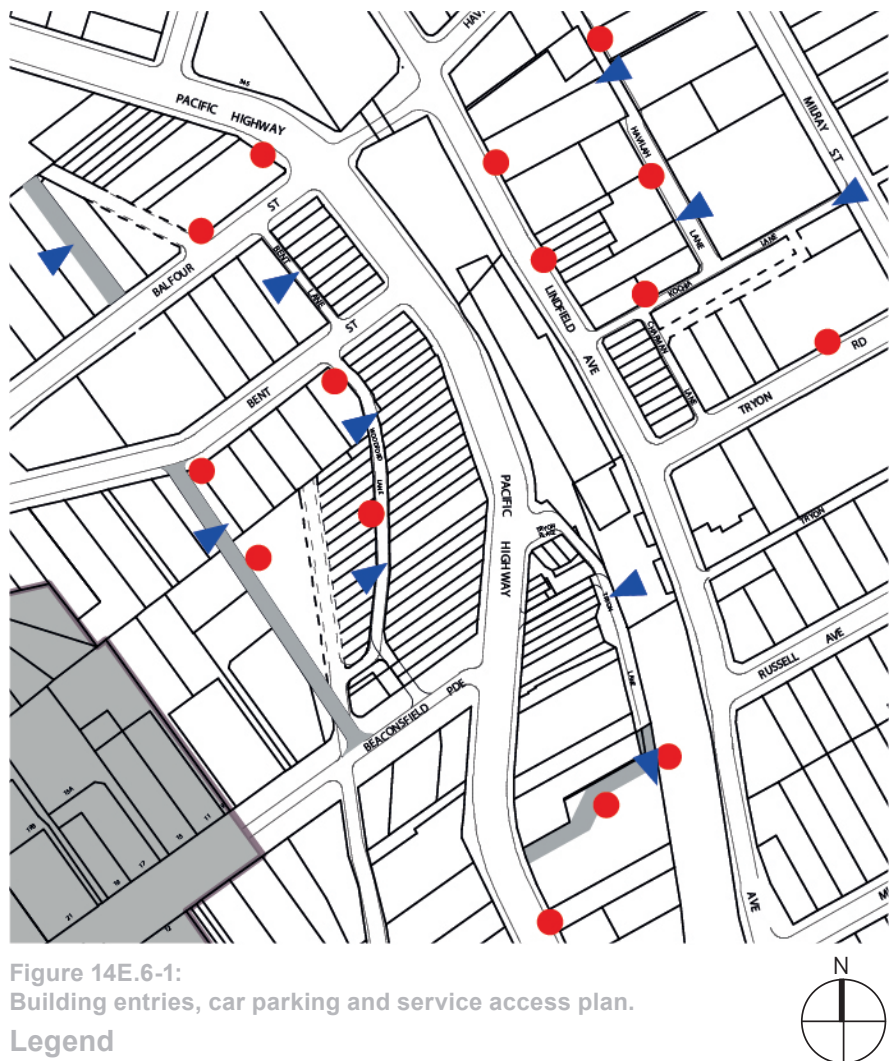
## 14E.6 BUILDING ENTRIES, CAR PARKING AND SERVICE ACCESS

### Objectives

- 1 To locate building foyers and lobbies in areas of high pedestrian activity.
- 2 To activate the main commercial streets.
- 3 To minimise pedestrian and vehicle conflicts.
- 4 To improve vehicle access and circulation and enhance associated services and infrastructure.
- 5 To encourage co-ordinated development that allows the provision of underground vehicle connections between basement car parks on private land and public land.
- 6 To ensure vehicular access points do not visually detract from the streetscape.
- 7 To promote pedestrian safety and ease of movement through the local centre.

### Controls

- 1 All development within the Lindfield local centre, as outlined in Figure 14E.6-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Building Entries, Car Parking and Service Access requirements for each Precinct as stipulated in this DCP.
- 2 Havilah Road and Havilah Lane: residential and commercial lobbies and foyers are to be located off Lindfield Ave and Havilah Lane.



## 14E.7 HERITAGE

- 1 To conserve the heritage significance of listed items.
- 2 To allow for and encourage the adaptive re-use of Heritage Items in the local centre.
- 3 To ensure that new development responds appropriately to the quality and context of any adjoining and neighbouring listed Heritage Items.

