

Lindfield Public Domain Plan



Background

Lindfield is one of Ku-ring-gai's largest Local Centres with its own unique character largely typified by fine examples of federation and inter-war housing, established private gardens, generous tree canopies, topographically varied terrain, local and district view corridors and a mix of cafés, retail and professional services. Lindfield contains a considerable number of Heritage Conservation Areas and heritage items. The 19th and 20th century heritage listed housing represents exceptional examples of period architecture. There are two primary schools and a pre-school within the Local Centre, in addition to a number of churches and civic buildings.

Similar to the majority of Ku-ring-gai's Local Centres, Pacific Highway and the rail corridor bisect the Lindfield Local Centre, creating two distinct halves. To the west, the Pacific Highway frontages serve as the Local Centre's main "commercial street" characterised by a fine grain collection of predominantly two storey shop-top commercial premises. The western retail precinct, the larger of the two, will be anchored by the Lindfield Village Hub proposed between Woodford Lane and Drovers Way.

Lindfield Avenue's role as the "main street" on the eastern side of the Local Centre will continue to be enhanced to offer distinctive local shopping experience with shop-top housing allowing additional retail and commercial offices and services to the Local Centre. The Lindfield Village Green, beside Tryon Road will be a vibrant public space. The Village Green will include a café or restaurant, public plaza for a variety of uses and a basement car park. It is designed for social gatherings and ease of movement for pedestrian and cyclists, with convenient connections to the Lindfield train station. The Village Green may host markets, live music and other performances to enliven the area.

This plan describes the vision for Lindfield Local Centre and provides the framework for improvements to the public domain that will complement Council's urban renewal projects – the Lindfield Village Hub and the Lindfield Village Green.

VISION STATEMENT

"To support the emerging urban culture of the Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community and providing exciting opportunities to shop, eat and socialise, both day and night."

Lindfield Public Domain Principles



1 Encourage a vibrant mix of uses to service the local community.



7 Acknowledge two distinct commercial / retail centres and provide different experiences and facilities east and west of the highway / rail corridor.



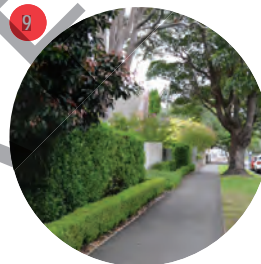
2 Respect Lindfield's heritage – both Aboriginal and European heritage.



8 Strengthen the role of Lindfield Avenue as the main street on the eastern side of the Local Centre.



3 Maintain, strengthen and enhance the role of Pacific Highway as the main commercial street for Lindfield.



9 Enhance the public domain network of streets as places which people enjoy and want to spend time in.



4 Retain the fine grain character along Pacific Highway and throughout the retail centre at street level.



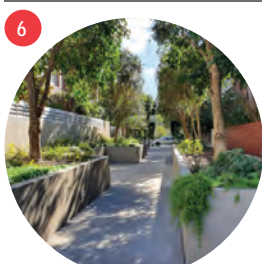
10 Acknowledge and protect key views and view corridors with historical and scenic importance.



5 Improve pedestrian and active transport connectivity to and through the Local Centre.



11 Ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and heritage items.



6 Create new through-block pedestrian links in the Local Centre to improve connectivity.



12 Improve the quality of open space in the Local Centre.

Lindfield Public Domain Objectives

STREET CHARACTER OBJECTIVES

- 1 To maintain, strengthen and enhance the role of Pacific Highway as the main commercial street of Lindfield.
- 2 To strengthen the role of Lindfield Avenue as the main street for the eastern side of Lindfield Local Centre.
- 3 Upgrade and enhance Lindfield Avenue and Pacific Highway streetscapes to create high quality pedestrian environments.
- 4 To establish Woodford Lane as a secondary retail street and promoting an “eat street” character through increased footpath widths.
- 5 To improve the streetscape character of Local Centre lanes.
- 6 To improve the streetscape quality of Balfour Street and Bent Street (eastern end) as minor commercial streets.
- 7 To encourage properties along Pacific Highway to have dual frontages addressing rear lanes as well as Pacific Highway. This will activate both Bent Lane and Woodford Lane, both of which are to be upgraded with increased width, new footpaths and tree planting.

VIEW AND VIEW CORRIDOR OBJECTIVES

- 1 To protect and acknowledge key views in Lindfield with historical importance.
- 2 To protect view corridors from the Pacific Highway ridgeline to the west.
- 3 To maintain important tree vistas through residential areas.



Lindfield Avenue: Proposed Future Character

PUBLIC SPACE OBJECTIVES

- 1 To upgrade the landscape character and facilities of existing parks around the Local Centre.
- 2 To establish a public space / town square on both the east side (Lindfield Village Green) and west side (Lindfield Village Hub) of the Local Centre that also serve as parks for residents and workers.
- 3 Work collaboratively with Transport for NSW to define road corridor widths, building setbacks, traffic speed, tree planting and other requirements to deliver improved place functions along Pacific Highway within the Local Centre.
- 4 Create a small urban plaza by closing Bent Street at the intersection of Pacific Highway.

TREE CANOPY OBJECTIVES

- 1 To provide new and supplementary street tree planting to Local Centres.
- 2 To retain and protect significant existing trees.
- 3 Enhance and extend the existing native and exotic tree canopy in Lindfield.
- 4 Improve the commercial area through tree selection.



Tryon Place Plaza: Proposed Future Character

WAYFINDING OBJECTIVES

- 1 To improve intuitive wayfinding around the Local Centre through streetscape materials, planting and lighting.
- 2 To increase awareness of services, retail offering and public spaces across the entire Lindfield Local Centre through information maps at key locations and destination signage.
- 3 To consolidate a range of community facilities in a central location within the Local Centre.

PEDESTRIAN ACCESS AND CIRCULATION OBJECTIVES

- 1 To improve and enhance the pedestrian connection from the rail station (east) to the Twin Creeks Track and on to Middle Harbour.
- 2 To provide new pedestrian connection from the rail station (west) to Lane Cove National Park.
- 3 To improve pedestrian connections across Pacific Highway.
- 4 To improve through-block links from main streets to secondary retail streets on both sides of the Local Centre.
- 5 Provide a new through site link from Pacific Highway to Woodford Lane providing a direct pedestrian connection from the station to Lindfield Hub.



Bent Street Plaza: Proposed Future Character

INTEGRATED TRANSPORT OBJECTIVES

- 1 To improve and enhance the cycle connection from the rail station (east) to the Twin Creeks Track and on to Middle Harbour.
- 2 To improve cycling connections to and through the Local Centre.
- 3 To provide a new cycle connection from the rail station (west) to the Lane Cove National Park.
- 4 To provide bicycle parking at key destination points.
- 5 To work collaboratively with Transport for NSW towards improvements around the highway and the rail station.
- 6 To improve bus stop facilities within the Local Centre.

VEHICLE ACCESS AND CIRCULATION OBJECTIVES

- 1 To reduce the at grade parking areas in Lindfield.
- 2 To reduce pedestrian and vehicle conflicts in Local Centre streets.
- 3 To redesign traffic signal configuration and introduce new signals along Pacific Highway.
- 4 To improve the local traffic conditions and reduce congestion at key intersections.
- 5 To introduce new roads and make adjustments to existing roads to improve vehicle access and circulation around the Local Centre.



Tryon Road: Proposed Future Character

Lindfield Public Domain Illustrative Plan

Key components of the Illustrative Concept Plan (p154-157) that support the revitalisation of Lindfield Local Centre and align with the Ku-ring-gai Local Strategic Planning Statement are:

PUBLIC SPACE NETWORK

- 1 New park with café and access to underground commuter and Local Centre parking.
- 2 New town square and park as part of the Lindfield Village Hub project.
- 3 Bent Street closure to create a pedestrian plaza with tree planting and potential outdoor dining.
- 4 Improved pocket park at Balfour Street and Bent Street intersection.
- 5 Wolseley Road road closure to become an extension to Ibbitson Park and shared zone with pedestrian priority, increased tree canopy and increased soft landscape areas.
- 6 Ibbitson Park upgrade to playground.
- 7 Tryon Place Plaza upgrade with improved tree planting and pedestrian access.
- 8 Retention and expansion of the significant tree canopy, biodiversity, riparian corridors and green corridors.
- 9 Sensitive interface between public domain areas and adjoining Heritage Conservation Areas and Heritage Items.

BUILT FORM

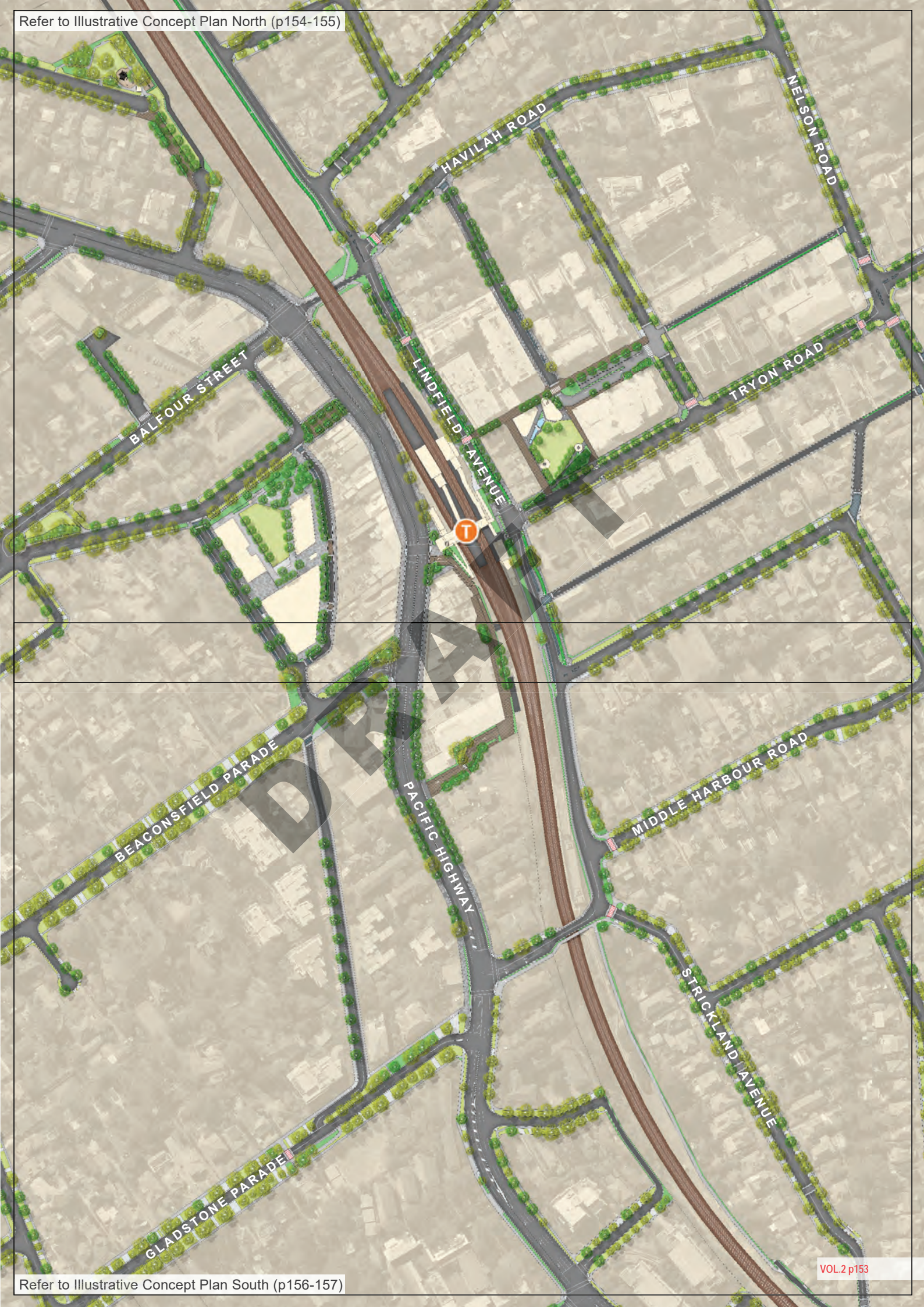
- 10 Gateway sites along Pacific Highway using streetscape design responses to define entry to the Local Centre.
- 11 Retaining and reflecting the street level, low scale, fine grade character of main street shops on Pacific Highway and Lindfield Avenue through appropriate streetscape design to reflect the fine grain character of building frontages and retaining human scale.
- 12 Promoting the upgrade of existing pedestrian lanes and arcades through the main street shops and encouraging new links through future developments.
- 13 Identify locations of additional midblock through links as part of the public domain network.

KEY SITES

- 14 Deliver Lindfield Community Hub as the community heart of the centre with a town square and public open space.
- 15 Lindfield Village Green to provide a key pedestrian and cycle link as well as a community public space.
- 16 New Tryon Place extension to improve pedestrian movement to the Local Centre and rail station.

MOVEMENT

- 17 Provision of continuous cycle and pedestrian link, either shared or separated parallel to rail corridor that links to the future Hornsby to Chatswood cycle / pedestrian link. Work to be carried out collaboratively with Transport for NSW and Sydney Trains.
- 18 Investigation of building setbacks to deliver improved place function and tree planting along Pacific Highway within the Local Centre. Work to be carried out in collaboration with Transport for NSW.
- 19 Key pedestrian / cycle connections to commercial precincts of the Local Centre.
- 20 Investigation of the potential for a pedestrian overpass over Pacific Highway, connecting to the rail station.
- 21 Retain existing signalised pedestrian crossing to Pacific Highway.
- 22 New traffic signals to be installed at Beaconsfield Parade and Pacific Highway intersection.
- 23 Formalisation of streets associated with Lindfield Village Hub project.
- 24 Upgraded lane as part of the redevelopment site.
- 25 Relocate bus stop to allow improved pedestrian movement along the highway footpath.
- 26 New traffic signals to be installed at Strickland Avenue and Pacific Highway intersection.





IBBITSON PARK

WOLSELEY ROAD

HIGH GATE ROAD

WOODSIDE AVENUE

HAVILAH ROAD

HIGHFIELD ROAD

WOLSELEY ROAD

PACIFIC HIGHWAY

LINDFIELD AVENUE

BALFOUR LANE

BALFOUR STREET

BENT LANE

BENT STREET

BENT STREET PARK

DROVERS WAY

WOODFORD LANE

EXISTING

EXISTING

EXISTING

EXISTING



DRAFT

CROMEHRST SCHOOL

LINDFIELD VILLAGE GREEN

JOIN LINE

DRAFT

BEACONSFIELD PARADE

DROVERS WAY

GLADSTONE PARADE

PACIFIC HIGHWAY

NORWOD AVENUE

LINDFIELD PUBLIC SCHOOL

9

8

10

13

13

22

19

19



JOIN LINE

TRYON PLACE

LINDFIELD AVENUE

MIDDLE HARBOUR ROAD

CHELMSFORD AVENUE

WAIMEA ROAD

STRICKLAND AVENUE

DRAFT

17

17

26

Lindfield Public Domain Street Hierarchy

EXTENT OF LOCAL CENTRE

The Ku-ring-gai Local Strategic Planning Statement identifies Primary Local Centre boundaries with an investigation area defined by a circle with a radius of 800 metres that represents a 10-minute walkable distance to the train station, chosen because it is a major public gateway to the Local Centre.

Further refinements to the investigation area include the calculation of walking times based on layouts of roads and footpaths, topography as well as the natural elements of the area. Rationalisation of the inclusion of whole residential blocks and public roads also defined the boundary of the Local Centres.

Exceptions to the rule include cases where a large open space is located within or adjacent the circle's periphery.

LOCAL CENTRE STREET HIERARCHY

Streets (including lanes and roads) form the primary component of the public domain area of the Local Centres. The quality and character of the streets play a significant role in the experience of the Local Centre.

The streets are the key movement spaces for pedestrians so they need to be safe and accessible, as well as attractive. Safe attractive streets encourage activation and bring life to Local Centres, improving opportunities for community connections and interactions.

A hierarchy of streets assists people to find their way around the Local Centre, making it legible for navigation and identification. A street hierarchy has been prepared for each Local Centre and typical proposed characteristics of those streets have been assigned.

► Local Centre Core

- Precast concrete unit paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with banner poles as per Public Domain Technical Manual.
- Street tree planting.
- Public art.

► Local Centre Shared Zone

- Brick paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with as per Public Domain Technical Manual.
- Street tree planting.

► Local Centre Transition

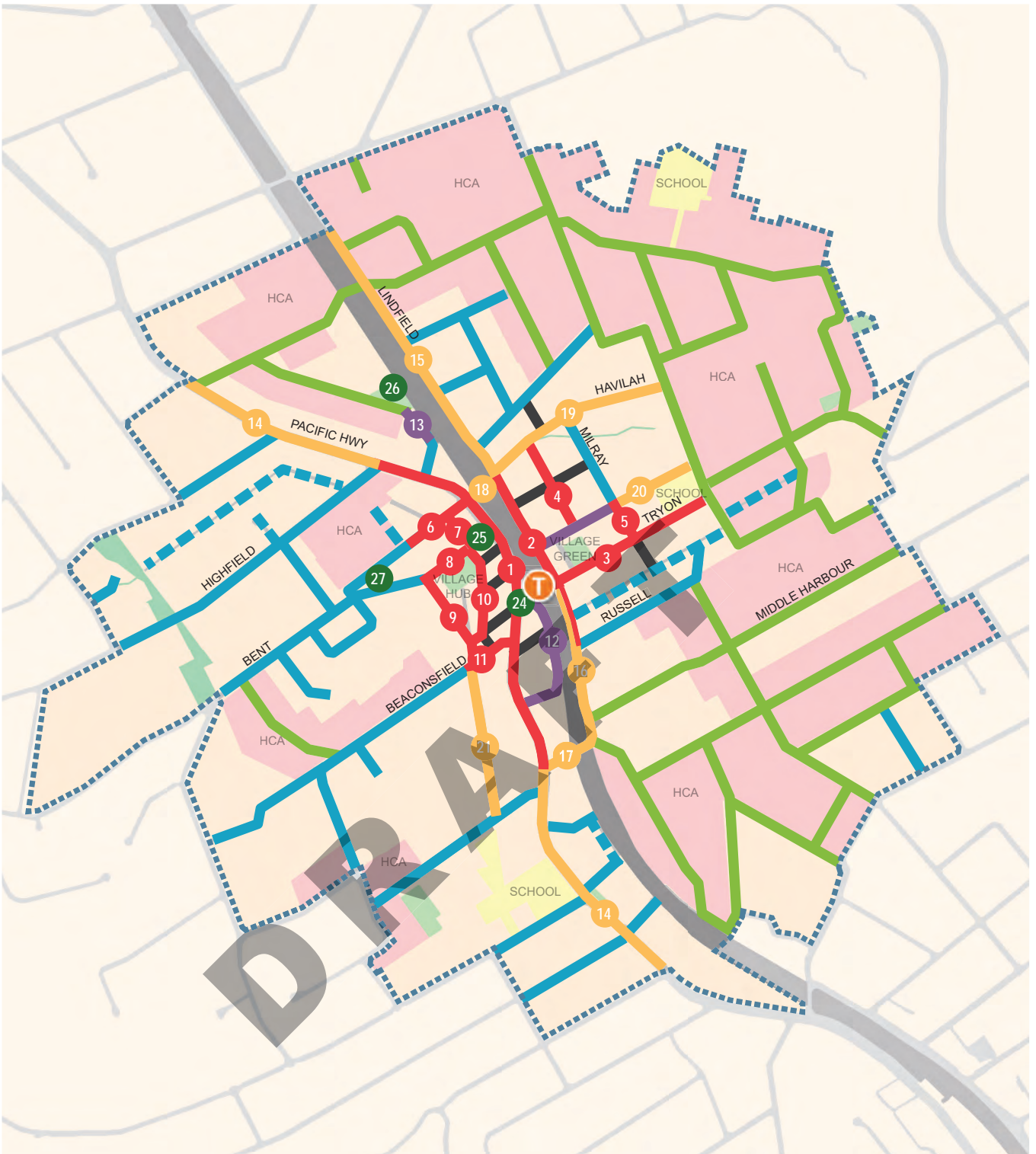
- Concrete pavement (exposed aggregate) as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Standard

- Concrete pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Heritage

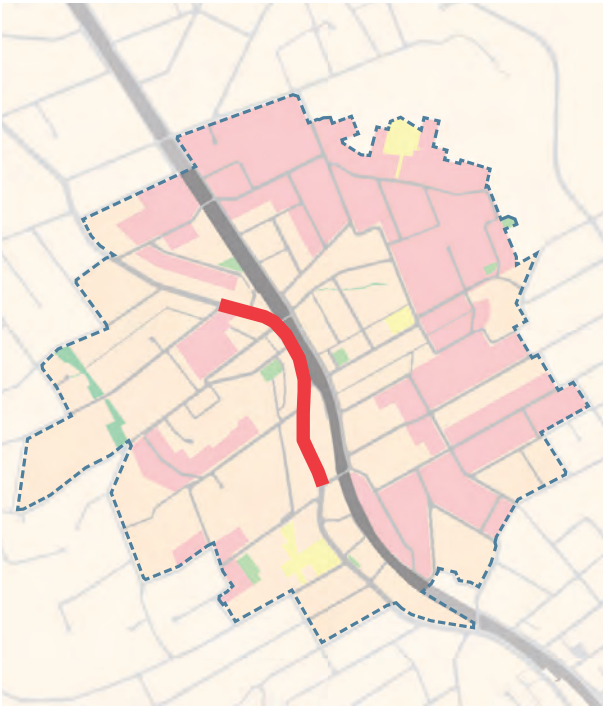
- Asphalt pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.



Extent of Lindfield Local Centre and Street Hierarchy

- | | | | |
|---------------------------------------|--------------------|------------------------|--|
| Local Centre Core | 1 Pacific Highway | 10 Woodford Lane | 19 Havilah Road |
| Local Centre Shared Zone | 2 Lindfield Avenue | 11 Beaconsfield Parade | 20 Kochia Lane |
| Local Centre Transition | 3 Tryon Road | 12 Tryon Place | 21 Drovers Way |
| Local Centre Standard Street | 4 Havilah Lane | 13 Wolseley Road | 22 'Standard' Street |
| Local Centre Standard Lane | 5 Milray Street | 14 Pacific Highway | 23 'Heritage' Street |
| Local Centre Heritage | 6 Balfour Street | 15 Lindfield Avenue | 24 Tryon Place Plaza |
| Local Centre Park / Plaza | 7 Bent Lane | 16 Lindfield Avenue | 25 Bent Street Plaza |
| Local Centre Pedestrian Link / Arcade | 8 Bent Street | 17 Strickland Avenue | 26 Ibbitson Park |
| | 9 Drovers Way | 18 Havilah Road | 27 Bent / Balfour Garden |
| | | | 28 'Standard' Pedestrian Link / Arcade |

1 PACIFIC HIGHWAY (HIGHFIELD ROAD TO STRICKLAND AVENUE)



► Designed Future Character

Pacific Highway remains the main arterial road through the Local Centre. Opportunities for tree planting will be found through increased setbacks for new developments where possible. Improvements to the pedestrian environment will be applied to strengthen and enhance the highway as the main commercial street in Lindfield.

► Street Description

- Multi-lane highway corridor with fine-grained character at street level.
- Built form to both sides of the highway except on the eastern side between Tryon Place and Balfour Street where the rail corridor abuts the road corridor.
- Retain fine grained character at street level with shop-top housing / commercial premises in accordance with the Development Control Plan.
- New developments to be setback from the property boundaries on both sides of Pacific Highway, wherever possible and particularly on the western side of the highway, in accordance with the Development Control Plan.
- Footpath widened on western side of Pacific Highway through building setbacks and through reduction of kerbside traffic lane width.
- Buildings to provide active ground floor uses and continuous awnings.
- High quality paving, furniture, lighting and banners.
- Street tree planting where footpath width allows or within building setbacks and forecourts.

► Parking

- Transport for NSW propose to implement Extended Clearways along Pacific Highway in the future.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Provide street trees on the highway where footpath widths, building setbacks and awnings allow.
- Trees in pits with tree growing vault trench beneath.
- Strengthen tree planting along rail corridor wherever possible.
- Examples of tree planting:
 - *Platanus orientalis* 'Cuneata' (along rail corridor)
 - *Tristaniopsis laurina*

► Street Furniture

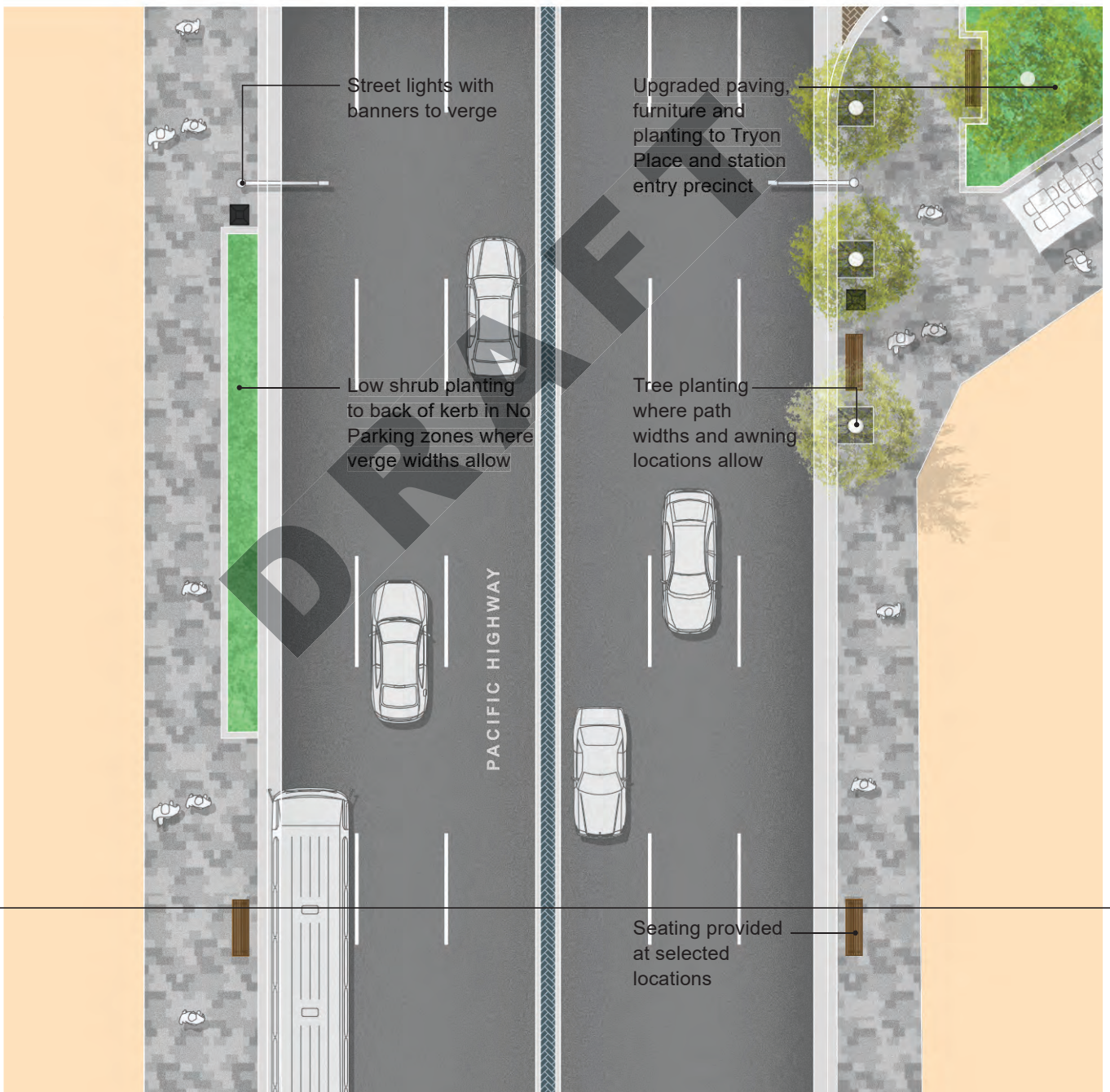
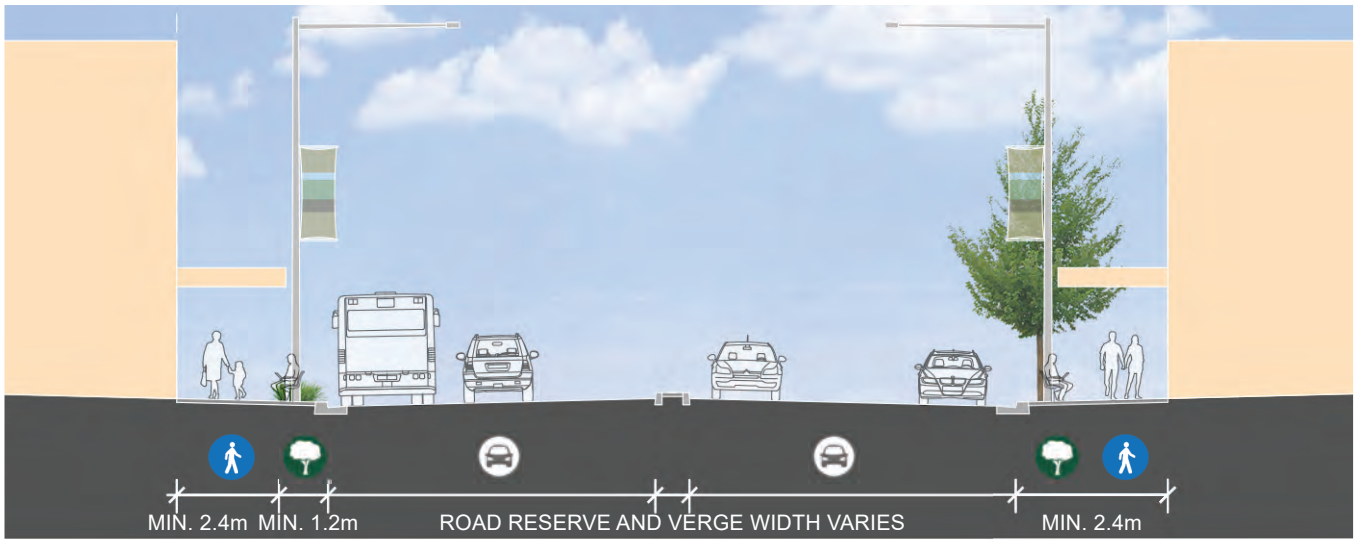
- Seats at 60-100m intervals and at bus stops.
 - Bins at 60-100m intervals.
- Relocate bus stop on easternside of highway to improve pedestrian circulation in collaboration with Transport for NSW.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.

