



**EXTRAORDINARY MEETING OF COUNCIL
TO BE HELD ON WEDNESDAY, 16 AUGUST 2006 AT 7.00PM
LEVEL 3, COUNCIL CHAMBERS**

A G E N D A

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NOTE: For Full Details, See Council's Website –
www.kmc.nsw.gov.au under the link to Business Papers

APOLOGIES

DECLARATIONS OF INTEREST

ADDRESS THE COUNCIL

NOTE: Persons who address the Council should be aware that their address will be tape recorded.

DOCUMENTS CIRCULATED TO COUNCILLORS

GENERAL BUSINESS

- GB.1 **Lindfield Centre - Draft Local Environmental Plan & Draft Development Control Plan** **1**

File: S04350

To have Council consider and adopt the Draft Local Environmental Plan (LEP), Draft Development Control Plan (DCP) and associated strategies for the Lindfield Centre and submit the Draft Plans to the Department of Planning to seek their approval for formal exhibition of the Draft LEP and Draft DCP.

Recommendation:

That Council endorse the Draft Plans for formal public exhibition as outlined in the recommendations.

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LINDFIELD CENTRE - DRAFT LOCAL ENVIRONMENTAL PLAN AND DRAFT DEVELOPMENT CONTROL PLAN

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To have Council consider and adopt the Draft Local Environmental Plan (LEP), Draft Development Control Plan (DCP) and associated strategies for the Lindfield Centre and submit the Draft Plans to the Department of Planning to seek their approval for formal exhibition of the Draft LEP and Draft DCP.

BACKGROUND:

The Minister has directed Council to prepare plans for additional housing in and around its town centres and to provide for retail and commercial activities to meet the needs of the local community.

COMMENTS:

Council has adopted an integrated, place-based approach to planning for the Lindfield Centre. This report provides a Draft LEP and Draft DCP and other strategies consistent with the Minister's Direction for Council's consideration.

RECOMMENDATION:

That Council endorse the Draft Plans for formal public exhibition as outlined in the recommendations.

PURPOSE OF REPORT

To have Council consider and adopt the Draft Local Environmental Plan (LEP), Draft Development Control Plan (DCP) and associated strategies for the Lindfield Centre and submit the Draft Plans to the Department of Planning to seek their approval for formal exhibition of the Draft LEP and Draft DCP.

BACKGROUND

Following Council's resolution of 23 May 2006, this report provides further detailed planning and urban design analysis, building envelopes, and feedback from a further range of studies on traffic, economic feasibility studies and stakeholder consultation. The key planning controls and documentation for the Lindfield Centre are presented including a Draft LEP and Draft DCP for adoption for formal public exhibition.

In a letter dated 27 May 2006, the State Government gave a direction (under Section 55 of the Environmental Planning and Assessment Act) to Council to prepare an LEP in relation to areas in and around existing retail and commercial centres in the rail / road corridor and St Ives Centre as Stage 2 of its Residential Development Strategy.

This requires Council to prepare plans for additional medium density housing, including shop top housing and re-evaluation of density controls on existing medium density zones. It also requires Council to provide for retail and commercial activities in centres to cater for the needs of the local community. In line with this direction, Council has finalised the planning for the Lindfield Centre as a Draft LEP and Draft DCP and associated strategies for Council's consideration prior to submitting the Draft Plans to the NSW Department of Planning seeking permission to formally exhibit the Draft Plans.

The planning documentation has been prepared by Council's integrated town centres team and specialist consultants. It includes traffic, parking and transport modelling, comprehensive urban design analysis, community facilities and open space planning, the framework for a preliminary public domain concept plan and independent economic feasibility analysis/testing of proposed development scenarios. A development contributions strategy is also being prepared to identify and allocate funding mechanisms to implementation. Continuing community engagement will relate these to whole-of-community aspirations for the Lindfield Centre.

Council's 2005-2009 Management Plan sets out the direction of Council in relation to planning for the commercial centres.

Where do we want to be in 5 years?

"This planning will provide a good foundation for Ku-ring-gai being a vibrant place to live in the decades ahead, while maintaining its unique character, natural environment and heritage. Integration of Council's planning will improve the liveability and vitality of local communities and the sustainability of the area. Council must respond to NSW Government and community demands

Item 1

S04350
7 August 2006

for additional housing, greater housing choice and associated facilities, mindful of the need to enhance quality of life at Ku-ring-gai in the 21st century”.

What we will do this year

Council's Management Plan identifies the following actions relevant to planning for the Lindfield Centre:

- Continue to implement Stage 2 of the Residential Development Strategy by preparing plans for major commercial centres;
- Review classifications of community landholdings in association with Stage 2 of the Residential Development Strategy;
- Prepare a comprehensive Public Domain Plan;
- Develop plans for Traffic Management and other forms of transport in the main centres.

Measuring our achievements in 2005/2006

- Finalise the Integrated Plan for Lindfield Centre.

Council considered and adopted a report on 7 February 2006 that sets out the key processes to have all 6 centres finalised by the end of 2006, including the Lindfield Centre.

The Lindfield Centre Integrated Plan will:

- Produce a DCP and LEP consistent with the community's values and vision, with requirements of the Ministers Section 55 Direction, LEP 194 and DCP 55, in accordance with best practice planning principals and SEPP65 and the NSW Residential Flat Design Code, the Draft NSW standard LEP template and the Metropolitan Strategy.
- Seek, engage and build-in community and relevant stakeholder values, during the formal exhibition of the draft plans.
- Following the exhibition of a Draft LEP and Draft DCP, review submissions and finalise a suite of planning documents for final adoption by Council and submission to the NSW Department of Planning, including a new Development Contribution Strategy, and action plans for Public Domain, Traffic & Parking, and Community Facilities.

COMMENTS

Summary of Council's resolved position on 23 May 2006:

Item 1

S04350
7 August 2006**Resolved:**

“That Council adopt in principle the preferred Lindfield Land Use Plan as outlined in this report and in Attachment H, as amended, to guide future development of retail, residential, community and commercial activity within the Lindfield Centre.”

A summary of Council’s adopted land use strategy (23 May 2006) for the Lindfield Centre is as follows:

Lindfield will be a Large Village as defined by the Metropolitan Strategy, and will comprise:

- approximately 20,000sqm of retail floor space including two supermarkets, one on the eastern side and one on the western side;
- new community facilities including a new 1,200sqm branch library on the eastern side.
- small scale commercial floor space within the retail core catering for professional offices, medical centres, and a range of other uses;
- around 2,100 new residential dwellings (including both RDS Stage 1 and RDS Stage 2) within a 600 metre radius of the centre;
- new green local parks on fringes of the commercial area to serve existing and future residents on both sides of the centre;
- a new village green on Drovers Way behind the shops with cafes and restaurants;
- a new town square on Tryon Road providing a central community meeting place;
- widened footpaths and street trees on major commercial streets.

Copies of Council’s reports and resolutions of 23 May 2006 are included in **Attachment 1**.

Draft Development Control Plan

The proposed DCP to apply to the Lindfield Centre will take the form of an amendment to the Draft Ku-ring-gai Town Centres Development Control Plan.

Recent amendments to Part 3 of Environmental Planning and Assessment Act have resulted in Council only being allowed to have one DCP applying to land covered by the Draft Ku-ring-gai (Town Centres) Draft LEP. This has resulted in the Draft Town Centre DCP being drafted as a comprehensive DCP, containing all development controls to apply to land covered by the Draft LEP. It is proposed to only amend Part 2 (Vision, Objectives and Strategies), Part 3 (Public Domain Controls) and Part 4 (Primary Development Controls) of the Draft DCP to incorporate the relevant master planning provisions for the Lindfield Centre. The remaining general provisions contained in the other parts of the Draft DCP (Parts 1 and 5 to 9) will also apply to Lindfield Centre and it is not proposed to make any amendment to those provisions except for car parking rates.

The new Section 74C of the Environmental Planning and Assessment Act, also clarifies that a DCP may not duplicate the provisions of an LEP, be inconsistent with an LEP, or contain provisions that prevent compliance with an LEP. Every effort has been made to ensure that the Draft DCP provisions applying to Lindfield satisfy the requirements of the Act, with the controls contained in the Draft DCP being consistent with the development standards contained in the Draft LEP.

Item 1

S04350
7 August 2006**Proposed DCP provisions for the Lindfield Centre**

A copy of the Draft DCP provisions to apply specifically to Lindfield Centre are contained in **Attachment 2**. These consist of the following components.

Part 2: Vision, Objectives and Strategies

This part contains the vision for the Lindfield Centre developed in conjunction with the community. It also presents a series of objectives and strategies guiding future character, form and function to help achieve the vision. It is intended that this part sets out a framework for the proposed controls and guidelines in Parts 3 and 4 by providing an understanding of the development context.