- 1 All development within the Lindfield local centre, as outlined in Figure 14E.7-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through compliance with Heritage requirements for each Precinct as stipulated in this DCP.



Figure 14E.7-1  
Heritage plan.

### Legend

- Heritage item
- New/realigned road

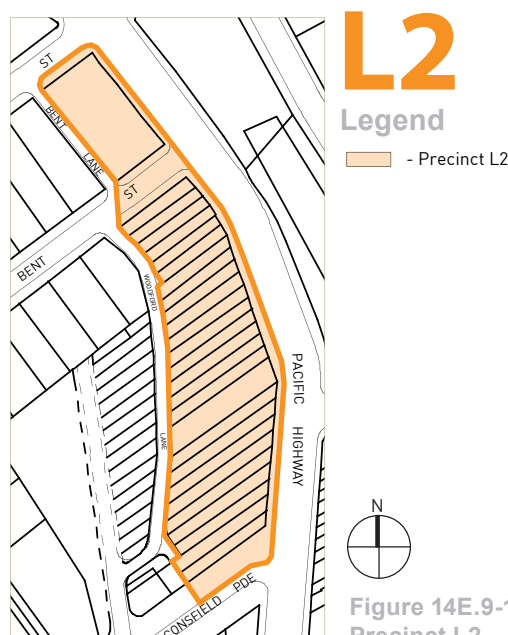
## Objectives

Refer to  
Objectives and Controls  
**PART 14E.1**  
Urban Precincts

## 14E.9 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA

### Controls

#### Planned Future Character



- 1 This precinct forms the strip retail shopping precinct on western side of Lindfield local centre. The location of Precinct L2 is illustrated in *Figure 14E.9-1*. This area incorporates small shops and businesses fronting the Pacific Highway which are serviced via Woodford and Bent lanes to the rear of the properties. The highway shops are anchored by a supermarket at Balfour Street and the train station.

Development is to be designed to support and enhance the planned future character for the precinct as follows:

- i) The main street role of this precinct will be reinforced. The shops are encouraged to provide dual frontage with an urban retail edge addressing the rear lanes as well as the Pacific Highway. This will activate Bent and Woodford Lanes, both of which are proposed to be upgraded with new footpaths and street trees.

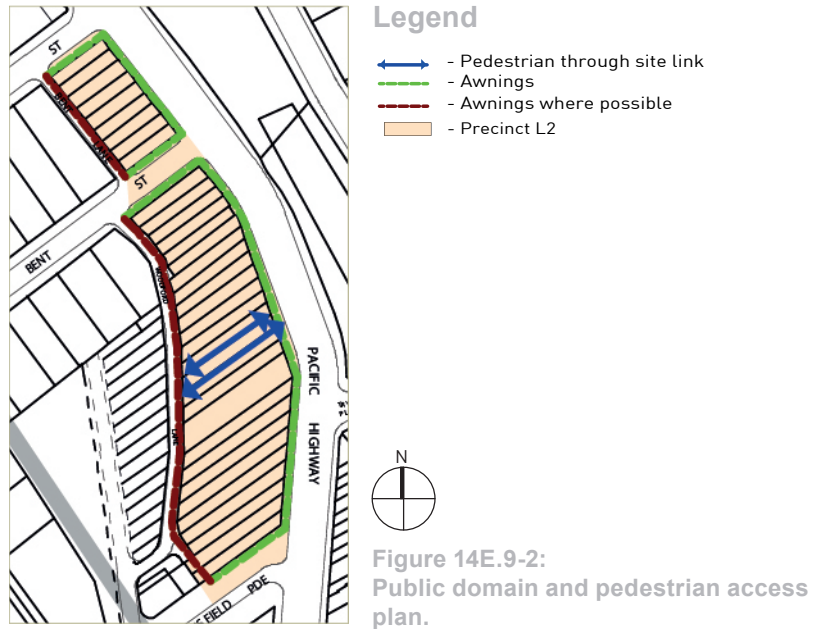
## 14E.9 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14E.2**  
Public Domain and  
Pedestrian Access

### Controls

#### *Public Domain and Pedestrian Access*



- 2 Provide continuous awnings to Pacific Highway, Balfour Street, Bent Street and Beaconsfield Parade.
- 3 Provide awnings to Bent Lane and Woodford Lane where possible.
- 4 Internal shopping arcades linking Pacific Highway and Woodford Lane are encouraged.
- 5 Provide new footpaths to Bent Lane and Woodford Lane.