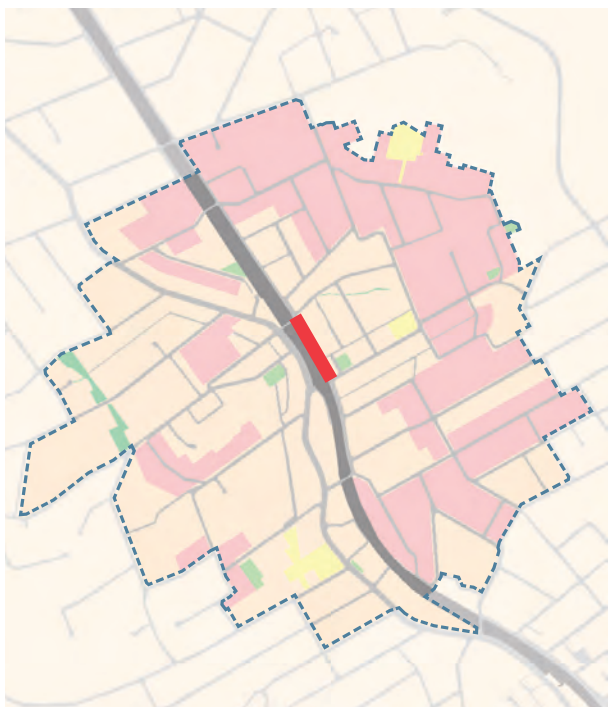


Notes



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2 LINDFIELD AVENUE (HAVILAH ROAD TO RUSSELL AVENUE)



► Designed Future Character

Lindfield Avenue remains the main retail street for the eastern side of the Local Centre. Activation of the street to be encouraged through wide footpaths that allow outdoor dining and street tree planting. The separated cycleway and new pedestrian crossing points with traffic calming measures will improve the environment for the local community.

► Street Description

- Two lane two-way street with wide footpath to eastern side with outdoor dining areas. Widen footpath through reconfiguration of street to allow separated cycleway, with removal of one parking lane.
- Built form with shop-top housing on eastern side, with rail corridor to the west.
- Respect the frontages of heritage buildings. Maintain continuous awning along shopfronts.
- Separated cycleway along eastern side of carriageway and car parking lane to the west. Provision of two raised pedestrian crossings at key pedestrian links.
- New signalised traffic intersection at Tryon Road.
- Bus stops near station on both sides of Lindfield Avenue.
- High quality paving, furniture, lighting and banners.
- Street tree planting throughout where footpath widths allow.
- Retain existing trees where possible.

► Street Cross Section

Typical street cross section (west to east) to be:

- Western verge varies between 3.8m and 2.8m with a minimum 2.4m paved footpath with grassed verge and tree planting where possible.
- 2.1m parking lane on west side of Lindfield Avenue.
- 3.1m for traffic lanes.
- 2.5m cycleway separated by 0.4m median from traffic lane.
- 5m path width on east side incorporating min. 2m clear path of travel and outdoor dining area.

► Parking

- Time restricted on-street parking on western side of street.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Asphalt Paving - separated cycle path as per the Public Domain Technical Manual.
- Line marking to cycle path.
 - Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Eucalyptus sideroxylon*
 - *Pistacia chinensis*
 - *Waterhousea floribunda* 'Sweeper'

► Street Furniture

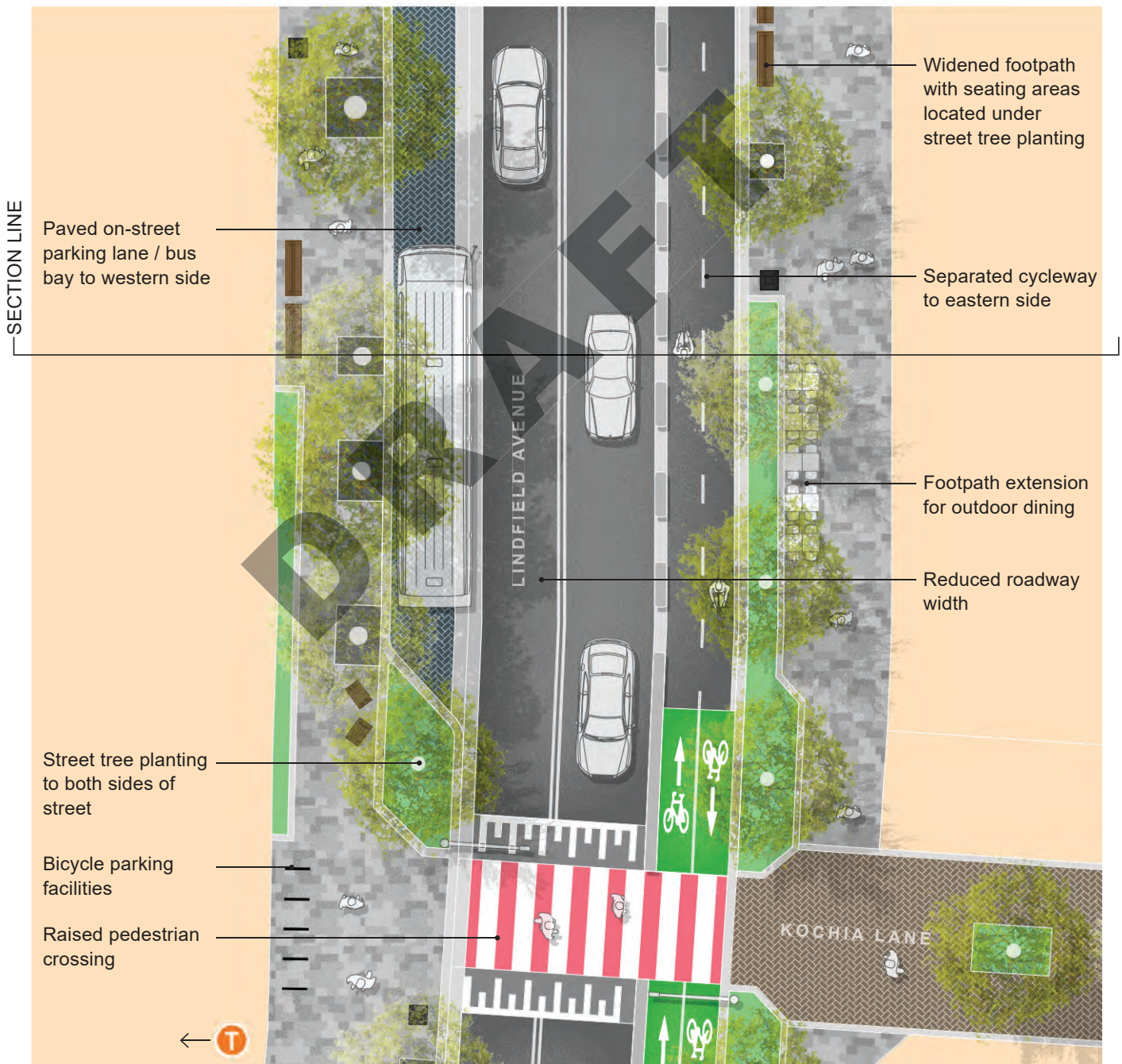
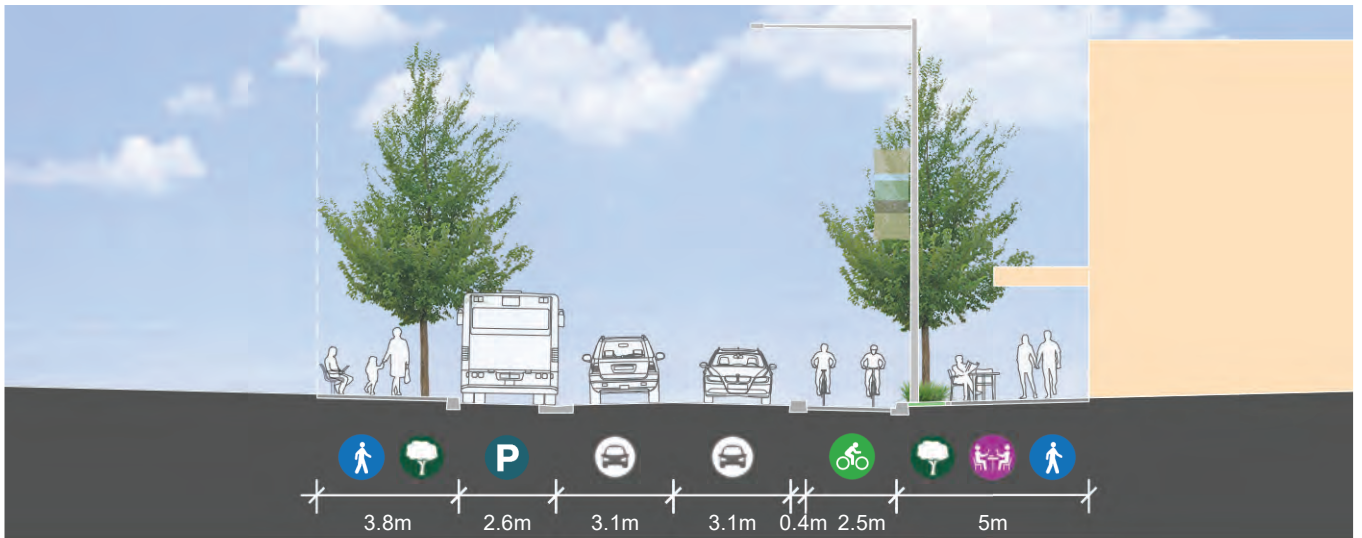
- Seats and bins at key crossing and gathering areas.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.

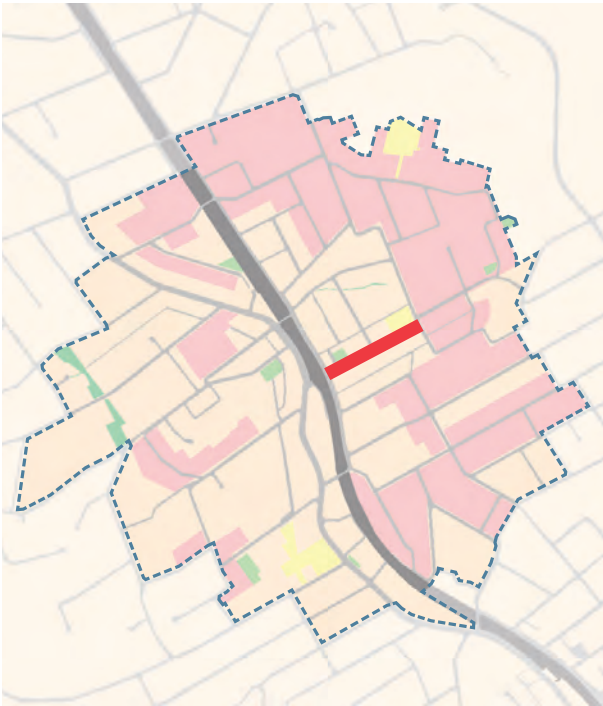


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3 TRYON ROAD (LINDFIELD AVENUE TO NELSON ROAD)



► Designed Future Character

Tryon Road will support a mix of uses including the Lindfield Village Green, commercial and high density residential activity. The existing tree-lined streetscape will be reinforced and supplemented to create a tree-lined boulevard with a strong link between the railway station or Local Centre and residential areas to the east. The streetscape will consist of high quality elements to ensure a special quality in the street's character.

► Street Description

- A two-laned, two-way street with wide footpaths and large canopy trees to create a complete boulevard for shade and character.
- Existing Brush Box trees are to be retained and strengthened with infill planting.
- A raised pedestrian crossing incorporating traffic calming blisters to be included near Nelson Road intersection.
- A midblock traffic calming blister and crossing point near Milray Street to accompany the through-block link between Tryon Road and Tryon Lane.
- Proposed signalised intersection at Lindfield Avenue incorporating pedestrian crossing.

► Street Cross Section

Typical street cross section to be:

- 2m wide footpath setout from boundary lines on both sides of the street.
- Wide grassed verge with tree planting.
- 2.1m wide parking lanes.
- 3m wide traffic lanes.

► Parking

- Time restricted on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Retain existing street trees in good condition and infill with wide canopy trees to match existing such as:
 - *Lophostemon confertus*

► Street Furniture

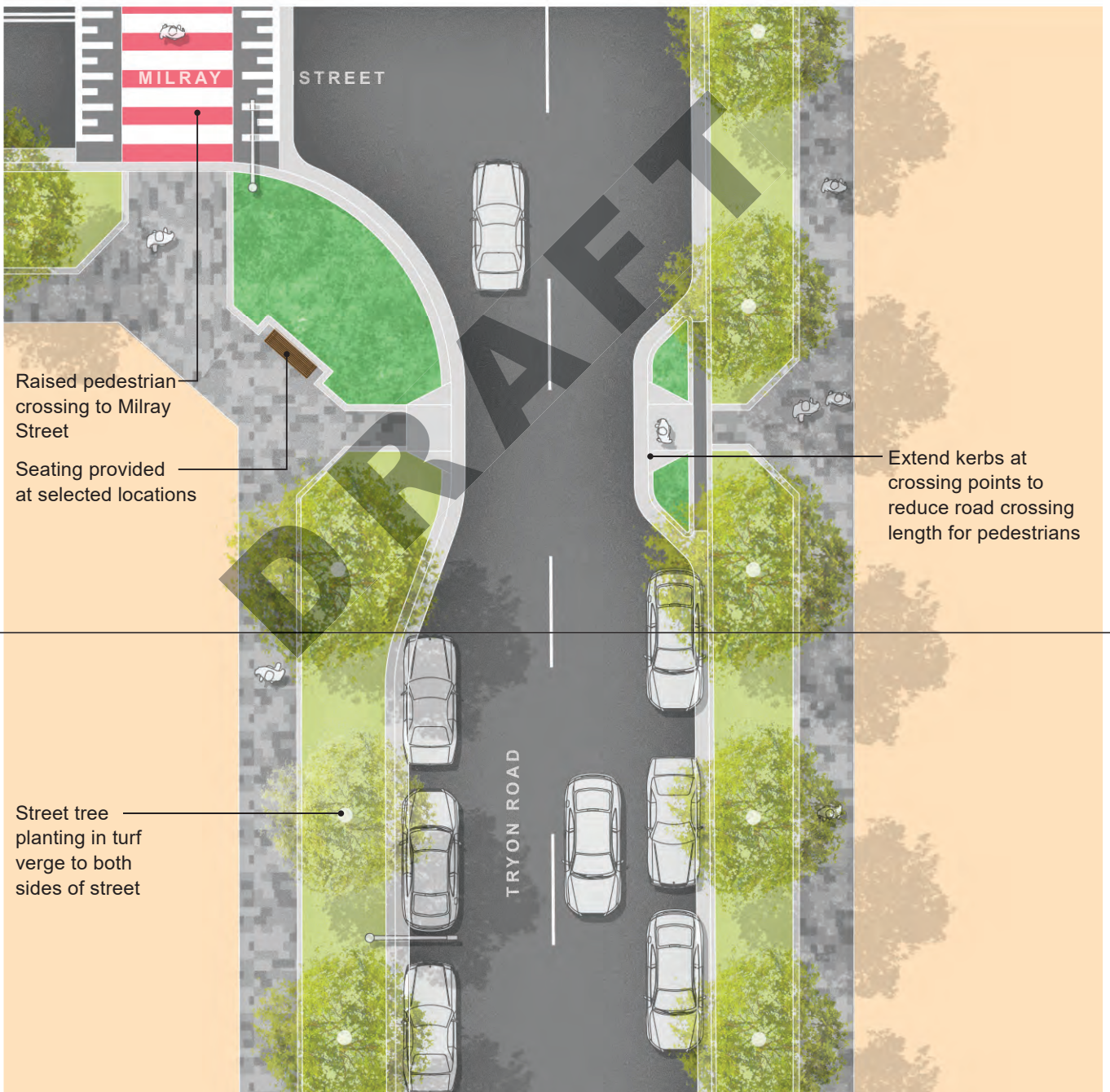
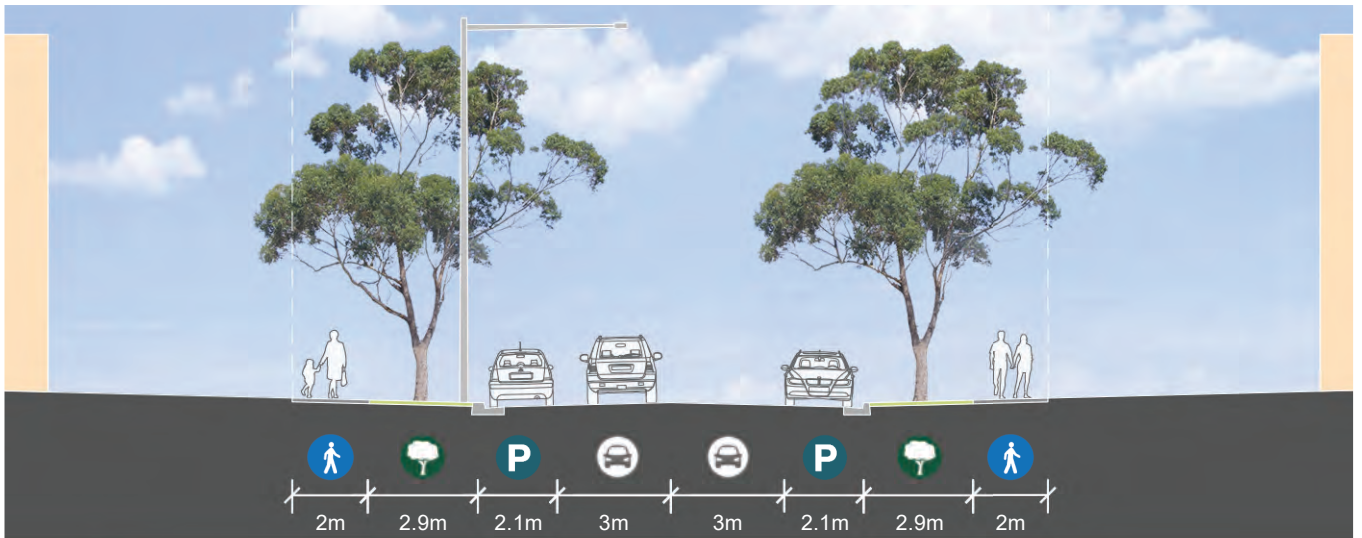
- Seats at 60-100m intervals.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.

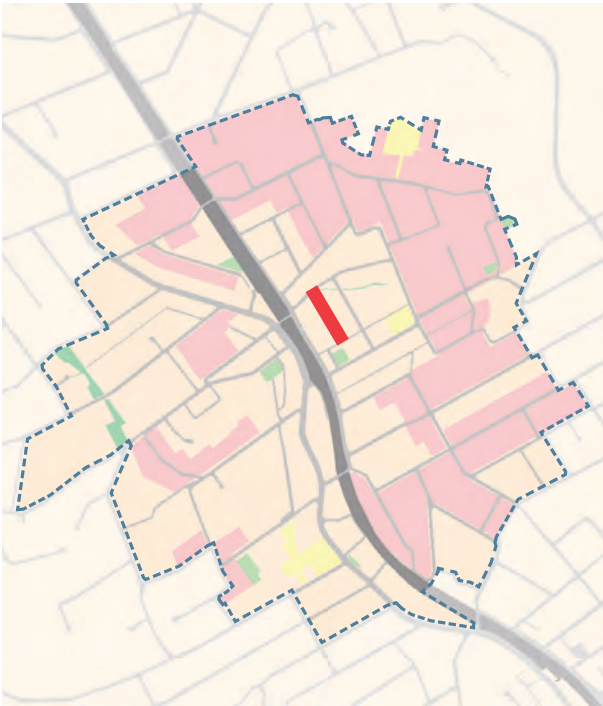


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4 HAVILAH LANE



► Designed Future Character

The activation of Havilah Lane is to be encouraged through the development of rear block areas and as a pedestrian link to the Lindfield Village Green. It will also become a key vehicular access point to underground parking servicing businesses and residential premises between Kochia Lane and Havilah Road. Through-block connections are to be retained and additional connections encouraged between Lindfield Avenue and Havilah Lane, then through to Milray Street. The upgrade and widening of Havilah Lane will be through additional land dedication to Council as part of the redevelopment of adjoining sites.

► Street Description

- Road reserve widened to provide a two-way paved carriageway and paved footpath.
- Medium sized street tree planting, with limited on-street parking to the southern end of the street.
- Vehicular access to properties fronting Lindfield Avenue will need to be provided.
- Traffic calming measures to be installed at the intersection with Havilah Road as part of the shared path crossing.

► Street Cross Section

Typical street cross section to be:

- 2.8m width footpath on both sides of street.
- 3.2m traffic lanes.

► Parking

- Limited on-street parking to the southern end of the street.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Elaeocarpus reticulatus*
 - *Syzygium sp.* (tree forms)
 - *Tristaniopsis laurina* 'Luscious'

► Street Furniture

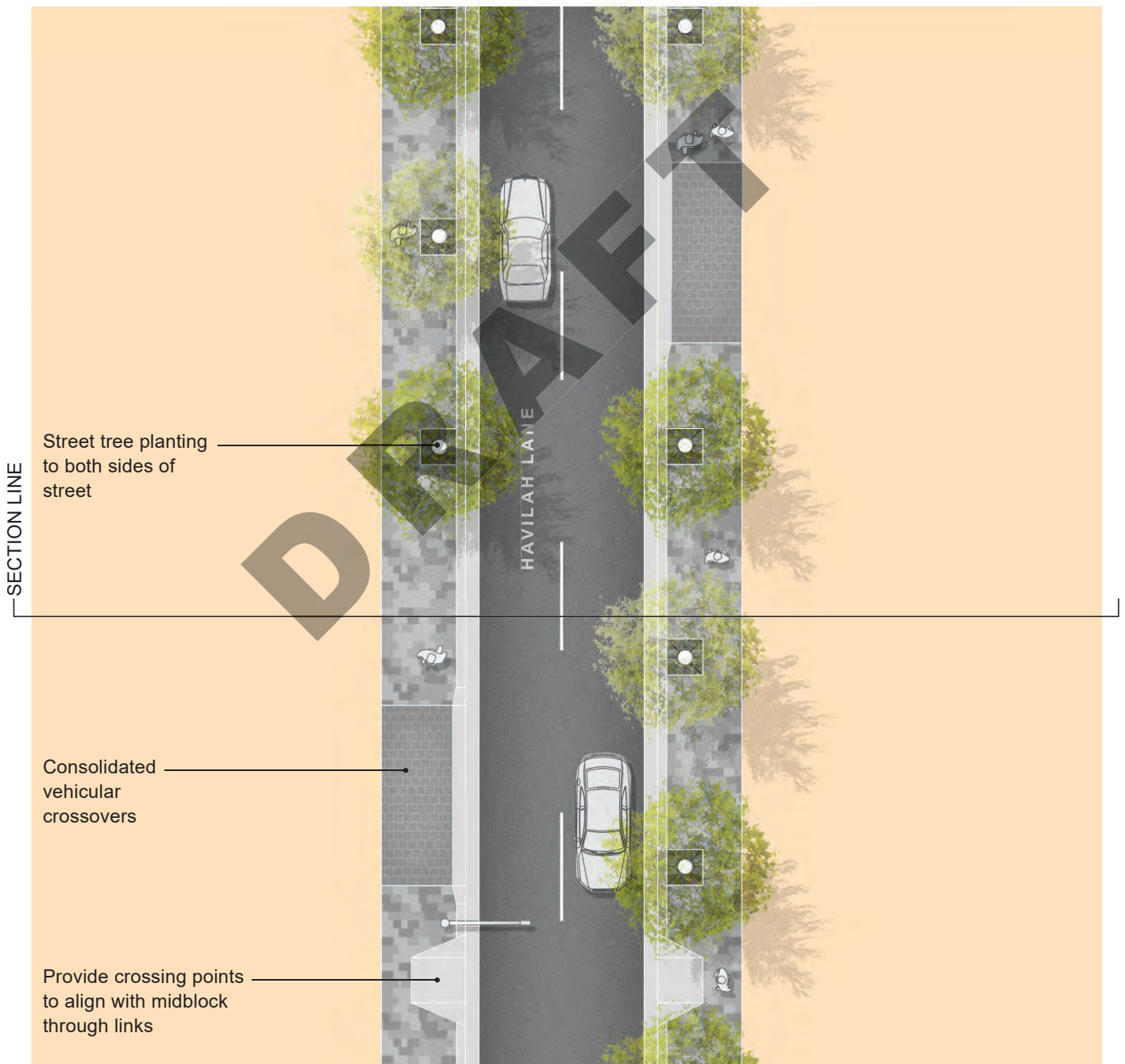
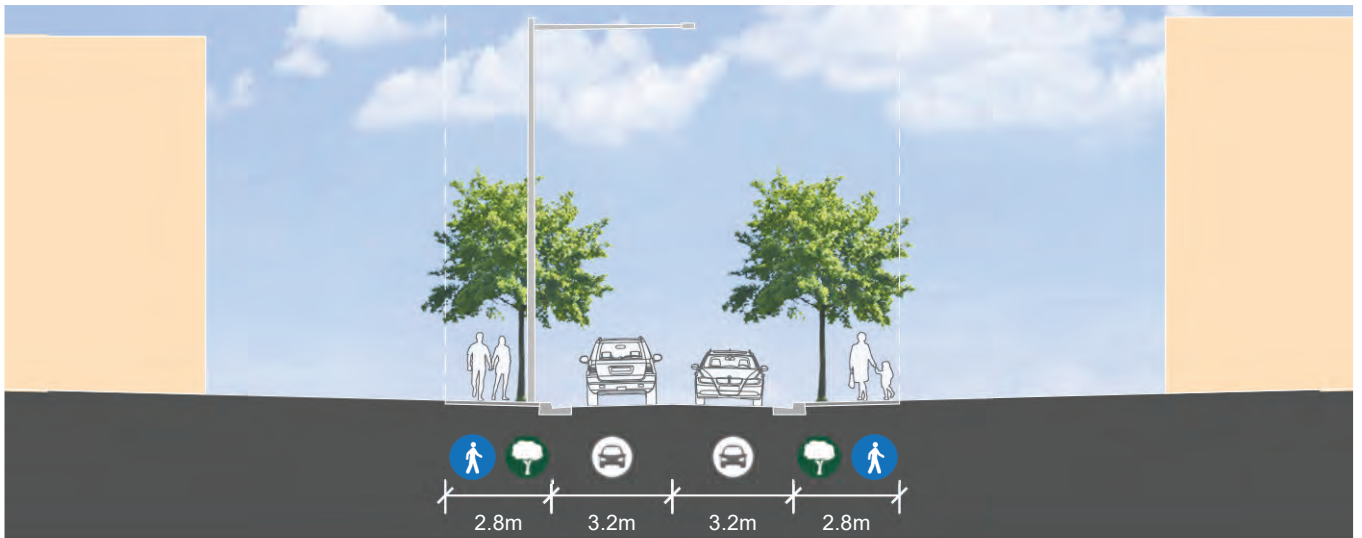
- None.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.

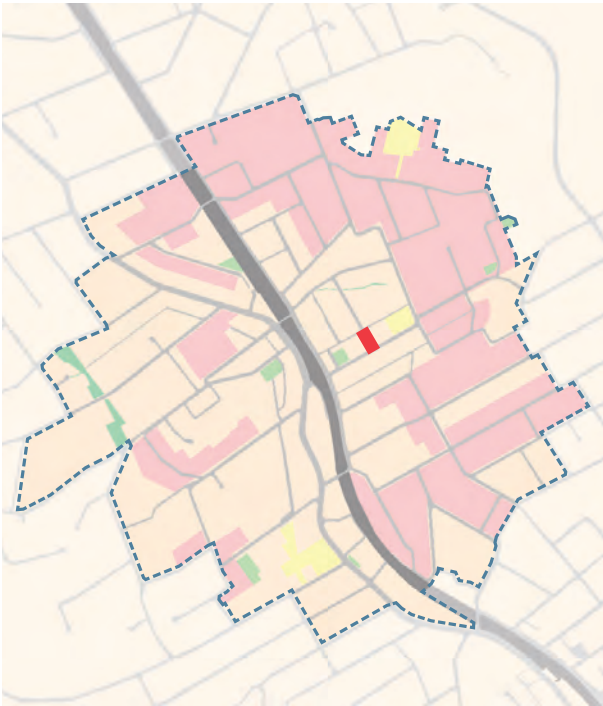


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5 MILRAY STREET (KOCHIA LANE TO TRYON ROAD)



► Designed Future Character

This portion of Milray Street will be an important vehicular entry point to the Lindfield Village Green and commuter parking. Traffic calming measures will be introduced such as raised intersections and a raised pedestrian crossing near Tryon Road.

► Street Description

- This street is part of the transition zone between the Local Centre and residential areas.
- A two-way, two lane tree-lined residential street with car parking to both sides of the street. The wide verges can support large trees.
- Existing carriageway width retained.
- Minimum 2m wide paved footpath to both sides of the street.
- Raised pedestrian crossing near intersection with Tryon Road.
- Raised intersection threshold at Lindfield Village Green car park entry.
- Grassed verges of varying width.
- Infill tree planting to match existing species, as required.