Part 3: Public Domain Controls

This part contains a set of controls and guidelines to help guide the public domain improvements in conjunction with the development of private land. It provides a strategic guidance for the desired future character of the public open space (existing and proposed) and streets within the Lindfield Centre.

The public domain controls are in the form of street by street controls and include controls/guidelines for street definition, parking, paving, street tree planting, street furniture, lighting and powerlines, whilst taking into consideration the potential of adjoining properties and public spaces. A Public Domain Manual and Town Centre Style Guide are also to be developed that will address detailed design requirements for public domain improvements and ensure consistency of design within and across centres.

Part 4: Primary Development Controls

Part 4 of the Draft DCP contains the provisions of the final detailed master plan that has been developed for the Lindfield Centre. The development standards contained in the Draft LEP are consistent with the Master Plan provisions and facilitate the enforcement of the Master Plan.

Part 4 of the Draft DCP includes site specific building envelope controls for each of the key sites within Lindfield. There is a focus on both mixed use and residential only development areas, to ensure desired built form outcome. These controls specifically respond to the resolutions of Council on 23 May 2006 and link these to the objectives and strategies set out in Part 2 that define the future urban structure for Lindfield.

The site specific controls are in the form of building envelopes which establish the allowable bulk, height and the position of development on each site. The primary development controls include controls for building use and ground floor activities, site amalgamation, building height, building depth and separation, building setback, building articulation, active frontage, vehicle access and deep soil zone/private open space. It is intended that this urban form methodology provides a greater certainty of outcome for Council, community and site owners.

Item 1

S04350
7 August 2006

The building envelope control drawings are expressed through a combination of drawings (plans and sections) and text. Three-dimensional diagrams are also used to assist in the interpretation of the development guidelines and controls. It is important to note that a building envelope is not a building, but a three dimensional zone that limits the extent of a building in any direction. It defines the extent of the overall building zone in plan and section within which a future building can be located.

The Draft Master Plan has been determined through stakeholder consultation, a thorough urban design analysis and economic assessment. A feasibility model for some of the key sites is provided in the confidential **Attachment 3 – Lindfield Centre Economic Feasibility** prepared by BEM Property Consultants. The controls are also consistent with the Retail Strategy for Lindfield Centre. Council's economic feasibility consultant has provided preliminary verbal advice that economic testing is generally feasible in line with site model testing.

Section 54 Notification

The Draft LEP has been formatted to be consistent with the NSW Government gazetted the Standard Instrument (Local Environmental Plans) Order 2006.

In addition Council has received advice from the Department of Planning on 5 July 2006 in relation to the Section 54(4) notifications for Gordon, Pymble, Lindfield and Roseville. Authorisation has been issued subject to the conditions within the specific schedules for each centre.

A copy of the Lindfield Centre Schedule No. 2 – Lindfield Centre is **Attachment 4**. These required changes have been made and incorporated into the Draft LEP Amendment No. 2 and the relevant supporting documentation and maps as they apply to the Lindfield Centre.

Council will be required to submit the Draft LEP prior to a Section 65 Certificate being issued and to provide a copy of the certificate and accompanying instrument and maps when the LEP is exhibited.

Precinct by Precinct Description

A detailed discussion on how the proposed Draft DCP provisions respond to the planning considerations of the key sites is included below. This section is structured to provide a detailed account and analysis of the process of resolving the final building envelopes which form Part 4 of the Draft DCP as it applies to Lindfield Centre.

The analysis is undertaken on a precinct basis. Lindfield Centre has been divided into a number of precincts these are shown in **Attachment 5**. The final outcomes of this discussion are illustrated in Part 4 of the Draft DCP in **Attachment 2**.

Each subsection contains:

- Background (specific to the planning topic);
- Issues and Opportunities (assessment, feedback from testing and solutions);

Item 1

S04350
7 August 2006

- Final analysis and recommendations (including the relevant LEP/DCP Controls or recommended actions).

Precinct A – Lindfield Avenue / Kochia Lane / Tryon Road (including Council's Car Park)*Background*

Precinct A defines part of the core area of Lindfield Centre to the east which is in close proximity to the railway station and is generally bounded by Lindfield Avenue, Tryon Road, Kochia Lane and Milray Street. The area is currently zoned under KPSO 3(b)-(B2) Commercial Services with an allowable FSR of 1:1.

This key precinct includes heritage listed shops fronting Lindfield Avenue (1-21 Lindfield Avenue), Council's car park with a total of 135 car spaces and a 2-storey commercial development (12-18 Tryon Road) including Council's baby health centre and basement parking of approximately 95 car spaces.

The existing heritage building features a 2 storey section with a pitched roof flanked by three storey end bays with parapet roofs. It is considered significant for its aesthetic and representative qualities owing to its overall form and detailing, as an excellent example of an Inter War Mediterranean style commercial building. However the rear façade fronting Chapman Lane is dominated by series of garages and alterations which are unsightly and detract from the aesthetic qualities of the building. A photo of the existing rear elevation is shown in **Attachment 6A**.

In regard to the existing heritage building (1-21 Lindfield Avenue), Council resolved that it would remain as a heritage item and is to be redeveloped in accordance with the following resolution:

"That any development to the Spanish Mission heritage-listed shops bounded by Lindfield Avenue, the Minister's site in Lindfield Avenue, Council's car park and Tryon Road contained in Precinct K (now Precinct A) and proposed to be zoned B2 be sympathetic to the heritage value of the shops and not adversely impact on the appearance, views, façade or fabric of the existing buildings on all four sides."

Council's heritage consultant City Plan Heritage has undertaken detailed assessment of the external fabric of the existing heritage building to identify the opportunities and constraints for redevelopment. The full report is included in **Attachment 6B**.

Council resolved on 23 May 2006 that this precinct be rezoned to B2 Local Centre to provide a mix of retail, commercial, shop top housing, community facilities and open spaces.

Council also resolved to create a new Town Square (on the Tryon Road car park site) and to provide basement public parking with some parking retained at grade. The relevant resolutions read as follows:

"That in regard to the Council car park site in Tryon Road that any underground car parking allow for adaptive reuse of the area as a green space (as indicated on the land use strategy

Item 1

S04350
7 August 2006

map) and that such green space have the capacity to support appropriate landscaping including trees on the site.”

“That in regard to the Council car park site in Tryon Road that sufficient at-grade parking is provided for ‘express’ use of the shops and for people with disabilities.”

Council’s urban design consultant Hill Thalys has prepared a number of options for the existing commercial building at 12-18 Tryon Road and a preferred option was presented to the Planning Committee.

Contact has been made on a number of occasions with Body Corporate representatives and some of the strata owners of the commercial building. The owners have expressed interest in extending over the existing building, which was initially designed to allow for future expansion. The owners have also raised the concern that the provision of future parking under the existing building may not be a feasible option. A submission was also received regarding their proposal to redevelop up to 9 storeys and is included in **Attachment 7A and Attachment 7B**.

These draft plans have been reviewed and the following comments are provided:

- Height, bulk and scale of the building and potential impact of the 9 storey building on the proposed square and adjoining sites including the residential area along Tyron Road. This will not provide for the desired transition from the 7 storey Minister’s site in Lindfield Avenue to the surrounding 5 storey residential development in Tryon Road and Milray Street.
- The maximum of 7 storeys contained in the Draft LEP and DCP controls will provide approximately 40 units on the sites. The Body Corporate’s position that 9 storeys is required to provide sufficient additional housing to satisfy the Minister’s direction is not supported.
- The area of the town square will be reduced and its role and function will be significantly changed with the location of the library in the proposed town square area. The library will be isolated from other key activity areas within the precinct.
- The costs of 3 levels of underground parking on Council’s site and how parking is to be funded and allocated requires further resolution.
- The proposal seeks to incorporate Council owned land in Kochia Lane without returning a net public benefit in the form of a library or other community space. Council’s initial economic feasibility testing of the proposed draft LEP and DCP controls indicates that the scheme is feasible, with the Council owned land being used to offset the provision of the Library space within the redevelopment of the site.