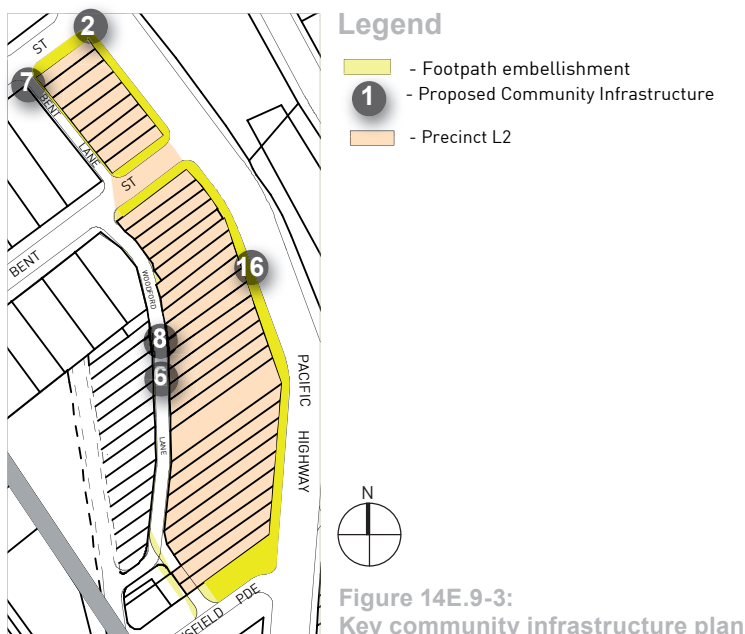
## Objectives

Refer to  
Objectives and Controls  
**PART 14E.3**  
Proposed Community  
Infrastructure

## 14E.9 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Controls

#### Proposed Community Infrastructure



- 6 The following development as indicated in *Figure 14E.9-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
- 2 Extend right turn bay on Pacific Highway and Balfour Street/ Havilah Road intersection.
  - 6 A new kiss-and-ride zone and taxi ranks on Woodford Lane.
  - 7 Upgrade and widening of Bent Lane including new footpaths.
  - 8 Upgrade and widening of Woodford Lane including new footpaths.
  - 16 Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

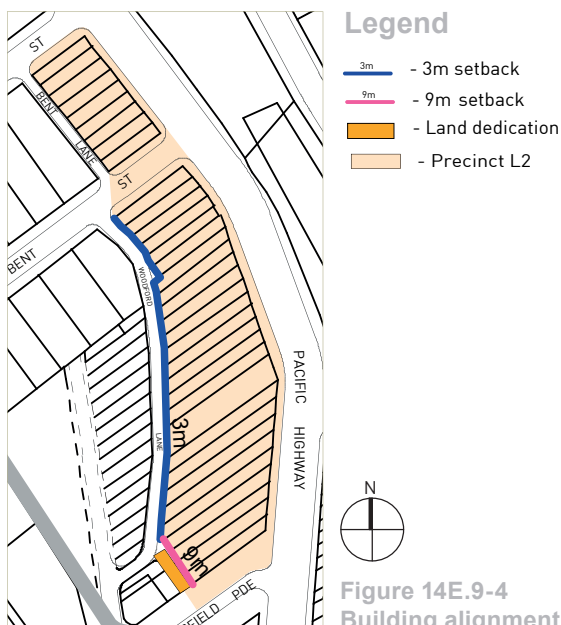
## 14E.9 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14E.4**  
Setbacks

### Controls

#### Setbacks



- 7 All buildings within this precinct are required to be built to the street alignment and with a zero setback to property boundaries with the following exceptions:
- 3 metre setback to the eastern side of Woodford Lane applying to the properties Nos.306-356 Pacific Highway to create a 11 metre right of way with footpaths on both sides.
  - 9 metre setback to eastern side of Woodford Lane applying to the properties 302-304 Pacific Highway to create a new pedestrian link.

## Objectives

Refer to  
Objectives and Controls  
**PART 14E.5**  
Built Form

## 14E.9 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Controls

#### Built Form



- 8 Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of the Pacific Highway.
- 9 Provide active retail frontages that are built to the street alignments of the Pacific Highway, Balfour Street, Bent Street and Beaconsfield Parade.
- 10 Provide active street frontages along Bent Lane and Woodford Lane wherever possible.