► Parking

- On-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Retain existing street trees in good condition
- Provide infill street trees of similar species, where required to complete boulevard / canopy cover such as:
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*

► Street Furniture

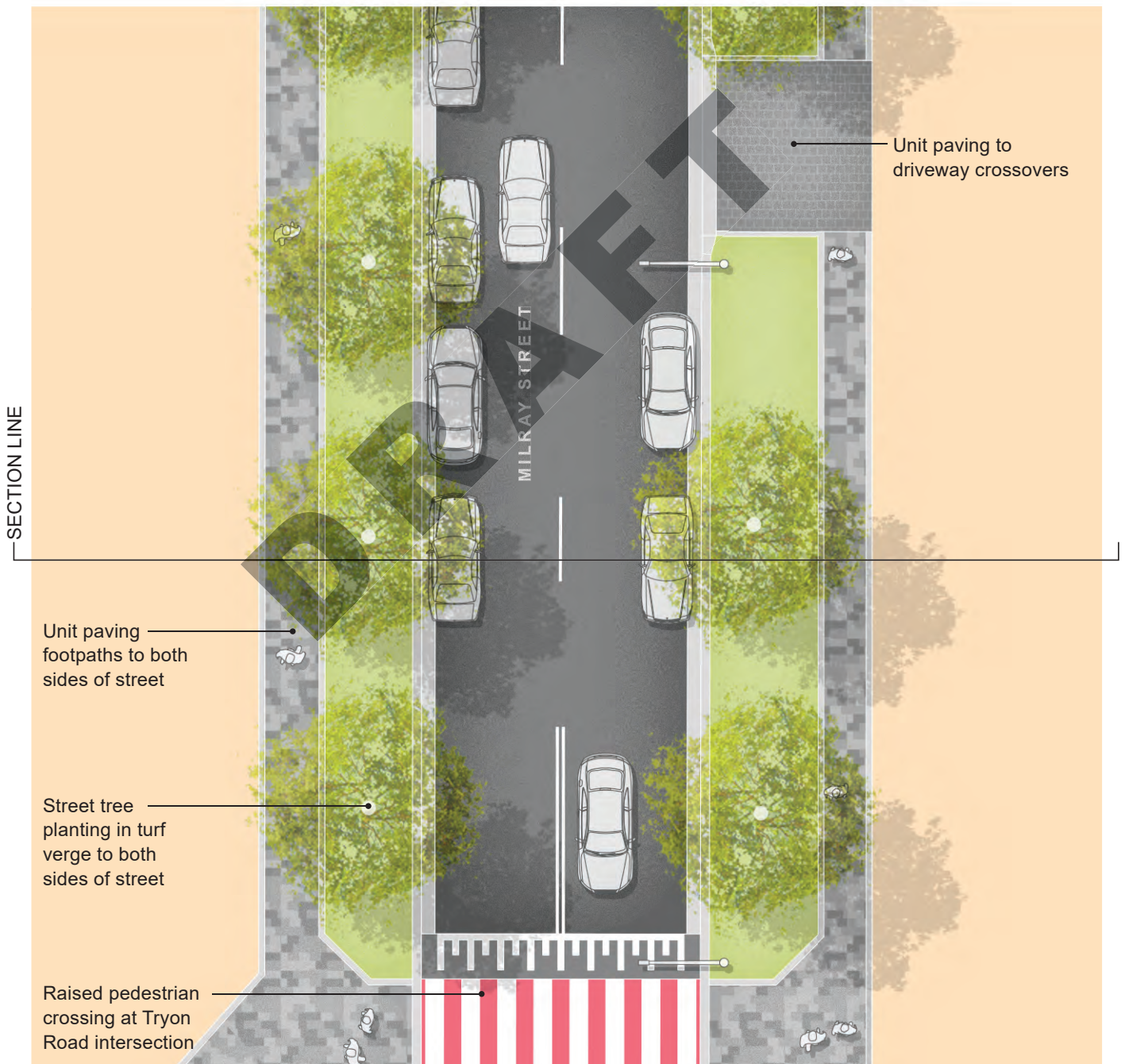
- None.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.



SECTION LINE

Unit paving footpaths to both sides of street

Street tree planting in turf verge to both sides of street

Raised pedestrian crossing at Tryon Road intersection

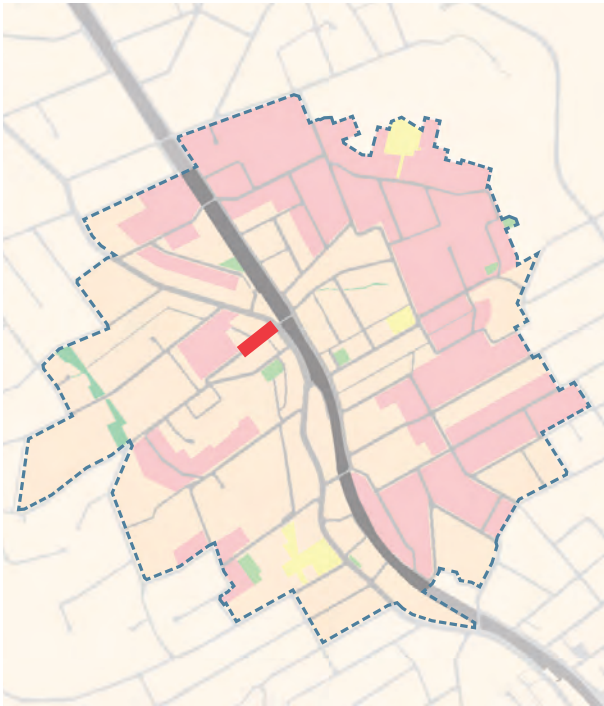
Unit paving to driveway crossovers

Notes



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6 BALFOUR STREET (PACIFIC HIGHWAY TO BALFOUR LANE)



► Designed Future Character

The eastern end of Balfour Street will be part of the commercial precinct of Lindfield. On-street parking will be retained where possible. The landform and existing trees of Balfour Street restricts the width of the footpaths. Minimum path widths must be applied. Where possible, increase width to maximum widths specified.

► Street Description

- A two-way tree-lined street with car parking to both sides of the street.
- The wide verges can support large trees and allow manipulation of the landform to accommodate changes in level across and along the street.
- South of Bent Lane, the minimum path width is to be 1.5m on both sides of Balfour Street with planted verges supporting street trees. Maximum path width is to be 1.8m.

► Parking

- On-street parking to both sides of the street, where possible.

► Paving

- Northern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street (east of Bent Lane):
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street (west of Bent Lane):
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Infill planting to match existing tree species such as:
 - *Callicoma serratifolia*
 - *Lophostemon confertus*

► Street Furniture

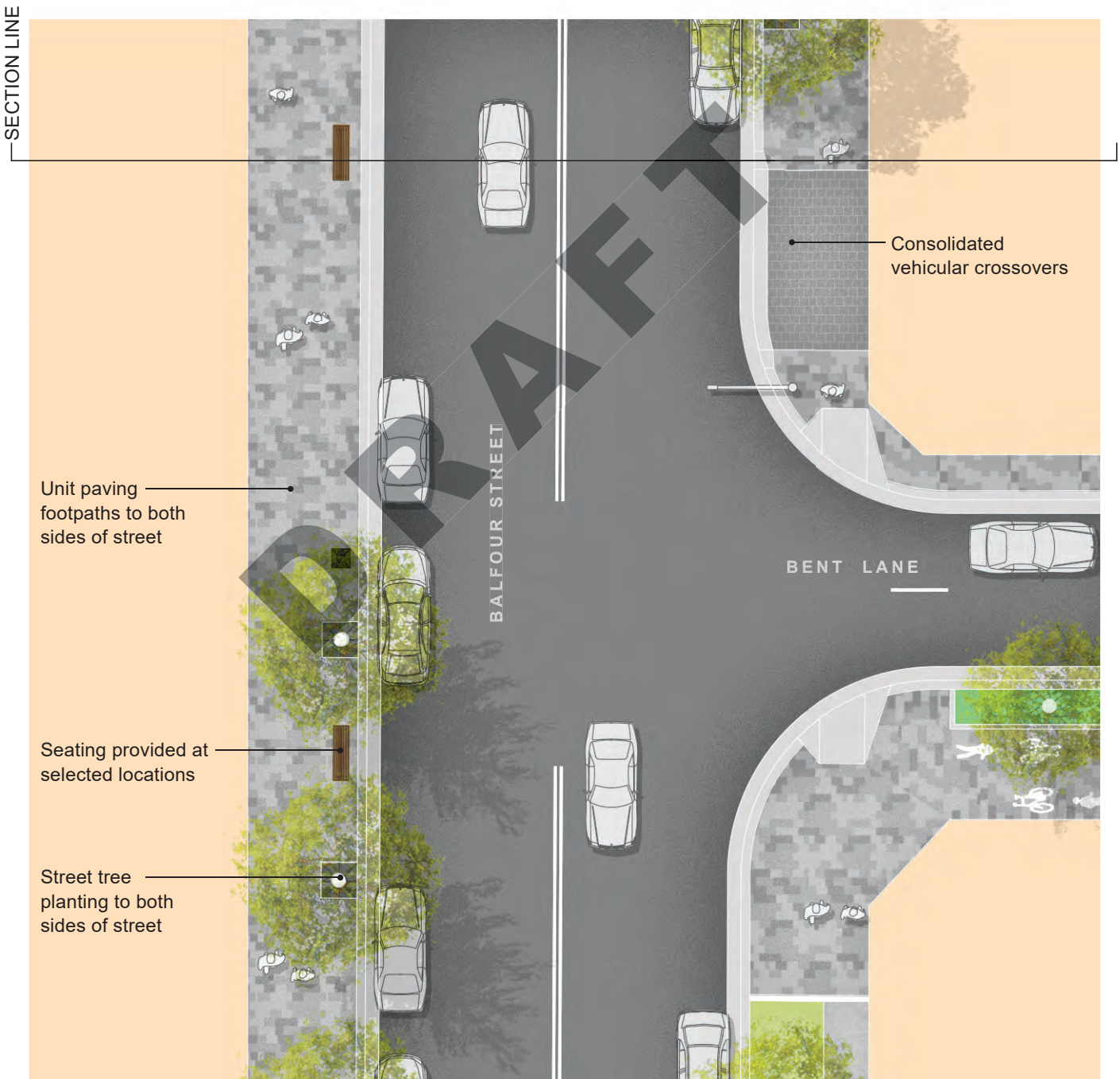
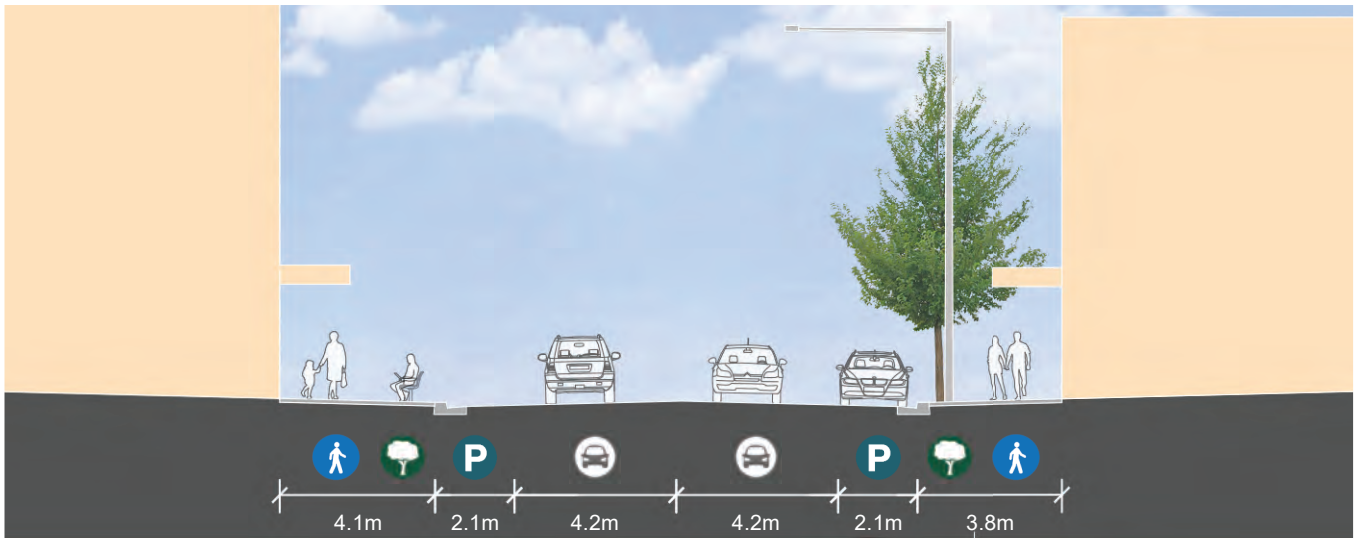
- Seats at key crossing and gathering areas.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



Unit paving footpaths to both sides of street

Seating provided at selected locations

Street tree planting to both sides of street

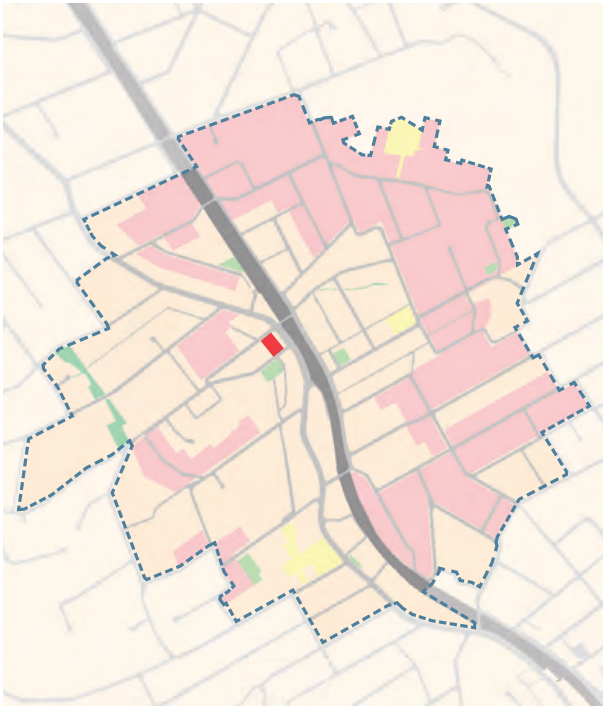
Consolidated vehicular crossovers

Notes



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7 BENT LANE



► Designed Future Character

The activation of Bent Lane is to be encouraged through the development of rear block areas as an alternative pedestrian corridor and to provide quieter retail areas away from Pacific Highway.

Bent Lane will form part of the transition from the core commercial centre to high density residential area.

New footpaths and tree planting along with street frontage activation will provide an improved pedestrian environment along with new retail and commercial opportunities. The shared pedestrian / cycle path provides a safer cycling route to the future Hub and residential areas.

The upgrade and widening of Bent Lane will be through additional land dedication to Council as part of the redevelopment of adjoining sites.

► Street Description

- A two-way, low speed environment street.
- Paved footpaths, an increased setback for tree planting and no on-street parking will improve the pedestrian experience.
- Vehicular access to properties fronting Pacific Highway will need to be provided.
- A wide shared path to the western verge will provide a safer cycling route to the future Hub and residential areas.

► Street Cross Section

Typical street cross section (west to east) to be:

- 3m paved shared pedestrian / cycle path
- 1.65m planted verge with tree planting.
- 3m traffic lanes, one each way.
- Minimum 1.5m footpath to eastern side of carriageway.

A 6m landscaped setback to adjoining residential development will visually provide a wider corridor and green space.

► Parking

- No on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
 - Medium sized canopy trees such as:
 - *Glochidion fernandi var. ferdinandi*
 - *Corymbia eximia*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

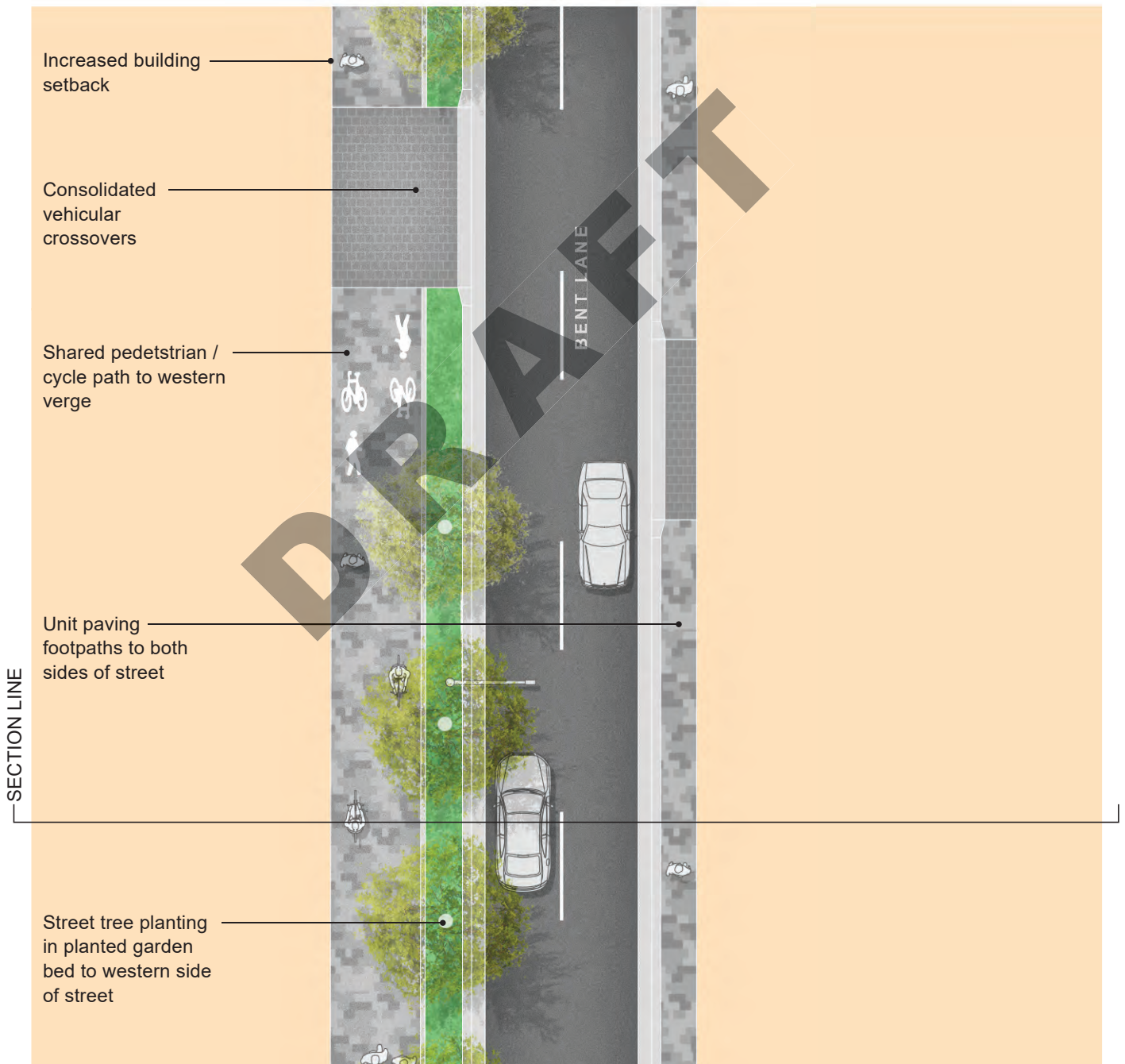
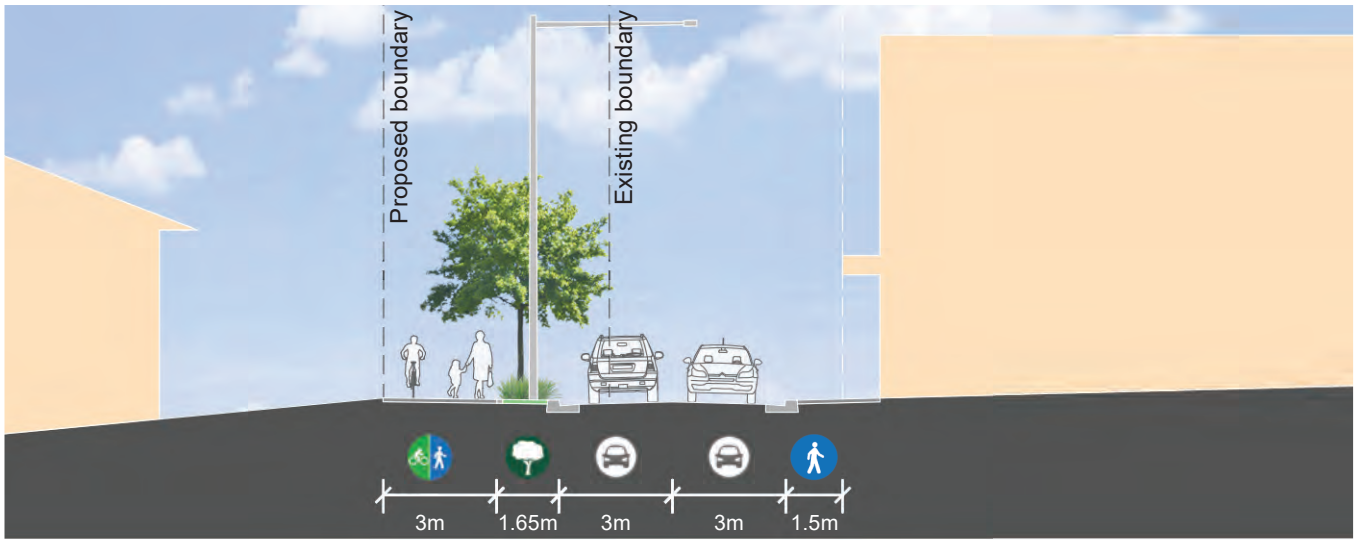
- Provide one bin at each end of the lane, outside of shared path.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.

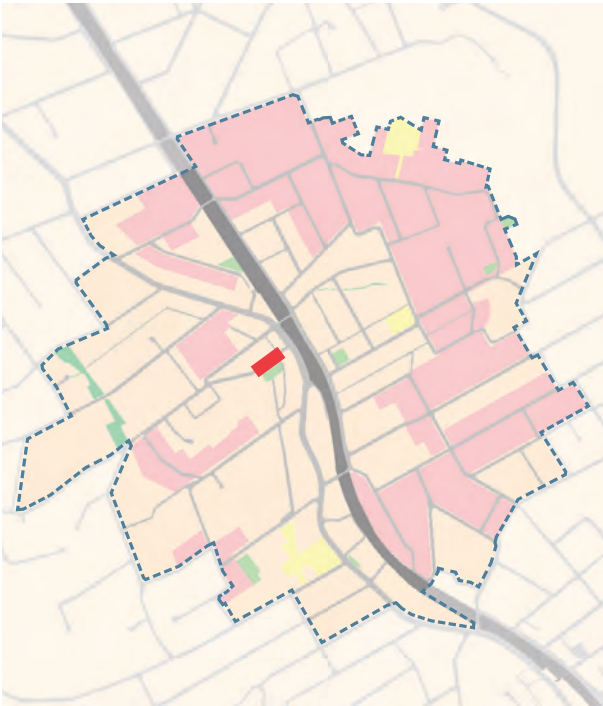


Notes



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8 BENT STREET (BENT LANE TO DROVERS WAY)



► Designed Future Character

The eastern end of Bent Street will become a minor commercial street of the retail precinct. On-street parking will be retained where possible. The landform of Bent Street restricts the width of the footpath. Wider paths will require retaining walls or steep slopes that will be difficult to maintain.

► Street Description

- A two-way tree-lined street with car parking to both sides of the street.
- The wide verges can support large trees and allow manipulation of the landform to accommodate changes in level across and along the street.

► Street Cross Section

Typical street cross section to be:

- 1.8m paths with grass verge or planted verge (where slope exceeds 1:4) on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Northern side of street:
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Southern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Infill planting to match existing such as:
 - *Corymbia eximia*
 - *Jacaranda mimosifolia* (not over paved areas)

► Street Furniture

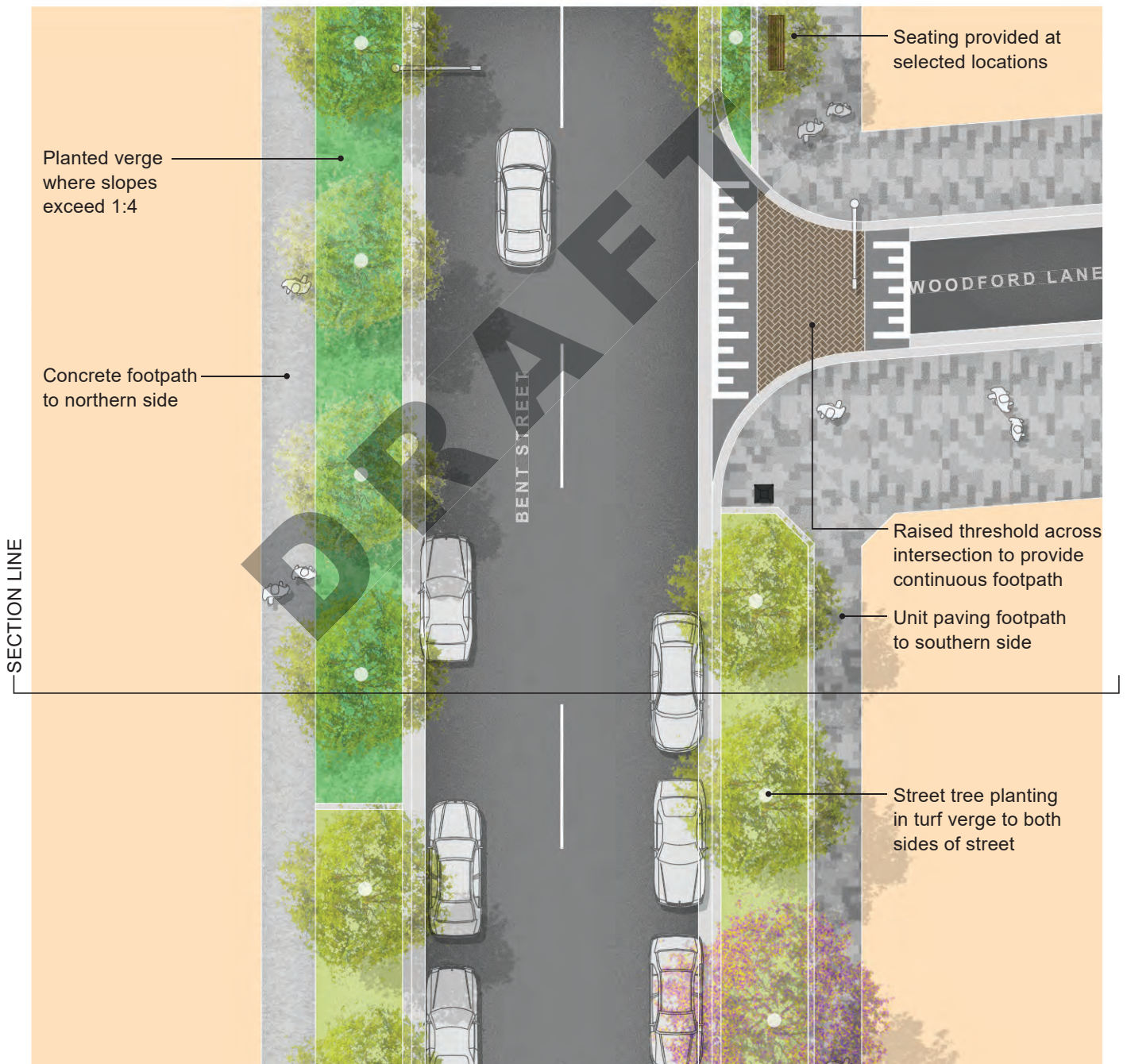
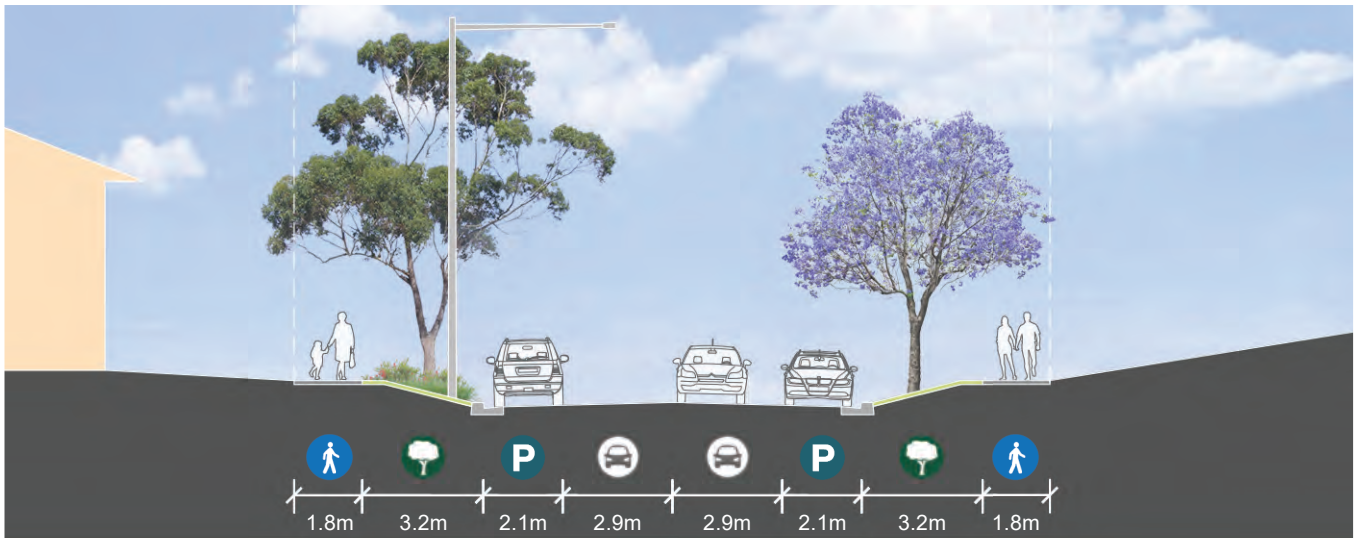
- Seats and bins at 60-100m intervals along the frontage to the Lindfield Village Hub precinct.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.