Issues and opportunities

During the development of the public domain and built form controls for the precinct, the following were identified and considered:

Item 1

S04350
7 August 2006

- There is significant opportunity to create a place of strong community focus on Council's owned land with the proposed new town square. This space has some potential to provide landscaping and areas for significant trees within the commercial centre.
- Undergrounding of power lines and widening of landscaped strip along Tryon Road.
- Opportunity for new additions to the rear of the existing heritage building along the Chapman Lane boundary at street level to replace existing garages. It is considered important to provide an active facade which addresses the proposed town square, whilst maintaining the heritage significance of the building.
- Parking concession required to give incentive for sensitive and viable redevelopment of the existing heritage building.
- Proposed Council's basement parking could be linked to the surrounding developments, including future development at the Minister's site along Lindfield Avenue.
- Existing commercial development at Tryon Road has the potential to expand with new upper levels to provide commercial, shop top housing and community facilities. The future parking requirement could be incorporated into the adjoining proposed basement parking for Council.
- The shop top housing must be configured to achieve good solar access and amenity for residents and minimal overshadowing impacts on public areas.
- Council's community facilities (including new library) could be relocated to this precinct based on the following rationale:
 - They would be located within the area currently targeted for significant increased density thus promoting a walkable community that reduces pressure on vehicle use;
 - Potential for new library to address an active public open space;
 - Easy, level access from Tryon Road and the railway station;
 - Visibility from public streets and public open space;
 - Quieter environment;
 - Safer environment for children and older residents;
 - Users can incorporate trips to retail centre as well as Council facilities in one stop;
 - Potential focus / destination for a new public open space while providing opportunities to the retail sector;
 - Would be located centrally to the existing high density residential zones whose new residents will contribute to the success of the vibrant village centre and provide ready patronage to a new library/other Council facilities;
 - Car parking can be more easily incorporated.

Final analysis and recommendations

The draft public domain and building envelope controls are shown in the Draft Lindfield Centre DCP Part 3 and Part 4 Precinct A and are summarised as below:

Item 1

S04350
7 August 2006

- Retention of properties 1-21 Lindfield Avenue as heritage item with proposed new retail frontage (eg. cafes and restaurants) at the rear fronting Chapman Lane. A photo montage is included in **Attachment 6A** showing one of the possible redevelopment options. The future redevelopment must comply with the following guidelines:
 - Any major additions to the building should be distinct from the original building form and simple in detail so as to not dominate the aesthetic and built form character of the item.
 - Any additions to the building must allow for conservation works to the façade, side elevations and the end bays.
 - Additions should not be apparent from the Lindfield Avenue streetscape.
 - No additions to the roofs of the end bays.
 - The principal roof elements should be retained including the pitched roof and the parapet roofs.
 - There is the opportunity for additions to the rear between the end bays. The additional building form must not project forward of the rear alignment of the end bays. The maximum height is 1 level above the rear eaves line of the central pitched roof.
 - There are to be no additions forward of the ridge of the pitched roof. Any additions that are higher than the roof ridge are to be setback behind the line of the eaves of the rear roof pitch.
 - Additions to the upper levels on the rear elevation should not be set forward of the alignment of the end bays. Any new building form should be recessed adjacent to the end bays to provide physical separation and distinction between new and old elements.
- It is proposed that redevelopment of existing Council's car park site will include:
 - A new basement public parking to accommodate both existing and future parking requirements;
 - Proposed town square of approximately 2,680sqm.
- The redevelopment of the existing commercial building (12-18 Tryon Road) will provide:
 - Approximately 1,500sqm GFA of community space to include a new enlarged library of 1,200sqm possibly on the 2nd floor with direct ground level access;
 - Up to 37 residential apartments over the existing building;
 - Additional commercial space of approximately 2,200sqm GFA;
 - Additional basement parking to meet the requirements;
 - Building heights between 5 and 7 storeys (3 and 5 storeys over the existing building) with the higher component fronting proposed town square.

Precinct B – Pacific Highway / Railway (including existing Lindfield Library Site)*Background*

Precinct B is a parcel of land between the Pacific Highway and the railway line, defined by Tryon Place to the north and Strickland Avenue to the south. The precinct is a key site due to its visual

Item 1

S04350
7 August 2006

prominence from the road and rail and is within walking distance of the railway station. A mix of building heights and styles creates an unattractive presentation to the highway.

Various zones apply to the lands within this precinct, including:

- The northern end of this precinct (305-329 Pacific Highway / 1-5 Tryon Place) contains 3(a)-A2 Retail Services lands with retail shops fronting both Tryon Place and Pacific Highway and 3(b)-B2 Commercial Services lands (283-303 Pacific Highway) with relatively recent commercial developments for offices and showrooms. Both zones permit FSR of 1:1 under the KPSO.
- The middle section of this precinct (251-271 Pacific Highway) is zoned 5(a) Special Uses (municipal purposes) and owned by Council, incorporating a 300sqm Lindfield Branch Library, seniors citizens centres, tennis courts and affordable housing for a number of aged residents (Arunga Units). Some public parking is available on site.
- The southern end of this precinct (239-257 Pacific Highway) currently zoned 2(d) Residential contains existing 2-3 storey strata title apartment buildings which are unlikely to redevelop.

Council's Library Facilities Study by Dr David Jones, Building and Planning Advisory Service, State Library NSW, concludes that the existing branch library is unsatisfactory as it is too small and very poorly designed, and it should be demolished whether or not the site is used for a new library. The study further recommends construction on the current site or the Woodford Lane car park of a new community facilities building. In addition, the study indicates that there are some reservations about the positioning of the site as the driveway is on a busy main road and is just beyond a bend, and this may be problematic for a community facility likely to be used by many hundreds of people per day.

Council resolved on 23 May 2006 that this precinct be zoned as B2 Local Centre to provide a mix of uses including community facilities. The relevant resolution read as follows:

"That Precinct H [now Precinct B] (the library site) be investigated for its open space potential as well as community facilities."

Council's urban design consultant in consultation with staff and traffic consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

The preferred option has recommended relocation of the existing Council owned facilities within this precinct to more central locations on B2 zone within Precincts A and C currently targeted for significant increased density. This recommendation is consistent with Council's resolution as follows:

"That opportunities for community facilities as per Council's adopted Community Plan be specifically allowed for in Precincts F (now Precinct C), H (now B) and K (now A) in the areas zoned B2."

Item 1

S04350
7 August 2006*Issues and opportunities*

During the development of the public domain and built form controls for the precinct, the following were identified and considered:

- Opportunity for a landmark development around Tryon Place with good proximity to the railway station and high visibility from the rail and road.
- Tryon Place could benefit from significant public domain improvements and become a car free zone, as it is in a very high pedestrian activity area of Lindfield.
- The Council's library site could be redeveloped to fund the relocation of on site services and facilities. The existing aged housing within the site could be retained and incorporated into the future redevelopment.
- Review of vehicular site access requirements in conjunction with RTA to accommodate the increased densities in the area.
- Extension of the existing rear lane to provide access to any future development.
- The development fronting the highway is to have adaptable 1st floor with higher ceiling height to cater for small professional offices.

Final analysis and recommendations

The draft public domain and building envelope controls for the precinct are shown in the Draft Lindfield Centre DCP Part 3 and Part 4 Precinct B. In summary they are:

- Maximum building heights of 5 to 7 storeys with higher building at Tryon Place adjoining the railway station;
- Up to 1,160sqm NFA of retail space and 7,330sqm GFA of commercial space in total;
- Approximately 146 new dwellings in the form of shop top housing;
- Reconfiguration and extension of existing rear lane to link to Pacific Highway and Strickland Avenue. New connection / extension is to be achieved as part of site redevelopment should redevelopment of those sites occur in the long term. Should this not be able to be realised access through Council's existing site can be further investigated;
- New additional connections between existing rear land and the highway provided as part of site redevelopment;
- Proposed closure of Tryon Place to traffic, to create a pedestrian plaza.

Item 1

S04350
7 August 2006**Precinct C – Pacific Highway / Woodford Lane (including Council's Car Park)***Background*

Precinct C defines the central retail core of Lindfield Centre to the west which is broadly bounded by Pacific Highway, Bent Street, Beaconsfield Parade and is in close proximity to the railway station. The streetscape along Pacific Highway within the core area is characterised by the inconsistent theme in built form, colour and signage.

This key precinct incorporates a traditional main street retail area currently zoned 3(a)-(A2) Retail Services and a Council car park of a total of 72 spaces (at the rear of the shops) currently zoned 5(a) Special Uses (parking). There is also an existing Scout Hall on 2(c2) zoned land, adjacent to the Council car park on Woodford Lane.

The retail strip fronting Pacific Highway is particularly constrained in terms of redevelopment as a result of fragmented ownership and the narrowness of some of the sites restricts basement parking.

Council resolved on 23 May 2006 that this precinct be rezoned to B2 Local Centre to provide a mix of retail, commercial, shop top housing, community facilities and open spaces. A big proportion of Council's car parking will be relocated to basement parking with some retained at grade.

Council's urban design consultant in consultation with traffic consultant has prepared a number of options for this site which have been reviewed, in terms of economic feasibility, and a preferred option was presented to the Planning Committee.