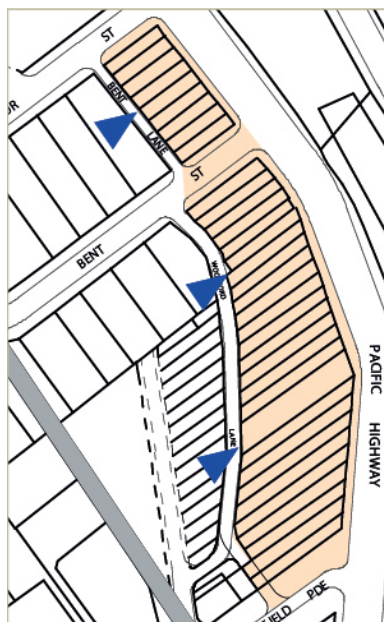
## 14E.9 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Objectives



**Refer to**  
Objectives and Controls  
**PART 14E.6**  
Building Entries, Car  
Parking and Service  
Access

### Controls

#### ***Building Entries, Car Parking and Service Access***



#### Legend

-  - Vehicular access to site
-  - Precinct L2



**Figure 14E.9-6:**  
Building entries, car parking and  
service access plan.

- 11 Vehicle and service access is to be via Woodford Lane, Bent Lane and the new street (re-aligned Drovers Way). No access is to be provided from the Pacific Highway.



## 14E.12 PRECINCT L5: LINDFIELD HUB

### Objectives

Refer to  
**PART 14E.1**  
Urban Precincts

- 1 To provide a vibrant community hub with a mix of retail, residential, commercial and community facilities.
- 2 To provide a large flexible public open space for the community.
- 3 To improve vehicular movement through the area.
- 4 To retain the existing number of Council car parking spaces.
- 5 To provide adequate parking associated with the new land uses developed on the site.
- 6 To provide enhanced vehicular and pedestrian connectivity between the railway station, Pacific Highway and the Lindfield Hub site.
- 7 To provide a civic plaza that connects the site to Pacific Highway.

### Controls

#### Planned Future Character



Figure 14E.12-1  
Lindfield hub structure.

- 1 This precinct is located on the western side of Lindfield local centre and is owned by Ku-ring-gai Council. The Lindfield Hub is to become a community focal point with recreational activities and community facilities. It will include a new urban park, multi-purpose community facilities, commuter and community car parking, residential buildings and a new road connecting Bent Street and Beaconsfield Parade.

Development is to support and enhance the planned future character of this Precinct by providing the following:

- i) **Community Hub:** a range of facilities including a community centre, new park, restaurants and cafes, commuter car parking, new library with direct ground level access located adjacent to a new town square, and parking associated with new and existing uses.
- ii) **Public Realm:** A community park with a retail and community facility frontage providing passive surveillance opportunities and a civic plaza for outdoor dining and other leisure and social activities. A pocket park with native plantings at the south west corner of Bent Street and Drovers Way.
- iii) **Retail:** A retail area arranged around the vertical circulation linking the basement levels to a civic plaza; including a supermarket and a mix of specialty retail at ground level. The overall minimum retail/commercial floor space for the site is to be approximately 5,000m<sup>2</sup> to ensure an appropriate mix of uses are realised at the site.

## Objectives

**Refer to  
PART 14E.2**  
Public Domain and  
Pedestrian Access

**Refer to  
PART 14E.6**  
Building Entries, Car Park-  
ing and Service Access

- 8 *To provide a pleasant pedestrian experience through, around and to the site.*
- 9 *To maximise pedestrian connectivity and circulation (vertical and horizontal) around and through the site.*
- 10 *To improve and enhance pedestrian connection from the railway station to the site.*
- 11 *To allow ease of access and circulation for the mobility impaired.*
- 12 *To minimise vehicular entry points to the site.*

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

- iv) **Residential:** Buildings providing a mix of 1, 2 and 3 bedroom units.
- v) **Drovers Way:** A new tree lined street with on street parking, landscaped areas and access into the retail arcade, and access to basement parking and servicing.
- vi) **Woodford Lane:** An active lane providing opportunities for the retail units fronting Pacific Highway to open out to the civic plaza at the rear.