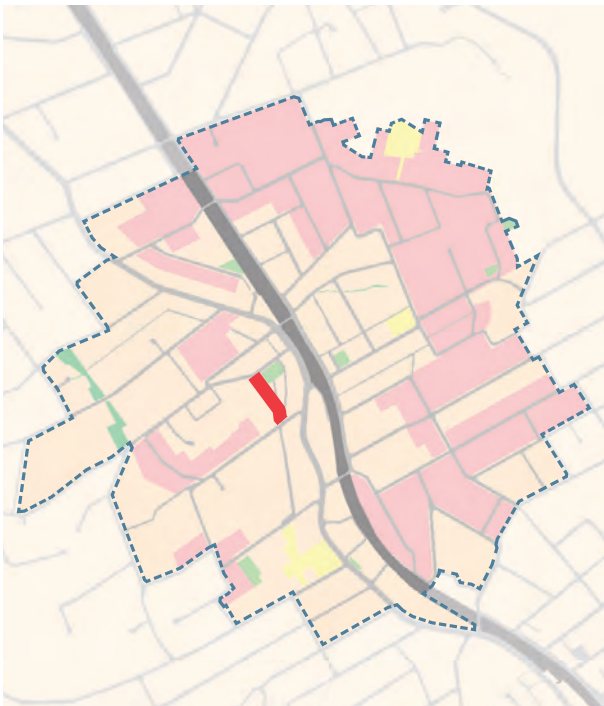


Notes



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9 DROVERS WAY (BENT STREET TO BEACONSFIELD PARADE)



► Designed Future Character

Drovers Way will be realigned as part of the Lindfield Village Hub project and become a new street. It will be a new frontage for residential properties to the west and to the Village Hub to the east, with retail offerings at street level. This special character street marks the western edge of the retail core.

► Street Description

- Two-way street with indented parking bays on both sides of the street.
- Tree planting will be in blisters and in tree pits in paved areas.

► Street Cross Section

Typical street cross section (west to east) to be:

- 1.5m paved footpath.
- 2.3m indented and paved parking bays.
- 2 traffic lanes of 3.25m each (two-way).
- 2.3m indented and paved parking bays.
- 2.4m paved footpath.

► Parking

- Time restricted on-street parking in bays between tree planting blisters.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Large sized canopy trees such as:
 - *Angophora floribunda*
 - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

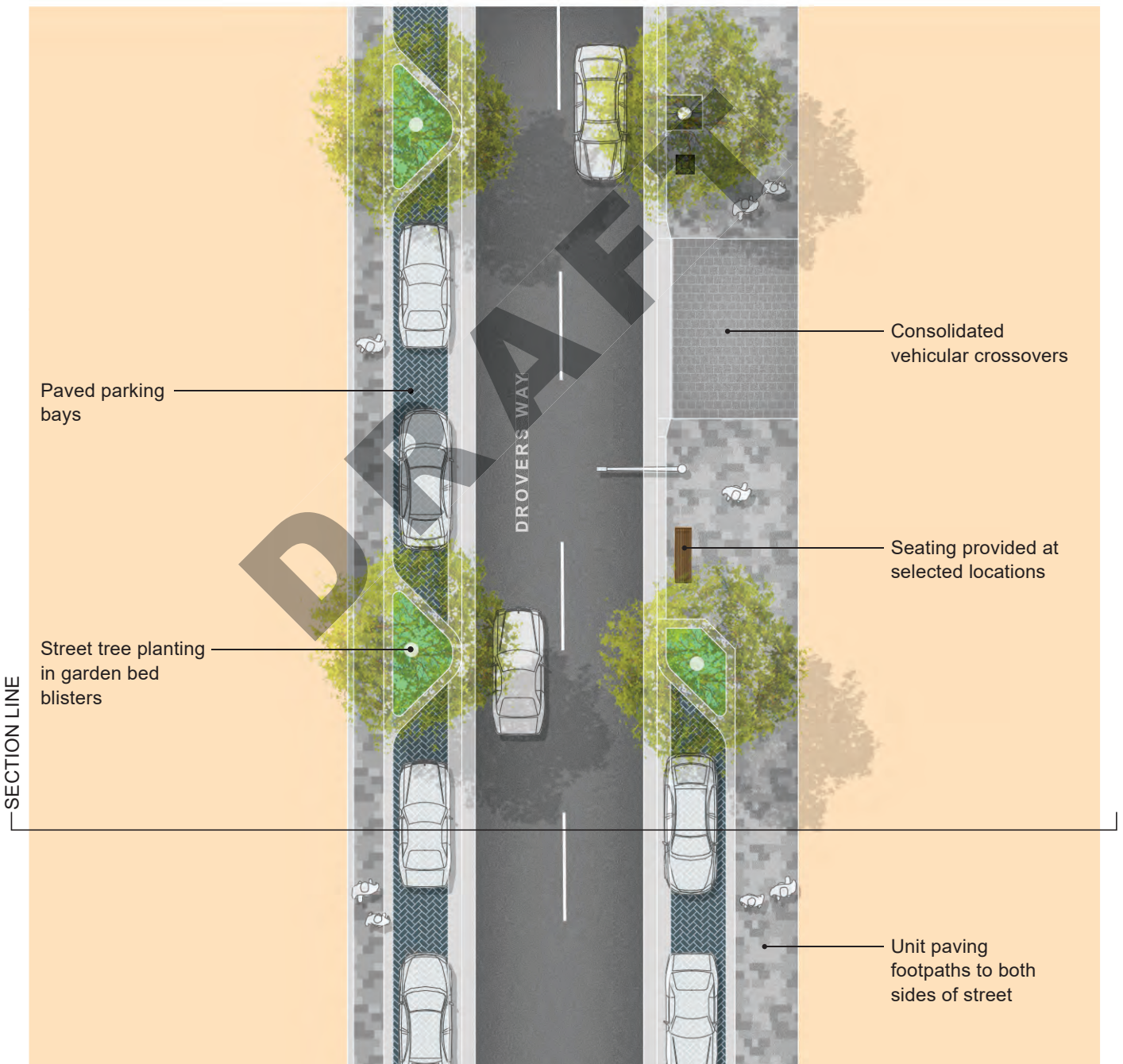
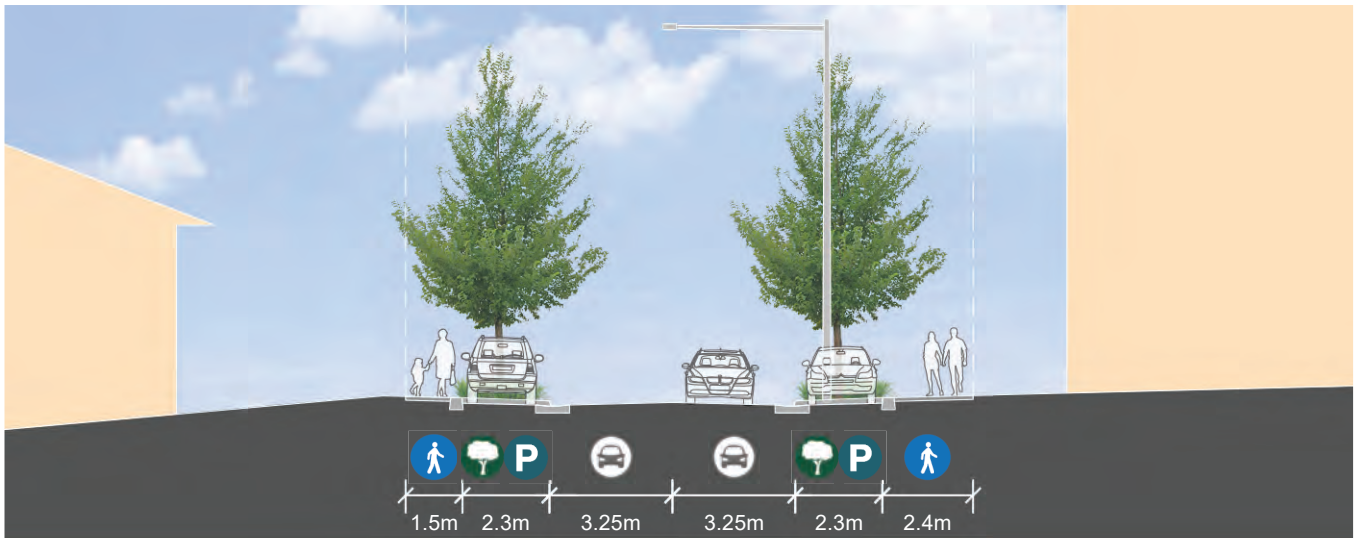
- Provide variety of seating opportunities.
- Bins at maximum 100m spacing.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

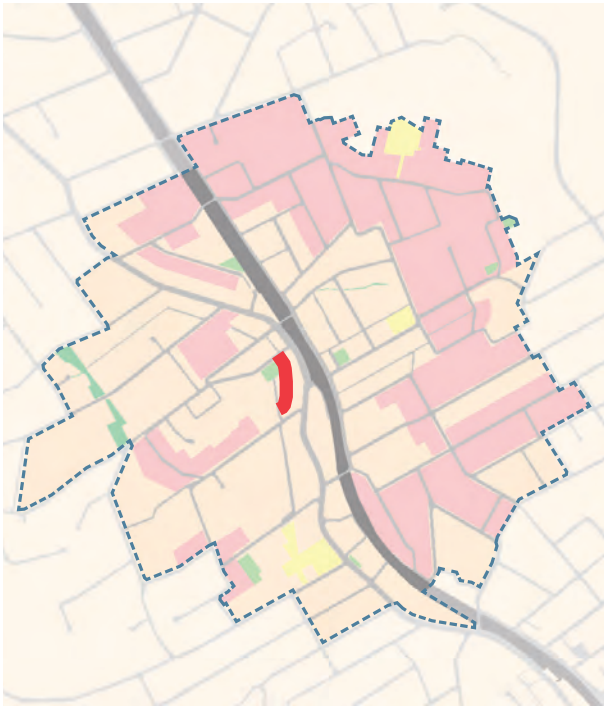
- Underground power.



Notes



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► Designed Future Character

Woodford Lane will be converted from a rear access lane to a destination. The lane will be upgraded through the Lindfield Village Hub project. Activation will be facilitated through spaces for outdoor dining, generous footpaths and retail frontages. Opportunities will exist for properties fronting Pacific Highway to have dual frontages – one to the highway and the other to the lane.

The development around the lane will provide an alternate, quieter pedestrian movement corridor through the Local Centre. Through-block pedestrian connections will be retained, upgraded and additional connections encouraged between the highway and Woodford Lane.

► Street Description

- Woodford Lane will be a slow traffic environment with one-way traffic southbound, towards Beaconsfield Parade.
- On-street parking will be available on one side of the lane in recessed parking bays.
- Raised pedestrian crossings will slow traffic and provide safer crossing points for pedestrians at both ends of Woodford Lane and midblock to align with through-block pedestrian links to the highway.
- Generous footpaths with tree planting will be provided to both sides of the lane.

► Street Cross Section

Typical street cross section to be:

- Minimum 3m wide paved footpaths to both sides of the lane.
- 2.4m wide recessed parking bays.
- 4m wide trafficable one-way lane.

► Parking

- Time restricted on-street parking on western side of street in bays between tree planting blisters.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Large sized canopy trees such as:
 - *Angophora floribunda*
 - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

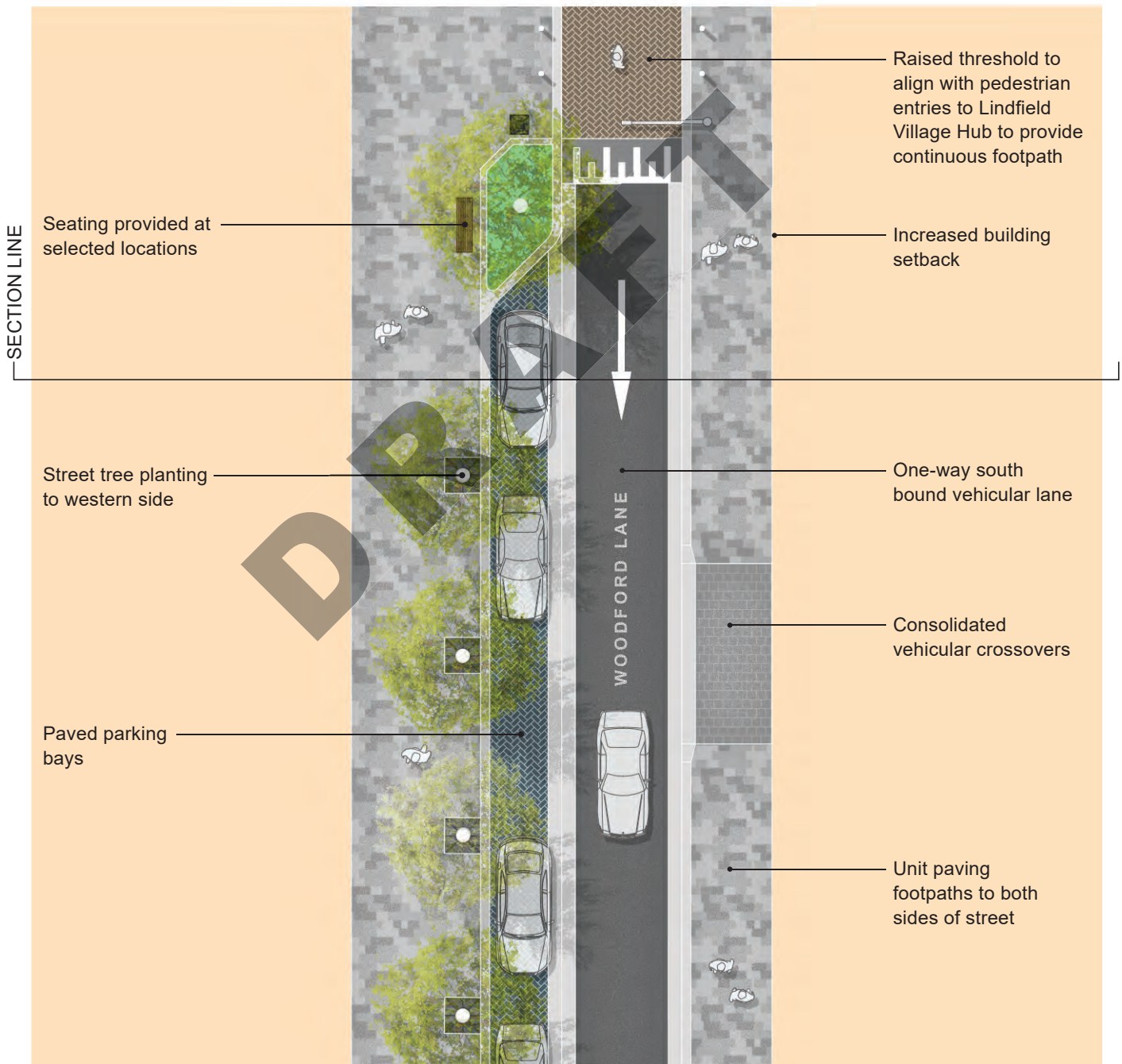
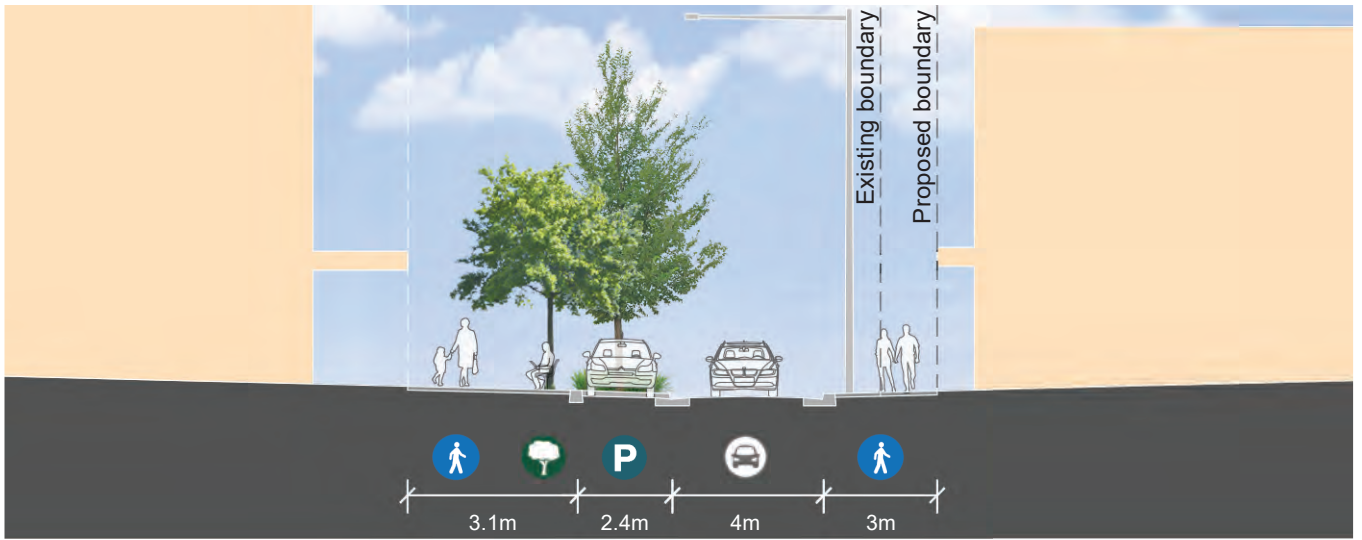
- Provide variety of seating opportunities.
- Seats and bins at 60-100m intervals, preferably at key junctions / entry points.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power.



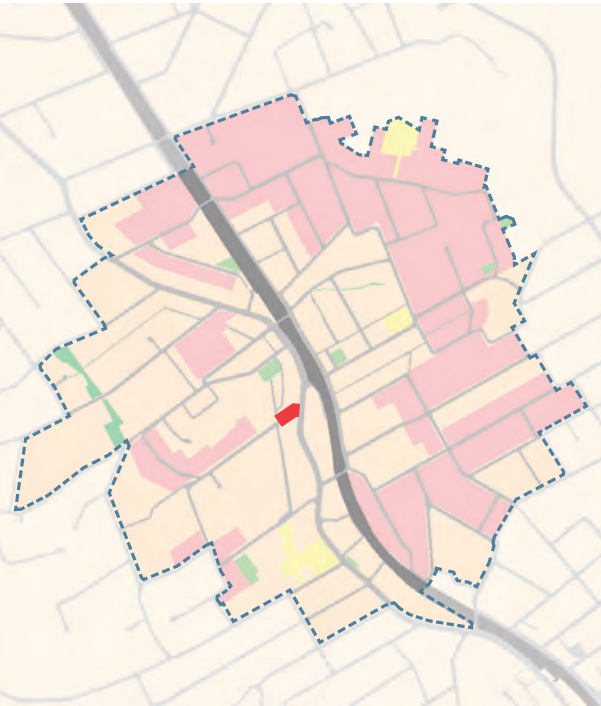
LINDFIELD

Notes



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11 BEACONSFIELD PARADE (PACIFIC HIGHWAY TO DROVERS WAY)



► Designed Future Character

The intersection of Beaconsfield Parade and Pacific Highway will become a signalised intersection allowing right hand turns to the highway. It will also provide additional crossing points for pedestrians. This will improve movement across the highway corridor.

► Street Description

- Beaconsfield Parade will be a distributor road with wide footpaths to accommodate free pedestrian movement and significant street tree planting to reflect a “gateway” moment from the residential area.
- Street frontages will be fine grained commercial frontages to activate the street.
- Provide continuous awning along shop fronts.
- Fully paved footpath 3.4m wide on northern side of the street, adjacent the buildings.
- 1.8m wide paved path along road edge on northern side of the street.
- 1.8m wide footpath at top of batter on southern side of the street.
- Tree planting (existing and new) in garden beds for shade and increased green canopy.
- High quality paving, furniture, lighting and banners.
- Provide a small seating plaza on the northern side of the street at the junction of the main footpaths of Pacific Highway and Beaconsfield Parade.

► Parking

- No on-street parking.

► Paving

- Northern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street:
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council’s Public Domain Coordinator.

► Street Tree Planting

- Retain existing trees where possible. Match species existing such as:
 - *Eucalyptus microcorys*
 - *Eucalyptus sideroxylon*

► Street Furniture

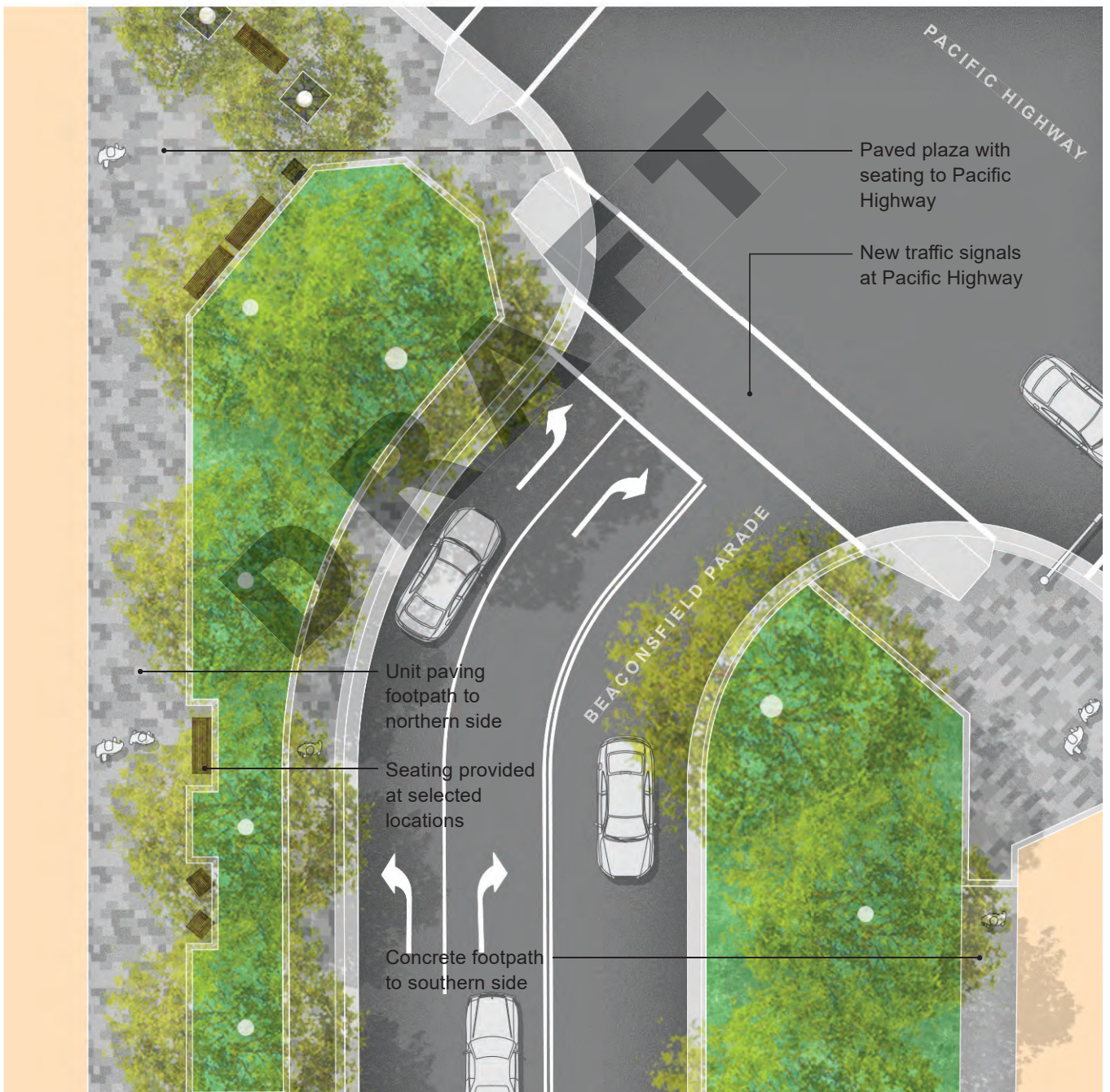
- Provide variety of seating opportunities.
- Ensure seats and bins do not interfere with pedestrian movement .

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

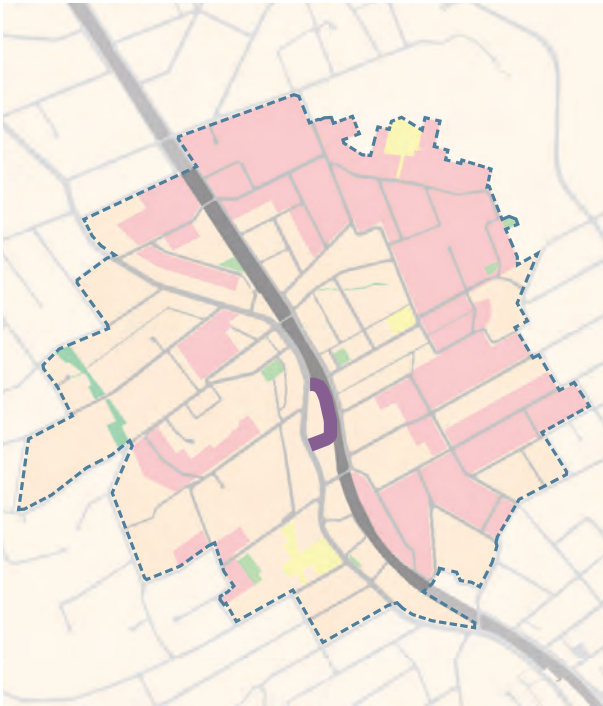
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.



Notes



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► Designed Future Character

A new lane will be created as part of the Lindfield Village Living development. This will extend Tryon Place southward and change a rear lane access to a shared zone for vehicles, pedestrians and cyclists.

► Street Description

- Tryon Place will be a one-way shared zone with unit paving, lighting and tree planting.
- The entry will be from Pacific Highway next to the Lindfield Village Living site and exit to Pacific Highway near the Lindfield rail station entry.
- Vehicular movements will be controlled with changes in paving, trees, bollards, or other street furniture elements.
- All access to driveways to properties fronting Pacific Highway in this location are from the laneway.

► Street Cross Section

The width of the laneway corridor varies, boundary to boundary. Typical street cross section to be:

- Minimum 1.2m pedestrian only zone along the western boundary.
- Minimum 4.5m shared zone.
- Minimum 1.2m landscape zone between the shared zone and the rail corridor boundary.

► Parking

- No on-street parking.