Issues and opportunities

During the development of the public domain and built form controls for the precinct, the following were identified and considered:

- There is a significant opportunity to create a new civic space on council's car park site on the western edge of the town centre which will act as a village green and allow for the retention of significant existing trees.
- The council's car park site could be redeveloped to provide a visually-appealing and functional multipurpose facility including a library of the required size, youth space, senior citizens' space, multipurpose spaces and a residential component which could help to fund the project.
- Some opportunities exist for redevelopment of the main street retail area particularly at the rear of the shops to address the new proposed civic space.
- The redevelopment of retail strip fronting Pacific Highway will require certain lot amalgamations to provide basement parking.
- The development fronting the highway is to have adaptable 1st floor with higher ceiling height to cater for small professional offices.

Item 1

S04350
7 August 2006

- The shop top housing fronting the highway must be configured to achieve good amenity for residents based on noise planning principles.
- Existing Drovers Way through the car park should be reconfigured to improve the efficiency of the site for future development.
- Deep soil landscaping with trees will be incorporated as part of the street.
- Improvement to the existing service lane including provision of new footpaths and lighting.

Final analysis and recommendations

The draft public domain and building envelope controls are shown in the Draft Lindfield Centre DCP Part 3 and Part 4 Precinct C and are summarised as below:

- It is proposed that redevelopment of existing Council's car park site on Woodford Lane will include:
 - New basement public parking to accommodate both existing and future parking requirements;
 - Proposed Woodford Lane Town Park / Square of approximately 1,195sqm;
 - Approximately 1,900sqm GFA of community space to include a new multi-purpose community centre;
 - Approximately 12 dwellings (possibly aged care residential) over the proposed community centre.
- The main street retail area will have:
 - Approximately 7,170 sqm NFA of retail space on the ground floor in total;
 - Possible 1st floor commercial space to cater for small professional offices;
 - Up to 101 residential apartments above the retail.
- Building height limit of 5 storeys applies to all developments.
- Realignment and reconfiguration of Drovers Way to create a new street connection with deep soil landscaping for street trees between Beaconsfield Parade and Bent Street. New connection / extension is to be achieved as part of site redevelopment.
- Existing Scout Hall building is to be retained and upgraded for future community uses.

Precinct D – Bent Lane*Background*

The precinct is predominantly defined as the area bounded by Pacific Highway, Balfour Street and Bent Street with a combination of commercial and residential areas as follows:

Item 1

S04350
7 August 2006

- The commercial lands currently zoned 3(a)-A2 has a frontage to Pacific Highway with shops and offices serviced by Bent Lane at the rear. The retail strip is particularly constrained in terms of redevelopment as a result of fragmented ownership and the narrowness of some of the sites restricts basement parking.
- The residential areas to the west of Bent Lane include a retirement village on 2(b) lands and a relatively new townhouse development on 2(e) lands. These sites have been built out and are unlikely to redevelop.

Council has resolved to change the existing 3(a)-A2 zone to B2-Local Centre zone to allow shop top housing. Part of the resolution read as follows:

“The area bounded by Pacific Highway, Bent Street, Bent Lane and Balfour Street... be amended to a B2 Local Centre zoning.”

Issues and opportunities

During the development of the built form controls for the precinct, the following were identified and considered:

- The redevelopment of retail strip fronting Pacific Highway will require certain lot amalgamations to provide basement parking.
- The shop top housing fronting the highway must be configured to achieve good amenity for residents based on noise planning principles.
- The development fronting the highway is to have adaptable 1st floor with higher ceiling height to cater for small professional offices.
- Improvement to the existing service lane including provision of new footpaths and lighting.
- A new street between Balfour Street and Bent Street is desirable to improve permeability.
- Deep soil landscaping with trees will be incorporated as part of the new street.

Final analysis and recommendations

The draft building envelope controls for this precinct are shown in the Draft Lindfield Centre DCP Part 4 Precinct D and are summarised as below:

- The retail strip area within B2 Local Centre zone will have:
 - Approximately 1,550sqm NFA of retail / commercial space on the ground floor in total;
 - Possible 1st floor commercial space to cater for small professional offices;
 - Up to 27 residential apartments above the retail;
 - 5 storey building height limit;

Item 1

S04350
7 August 2006

- Proposed widening to Bent Lane with new footpaths implemented as part of site redevelopment.
- A maximum building height of 5 storeys to R4 High Density Residential zone and 3 storeys to R3 Medium Density zone.
- New street connection with deep soil landscaping for street trees between Balfour Street and Bent Street provided as part of the redevelopment of R4 sites.

Precinct E – Pacific Highway / Balfour Lane (including Coles Supermarket Site)*Background*

Precinct E is broadly defined by Holy Family Catholic School / Church to the north, Pacific Highway to the east, Balfour Street to the south and single dwelling areas to the west and is being anchored by a supermarket of approximately 900sqm NFA.

The commercial area fronting Pacific Highway is currently zoned 3(a)-A2 Retail Services and is occupied by a supermarket, a few shops and offices and an electricity substation with rear service access via Balfour Lane. The existing 2(d3) site behind the commercial area is currently used as car park for the supermarket.

There is an existing heritage item along the highway (388-390 Pacific Highway). It is considered significant for its aesthetic and representative qualities owing to its overall form and detailing, as an excellent example of an Inter War Old English style commercial building that has a long association with retailing in this locality.

Council's heritage consultant has undertaken further investigation and research on the existing heritage item and has recommended the retention of heritage listing with a potential for future adaptive reuse.

Council has resolved to rezone the precinct to B2 Local Centre to allow a mix of uses including retail, commercial and residential.

Council's urban design consultant in consultation with the traffic consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

A meeting has been held with the land owners and their representative for the supermarket site (376-384 Pacific Highway). The owners have expressed interest in redeveloping their site and are favourable to the proposed strategy to relocate the existing laneway. There was also a meeting with the adjoining heritage building site (386-390 Pacific Highway) regarding the future status of the heritage building and the development potential for the site as a whole.

Notification has also been received from Energy Australia to confirm that the substation (402 Pacific Highway) is likely to remain on site and will be upgraded as required.

Item 1

S04350
7 August 2006*Issues and opportunities*

- Some sites are likely to be amalgamated for redevelopment to include a full line supermarket and boutique shops, shop top housing, commercial space as well as basement parking.
- Future development adjacent to the existing heritage item should maintain a sympathetic context for the heritage item.
- Realignment of Balfour Lane is required to facilitate the redevelopment.
- The development fronting the highway is to have adaptable 1st floor with higher ceiling height to cater for small professional offices.
- The shop top housing must be configured to achieve good solar access and amenity for residents and minimal overshadowing impacts on public areas.
- The residential component should be positioned away from the existing substation.
- Minimise building heights to the west adjoining the low density residential areas.
- Need to consider the isolated site (406 Pacific Highway) between the substation and the school currently occupied by existing cottage used as commercial premises.
- Opportunity to rationalise existing vehicular access to the school / church currently via Balfour Lane.

Final analysis and recommendations

The draft building envelopes controls for the precinct are shown in the Draft Lindfield Centre DCP Part 4 Precinct E. In summary they are:

- Approximately 3,230sqm NFA of retail space on the ground floor to include a large supermarket of approximately 2,500-3,000sqm;
- Up to 2,920sqm GFA of commercial space on both ground and 1st floors;
- Up to 58 new dwellings in the form of shop top housing. Note that 33 dwellings are currently permitted on LEP 194 site (existing car park);
- Building heights of 5 storeys fronting Pacific Highway and 3 storeys at the rear to the west;
- Existing heritage item at 388-390 Pacific Highway is to retain its heritage listing but could be redeveloped by conserving the front portion of the building including the roof form. Full report outlining a comprehensive heritage assessment and guidelines are included in **Attachment 6C**;

Item 1

S04350
7 August 2006

- Realignment and reconfiguration of Balfour Lane should the sites be amalgamated. Deep soil landscaping with street trees will be incorporated within new street.

Precinct F – Beaconsfield Parade / Gladstone Parade*Background*

The precinct is an existing 2(d3) zoned area defined by Beaconsfield Parade, Drovers Way and Gladstone Parade, and adjoins single dwelling areas to the west. These 2(d3) sites are predominantly characterised by single dwellings on large parcels of land and have a high rate of unrealised development potential.

Council has resolved to rezone the precinct to R4 – High Density Residential to be in line with the new LEP template.