Refer to *Figure 14E.12-1*

### Access and Movement

- 2 *Pedestrian access is to including the following:*
    - i) a pedestrian through site link from Pacific Highway to Drovers Way along the new retail/commercial/community building frontages and through the civic plaza;
    - ii) a pedestrian walkway from Beaconsfield Parade to Bent Street, with direct access to the new retail/commercial/community facilities;
    - iii) a pedestrian link from Woodford Lane to Beaconsfield Parade;
    - iv) pedestrian access off Woodford Lane to the large civic plaza in the centre of the site;
    - v) pedestrian access from all surrounding streets;
    - vi) pedestrian access to residential lobbies/foyers from Woodford Lane;
    - vii) direct pedestrian access to the community building from Bent Street.
- Refer to *Figures 14E.12-1 and 14E.12-2.*
- 3 *Vehicular access is to include the following:*
    - i) all basement parking is to be accessed from Drovers Way (new road);
    - ii) residential parking is to be accessed from Drovers Way;
    - iii) service access to all buildings is to be from Drovers Way;
    - iv) pick up drop off areas are to be provided on Drovers Way and Woodford Lane.

Refer to *Figures 14E.12.1 and 14E.12-2*

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

- 13 To retain a cohesive streetscape character.
- 14 To minimise conflicts between vehicular, pedestrian and service entry points.
- 15 To provide unambiguous and clearly marked building entry points.
- 16 To provide a clear distinction between commercial, retail and residential building entry points.

### Controls











-  Vehicular Access Point
-  Pedestrian Access Point
-  Secondary Pedestrian Access
-  Potential Residential Lobby
-  Potential Community Hub Access
-  Potential Servicing Access
-  Potential Parking Access
-  Potential Retail Access

Figure 14E.12-2  
Access Plan

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

**Refer to  
PART 14E.2  
Public Domain and  
Pedestrian Access**

- 17 To provide a new community public park.
- 18 To maximise and enhance the Ku-ring-gai landscape character to all streetscapes.
- 19 To provide open spaces that cater for a range of uses, including day and night uses.
- 20 To provide open spaces that cater for different age groups.
- 21 To create accessible, comfortable and safe open spaces.
- 22 To maximise pedestrian connections to open spaces.
- 23 To provide open green spaces for passive recreation.
- 24 To maximise connections to the new community hub building.

### Controls

#### Public Domain

- 4 Public domain areas are to be in accordance with the following:
- existing and upgraded streets are to provide pedestrian and cycle access, generous footpaths, on-street parking, public seating and tree canopy;
  - the number of mature trees within the new public park constructed on top of a basement structure is to be maximised;
  - deep soil planting is to be provided to a minimum of 10% of the site;
  - Provide a community park on Bent Street with a minimum area of 3000m<sup>2</sup>, including the following:
    - strong connections to the new community hub;
    - main park to be located at or as near as possible to the level of Woodford Lane to ensure direct and accessible pedestrian access from the laneway for the full length of its frontage;
    - areas for highly programmed community activities, including, but not limited to carols, outdoor movies, yoga and passive recreational opportunities and native play;
    - an open turf area;
    - a main pedestrian movement spine;
    - mass planted deep soil perimeter embankment with:
      - an informal tree grove planting to park perimeter;
      - endemic tree species planted in deep soil (offset tree planting);
      - mass planted under-storey consisting of a mix of native and exotic species appropriate for the site conditions;
      - pedestrian footpaths, stairs and ramps providing accessible connections to the street;
      - clear sight lines through all landscaped areas;
      - tree pits where appropriate to accommodate some canopy trees;
    - a play space with:
      - an adjacent cafe outdoor seating area;
      - play areas to cater for toddlers and young children (0-7);
      - a water and native play theme;
  - provide a civic plaza with an approximate area of 900m<sup>2</sup>, including the following:
    - a high quality public space with a northern aspect and views over the park landscape;
    - circulation paths in high quality unit pavers;
    - external seating zones for informal gatherings;
    - grove tree planting and seating to street edge;
    - access to centralised lift and escalators to retail below;
    - a lift entry to library, childcare, community hub and retail below;
    - improved connections to Pacific Highway and train station;
    - mass planting under trees;



## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

25 To ensure solar access to onsite open spaces, community facilities and residential dwellings.

### Controls



Figure 14E.12-3  
Public Domain Plan

Key  
 — Plaza/Through Site Link  
 — Public Park  
 — Retained Tallwood

- vi) new park and plaza with minimum area of 3,900m<sup>2</sup> with park open to the sky and plaza open to the sky, with the exception of awnings or the like where required for weather protection only;
- vii) Community facilities comprising not less than a total of 3,000m<sup>2</sup> including new library with minimum area of 1,250m<sup>2</sup>, community facility with minimum area of 1,200m<sup>2</sup> and child care centre with minimum area of 550m<sup>2</sup>;
- viii) Community building to have direct access to the park and high level of connectivity from surrounding street frontages.