► Paving

- Local Centre Shared Zone – brick paving for shared zones as per Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Street trees to be planted in raingardens with tree vault trench underneath.
- Large canopy trees such as:
 - *Angophora floribunda*
 - *Melaleuca styphelioides*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

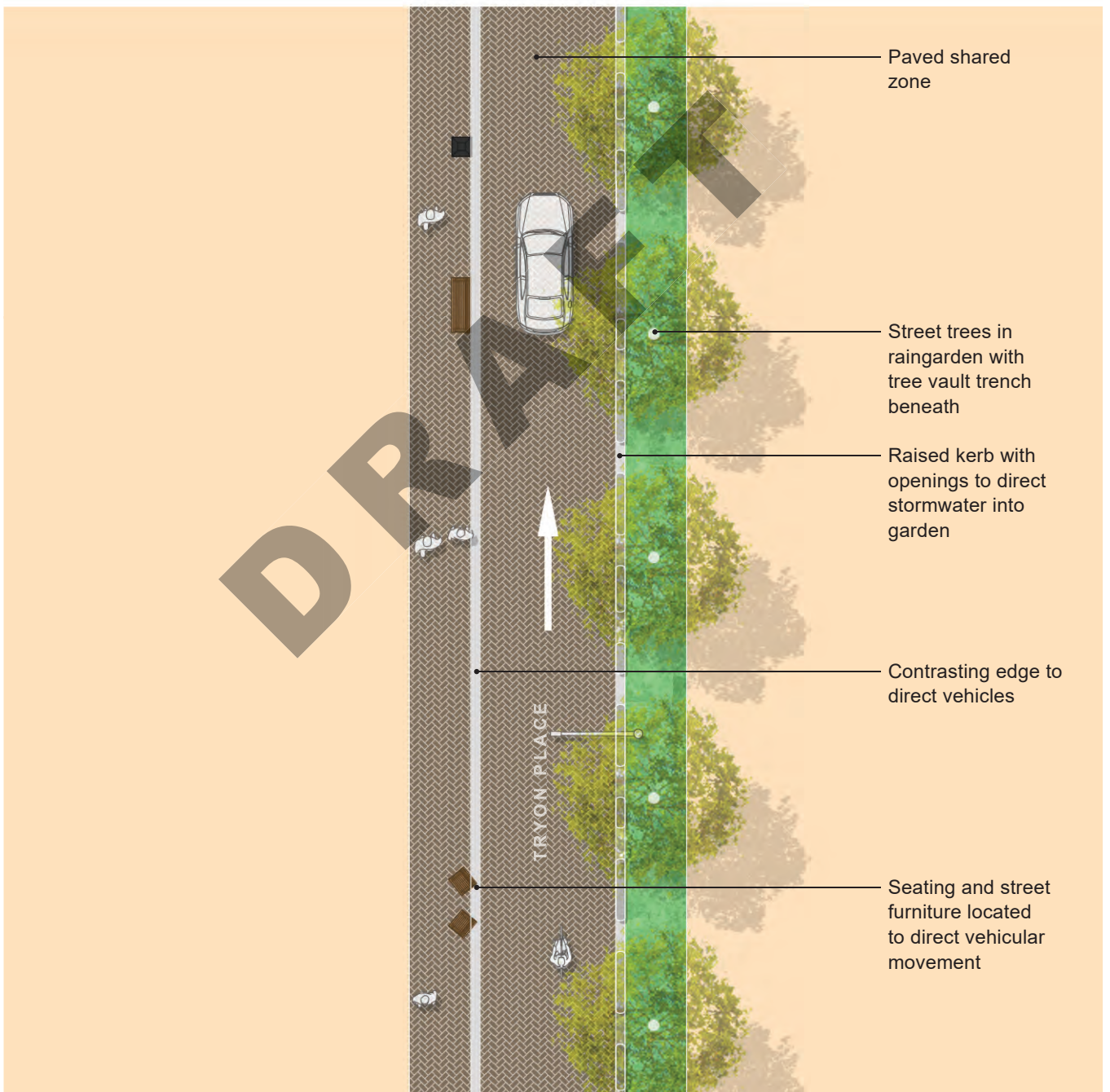
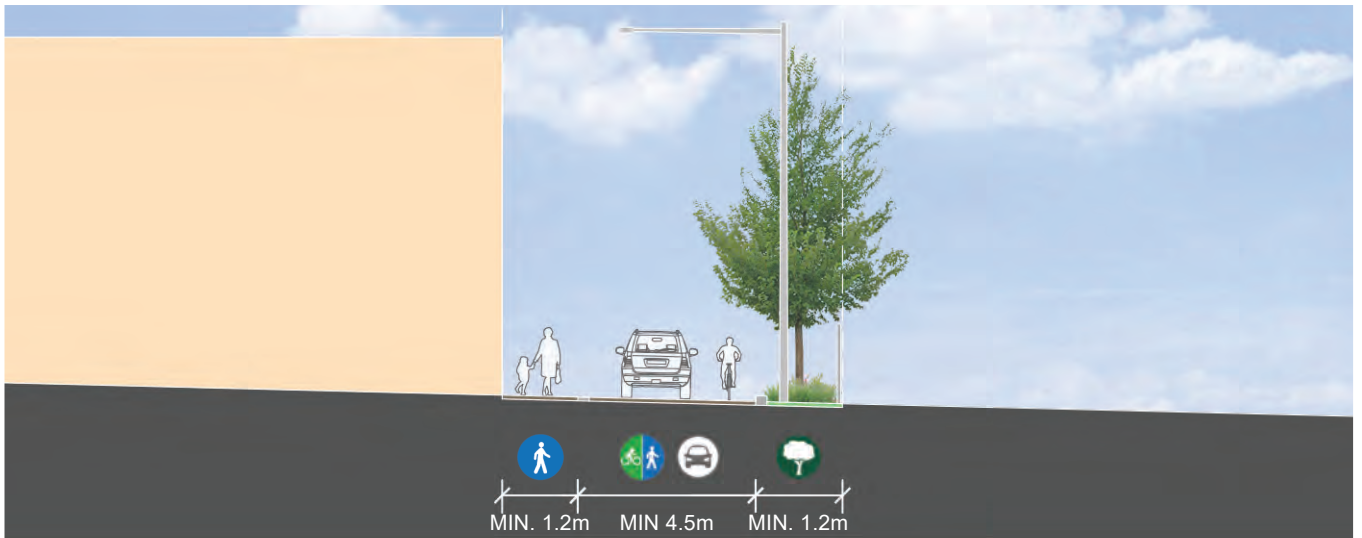
- Provide a variety of seating opportunities. Use seats as a method to direct vehicular movement.
- Bins at key locations.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

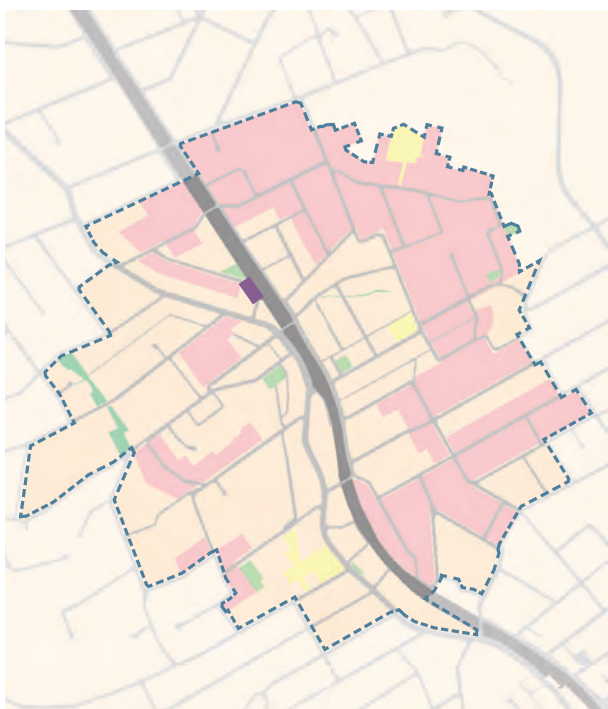
- Not applicable.



Notes



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► **Designed Future Character**

This road closure will become an extension of Ibbitson Park. It will be a pedestrian and recreational focused space. Access to existing residential properties will be retained through a shared zone with pedestrian priority. The area will be paved with improved lighting and have large areas of soft landscape supporting large trees.

The exit driveway (maximum 3m wide) from the childcare and synagogue will be relocated to be hard against the eastern boundary so that open space character can be maximised. Access to the residential properties at 8 and 10 Wolseley Road will be retained and the paved area will allow for manoeuvring in and out of the driveways. A seating height wall will create a barrier between the side exit road and the open space. An extension of this wall creates a barrier to prevent through movements of vehicles.

► **Street Description**

- The tree-lined shared zone will be paved and will only provide vehicular access to the private residential properties at 8 and 10 Wolseley Road. This will remain a road closure but will function as a shared zone.
- Turning paths for vehicles in and out of the driveways will set the width of the paved areas
- Redundant hard paved surfaces will be transformed into soft landscape zones to create an extension of the adjacent park.
- Existing trees to be retained and under pruned, where possible.

► **Parking**

- No parking within this area.

► **Paving**

- Local Centre Shared Zone – brick paving for shared zones as per Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council’s Public Domain Coordinator.

► **Street Tree Planting**

- Retain healthy existing trees, where possible.
- Under prune to improve visibility and movement beneath existing trees.
- Provide additional trees in soft landscaped areas.
- Reinforce avenue planting with species such as:
 - *Betula pendula*
 - *Lophostemon confertus*

► **Street Furniture**

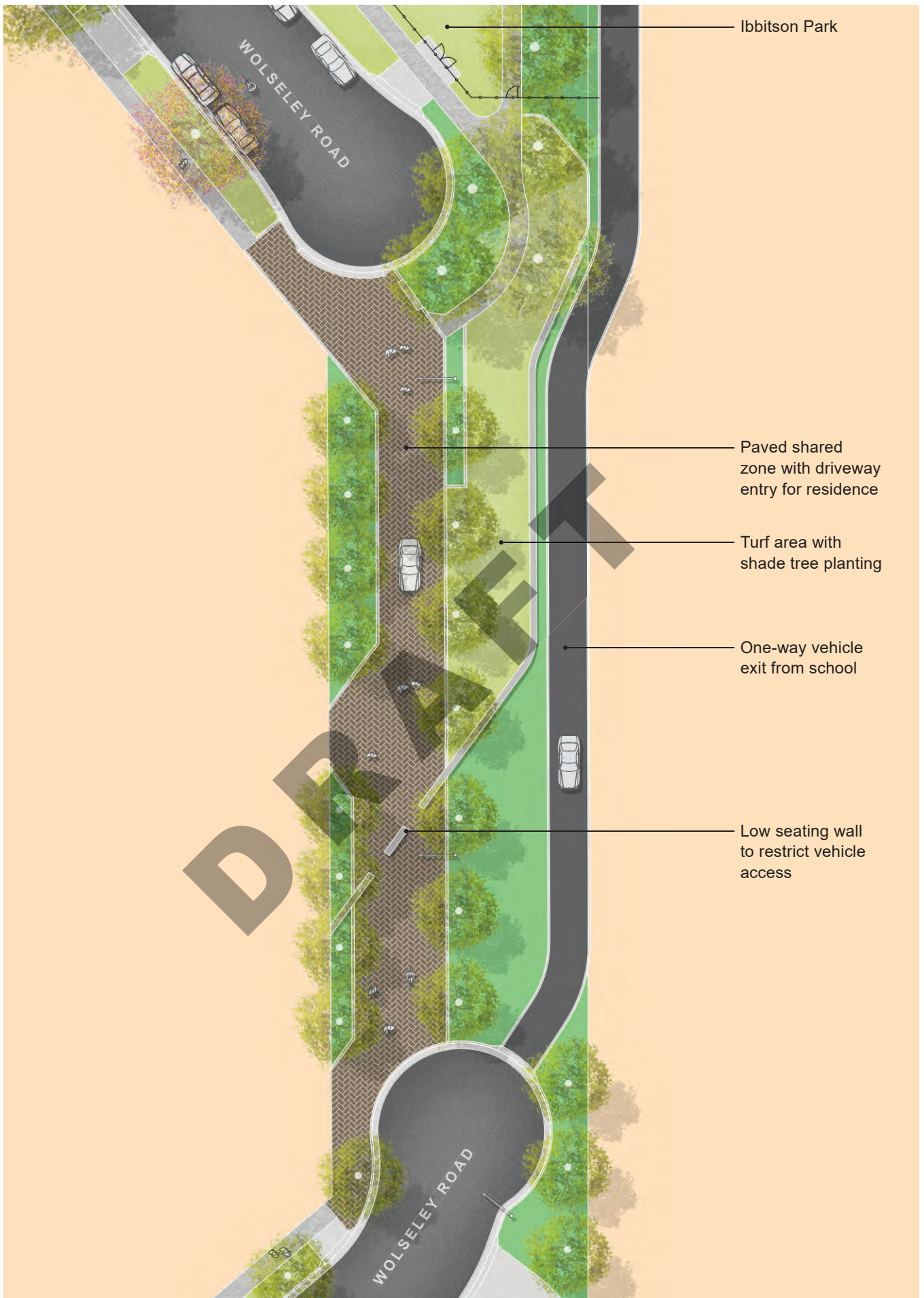
- Seats and bins are to be incorporated in the park design.
- Seating wall to act as a barrier to the exit driveway, and vehicular barrier through the shared zone.
- Bollards may be required if unauthorised vehicles become a problem.
- Control vehicular movement with changes in paving, trees, bollards, or other street furniture elements

► **Lighting**

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► **Powerlines**

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.

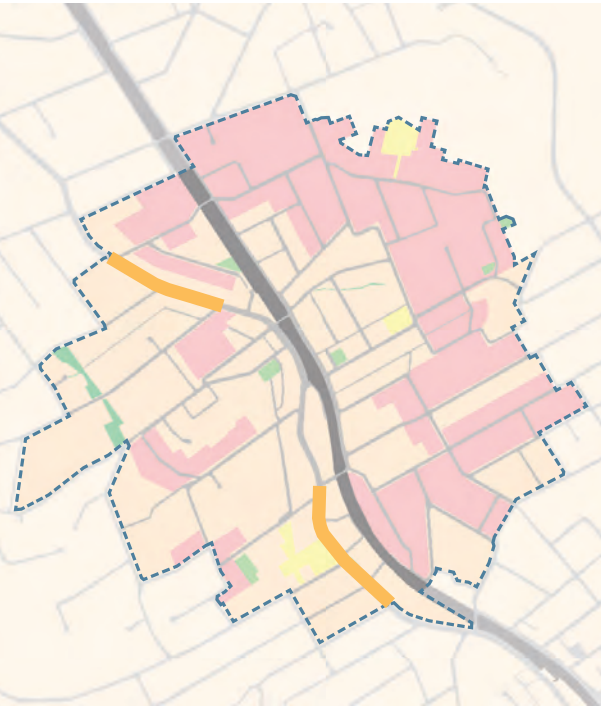


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14 PACIFIC HIGHWAY (NORTH OF HIGHFIELD ROAD, SOUTH OF STRICKLAND AVENUE)



► Designed Future Character

These sections of Pacific Highway are largely residential in character and zoning, and fall within the 800m walking catchment from Lindfield station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths are to be provided to both sides of Pacific Highway with street tree planting for shade and visual amenity.

► Street Description

- Multi-lane highway corridor with residential character and landscaped setbacks that vegetate the highway at street level.
- Retain existing street trees that are in good form.
- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- Grassed verge between footpath and carriageway.
- Encourage landscaped setbacks in private properties.
- Allow for highway widening in accordance with Transport for NSW plans, if necessary.

► Parking

- Limited on-street parking, where permitted by Transport for NSW.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Examples of trees include:
 - *Pistacia chinensis*
 - *Tristaniopsis laurina*

► Street Furniture

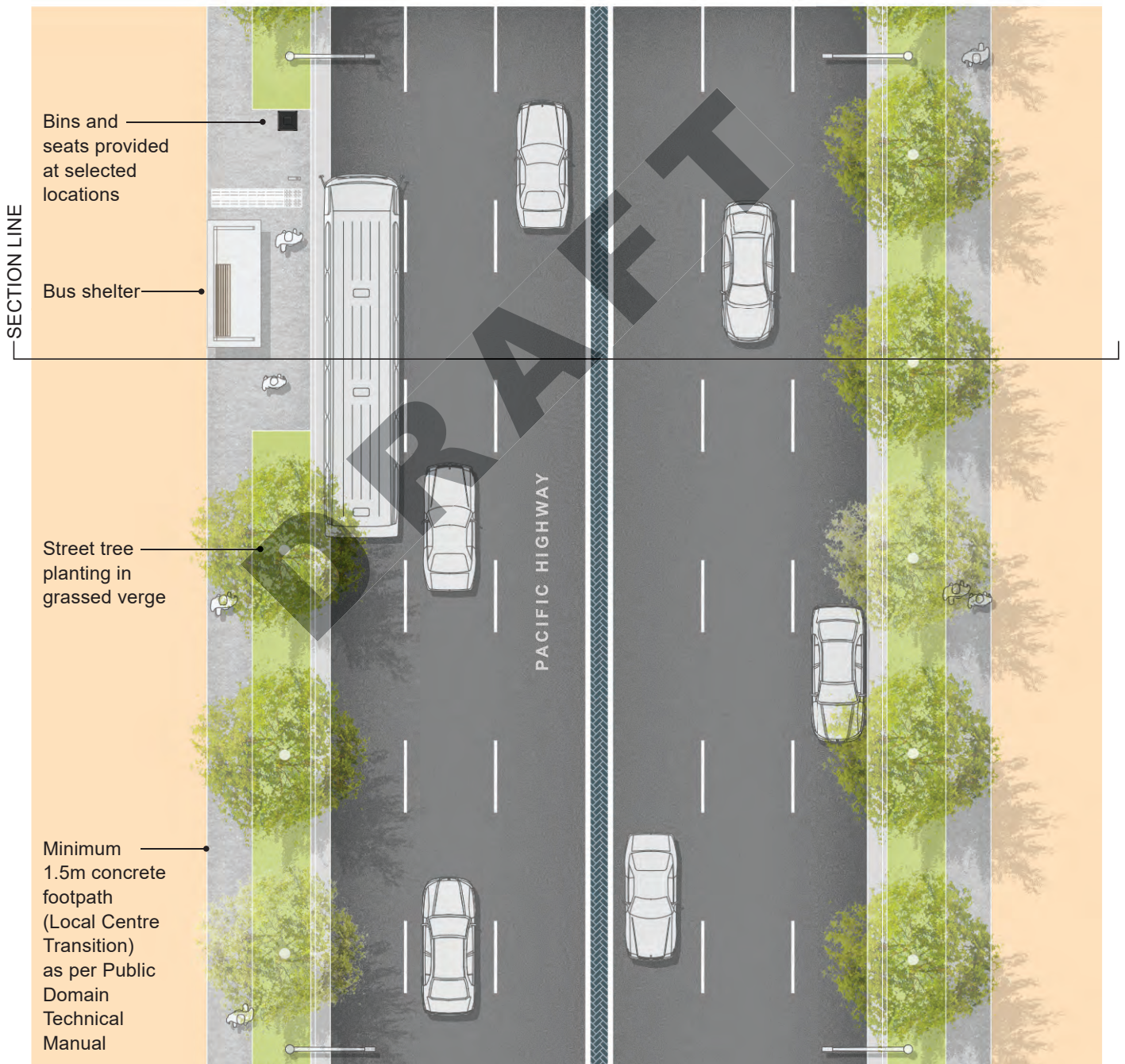
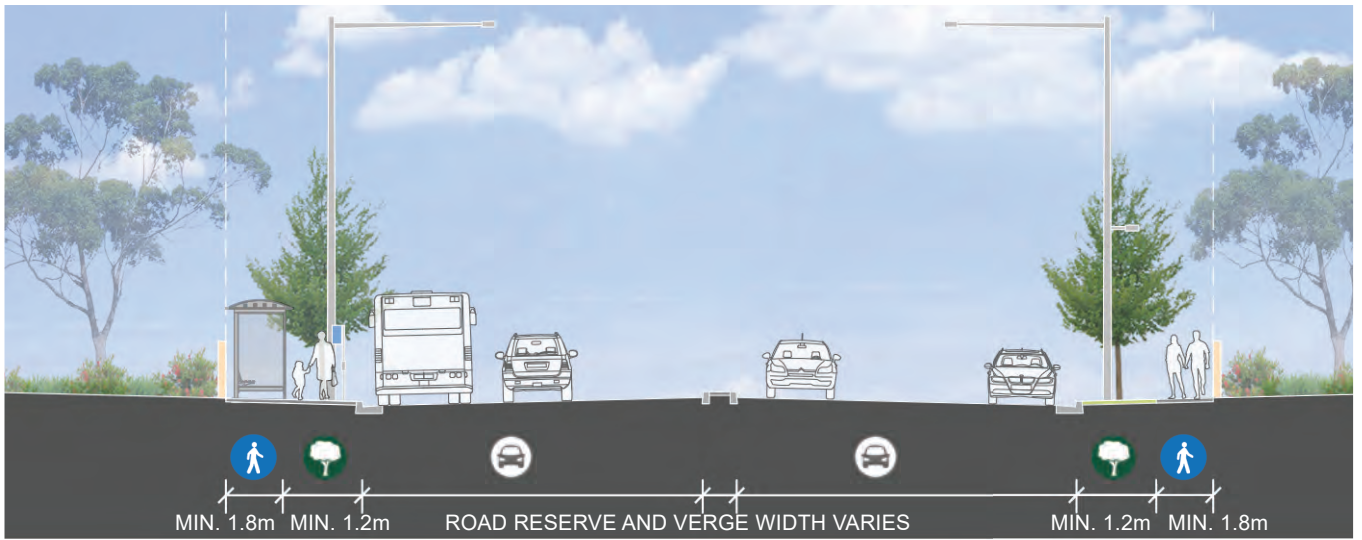
- Seats at 100m intervals and at bus stops.
- Bins at 100m intervals.

► Lighting

- Retain Ausgrid lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

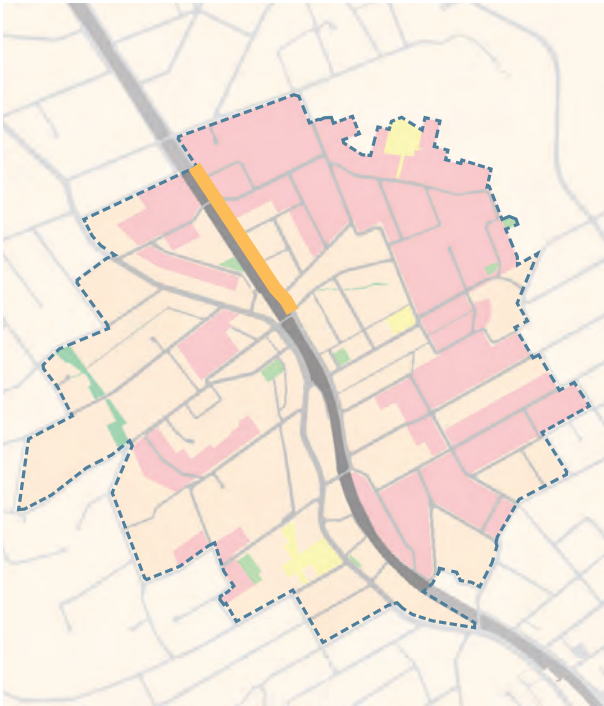
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

An objective of the Ku-ring-gai Local Strategic Planning Statement is to expand the cycle networks that connects with a greater cycle network of Sydney. A key route will be within or adjacent to the rail corridor which will ultimately have a cycle route between Hornsby and Chatswood and beyond.

Lindfield Avenue is suited to a cycle route beside or slightly encroaching the rail corridor. The landform of the section north of Havilah Road is well suited for separated cycle and pedestrian paths on the western side of Lindfield Avenue.

► Street Description

- A two-way, two lane distributor road with separated cycle and pedestrian paths to the western side with tree planting.
- A separated cycle path can be established within a licensed section of the rail corridor, to be coordinated with Transport for NSW.
- The eastern verge of Lindfield Avenue is very narrow and will only allow for a narrow pedestrian path.
- Retain existing trees where possible.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2.5m cycle path on western side of street connecting regional cycle route, to rail station and Local Centre.
- 1.2m pedestrian path.
- 0.6m soft landscape verge with native grass planting.
- Existing kerb alignment and traffic lanes retained.
- Concrete footpath for full width between kerb and boundary on eastern side of street.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Asphalt Paving - cycle path as per the Public Domain Technical Manual.
- Line marking to cycle path.

► Street Tree Planting

- No new tree planting.

► Street Furniture

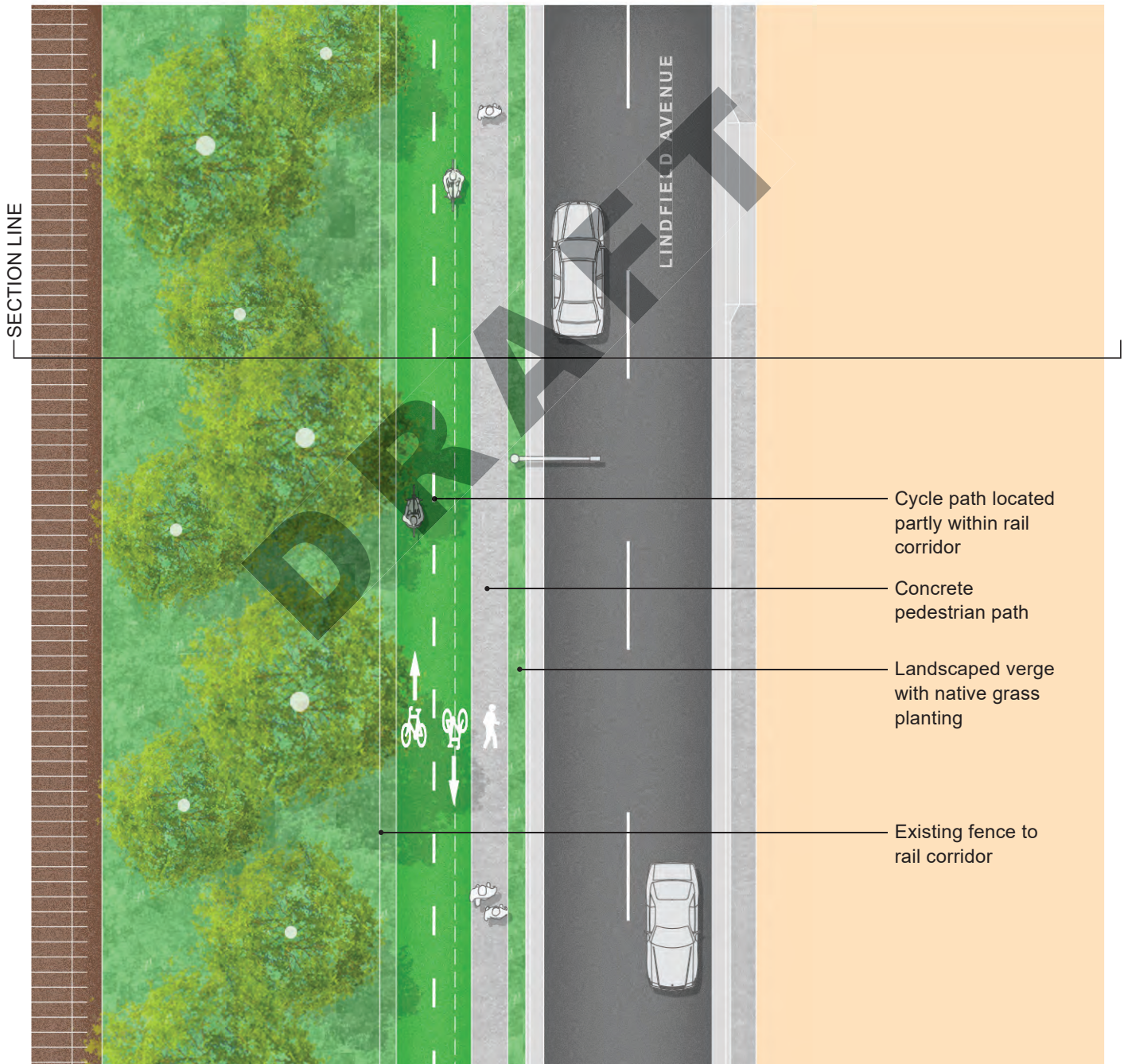
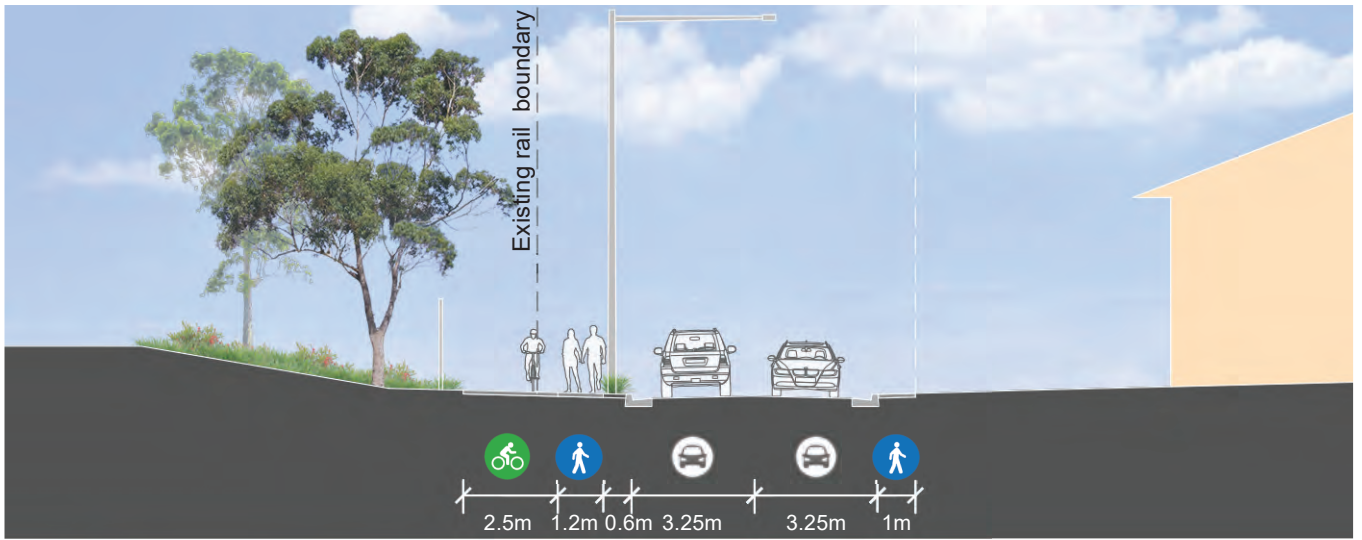
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for cycle and pedestrian path route.
- Some light poles may need to be relocated for clear path of travel.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.

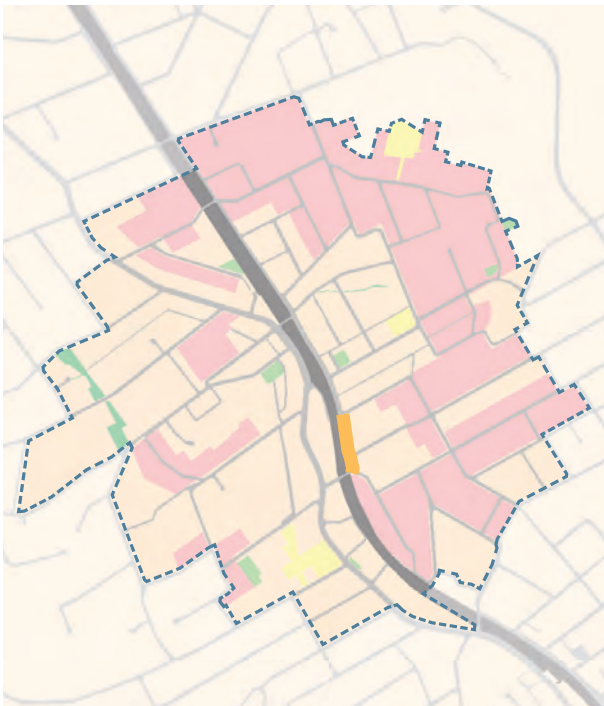


LINDFIELD

Notes



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► Designed Future Character

An objective of the Ku-ring-gai Local Strategic Planning Statement is to expand the cycle networks that connects with a greater cycle network of Sydney. A key route will be within or adjacent to the rail corridor which will ultimately have a cycle route between Hornsby and Chatswood and beyond.

Lindfield Avenue is suited to a cycle route beside the rail corridor. The landform between Russell Avenue and Strickland Avenue is well suited for a shared path on the eastern side of Lindfield Avenue.

► Street Description

- A two-way, two lane distributor road with one lane of on-street parking.
- A shared path to eastern side with tree planting where space allows.
- The removal of the parking lane on the eastern side of Lindfield Avenue will provide space for the kerb to be extended and a shared path installed.
- Parking on the western side of Lindfield is to be retained.
- Raised pedestrian and cycle crossings are to be provided at street crossings to improve safety for pedestrians and cyclists.
- Retain existing trees where possible.

► Street Cross Section

Typical street cross section (west to east) to be:

- Existing kerb alignment to the western side of the carriageway retained with concrete footpath on the western side of the street.
- 2.1m parking lane.
- 2 traffic lanes of 3m each (two-way).
- Eastern kerb to be realigned through removal of parking lane.
- 3m shared path on eastern side of street connecting regional cycle route, to rail station and Local Centre.
- Soft landscape verge with tree planting along the eastern side where space is available between the shared path and residential properties.