Issues and opportunities

- Council's urban design consultant in consultation with the traffic consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.
- There is potential for site amalgamation in this precinct, though there appears to be currently no common owners.
- New street connection is desirable along the western edge of this precinct to improve permeability. This street will also acts as a mechanism to provide transition / buffer to the adjoining low density residential areas. Deep soil landscaping area with street trees will be provided within the street.
- Provision of new street connection should not result in any reduction in development yields for the current 2(d3) sites.
- Best practice stormwater control devices should be incorporated as part of site redevelopment.

Final analysis and recommendations

The draft building envelope controls for the site are shown in the Draft Lindfield Centre DCP Part 4 Precinct F. In summary they are:

- Residential apartment buildings up to 6 storeys in height, fronting Drovers Way;
- Approximately 233 dwellings in total (as per originally permitted under LEP 194);
- 10-12m building setback for deep soil landscaping and significant trees along Beaconsfield and Gladstone Parades.

Item 1

S04350
7 August 2006

- New green open space provided as part of site redevelopment;
- New landscaped street connection between Beaconsfield Parade and Gladstone Parade provided as part of site redevelopment.

Precinct G – Woodside Avenue / Havilah Road*Background*

This residential precinct is broadly defined by Woodside Avenue, Lindfield Avenue and Havilah Road and adjoins single dwelling area to the east, consisting of 2(d3) and 2(c2) residential lands.

The current 2(d3) zoned lands (59 Lindfield Avenue, 1-9 Woodside Avenue) within this precinct are occupied by single dwelling houses. However, there is a recent DA approval for 5 storey residential apartments with a total of 27 units at 5-9 Woodside Avenue.

Council resolved that this whole precinct be rezoned to R4 High Density Residential. Regarding the rezoning proposal, contact has been made on a number of occasions with the various land owners as well as adjoining land owners and their representatives.

Council's urban design consultant in consultation with the traffic consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

A submission was received from the representatives of land owners of properties 19-25 Woodside Avenue and 4-6 Havilah Road (**Attachment 8**). The submission requested that current 2(c2) properties which are within the proposed R4 rezoning be rezoned to R3, as well as asking that the submission's subject properties be rezoned R3 to act as an interface to such development. Failing this, the submission requested that the land adjacent either not be rezoned at all or alternatively limit rezoning to R3. Any proposed accessway was requested to be limited to pedestrian only. Detailed assessment of this has been undertaken by Council Officers and Council's Consultant and it was determined that rezoning of these properties would not resolve the interface issue, but rather transfer it to it adjacent properties. Further investigation of this matter is warranted in terms of interface impacts as part of the comprehensive LEP process.

Issues and Opportunities

- New connection between Havilah Road and Woodside Avenue to improve permeability. It will also provide a transition / buffer to the 1 and 2 storey dwellings further to the east.

Final analysis and recommendations

The draft building envelopes controls for the precinct are shown in the Draft Lindfield Centre DCP Part 4 Precinct G. In general, 5 storey building height limit and 1.3:1 FSR controls remain on existing 2(d3) sites rezoned to R4.

Item 1

S04350
7 August 2006

The site specific controls for the remainder of the precinct (currently zoned 2(c2) rezoned to R4) are summarised as follows:

- New pedestrian link between Woodside Avenue and Havilah Road provided as part of site redevelopment.
- 4 storey residential apartment of approximately 23 new dwellings;
- 10-12m building setback for deep soil landscaping and significant trees along Woodside Avenue.
- 9m building setback for deep soil landscaping and significant trees along Havilah Road.
- 9.5 – 11.5m building setback from existing 2(c2) sites to the east. Proposed pedestrian link and landscaped areas with trees will be provided within this area.

Precinct H – Lindfield Avenue / Milray Street / Nelson Road*Background*

The precinct is broadly defined by Lindfield Avenue, Havilah Road, Nelson Road, Tryon Road, Milray Street and Kochia Lane. It has a few distinct areas as follows:

- The retail core area (23-43 Lindfield Avenue) currently zoned 3(a)-A2 has shops fronting Lindfield Avenue and a shopping plaza anchored by a supermarket. There is also a Council's car park at the rear of the shops (9 Havilah Lane) with a total of car spaces. This area is within the Minister's site for future development up to 7 storeys with ground floor retail and shop top housing.
- The current 2(d) sites are predominantly occupied by existing strata title apartment buildings and are unlikely to redevelop. There is a heritage item (55a Lindfield Avenue) fronting Havilah Lane which is a small timber hall constructed for the Roseville Club and was relocated to this site during the Inter War period. Part of the 2(d) sites (51, 55, 55a Lindfield Avenue) are within Minister's site for residential development up to 5 storeys.
- The current 2(d3) sites are mostly occupied by single dwellings but there is a court approval for 5 storey residential development with a total of 72 units at 2-8 Milray Street. There is also a pending DA recently lodged for 5 storey residential development with a total of 26 units at 20-22 Tryon Road. Overall, there is still a high rate of unrealised development potential on current 2(d3) sites. There is also a significant amount of remnant vegetation along the drainage corridor within this area.
- The current 2(c2) sites (12, 14, 16, 18, 20, 22 and 24 Nelson Road) at the periphery of this precinct were identified as interface sites where single dwellings directly adjoin high density residential zones 2(d3) in the Council Meeting of the 18 October 2005. The property at 20 Nelson Road is a potential heritage item and has undergone further heritage assessment as a result of Council's resolution of the 27 June 2006 as follows:

Item 1

S04350
7 August 2006

“That No 20 Nelson Road, Lindfield be subject to further heritage and urban design analysis and review as part of the Lindfield town centre program and that the matter be brought back to Council as part of the Lindfield centre planning process.”

The most significant factor for consideration on this precinct is the riparian corridor through the area. The riparian zone through this precinct is Category 3 - Bed and Bank stability/water quality. There are a number of large mature trees within the riparian corridor.

Based on a detailed assessment of the existing situation and consideration of the objectives of the Riparian Policy, the following conclusions can be made:

- There is no bed and bank present within the corridor that would define a current riparian zone;
- The corridor has recovery potential in terms of revegetation of indigenous species;
- The site is at the top of the catchment and therefore has a low flood risk and lesser need for piping;
- The site has a number of significant existing trees which require protection and retention.

Council resolved on 23 May 2006 to rezone the existing 2(d) and 2(d3) zones to R4 High Density Residential and the existing 2(c2) zone to R3 Medium Density Residential. In addition, the Minister's site fronting Lindfield Avenue has been rezoned to part B2 Local Centre and part R4 zone in accordance with Section 54(4) notification from Department of Planning.

Council's urban design consultant in consultation with the traffic consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

Issues and opportunities

- Retain development yield on existing 2(d3) sites rezoned R4 zone. These sites are the most likely site to redevelop given the low level of existing development.
- Minimise building heights at the interface sites fronting Nelson Road to provide transition to low density residential areas to the east.
- Retention and opportunities for large scale mature trees on the drainage corridor adjacent to Milray Street and Havilah Road. Best practice stormwater control devices should be incorporated.
- As the existing heritage item at 55a Lindfield Avenue has previously been relocated, there is considered to be some opportunity for its sympathetic relocation upon redevelopment.

Item 1

S04350
7 August 2006

- The property at 20 Nelson Road is a potential item currently identified by Council but has not been recommended for heritage listing by City Plan Heritage. Full report outlining detailed assessment and recommendations is provided in **Attachment 6D**.

Final analysis and recommendations

The draft building envelopes controls for the precinct are shown in the Draft Lindfield Centre DCP Part 4 Precinct H. In general, building height limit of 5 storeys apply to R4 zone and 3 storeys to R3 zone.

The built form controls for the site requires all buildings to be setback 10 metres on either side of the corridor. This creates a 20 metre wide landscape zone following the existing pipe line alignment. In conjunction with these requirements the following controls are also recommended to be included within the Draft DCP as site specific guidelines:

- Removal of existing pipe and creation of a new bed, bank and piping following the current alignment. Guidelines for this have been provided in **Attachment 9**. It is proposed to incorporate these guidelines within the Draft DCP;
- Landscaping of riparian zone with appropriate indigenous species;
- Protection of ecologically significant trees;
- Private open space controls that limit the extent of private courtyards and ensure the riparian corridor is communal open space;
- Allowance of a vehicle crossing over the riparian zone if required;
- Restoration and revegetation of the riparian corridor.

Precinct I – Bent Street / Beaconsfield Parade*Background*

This precinct is bounded by Bent Street to the north, Woodford Lane car park to the east, Beaconsfield Parade to the south and existing single residential dwellings to the west. It consists of 2(d3) and 2(c2) zones predominantly occupied by single dwellings.

Council has identified a number of interface sites within this precinct where single dwellings directly adjoin high density residential zones 2(d3). The following sites were identified in the Council Meeting of the 18 October 2005:

18, 20, 22, and 24 Bent Street, Lindfield
5, 5A and 7 Beaconsfield Parade, Lindfield.