Refer to *Figure 14E.12-3*

#### 5 Solar access is to include the following:

- i) Open spaces are to receive morning sun with minimal overshadowing from the new development;
- ii) The main public park is to receive direct sunlight to a minimum of 50% of its area for each hour between 9am and 3pm on June 21;
- iii) the community facility, library and childcare are to have the opportunity to be naturally lit;
- iv) the large open space and area of landscaping fronting Bent Street is to receive afternoon sun with no impact of overshadowing from existing or proposed development;
- v) the northern end of Drovers Way is to receive afternoon sun and provide opportunities for natural lighting into the adjacent buildings.

## Objectives

**Refer to  
PART 14E.3  
Proposed Community  
Infrastructure**

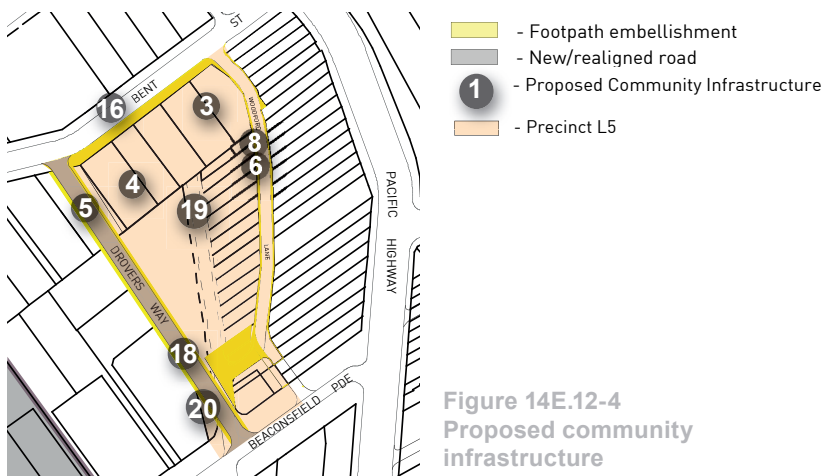
- 26 To adequately service the community infrastructure requirements of the local community.
- 27 To provide for public open space in the local centre.
- 28 To create a vibrant mixed-use precinct.
- 29 To facilitate community interaction.
- 30 To provide quality space for gatherings and events.
- 31 To enhance and improve road and road related infrastructure.
- 32 To showcase leadership in design excellence and ESD provisions.
- 33 To promote a high quality live-work precinct.
- 34 To facilitate the provision of commuter car parking spaces located in basement levels of new developments.
- 35 To promote urban 'green living'.
- 36 To provide streetscapes with a leafy outlook and a high quality Ku-ring-gai landscape character.

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

#### Proposed Community Infrastructure

- 6 Key Community Infrastructure provision is to be in accordance with Figure 14E.12-4 and the Ku-ring-gai Contributions Plan 2010. It is to be delivered through a Voluntary Planning Agreement (VPA), or other delivery mechanism, and include the following:



**Figure 14E.12-4  
Proposed community  
infrastructure**

- 3 A community park on Bent Street of minimum 3,000m<sup>2</sup> in size. It is to include a large open space with deep soil planting on the north eastern corner of the site fronting Bent Street and Woodford Lane, play space and flexible open space. Refer to 14E.12(4iv).
- 4 A new multi-purpose community building including a library, child care centre, and community facility.
- 5 Realignment of Drovers Way to create a new 15.0m wide two-way street providing a link from Bent Street to Beaconsfield Parade and including on-street parking and access to basement parking.
- 6 A new kiss-and-ride zone and taxi ranks on Woodford Lane.
- 8 Upgrade and widening of Woodford Lane including new footpaths and parking.
- 16 Embellishment of the footpath areas and public domain including underground power lines, new lighting, high quality paving and furniture and street tree planting.
- 18 Construction of new commuter car park spaces (subject to funding by Transport for NSW) and a new kiss and ride area, public parking, and additional parking associated with newly proposed land uses.
- 19 A civic plaza area with public seating and outdoor dining opportunities. Refer to 14E.12(4v).
- 20 A new pocket park.