► Parking

- On-street parking on the western side of the street.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

► Street Tree Planting

- Retain healthy and well-formed trees that do not interfere with shared path alignment.
- Medium trees with narrow form preferred such as:
 - *Elaeocarpus reticulatus*

► Street Furniture

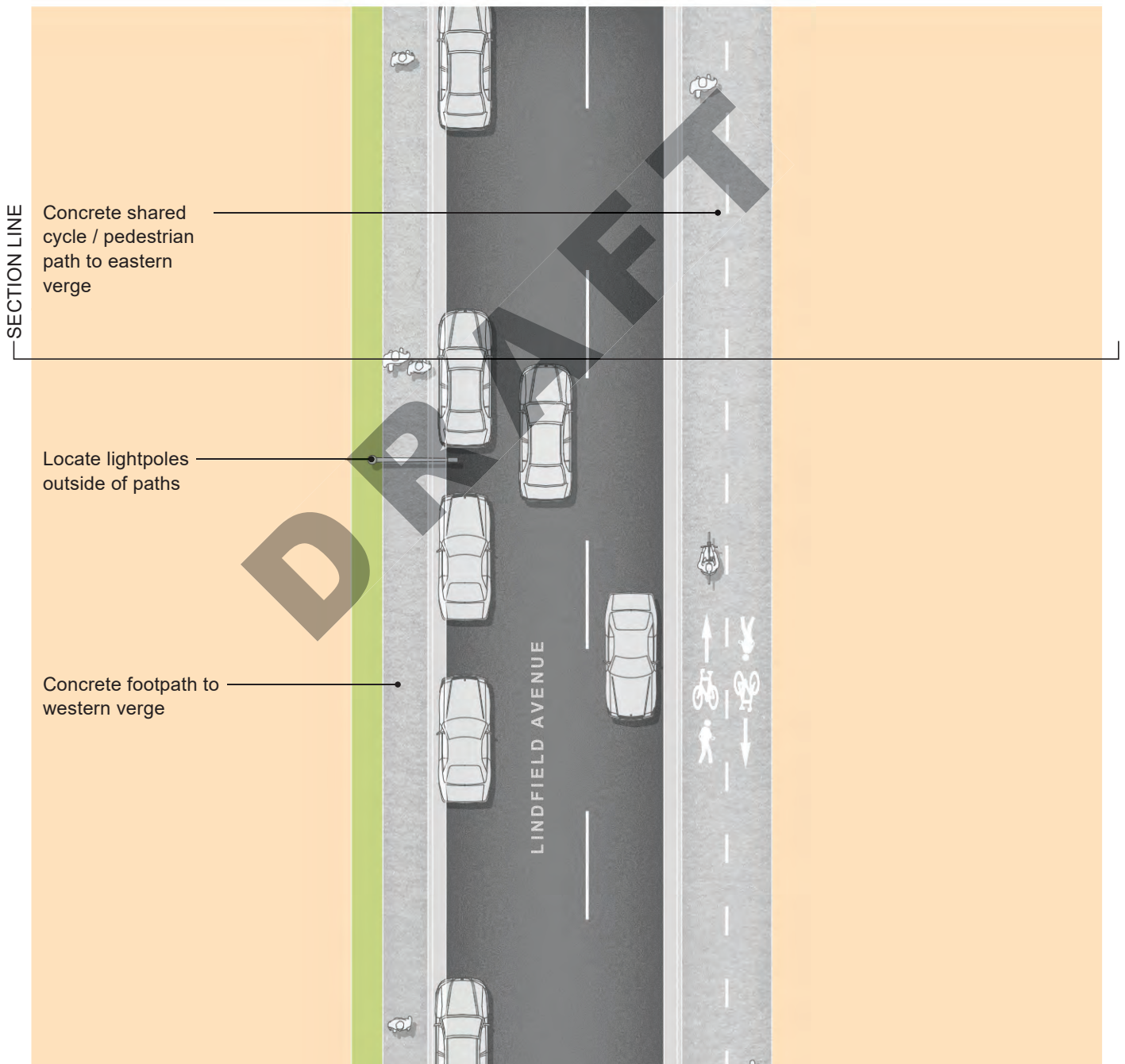
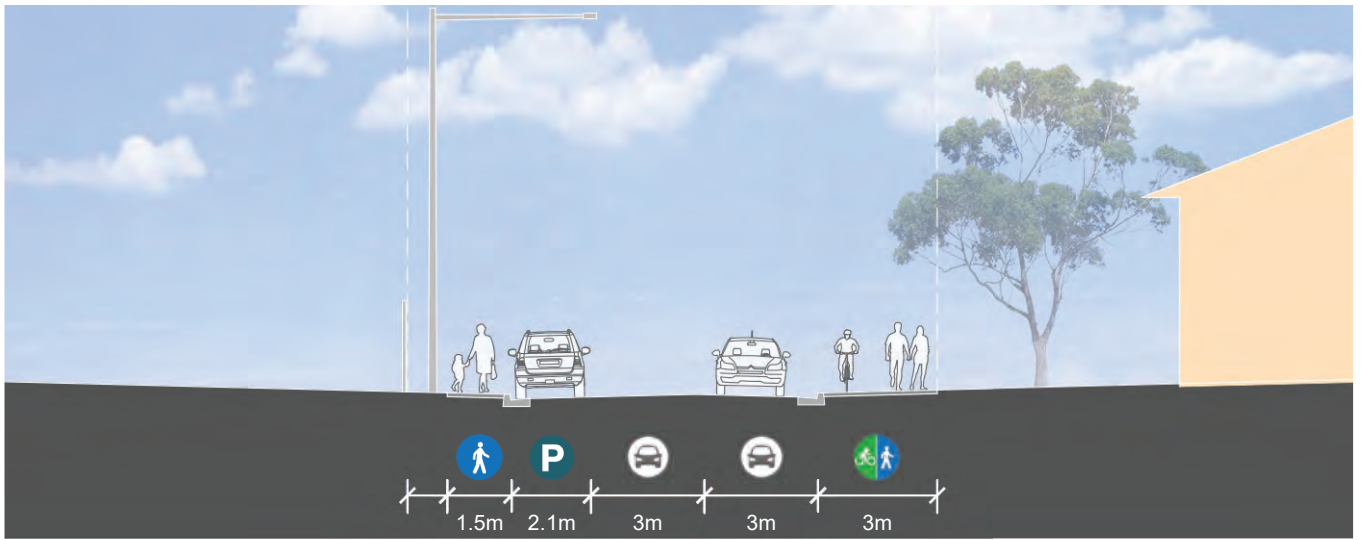
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for shared path route.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



SECTION LINE

Concrete shared cycle / pedestrian path to eastern verge

Locate lightpoles outside of paths

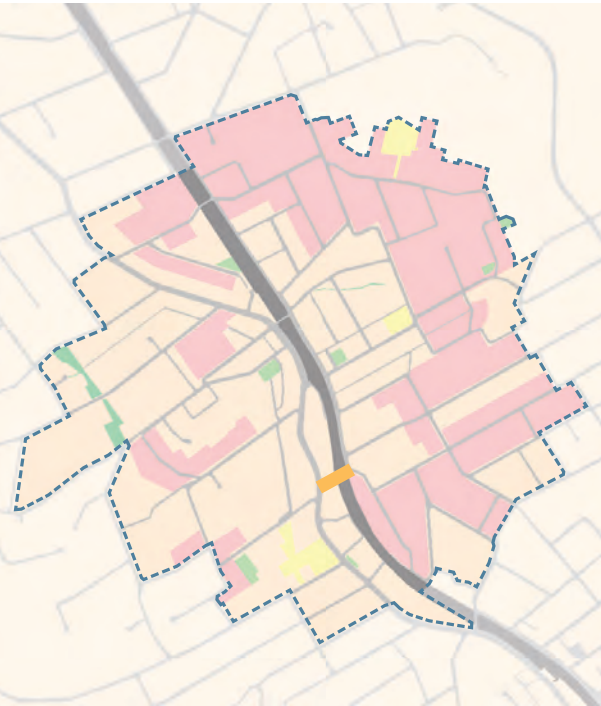
Concrete footpath to western verge

Notes



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17 STRICKLAND AVENUE (PACIFIC HIGHWAY TO LINDFIELD AVENUE)



► Designed Future Character

Strickland Avenue will become a key crossing and access point to the south of the Local Centre. Once traffic movements are changed at the Havilah Road underpass, the Strickland Avenue signalised intersection will be critical for northbound movements. The traffic lanes are to be reconfigured for three lanes at the intersection with Pacific Highway – one lane eastbound into Strickland Avenue, and two entering Pacific Highway, both with right turn capacity and the left lane with left turn, as well.

The widening of the over rail bridge will provide for a shared cycle / pedestrian path so that the cycle and pedestrian network can be expanded and connected to both sides of the rail / Pacific Highway corridor.

► Street Description

- The three lanes at the intersection will converge to a two lane, two-way street on the over rail bridge.
- A shared path on the southern side of the bridge is to be included with possible widening of the bridge.
- Soft landscaped verge between paths and carriageway.
- New pedestrian and cycle crossing at Strickland Avenue near intersection with Lindfield Avenue.

► Street Cross Section

Typical street cross section (north to south) to be:

- 4.5m northern verge with a minimum 1.8m concrete footpath with low planting to verge and tree planting.
- Two-way traffic lanes of varying widths.
- 4m verge width on southern side incorporating minimum 3m shared concrete cycle / pedestrian path with low planting to verge.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

• Street Tree Planting

- Provide infill street trees of similar species, where required to complete boulevard / canopy cover for example:
 - *Melaleuca quinquenervia*
 - *Syncarpia glomulifera*

► Street Furniture

- None.

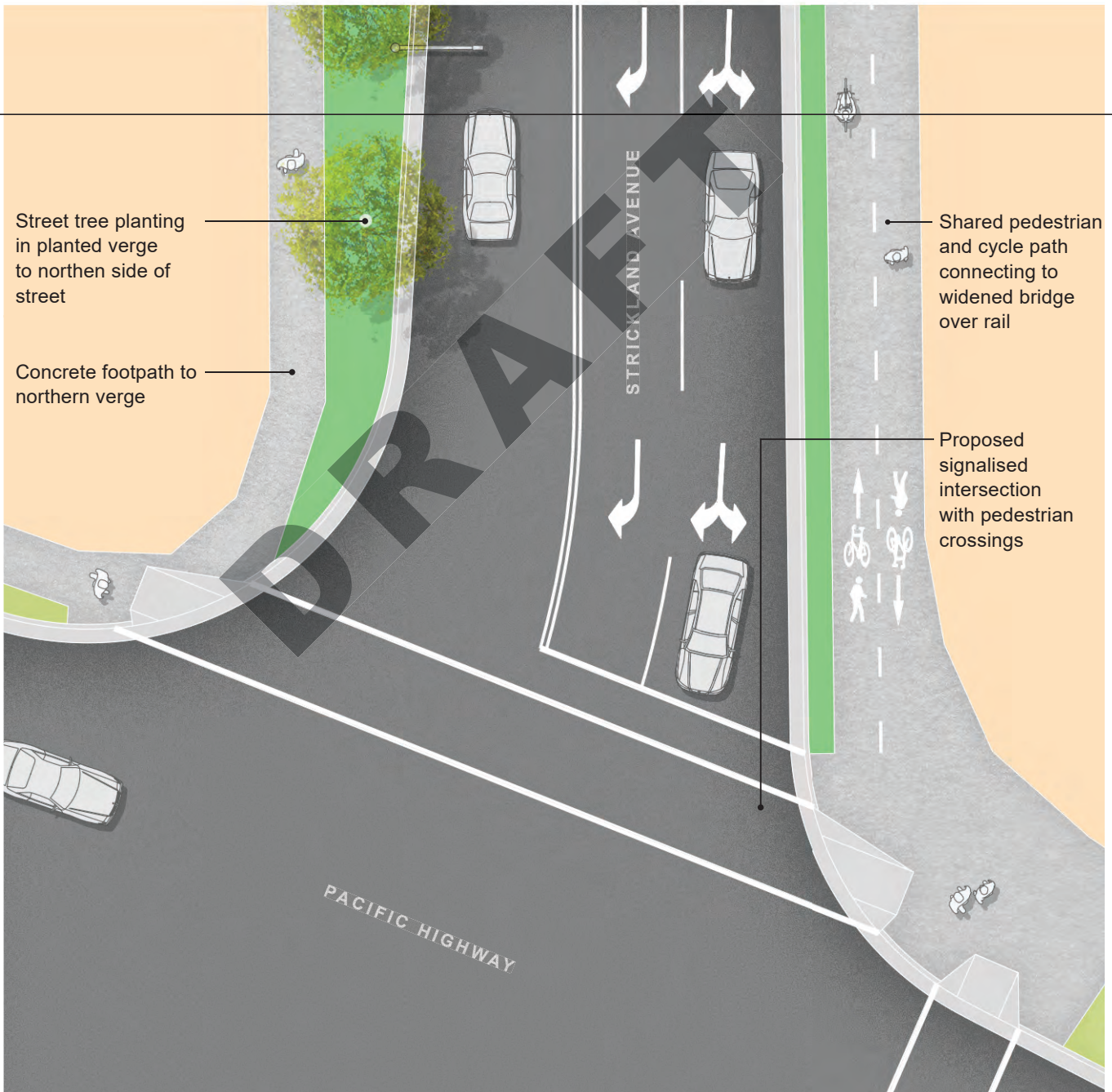
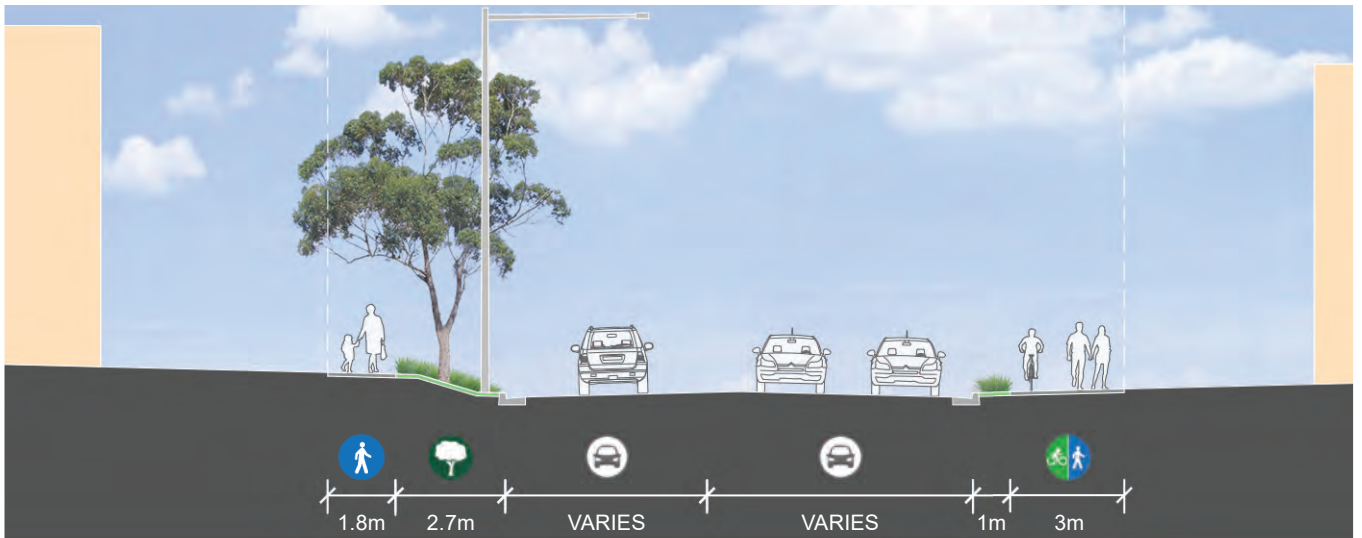
► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for shared path route.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.

SECTION LINE

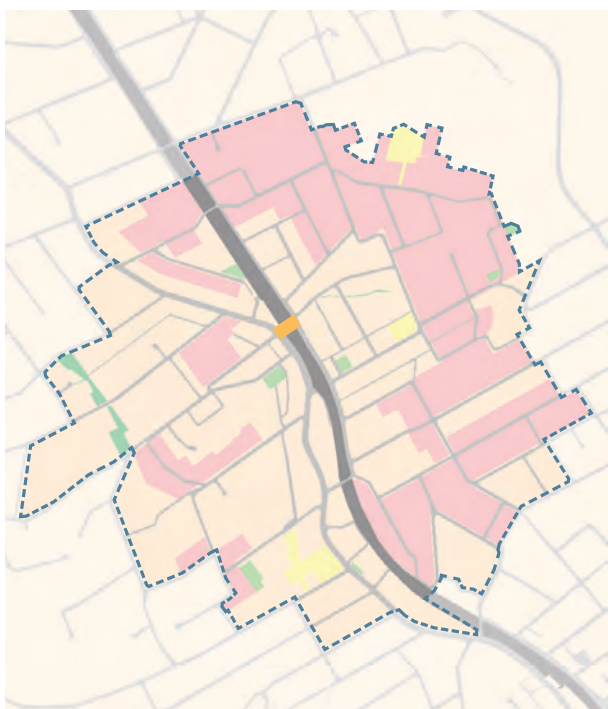


LINDFIELD

Notes



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► Designed Future Character

Havilah Road underpass is an important connection between the two sides of the Local Centre. The space available within the underpass is limited due to the bridge structure and abutments. The current condition is very restrictive – particularly for pedestrians. The proposed design will improve the amenity and movement for pedestrians and cyclists through the underpass and strengthen connections between the east and west side of the Local Centre, allowing the expansion of the cycle and walking network of Lindfield.

► Street Description

- The removal of the westbound traffic lane will provide space for the kerb to be extended and a shared path installed on the northern side of the underpass.
- A pedestrian only path will be installed on the southern side of the underpass.
- Opportunities will exist for improved lighting within the underpass and potential installation of artwork / murals on the walls and ceiling to celebrate the activation of Lindfield.

► Street Cross Section

Typical street cross section (north to south) to be:

- 4m shared path on northern side of street connecting regional cycle route, to Pacific Highway and the Local Centre.
- Northern kerb to be realigned through removal of traffic lane.
- 3.5m traffic lane (one-way).
- 1.8m footpath on southern side of street.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

► Street Tree Planting

- None.

► Street Furniture

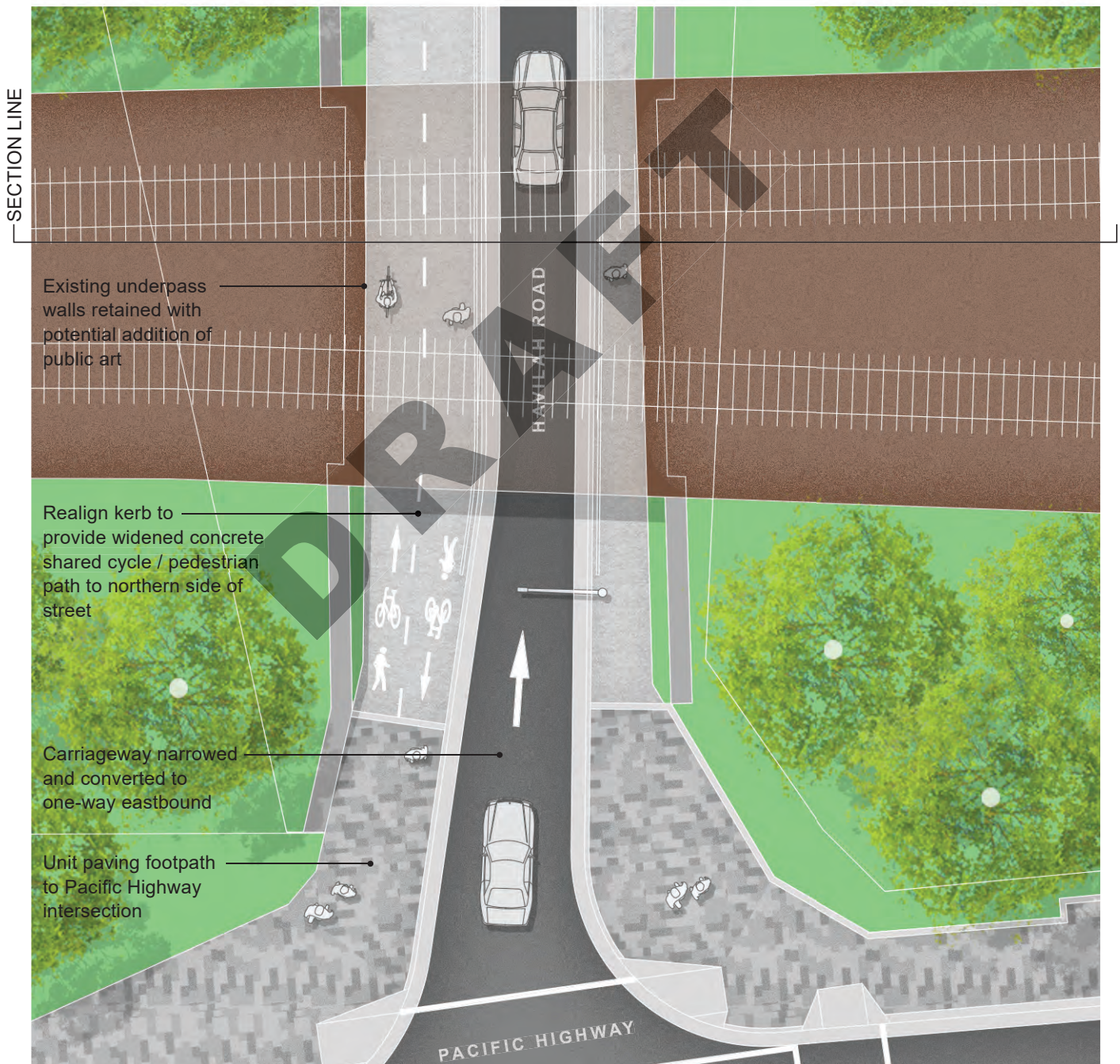
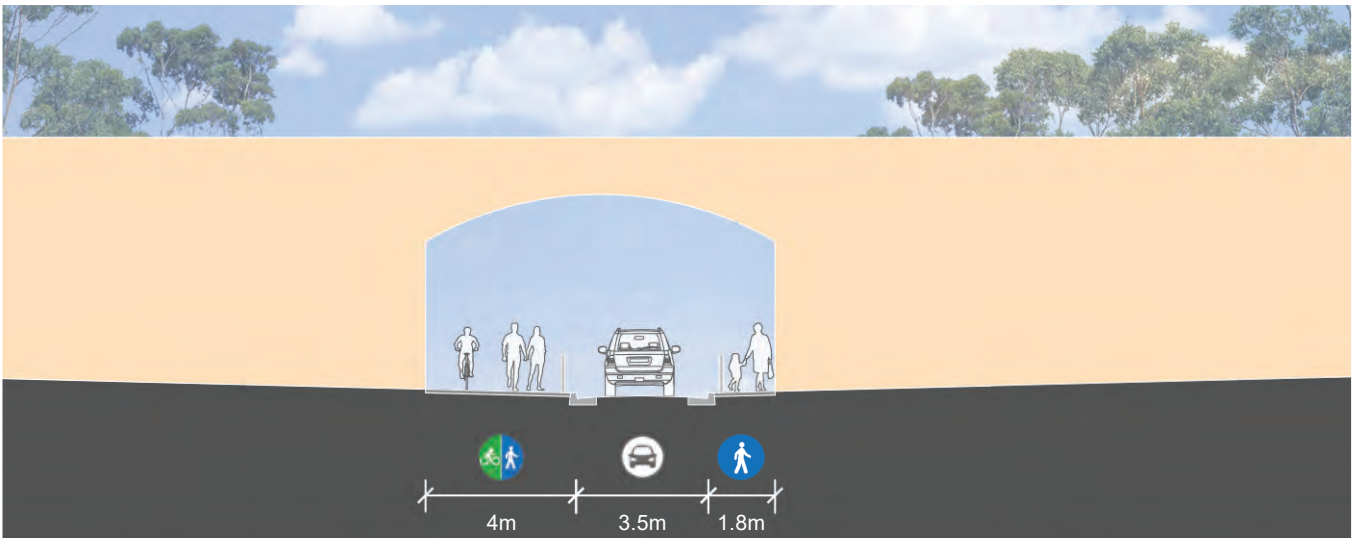
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



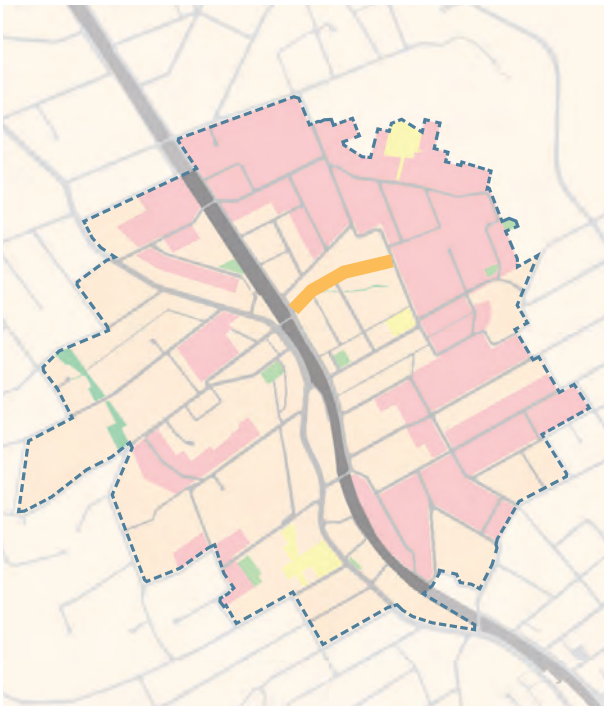
SECTION LINE

LINDFIELD

Notes



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► Designed Future Character

Havilah Road, a residential street with a mix of low and high density housing, forms the edge of the Local Centre Core and is characterised by the avenue planting of Jacarandas through most of the street. This character is to be maintained where possible. The future character of Havilah Road includes improved pedestrian paths, shared path and street tree planting to supplement the strong tree planting within the street.

► Street Description

- A two-way carriageway with on-street parking, and existing street trees that will be strengthened with infill planting to intensify the tree canopy.
- Wide verges provide opportunities for generous path widths and large tree planting.
- As development occurs, the number of driveway crossovers will reduce, minimising disruption to footpaths and the shared path on the south side of Havilah Road.
- A corner portion of the number 3 Havilah Road property will be dedicated for public open space. This will incorporate the drainage easement.
- Streetscape to be high quality paving, furniture and lighting.
- A raised threshold / crossing will be part of the shared path crossing at Havilah Lane and Milray Street.

► Street Cross Section

Typical street cross section (north to south) to be:

- 5m northern verge with a min. 1.5m concrete footpath with grassed verge (or low planting on steep verges) and tree planting.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes.
- 5m southern verge width on east side incorporating min. 2.5m shared concrete cycle / pedestrian path with grassed verge and tree planting.

► Parking

- Time restricted on-street parking.