Council resolved on 23 May 2006 to rezone the existing 2(d3) zone to R4 High Density Residential and the existing 2(c2) zone to R3 Medium Density Residential.

Item 1

S04350
7 August 2006

Council's urban design consultant in consultation with the traffic consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

Issues and Opportunities

- There is potential for site amalgamation in this precinct, though there appears to be currently no common owners.
- New street connection (extension to realigned Drovers Way) to improve permeability.
- Provision of new street connection should not result in any reduction in development yields for the current 2(d3) sites.
- Future development on R4 zone must address the new street (realigned Drovers Way).
- Minimise building heights adjoining existing low density residential area to provide a transition in building densities.

Final analysis and recommendations

The draft building envelopes controls for the site are shown in the Draft Lindfield Centre DCP Part 4 Precinct I. In summary they are:

- New street connection between Bent Street and Beaconsfield Parade incorporated as part of redevelopment of R4 sites.
- 5 storey apartment buildings with up to 132 dwellings within R4 zone (currently permitted under LEP 194).
- 3 storey townhouse developments with up to 50 dwellings within R3 zone.
- 10-12 metre building setback for deep soil landscaping and significant trees along Bent Street and Beaconsfield Parade.
- 6 metres building setback from proposed new street within R4 zone.

Precinct J – Pacific Highway / Wolseley Road Intersection*Background*

The precinct is at the intersection of Pacific Highway and Wolseley Road with rail corridor to the east and single houses to the west.

There is a relatively recent two storey commercial development on current 3(b)-B2 zoned land (345 Pacific Highway) and no change is envisaged for this site. Conventional single dwelling houses are

Item 1

S04350
7 August 2006

situated on all other lands currently zoned 2(d3) and IDO. 78 within this precinct. However there is a Development Application (DA) lodged recently for 4 storey apartment with a total of 22 units at 2-6 Wolseley Road. Lindfield.

Council resolved that the 3(b)-B2 zoned lands be rezoned to B5-Business Development. Existing 2(d3) sites have also been rezoned to R4 High Density Residential with no change to the development yield proposed. Further rezoning was resolved within this precinct as follows:

“That ... 8 and 10 Wolseley Road be zoned R3 (these sites were recommended for “no change” by the consultant in the interface study).”

Council also resolved the following with regards to this precinct:

“That Wolseley Road remain as a cul de sac with pedestrian-only access to Pacific Highway.”

Issues and opportunities

- Retention of existing cul-de-sac at the intersection of Wolseley Road and Pacific Highway.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct. In general, building height limit of 4 storeys apply to R4 zone and 3 storeys to R3 zone. R3 zone will have up to 9 new medium density units

Precinct K – Pacific Highway / Drovers Way*Background*

Precinct K is an area bounded by Pacific Highway, Beaconsfield Parade, Drovers Way and Gladstone Parade, comprising two main distinct areas as follows:

- The northern portion (280-296 Pacific Highway) is currently predominantly zoned 3(b)-B2, with the exception of 2 Beaconsfield Parade zoned 2(c2). This area is occupied by Lindfield Post Office, a Telstra service building and a 4-storey commercial development;
- The southern portion (238-278 Pacific Highway) is currently zoned 2(d) and has mostly been developed into residential flat developments which are unlikely to redevelop. There is an existing heritage item at 270 Pacific Highway.

Council has resolved to rezone existing 3(b)-B2 to B2 Local Centre zone and existing 2(d) to R4 High Density Residential zone to reflect existing use on sites and is consistent with Minister's directive.

Item 1

S04350
7 August 2006*Issues and opportunities*

- A large proportion of the precinct is unlikely to redevelop due to strata titling.
- Removal of heritage listing on property 270 Pacific Highway (as recommended by City Plan Heritage) as the existing heritage item has been heavily altered and therefore its significance compromised.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct. In general, the B2 Local Centre zone will permit mixed use development up to 5 storeys and the R4 High Density Residential zone will permit residential flat development up to 5 storeys.

Precinct L – Pacific Highway / Gladstone Parade*Background*

This precinct is an area characterised by the residential flat buildings, broadly defined by Pacific Highway to the east and Gladstone Parade to the north and adjoins Lindfield Public School to west and 2(d3) zoned lands to the south.

The sites currently zoned 2(d) in this precinct have been developed for residential flat building purposes. There remains no unrealised development potential. However, this area has been rezoned to R4 reflecting the existing uses and development capacity as resolved by Council.

The existing 2(d3) site of approximately 570sqm at the north-west corner of this precinct remains undeveloped. It is currently owned by NSW Department of Education and is consider unlikely to redevelop on its own.

Issues and opportunities

- A large proportion of the precinct is unlikely to redevelop due to strata titling.

Final Analysis and Recommendations

No site specific built form controls have been prepared for this precinct. The R4 High Density Residential zone is proposed for the LEP which reflects existing uses and is consistent with the requirements of the Department. The LEP shows a 5 storey height limit and an FSR of 1.3:1.

Precinct M – Strickland Avenue / Llewellyn Street*Background*

Precinct M is an area peripheral to the commercial centre and is broadly defined by Pacific Highway, Strickland Avenue, the railway and Llewellyn Street.

Item 1

S04350
7 August 2006

All lands currently zoned 2(d) in this precinct have been developed for residential flat building purposes. There remains no unrealised development potential. However, this area has been rezoned to R4 reflecting the existing uses and development capacity as resolved by Council.

Issues and opportunities

- A large proportion of the precinct is unlikely to redevelop due to strata titling.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct. The R4 High Density Residential zone is proposed for the LEP which reflects existing uses and is consistent with the requirements of the Department. The LEP shows a 5 storey height limit and an FSR of 1.3:1.

Precinct N – Tryon Road / Russell Avenue*Background*

This precinct is a residential area with a mix of zoning including 2(c2), 2(e), 2(d), 2(d3) and Special Uses (Church). It includes the Minister's site (9-25 Tryon Road) which has recently been redeveloped with 5-storey apartments.

There are four significant items in the precinct:

1. Anglican Church (1-7 Tryon Road) currently zoned 2(d3) is a potential item for heritage listing.
2. Uniting Church (33 Tryon Road) on current 5(a) Special Uses zoned lands is a State listed heritage item;
3. A substantial 2 storey Federation dwelling adjoining Uniting church (31 Tryon Road) on current 2(d3) site;
4. Former Masonic Hall on current 2(d) zoned site at 1a Lindfield Avenue;
5. Property at 22 Russell Avenue is a very prominent element within the streetscape and has a high level of aesthetic significance to contribute to the character of the immediate area.

Council resolved to rezone the existing 2(e) and 2(d3) zoned lands (excluding Minister's site) at the northern portion of Tryon Lane to R4 zone and existing Special Uses Zone to Special Purposes (SP2) Infrastructure zone. Part of the southern portion of Tryon Lane (1a Lindfield Avenue / 2-18 Russell Avenue) currently zoned 2(e) and 2(d) has been rezoned to R3. The remaining area of the precinct has been rezoned to R2.

However, there are a number of proposed changes to the zoning scheme resolved by Council on 23 May 2006 in response to the Section 54(4) notification by Department of Planning. These include:

Item 1

S04350
7 August 2006

- The Minister's site (9-25 Tryon Road) currently zoned 2(e) to be changed to R4 zone;
- Proposed SP2 Infrastructure zone (33 Tryon Road) to be changed to R4 zone so that it is consistent with adjoining proposed land use zoning as SP2 zone is not to be used for car park area, community facilities, churches or schools;
- Proposed zoning to properties 1a Lindfield Avenue and 2-6 Russell Avenue to be changed from R3 to R4 Zone as no downzoning is permitted;
- Proposed zoning to properties 20-26 Russell Avenue to be changed from R2 to R3 Zone as no downzoning should occur.

Issues and opportunities

- The southern portion of this precinct (1a Lindfield Avenue / 2-26 Russell Avenue) could be viewed as a transition between the 5-storey Mirvac development and 1-storey single dwellings on the south of Russell Avenue.
- Potential land use conflict with the proposed heritage listing of some items.
- The former Masonic Hall at 1a Lindfield Avenue features some Art Deco detailing and a reasonably well resolved façade. As the structure behind is relatively utilitarian there is the opportunity to adapt the façade provided that it does not conflict with a comprehensive redevelopment.
- A large proportion of the precinct is unlikely to redevelop due to strata titling.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct.

City Plan Heritage has recommended heritage listing for the following properties within the precinct:

1. Anglican Church at 1-7 Tryon Road which is currently not listed;
2. Uniting Church at 33 Tryon Road which is currently a state listed heritage item;
3. Property at 22 Russell Avenue which is a potential heritage item identified by Council. It is a largely intact Federation Period mansion with some association to the adjacent Marshall Mount School.