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

**Refer to  
PART 14E.4  
Setbacks**

37 To support the Ku-ring-gai landscape character within Lindfield.

38 To maintain and enhance a leafy outlook along all streetscapes.

39 To provide for a pleasant pedestrian experience within the local centre.

### Legend

- - - 3m setback
- - - 6m setback
- - - 3m upper level setback, 4-storeys and above
- /// Future land dedication

### Controls

#### Setbacks



Figure 14E.12-5  
Setbacks Diagram

- 7 Building setbacks are to be built to the street alignment with a zero setback to property boundaries with the following exceptions:
- i) a minimum 3.0m front setback Bent Street;
  - ii) Land is to be dedicated to Council at no cost to allow the widening of Woodford Lane.

Refer to *Figure 14E.12-5*

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

**Refer to  
PART 14E.5  
Built Form**

- 40 *To ensure buildings are located to minimise overshadowing of parks and open spaces.*
- 41 *To encourage design excellence and Ecologically Sustainable Development (ESD) provisions in all new developments.*
- 42 *To promote well-articulated and modulated building facades.*
- 43 *To encourage the use of a varied materials to enhance the visual quality of buildings.*
- 44 *To design and locate new buildings to maximise district views.*
- 45 *To ensure design and choice of building materials incorporate appropriate noise attenuation measures in all new developments.*
- 46 *To accommodate car parking within basement levels of new buildings, to ensure minimal adverse impact to surrounding streetscapes.*
- 47 *To allow provisions for electrical charging points and bicycle parking spaces within car park structures in new developments.*
- 48 *To ensure the community facility has street presence and opens to the public domain.*

### Controls

#### **Built Form**

- 8 Buildings are to be located and designed in accordance with the following:
  - i) retail, commercial and community buildings are to provide frontages that allow passive surveillance to streets, lanes and public spaces;
  - ii) active frontages are to be provided to all external areas adjacent to community and retail and commercial buildings;
  - iii) all buildings fronting the civic plaza and public open space are to incorporate active frontages;
  - iv) provision of continuous shade structures (awnings or colonnades) to all buildings fronting the new park at the corner of Bent and Woodford Lane;
  - v) the community building is to be located at the corner of Bent Street and Drivers Way and is to provide an active frontage and direct pedestrian connection to both Bent Street and the park;
  - vi) provide an active pedestrian street at Bent Street with direct access to the community hub, community park, civic plaza and into the main vertical circulation;
  - vii) Bent Street is to have a visual connection to the open space, community facility, library and civic plaza;
  - viii) where supermarket frontage is visible to the street it is to be activated by features such as visible product shelves, office functions positioned along the street edge, and by sleeving with other street-facing tenancies;
  - ix) considerations for modulation and articulation of buildings;
  - x) use of tree pits/values raised planters or other engineered structures to enable planting of large trees within public open space (where deep soil is restricted by basement car parking)



# 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

## Objectives

Refer to  
**PART 14E.6**  
Building Entries, Car  
Parking and Service  
Access

49To provide high quality  
streetscapes that  
encourage active  
transport.

## Controls

### Roads

- 9 All roads and associated footpath embellishment is to be in accordance with the following:
  - i) Woodford Lane is to be a one way street and 11.0m wide, including:
    - 4.0m 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 6.0m centres.

Refer to *Figure 14E.12-6*



Figure 14E.12-6  
Woodford Lane

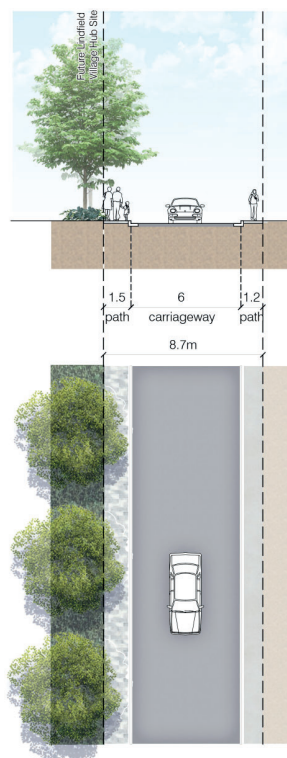
## Objectives

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

- ii) Woodford Lane (South) is to be a one way street and 8.7m wide, including:
- 6.0m one way carriageway;
  - 1.5m wide footpath to north edge;
  - 1.2m wide footpath to south edge;
  - street tree planting.