► Paving

- Southern side of street, west of Havilah Lane: Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street, east of Havilah Lane: Shared pedestrian / cycle path. Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Northern side of street: Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees in good condition.
- A mix of exotic and native trees such as:
 - *Angophora costata*
 - *Betula pendula*
 - *Hymenosporum flavum*
 - *Jacaranda mimosifolia* (in planted garden beds only)
 - *Syncarpia glomulifera*

► Street Furniture

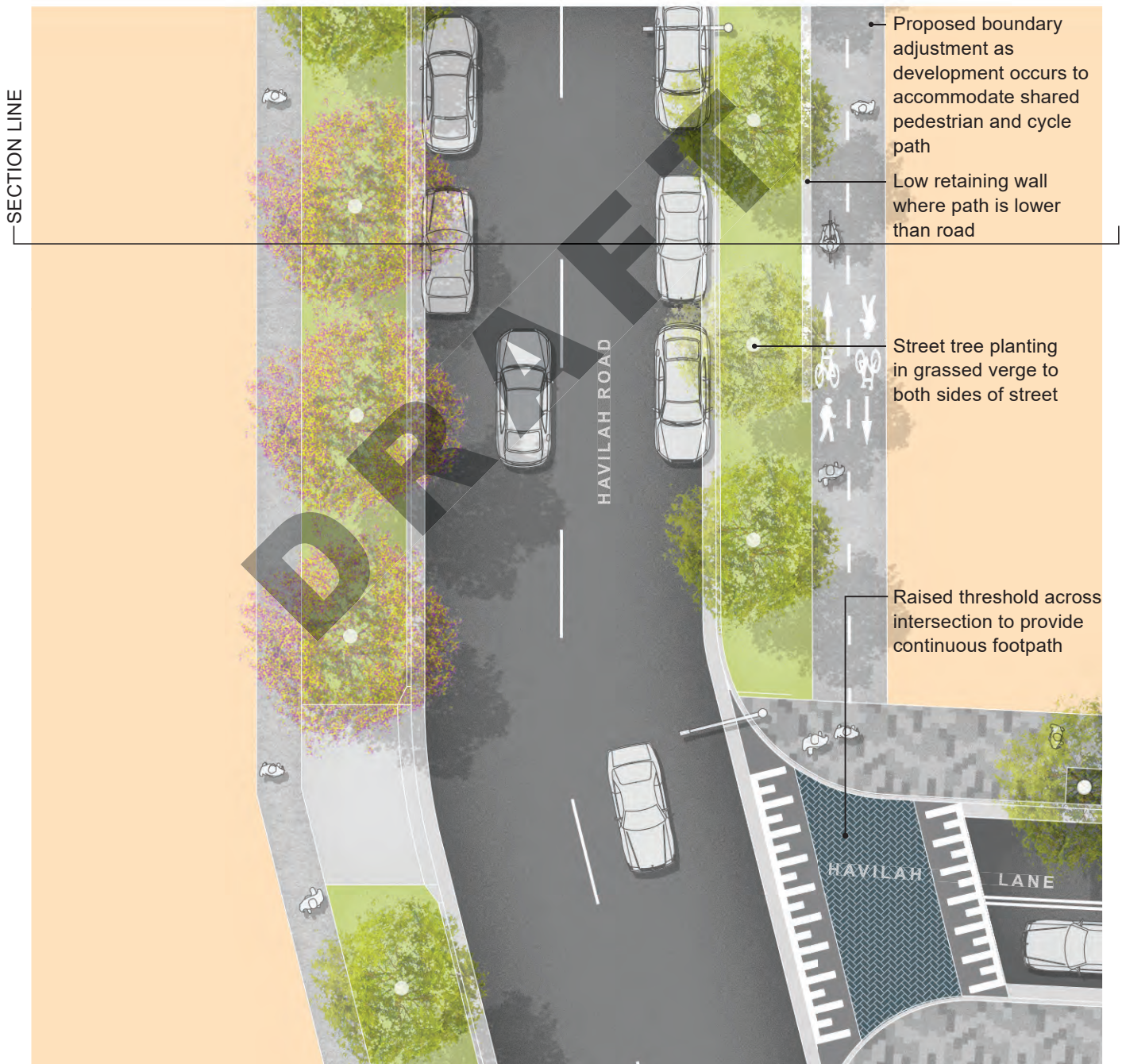
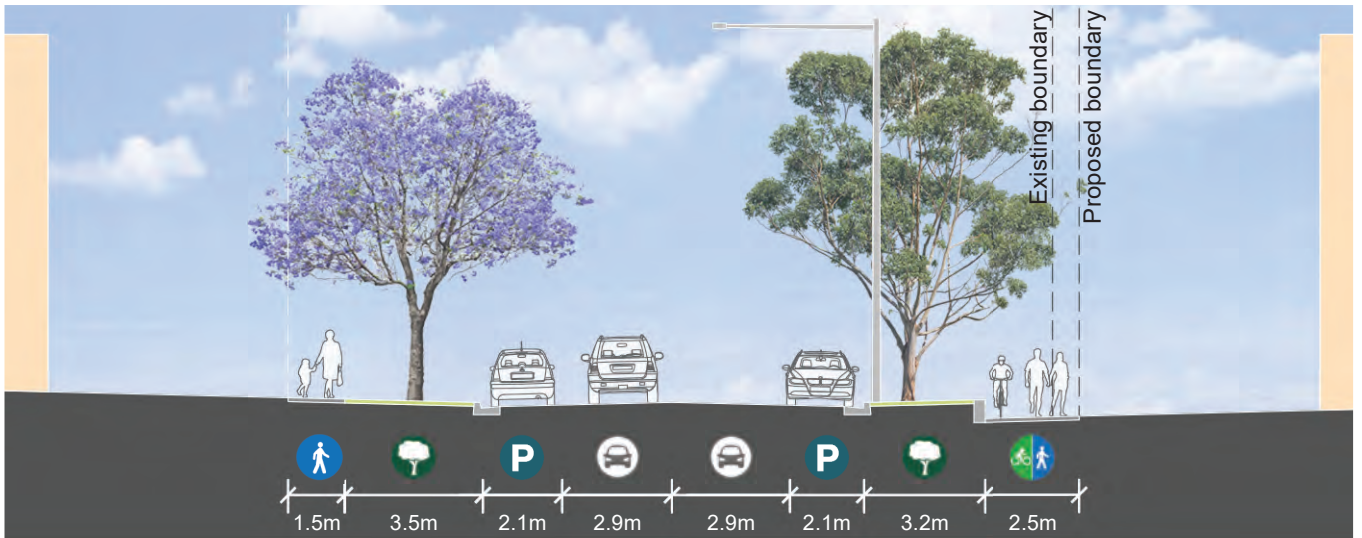
- Seats at 100m intervals, where practical.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for shared path route.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

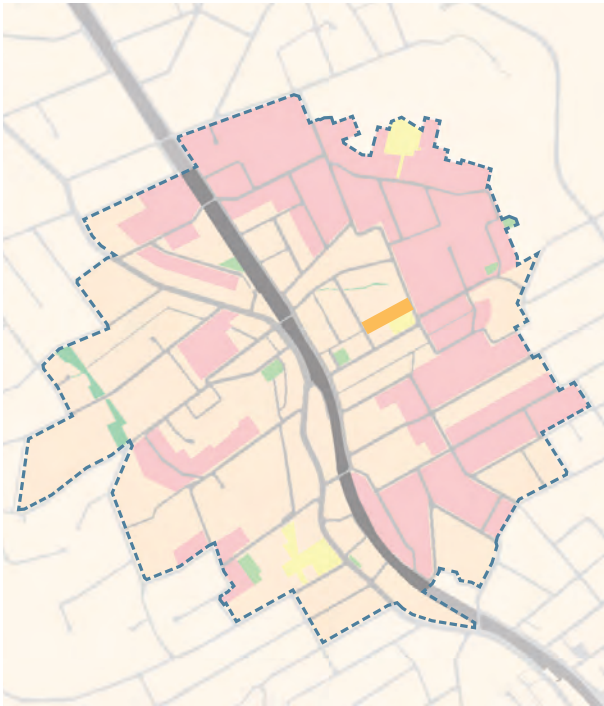
- Underground power west of Havilah Lane.
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

Kochia Lane will be a key low speed, safer cycling link from the rail station and eastern commercial centre to residential areas on the east of Lindfield Local Centre.

Kochia Lane will form part of the transition from the commercial centre through to medium density, then to low density residential area.

► Street Description

- This low speed environment will consist of a shared cycle / vehicle zone with a contraflow cycle lane. Vehicular traffic will be one-way eastbound.
- A raised paved threshold is to be installed at both entry and exit points.
- This narrow residential lane has no room for soft landscaping within the road reserve. It is anticipated that tree planting in new residential developments will form a canopy over the lane.
- Access to the porte cochere of the Cromehurst School will need to be retained.

► Street Cross Section

Typical street cross section to be:

- 3.2m wide shared cycle / vehicle zone.
- 1.5m wide contraflow cycle way.
- Remaining space to both sides within the corridor is to be concrete paved for pedestrians.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete in accordance with the Public Domain Technical Manual.
- Asphalt road surface with line marking for contraflow cycle path.
- Shared zone paving at thresholds in accordance with the Public Domain Technical Manual.

► Street Tree Planting

- None.

► Street Furniture

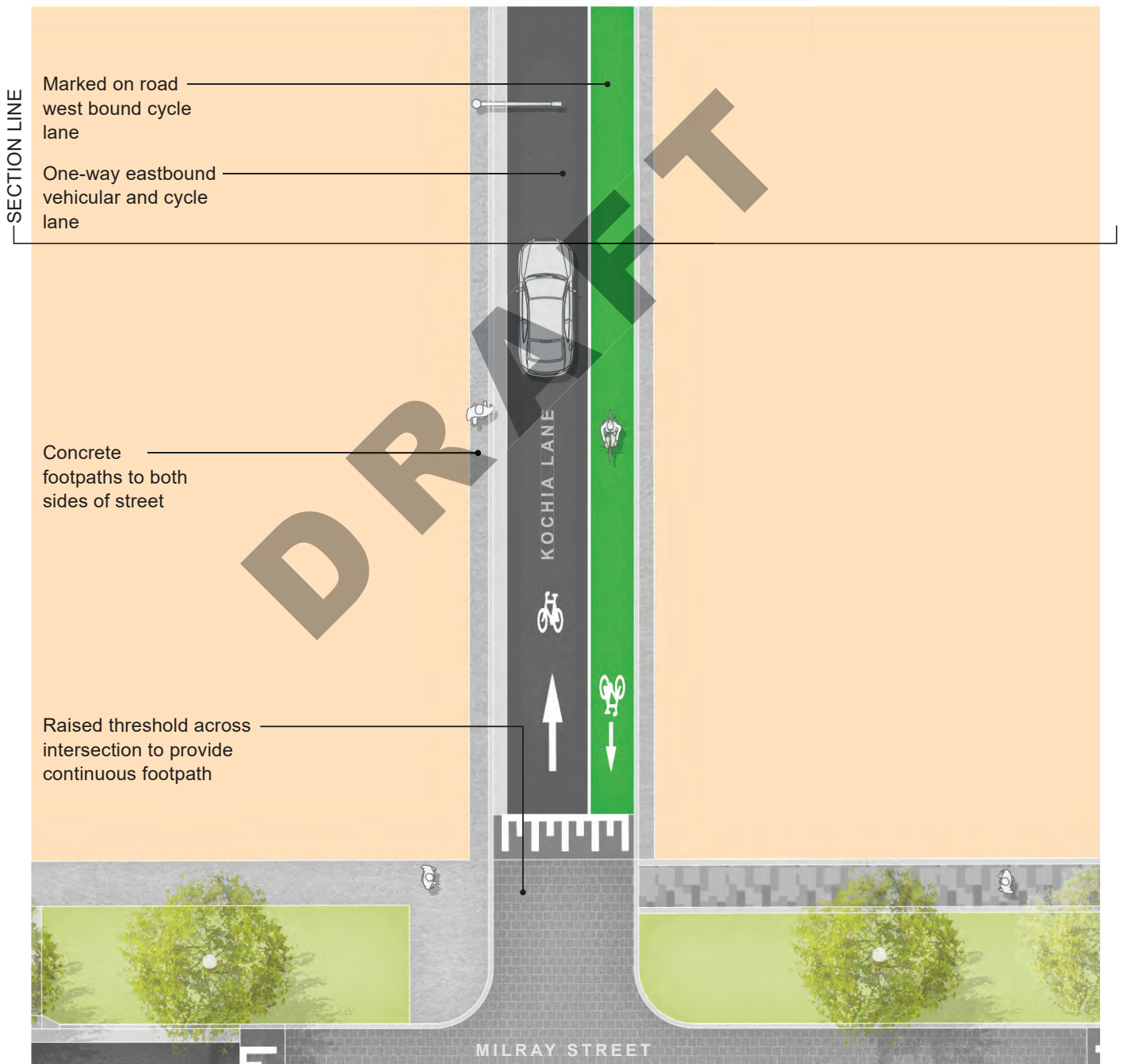
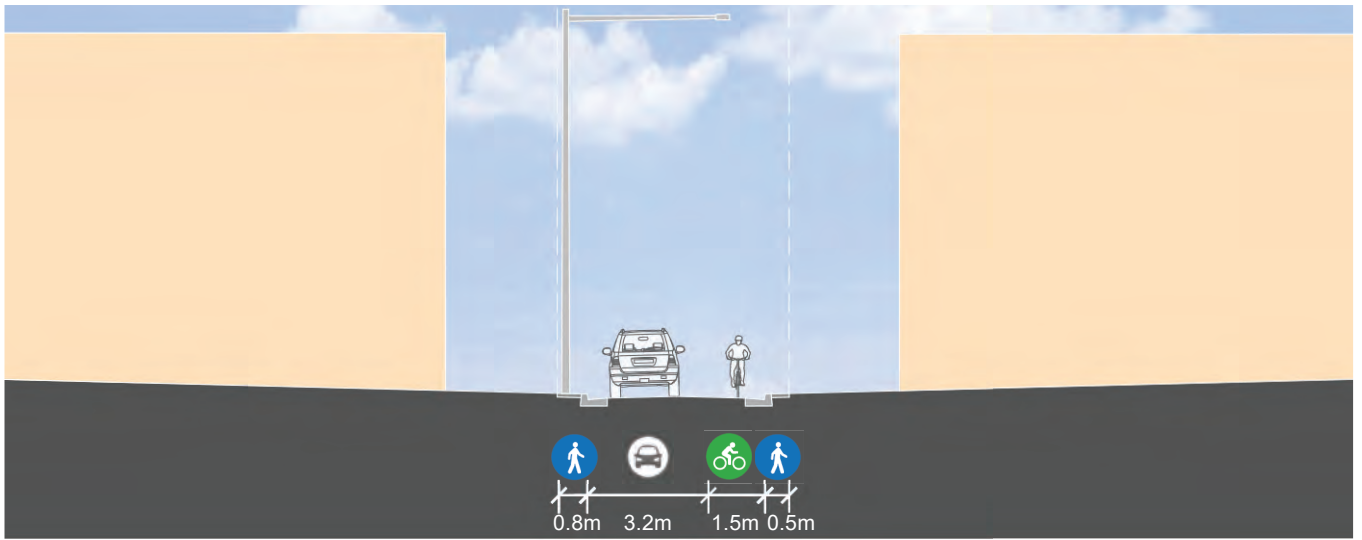
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.

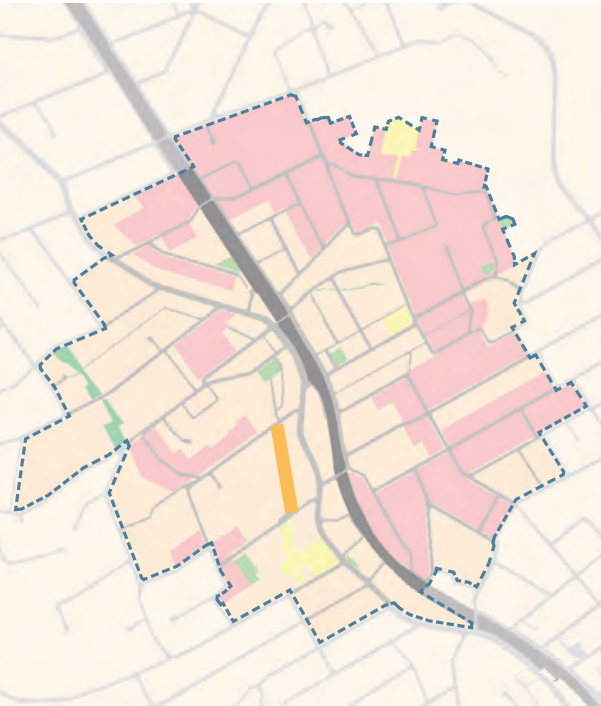


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21 DROVERS WAY (BEACONSFIELD PARADE TO GLADSTONE PARADE)



► Designed Future Character

Drovers Way is an important pedestrian link for residents that live between the Local Centre and Gladstone Parade. It is also an important route to the Lindfield Public School, as an alternate to Pacific Highway. This section of Drovers Way will provide a wide, shaded footpath to ensure a safer, more attractive route from the commercial centre to residential areas and the school.

Due to the numerous driveways on the eastern side of Drovers Way, parking has been removed from the eastern side and the shared path installed on the western side of the street with adjacent parking.

► Street Description

- A two-way, two lane street with parking on the western side of the street.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2.6m wide shared cycle and pedestrian path to western side of the street.
- 2.1m wide parking lane with tree planting in blisters to the western side of the street.
- 2.9m traffic lanes – one each way.
- 1.5m footpath to the eastern side of the street.

► Parking

- Time restricted on-street parking to western side of the street.

► Paving

- Local Centre Transition paving in accordance with the Public Domain Technical Manual for footpaths.
- Line marking to shared path.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Nyssa salvatica*

► Street Furniture

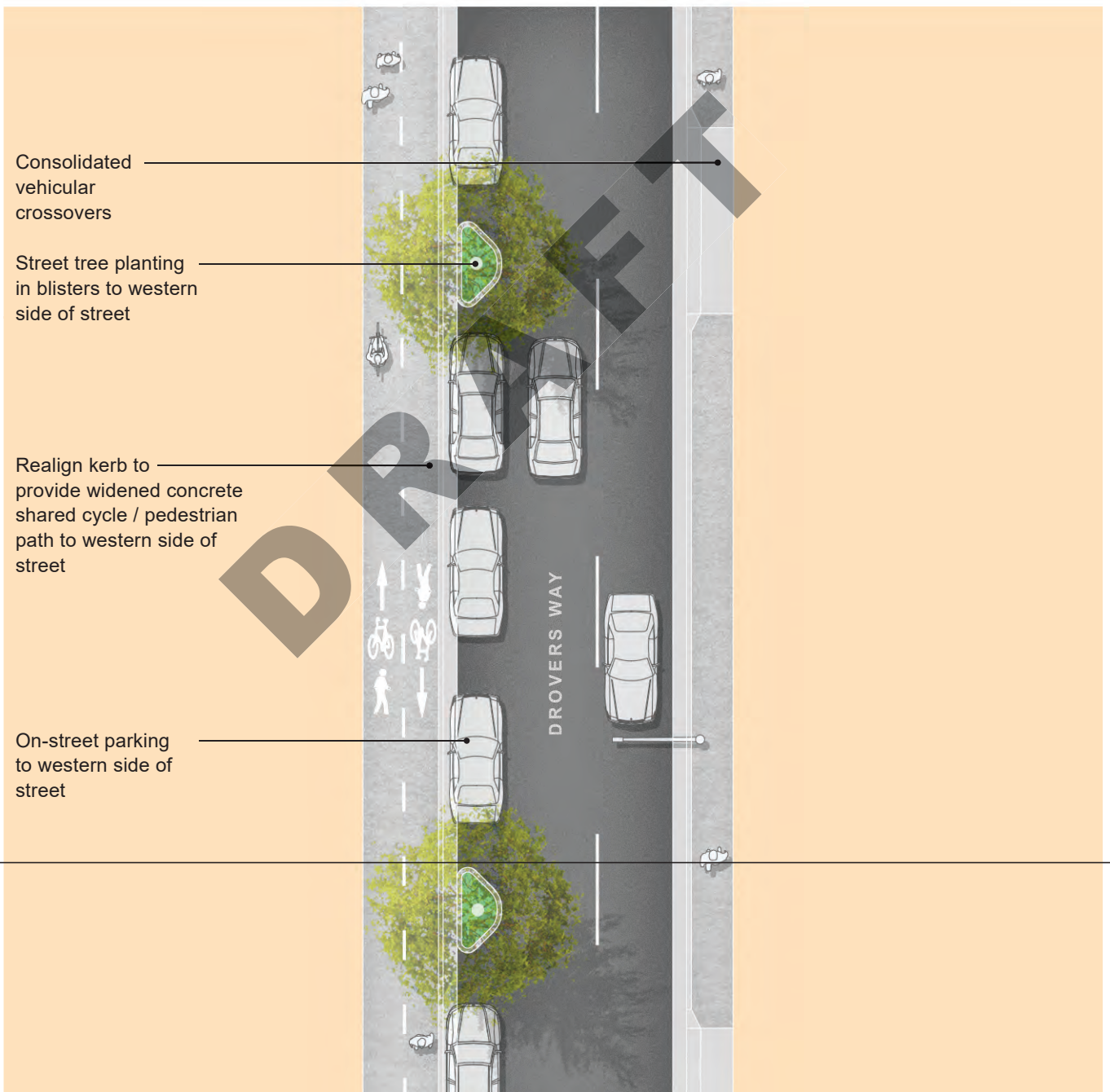
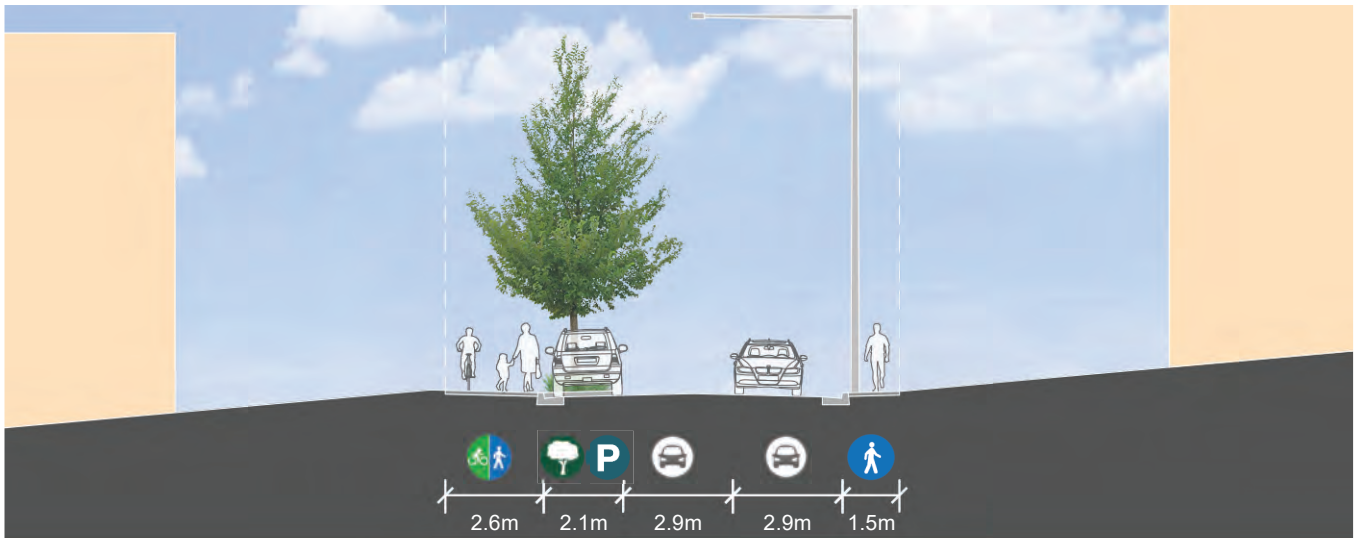
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Consolidated vehicular crossovers

Street tree planting in blisters to western side of street

Realign kerb to provide widened concrete shared cycle / pedestrian path to western side of street

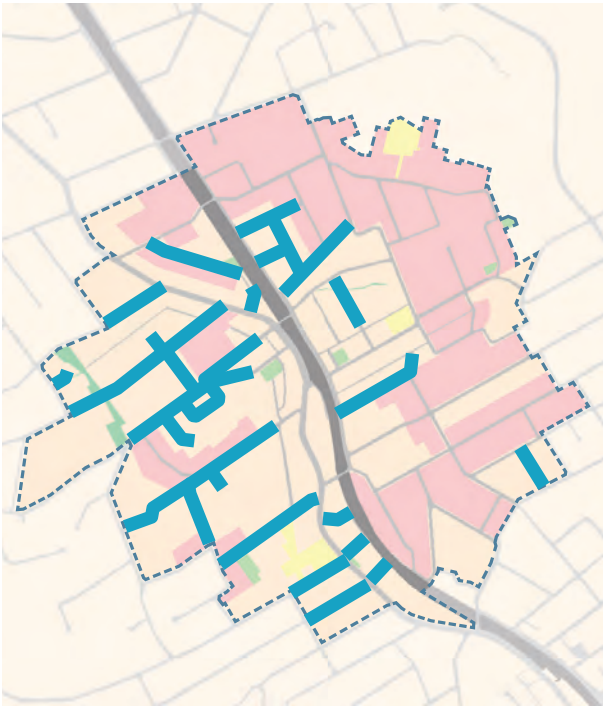
On-street parking to western side of street

SECTION LINE

Notes



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► Designed Future Character

Two-way tree-lined residential streets with car parking to both sides of the street. These streets fall within the 800m walking catchment from Lindfield station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths to be provided to both sides of the street.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m concrete paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Local Centre Standard Paving – concrete path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing trees. Infill planting with trees of same species as existing to retain and enhance street character.

► Street Furniture

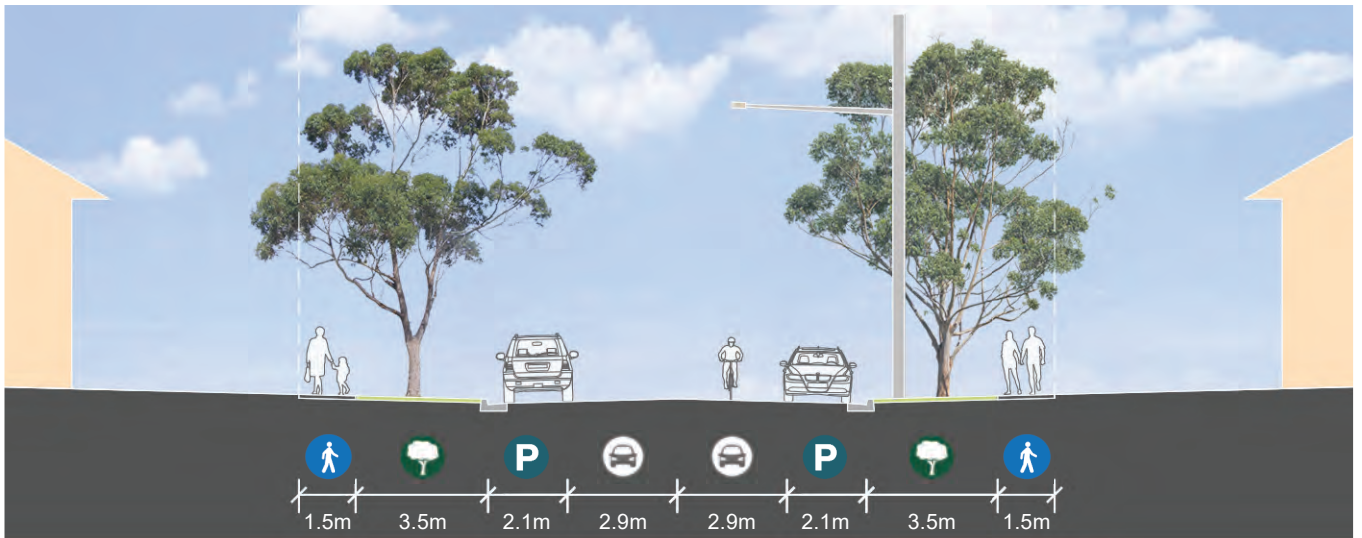
- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

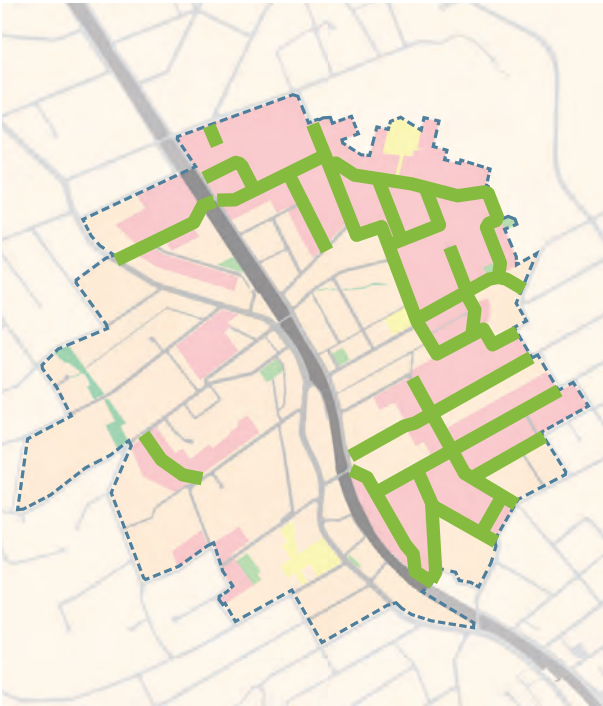
► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Set within a Heritage Conservation Area the existing character of these streets must be retained and protected. Ensure there is appropriate interface and separation between future development and adjoining Heritage Conservation Areas and Heritage Items.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m asphalt paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Heritage Conservation Area Paving - asphalt path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees in good condition.
- Provide infill street trees of similar species, where required to complete boulevard / canopy cover for example:
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*

► Street Furniture

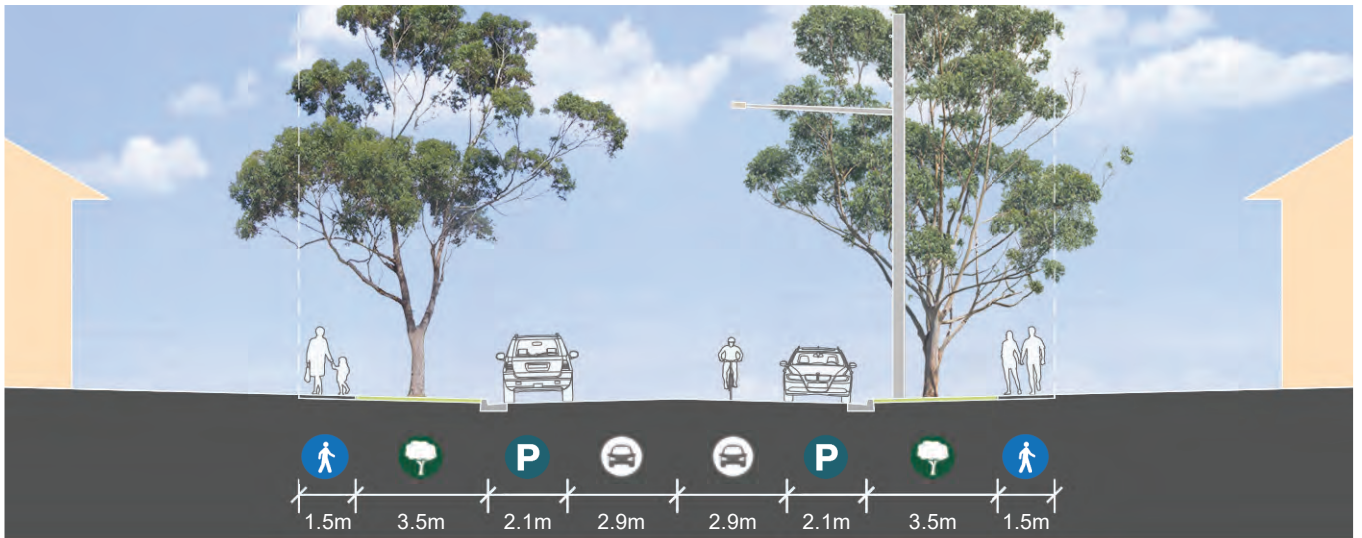
- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

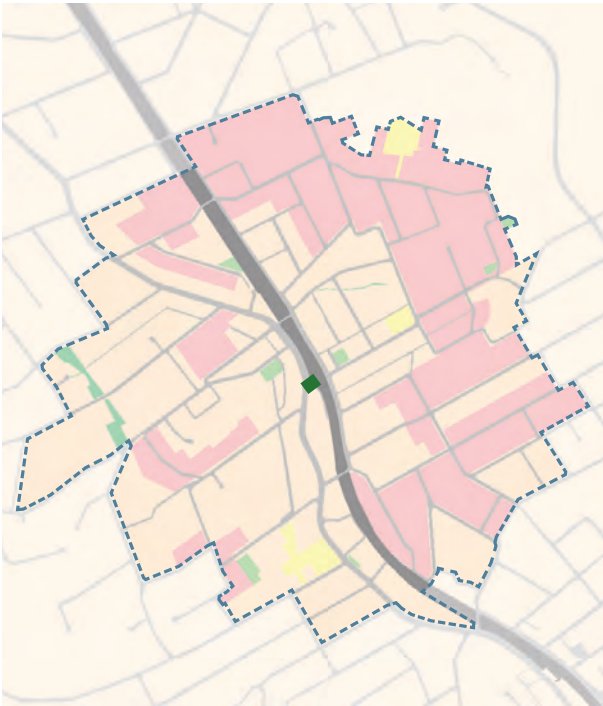
► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Tryon Place Plaza will be an attractive pedestrian space, incorporating the termination of the Tryon Place shared zone. It will provide safe and comfortable pedestrian access to the station.