The former Masonic Hall at 1a Lindfield Avenue and the existing building at 31 Tryon Road have been recommended for future potential adaptive reuse.

Item 1

S04350
7 August 2006

The dwelling at No.31 Tryon Road, Lindfield (**Attachment 6E**) has been identified as building for potential adaptive re-use. The site current has a substantial 2 storey federation Arts & Crafts Style residence and is located directly adjacent to the State heritage listed Church as No 33 Tryon Road.

A potential adaptive re-use could see the conversion of the existing dwelling into apartments , with additional development at the rear of the site that is sympathetic to the dwellings and the adjacent state listed church.

Precinct O – Pacific Highway / Highfield Road*Background*

This precinct is an area fronting Pacific Highway with 2(e) zone to the east of the highway and 2(d) and 2(d3) zones to the west. These lands fall within the Minister's directions for rezoning.

Council resolved to rezone the existing 2(e) lands addressing the highway to R3. However, this rezoning is likely to be insufficient incentive to redevelop from the existing strata titled developments within the middle stretch of the area (377-429 Pacific Highway).

All lands currently zoned 2(d) and 2(d3) in this precinct have been developed for residential flat building purposes. There remains no unrealised development potential. However, this area has been rezoned to R4 reflecting the existing uses and development capacity.

Issues and opportunities

- A large proportion of the precinct is unlikely to redevelop due to strata titling.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct as most sites have realised their full development potential. In general, building height limit of 5 storeys apply to R4 zone and 3 storeys to R3 zone.

Precinct P – Wolseley Road / Treatts Road (including Masada College Site)*Background*

Precinct P (previously known as Precinct A) is within the triangular area bounded by Treatts Road to the north, the railway line to the east and Wolseley Road to the west. The majority of this precinct is within 600m radius from the Lindfield Station and commercial centre. Pedestrian access to the station is considered quite level and direct.

The precinct is currently zoned under 3 separate zonings and comprises the following sites:

- The synagogue site adjacent to the railway overpass is zoned 5(a) Special Uses, permitting uses associated with a Church. The synagogue is situated on the highest portion of the precinct;

Item 1

S04350
7 August 2006

- The Masada Infants and Primary School site along the railway line is zoned under IDO 79. This instrument operates to permit school and childcare activities. Church use is also permitted on part of the site. Access to the school is currently via railway land. The area of Eleham Road currently leased from Council has been used as school's playground. Existing Ibbotson Park is situated to the south adjoining the school.
- The low density residential area around the school and synagogue currently zoned under IDO 78 is characterised by single dwelling houses. Gazetted in 1980, IDO 78 prevented expansion of school uses into the adjoining residential area. Permissible uses are residential dwelling houses, roads, open space and utility installations.

A number of contacts have been made with residents in the area, and with the representatives for Masada and the synagogue. Several forums were held between these parties and Council.

The representatives for Masada School have confirmed their intention to consolidate with the college site at St Ives since numbers of students at the current school have declined in recent years with changing population trends. Accordingly they wish to rezone the site to facilitate its sale for relocation. They have also indicated that the Synagogue is likely to relocate in the medium to longer term. In addition, Masada School has presented concept designs for the residents' and Council's consideration.

Council's urban design consultant has prepared a preferred land use strategy which was presented to Council for its consideration at the meeting of 23 May 2006. The strategy proposed to rezone the precinct to R3 and R4 for a range of residential developments up to 5 storeys. It also included a new street and extension of Ibbotson Park.

At the meeting 23 May 2006, Council resolved to rezone the entire precinct to R2 Low Density Residential. The Draft LEP incorporating this zoning change was sent to the Department of Planning in accordance with the requirements of Section 54 of the Act. In response, The Department has requested the removal of all lands proposed to be zoned R2 from the Draft LEP and an improved yield from all sites to be rezoned. Accordingly the planning for this area has been revisited.

To assist in the formulation of a land use zoning for Precinct P, a mediation session conducted by an independent mediator was held on 27 July 2006 with relevant stakeholders. The outcomes of the session were further reviewed and three options were developed for consideration out of the mediation report. The mediation report describing the process and outcomes is included in **Attachment 10A**.

Issues and opportunities

During the development of the land use options for the precinct, the following were identified and considered:

- The large land holding in single ownership in this area presents an opportunity for public domain benefit.

Item 1

S04350
7 August 2006

- Retention and enhancement of existing vegetation at the western edge to preserve the existing streetscape along Wolseley Road.
- Minimisation of building heights along Wolseley Road to provide transition to the adjoining low density residential areas.
- The opportunity for higher density development against the backdrop of the raised railway line.
- The opportunity to increase and improve open space in the locality by enlarging Ibbotson Park as part of site redevelopment.
- Review of vehicular site access requirements to accommodate the increased densities in the area.
- Option for Eleham Road to gain additional public domain benefits in the area.

Final analysis and recommendations

The following land use options have been developed based on the outcomes of the mediation session:

- ***Option 1A: The rezoning of the entire precinct to R3.***

This option would provide a zoning for the development of townhouses and villas which is compatible with the nearby low density residential development to provide increased yields in line with the Minister's direction. The natural boundaries formed by the existing roads will help to reduce interface impacts to the surrounding low density residential areas.

- ***Option 1B: Rezoning the precinct to R3, with the exception of Nos. 1-11 Treatts Road which would be excluded from the Draft LEP.***

This option would provide a zoning for increased density for the major portion of the precinct, but retains a low scale residential character along Treatts Road, which is generally the highest portion of the precinct and at the greatest distance from the railway station.

- ***Option 2: Rezoning the precinct generally to R3, with the exception of 6 lots owned by Masada close to the railway line and part of Eleham Road, which would be rezoned to R4.***

This option is similar to the option previously presented by Council's urban design consultant, with the exception of the 3 lots on Treatts Road currently occupied by the North Shore Synagogue. These sites are proposed to be changed from R4 to R3.

This option would provide a zoning allowing townhouses and villas along the street frontages and higher density apartment building against the raised railway line. It is proposed to have maximum 4 storeys within the R4 zone to ensure that the neighbourhood character of the locality is preserved.

Item 1

S04350
7 August 2006

The additional density in this option would allow for greater improvements in the public domain such as extension to the existing park.

Option 2 is recommended as it provides increased yields, housing choice eg. villas, townhouses and apartments while protecting the interface zone and providing the maximum public domain benefit.

Once the zoning and heights are determined, further work will be undertaken in regard to the built form proposals, traffic and access strategies and public domain and landscape improvements.

SUMMARY OF YIELDS

The following tables provide a summary of the proposed yields for residential dwelling numbers, retail floor space and commercial floor space within the Draft DCP and Draft LEP. The tables also show the changes in yields compared to the existing situation.

Residential

Table 1 shows a final proposed residential yield of 516 dwellings. This calculation does not include yield from existing medium density zones 2(d), 2(e), 2(f) or 2(h) or strata titled apartment buildings considered unlikely to change in the future.

Housing has been allocated in appropriate areas, consistent with Councils resolution on 23 May 2006 which adopted a target of 760 new dwellings (RDS stage 2 only) within a 600 metre walking radius of the centre.

Table 1: Summary of Residential Dwellings for Lindfield RDS Stage 2

| Precinct | New residential dwellings proposed in draft LEP/DCP |
|--------------|---|
| A | 37 |
| B | 146 |
| C | 110 |
| D | 27 |
| E | 25 |
| F | 0 |
| G | 23 |
| H | 50 |
| I | 50 |
| J | 9 |
| K | 0 |
| L | 39 |
| P | 128 (if included by Council) |
| Total | 516 (644 if Precinct P included) |

Notes:

1. Precinct references refer to precinct based built form controls in the Town Centre DCP.
2. All numbers in the Draft LEP/DCP column are calculated on the basis of an average of 110sqm per dwelling.

Item 1

S04350
7 August 2006

3. Precincts shown indicate areas of proposed residential dwellings as part of RDS Stage 2 and do not include LEP 194/200.

Retail

Table 4 shows a total retail yield of approximately 20,000sqm NFA of retail floor space. This represents an increase of about 5,700sqm NFA of retail space which will accommodate a supermarket of about 2,500-3,000sqm.

The total retail floor space proposed for Lindfield Centre is consistent with Council's adopted position that Lindfield would be a Village comprising up to 6,000sqm of retail floor space including a supermarket.