Refer to *Figure 14E.12-7*



**Figure 14E.12-7**  
**Woodford Lane (South)**

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

### Controls

- iii) Drivers Way is to be a two way street and 15.0m wide, including:
- 6.5m two way carriageway;
  - 2.3m parking zone/tree planting on both sides of carriageway;
  - 2.4m wide footpath on the eastern side of the street and 1.5m wide footpath on the western side of the street;
  - street trees at 12.0m centres.

Refer to *Figure 14E.12-8*.

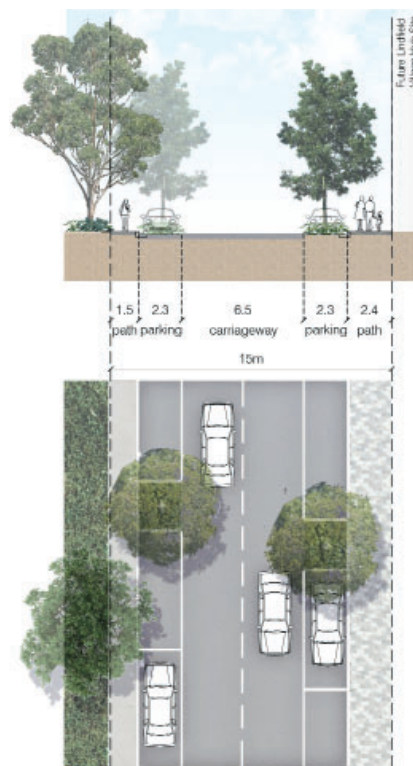


Figure 14E.12-8  
Drivers Way

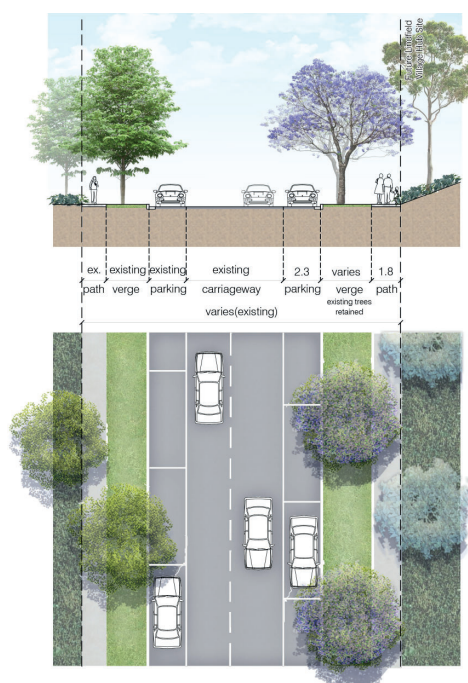
## Objectives

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

- iv) Bent Street road reserve is to remain as existing but shall be upgraded to include:
- 1.8 metre wide footpath on southern side;
  - street trees at 6.0m centres in a mass planted-verge;
  - underground-power;
  - increased on-street parking.

Refer to *Figure 14E.12-9*



**Figure 14E.12-9**  
**Bent Street**

## 14E.12 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

### Controls

#### ***Travel Demand Management***

- 10 The following travel demand management measures are to be implemented:
- i) Preparation of a site specific travel plan including travel access guides for residents and workplace travel plans for employees of LVH
  - ii) The travel plan should be maintained and updated at least annually.
  - iii) Where possible, opportunities to limit the amount of parking provided by sharing parking between the various uses and/or reducing the parking provision for residents should be considered. The parking provisions applicable to the development should be considered as a maximum.
  - iv) Provide capacity for car share facilities in the basement car park for use by residents and employees and on street for use of visitors.
  - v) Provide capacity for ride share facilities on-street.
  - vi) Implement a real-time app for the commuter and public parking to reduce unnecessary traffic circulation and congestion, reduce time needed to find a space and improve the turnover of the spaces provided.