► Street Description

- The plaza will be designed with pedestrian movement as a priority. The exit from Tryon Place will provide for left turn vehicular movements onto Pacific Highway.
- Existing trees will be retained and protected, where possible.
- New verge planting to provide a buffer between pedestrians and traffic.
- Trees and raised planters are to create a range of spaces within the plaza, without compromising the greater plaza area.
- Raised planting beds to provide protection to seating areas.
- The plaza will consist of high quality elements to ensure a special streetscape character.

► Parking

- No traffic allowed in the plaza (emergency vehicles excepted).
- Provide an accessible parking space adjacent to the station entry.
- Provide bicycle parking facilities.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Alternate paving may be used with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy, deciduous trees such as:
 - *Platanus orientalis* 'Cuneata'
 - *Nyssa sylvatica*

► Street Furniture

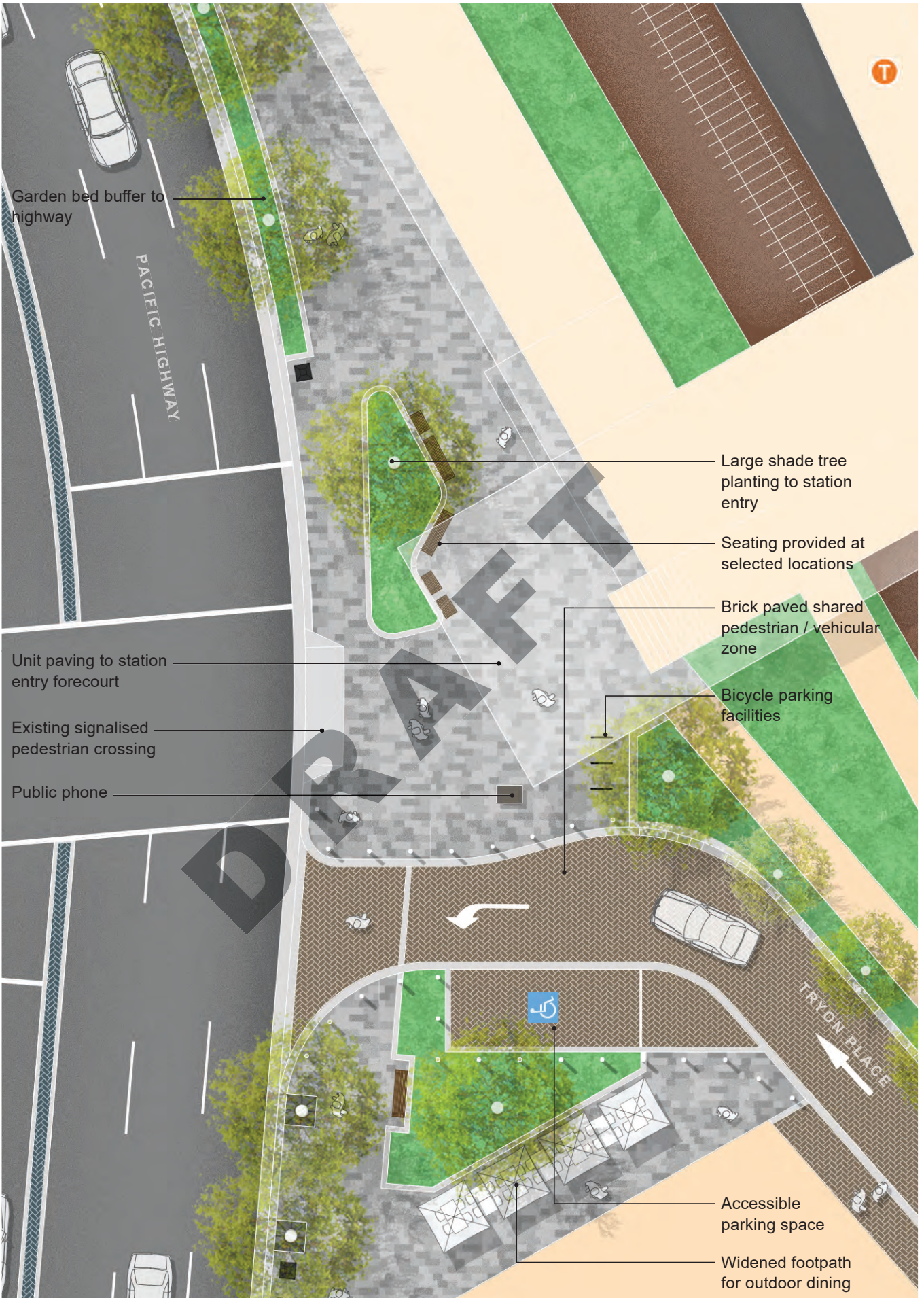
- Seats.
- Bins.
- Bollards.
- Bicycle racks.
- Opportunity for public art / water feature.

► Lighting

- Install pedestrian and feature lighting, such as fairy lights, up lighting or spot lighting key elements.
- Minimum recommended category PA1. Lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

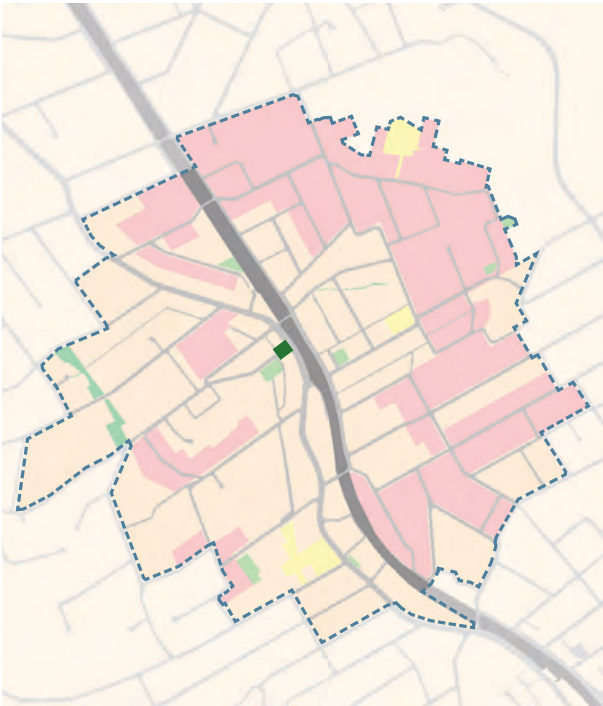
- Underground power.



Notes



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► Designed Future Character

Bent Street, between Bent Lane and Pacific Highway, will be closed to traffic and a plaza will be created. Interesting changes in level will provide outdoor dining spaces under canopy trees which will shade in summer and allow sun into the space in winter.

The plaza will consist of high quality public domain elements to ensure a special quality in the plaza's character and is to be designed to provide opportunities for outdoor dining, yet be flexible to accommodate other activities, if required.

A planting bed, with trees and shrubs will separate the plaza from adjacent traffic lanes and assist with noise

attenuation.

► Parking

- No traffic allowed in the plaza (emergency vehicles excepted).

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving - pedestrian zones as per the Public Domain Technical Manual.
- Alternate paving may be used with approval from Council's Public Domain Coordinator.

► Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium canopy deciduous trees such as:
 - *Nyssa sylvatica*
 - *Platanus orientalis* 'Cuneata'
 - *Ulmus parvifolia*

► Furniture

- Seats.
- Bins.
- Bicycle racks.
- Drinking fountain.
- Potential shelters / umbrellas arranged for flexibility.
- Opportunity for public art / water feature.

► Lighting

- Install pedestrian and feature lighting, for example catenary lighting, fairy lights, up lighting or spot lighting key elements.
- Minimum recommended category PA1. Lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power.



Garden bed to provide landscaped buffer to Highway

Unit paving footpaths

Outdoor dining areas

Paved, open plaza space with possible uses for temporary markets and pop-up events

Shade tree planting in raised planters

Step access to plaza

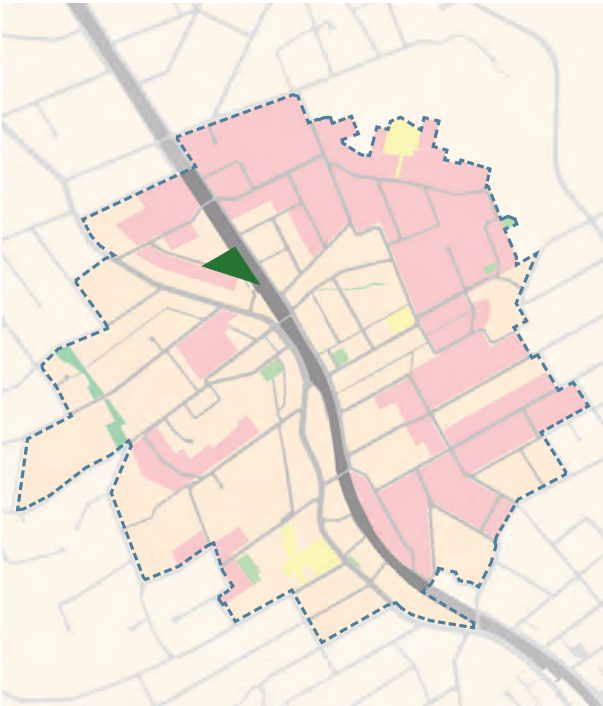
Seating provided at selected locations

Bicycle parking

Notes



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► Designed Future Character

Ibbitson Park is to be upgraded to an urban park with improved play facilities, shelter, seating, barbeque facilities and children's bicycle track.

The park will extend into the Wolseley Road Closure.

► Parking

- No parking within the park. Car parking is available on Wolseley Road.

► Paving

- Paving elements are to be used in accordance with the Public Domain Technical manual. Alternate paving may be used for special zones with approval from Council's Public Domain Coordinator.
- Permeable paving may be used in tree protection zone areas around existing trees.

► Tree Planting

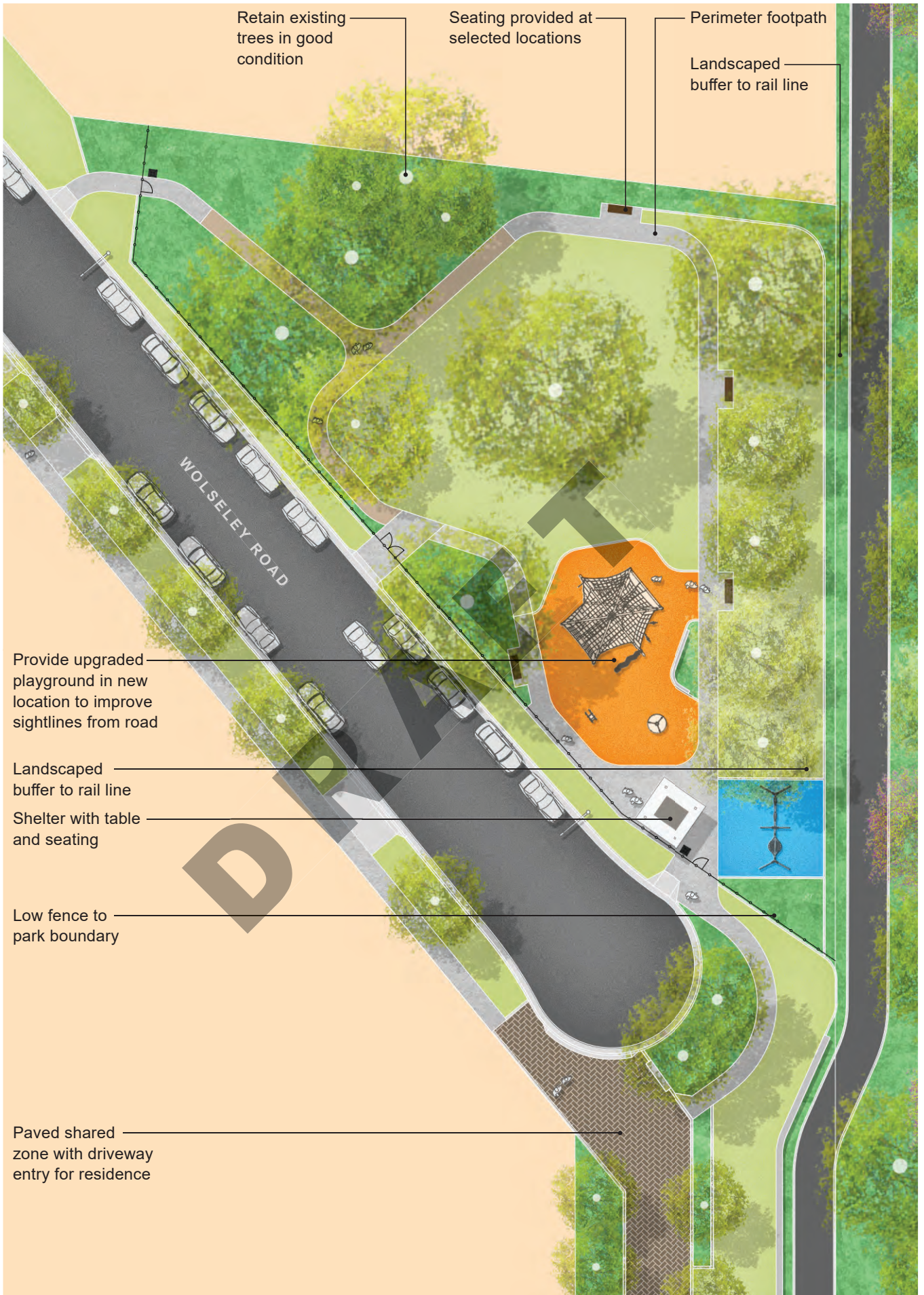
- Retain existing trees and plant additional native trees and shrubs to create "rooms" in the park whilst maintaining sightlines for surveillance.
- New planting should be selected from typical Blue Gum High Forest species.

► Furniture

- Seats.
- Bins.
- Barbeques.
- Shelters
- Picnic suites.
- Play equipment.

► Lighting

- No lighting inside the park.



Retain existing trees in good condition

Seating provided at selected locations

Perimeter footpath

Landscaped buffer to rail line

Provide upgraded playground in new location to improve sightlines from road

Landscaped buffer to rail line

Shelter with table and seating

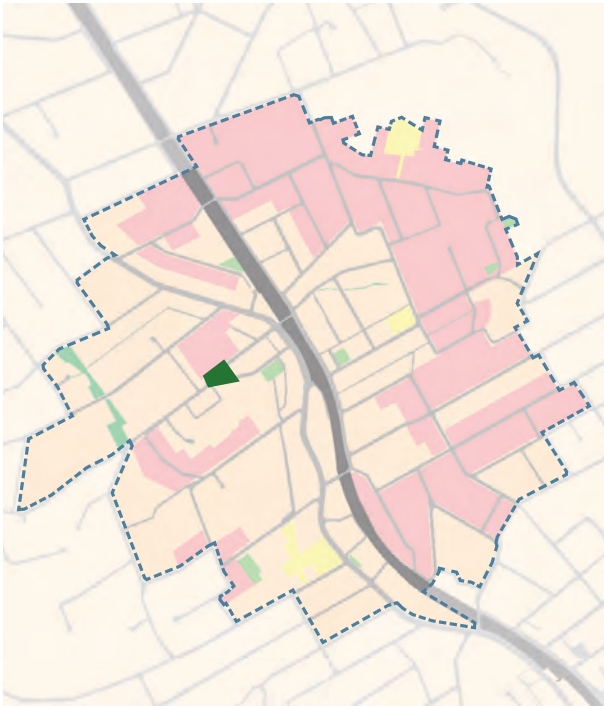
Low fence to park boundary

Paved shared zone with driveway entry for residence

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► **Designed Future Character**

A tree pocket park that is a small quiet refuge in the residential area, located opposite a townhouse development.

Improvements to the park will include, new seating, footpaths adjacent the kerbs at the top and bottom of the park, a path and stairs across the park, and shrub planting on steep slopes.

► **Parking**

- No parking within the park. Car parking is available on Balfour Street and Bent Street.

► **Paving**

- Paving elements are to be used in accordance with the Public Domain Technical manual. Alternate paving may be used for special zones with approval from Council's Public Domain Coordinator.

► **Street Tree Planting**

- Retain existing trees.
- New trees to match existing species.

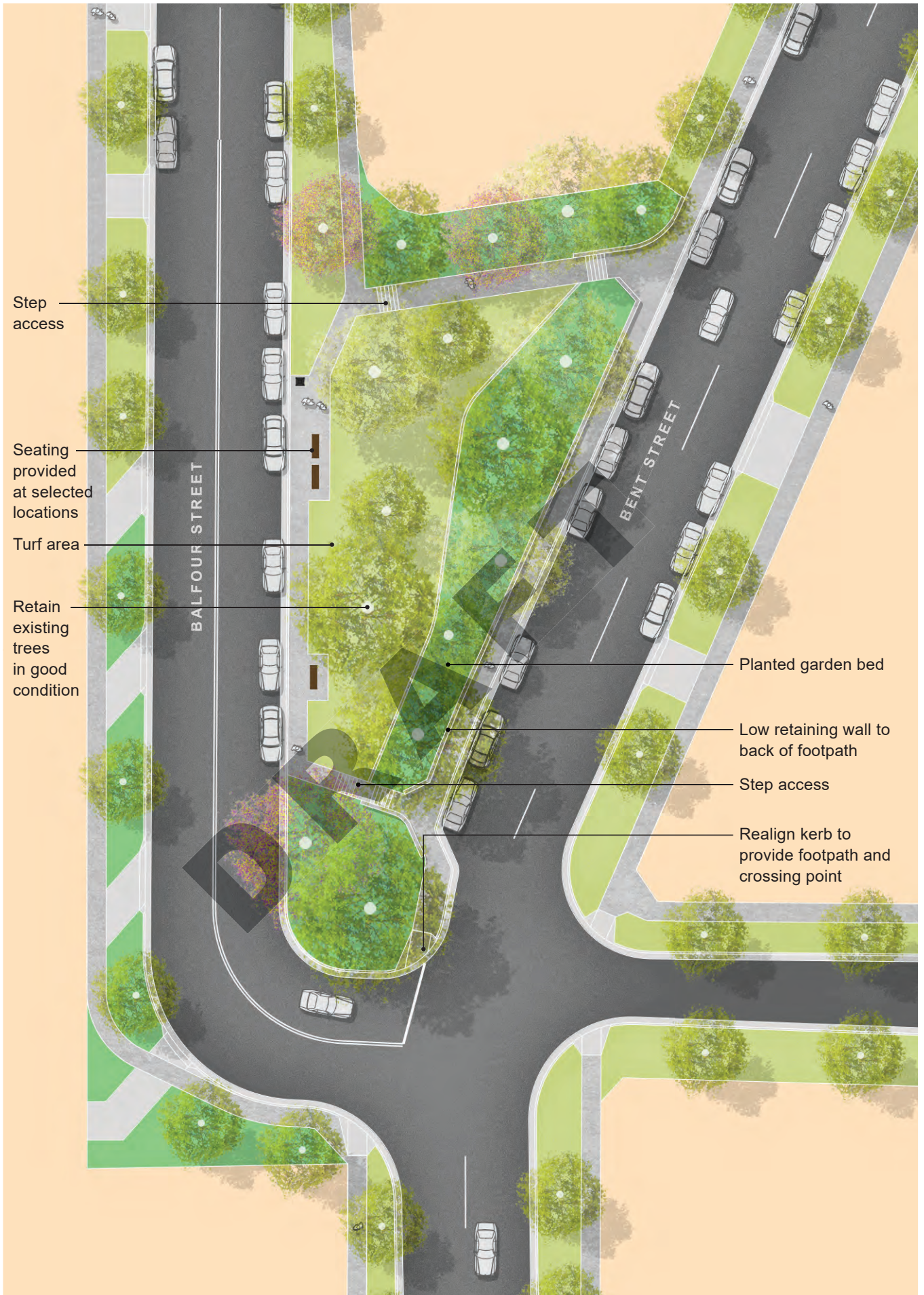
► **Street Furniture**

- Seats.
- Bins.

► **Lighting**

- No lighting inside the park.

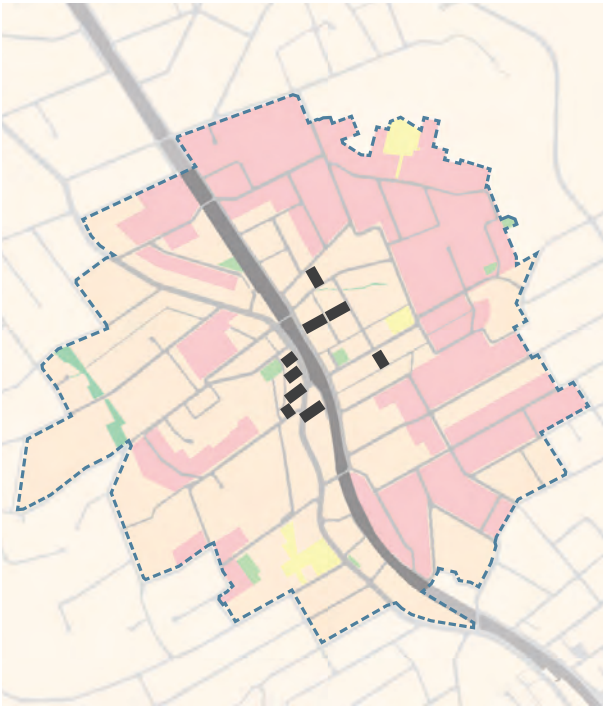
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In order to improve pedestrian movement around the Local Centre, existing through-block links / arcades will be upgraded and new links / arcades will be introduced as developments allow.

► Standard Pedestrian Link (Commercial)

Pedestrian Links (Commercial) will typically be:

- 3m – 5m wide. Constructed with a minimum 2m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Link (Residential)

Pedestrian Links (Residential) will typically be:

- 3m – 5m wide. Constructed with a minimum 1.8m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process or as a Right of Way through the development property.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting, where appropriate. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Arcade

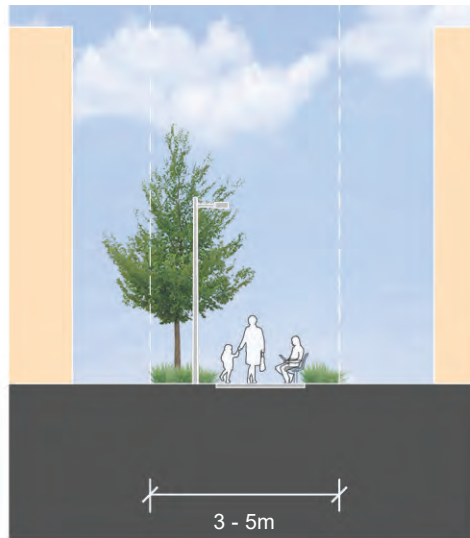
The Standard Pedestrian Arcade will remain in private ownership with a right of way provided to the community.

Pedestrian arcades will typically be:

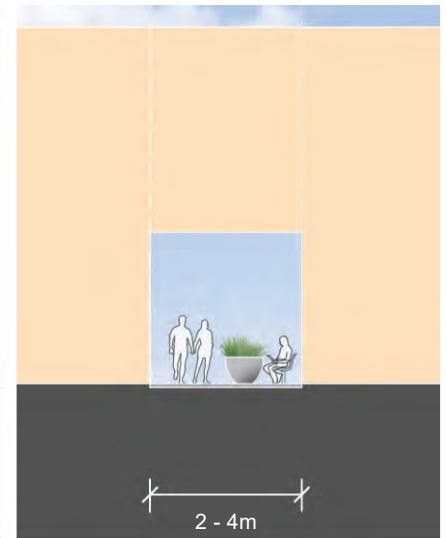
- 2m – 4m wide. Constructed with a minimum 2m clear path of travel.
- Enclosed within the built form.
- Lined with commercial / retail spaces to activate the arcade and be the front door address for the premises.
- Open to the public for a minimum of 18 hours per day.
- Constructed with high quality materials and finishes.
- Encouraged to provide glass walls to adjoining commercial premises.
- Encouraged to provide indoor planting or artworks to the arcade.
- Fitted with interior pedestrian lighting. Lighting levels to be in accordance with AS/NZS1680.0.



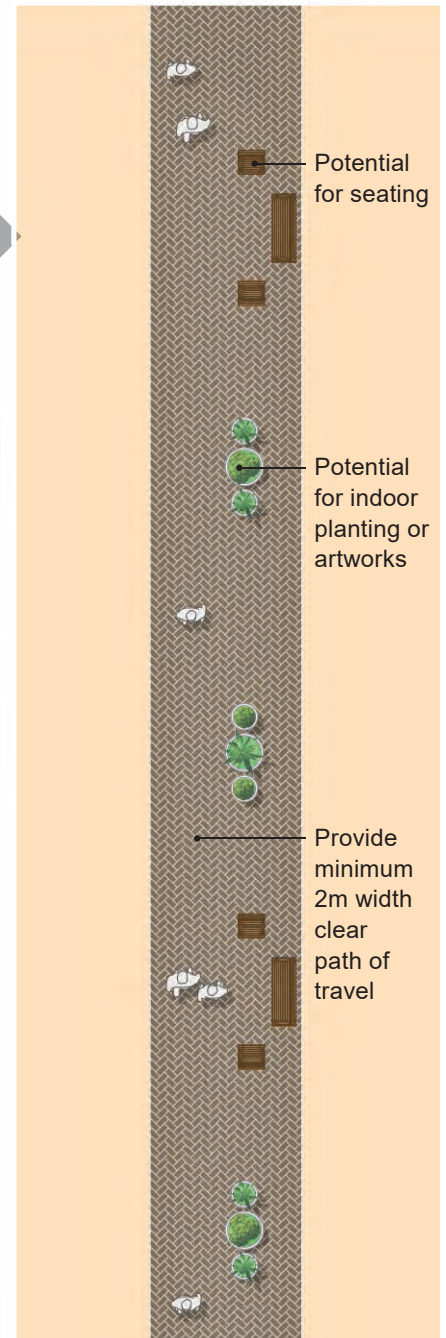
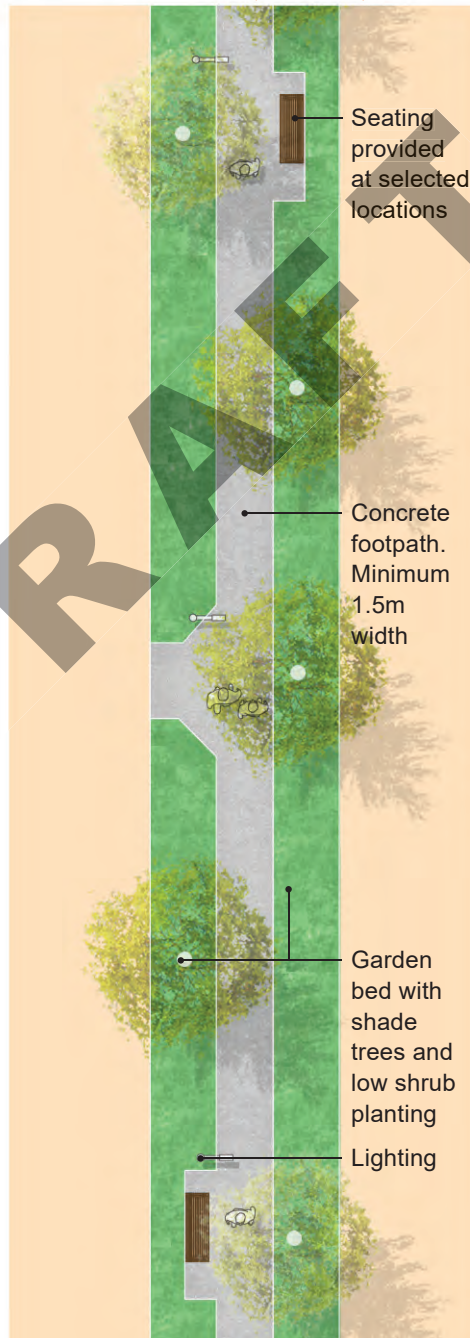
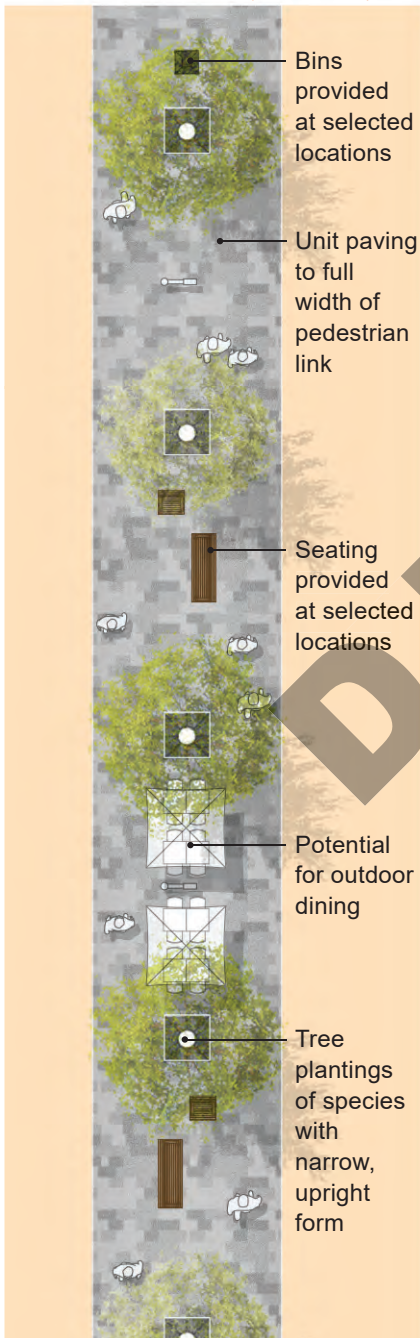
Standard Pedestrian Link (Commercial)



Standard Pedestrian Link (Residential)



Standard Pedestrian Arcade



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