The total retail floor space shown in Table 2 proposed for Lindfield Centre is also consistent with the Ku-ring-gai Retail Strategy adopted by Council. The strategy recommends provision of up to 6,000sqm of ground floor retail/commercial space

Table 2: Summary of Retail Floor Space

| Precinct | Existing retail floor space | Proposed retail floor space Draft LEP/DCP | Variation |
|--------------|-----------------------------|---|--------------|
| A | - | 360 | |
| B | - | 1168 | |
| C | - | 7177 | |
| D | - | 1550 | |
| E | - | 3229 | |
| F | - | 0 | |
| G | - | 0 | |
| H | 2935 | 3173 (within Minister's Site) | |
| I | - | 0 | |
| J | - | 0 | |
| K | - | 0 | |
| L | - | 3755 | |
| Total | 14760 | 20412 | +5652 |

Notes:

1. Retail areas are net floor area (NFA).
2. Precinct references refer to precinct based built form controls in the Town Centre DCP.

Commercial

Council's adopted position for Lindfield in relation to commercial space is as follows:

- small scale commercial floor space above retail catering for professional offices, medical centres, and a range of other uses including an appropriately located community room;
- Commercial office buildings along the highway, providing employment within close proximity of the rail station.

Item 1

S04350
7 August 2006

There will be a minor increase in the overall commercial floor space proposed as part of the Draft LEP/DCP. This increase will primarily occur in Precinct A (approximately 2,200sqm GFA) and Precinct B (approximately 2,150sqm GFA). Note that there will be a net loss of commercial floor space at Lindfield Avenue Minister's site upon redevelopment (based on Master Plan prepared by UDAS). (Capacity for small businesses and services has been retained in precincts B, C, D and E through the provision for flexible first floor spaces for potential future adaptive reuse).

Draft Local Environmental Plan

The *Draft Ku-ring-gai Local Environmental Plan (LEP) 2006 (Town Centres)* is the statutory planning instrument that will control what can be developed on various parcels of land. The Draft LEP is complemented by the Draft Development Control Plan (DCP) which will provide the controls for the detailed planning and design issues. The controls contained in the Draft DCP must be consistent with any provisions of the Draft LEP.

The Draft LEP that has been prepared to implement the recommend future development outcomes for the Lindfield Centre takes the form of an amendment to the principal Draft LEP that was previously adopted to apply to the St Ives Centre and subsequently amended to also apply to the Turramurra, Gordon and Pymble centres. It will be known as *Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Amendment No 3)*. This amending Draft LEP will bring land in and around the Lindfield Centre under the principal Draft LEP and introduce appropriate zonings, development standards and additional provisions to implement the overall master plan that has been developed for Lindfield. Draft LEP (Amendment No.3) will also apply to the Roseville Centre.

A copy of the proposed *Draft Ku-ring-gai (Town Centres) Local Environmental Plan (Amendment No 3)* is included as **Attachment 11**. Details of the key components are discussed below.

Components of Draft Ku-ring-gai (Town Centres) LEP – (Amendment No. 3)

The Draft LEP (Amendment No.3) only contains the new provisions to be added to the principal Draft LEP. All existing provisions contained in the principal Draft LEP will also apply. All new provisions introduced by Amendment No.3 includes amendments to the written LEP instrument and introduces new land application, zoning and development standard maps which cover land within the Lindfield Centre.

Written instrument

The written instrument contains the detailed planning provisions that will apply to land covered by the Draft LEP. This includes aims, standard zone descriptions and zone objectives, permitted land uses, development standards, subdivision provisions and numerous miscellaneous provisions. The Standard LEP introduced by the State Government mandates certain provisions that are to be included in all future written instruments of LEPs.

Draft LEP (Amendment No.3) introduces the following additional provisions to the principal Draft LEP written instrument:

Item 1

S04350
7 August 2006

- Amendments to Clause 3 and 7 to make reference to the new land application, zoning, lot size building height and FSR maps apply to the Lindfield Centre. The proposed changes to the respective maps are discussed in more detail below;
- Amendments to Schedule 4 (Reclassification of Public land) and Schedule 5 (Environmental Heritage) of the Draft LEP. Details of these are discussed below.

Schedule 4 - Classification and reclassification of public land

Schedule 4 of the Draft LEP includes a list of the Council owned land that is to be considered for reclassification from 'community land' to 'operational land' as part of the LEP making process. There are statutory procedures required by the Local Government Act and the Environmental Planning and Assessment Act that must be followed during the exhibition period of the Draft LEP to facilitate the reclassification of this public land.

The sites to be added to Schedule 4 by the Draft LEP and the reclassification process is discussed in detail later in this report.

Schedule 5 – Environmental Heritage

Schedule 5 list sites to be included as heritage items under the Draft LEP. On 23 May 2006 Council considered a report on the heritage study that had been undertaken for the Lindfield Centre. A copy of the Council report and resolution are included as **Attachment 1**.

The Table 3 below sets out all properties reviewed and assessed within the Town Centre.

Table 3- Summary of Existing/Potential Heritage Items and Proposed Heritage Classifications for the Key Areas affected by the Proposed Land Use Plan

| Address | Existing Zone | Existing Classification | Proposed Classification |
|--|--|-------------------------|--|
| 1-21 Lindfield Avenue | 3(b)-(B2) | Heritage Item | Heritage Item (no change) |
| 55a Lindfield Avenue- part of Minister's Targeted Site (former Roseville Club) | Part 2(d), Part reserved for Local Road Widening | Heritage Item | Listed to be retained for potential adaptive reuse or potential relocation Note - Minister's Site controls note the item as heritage, but also note it as an existing building to be demolished pending development |
| 270 Pacific Highway | 2(d) | Heritage Item | Removal of Item |
| 386-390 Pacific Highway | 3(a)-(A2) | Heritage Item | Heritage Item (potential adaptive reuse) |
| 22 Russell Avenue | 2(e) | Not Classified | Heritage Item (new) |
| 1a Lindfield Avenue (Masonic Hall) | 2(d) | Not Classified | Not recommended for listing, potential adaptive reuse |

Item 1

S04350
7 August 2006

| Address | Existing Zone | Existing Classification | Proposed Classification |
|-----------------------------|---------------|----------------------------|---|
| 20 Nelson Road | 2(c2) | Not Classified | Not recommended for listing |
| 1-5 Tryon Road | 2(d3) | Not Classified | Heritage Item (new) |
| 25 Tryon Road | 2(e) | Heritage Item | Removal of Item Note – this Item was on the Minister’s Targeted Site and was demolished during the course of redevelopment |
| 31 Tryon Road (with Church) | 2(d3) | Not Classified | Potential adaptive reuse |
| 33 Tryon Road | 5(a)-church | State listed heritage item | Heritage Item (new) |

The heritage study has assessed all existing heritage items under the KPSO, draft heritage items awaiting gazettal and potential heritage items under investigation. Following consideration of this report the following properties are recommended to be heritage items in the Draft LEP:

- 1-21 Lindfield Avenue
- 22 Russell Avenue
- 1-5 Tryon Road
- 33 Tryon Road
- 55A Lindfield Avenue
- 386-390 Pacific Highway

Land Application Map (Refer Attachment 12)

This map shows which land in Lindfield will be rezoned by the Ku-ring-gai (Town Centres) LEP Amendment No. 3. This includes those sites that were identified in the resolution of Council on 23rd May 2006 for inclusion in the Draft LEP for Lindfield. These are sites where it is proposed to change the land use and or residential density under Council’s adopted preferred planning option for the Lindfield Centre. All sites to be rezoned and the proposed zones of these sites are listed below under the section of the zoning map.

The Draft LEP (Amendment No.3) includes a number of sites that are currently zoned Residential 2(d3). The reason for including these sites is to be able to incorporate site specific development controls for these sites into the DCP that will address potential interface impacts from the development of these sites.

The Draft LEP (Amendment No.3) also includes a number of sites that are currently zoned Residential 2(d) or 2(e) under the KPSO. These sites were identified for zoning for higher densities in accordance with the Minister’s Section 55 Direction which requires Council to determine which areas are appropriate for improved development standards so as to encourage the redevelopment of land in the existing medium density zones. This was reinforced by the Departments advice in response to the Section 54(4) notification for Lindfield. The Department also requires the Minister’s SEPP53 sites in Lindfield Avenue and Tryon Road to be included in the LEP. These two

Item 1

S04350
7 August 2006

sites will be rezoned to a combination of B2 – Local Centre and R4 - High Density Residential however; the development standards under SEPP53 will continue to apply.

The planning controls on all other land not identified in the Land Application Map will remain unchanged and the Ku-ring-gai Planning Scheme Ordinance (KPSO) will continue to apply.

Zoning Map (Refer Attachment 12)

This map shows the zones that will apply to the land covered by Draft LEP (Amendment No.3) The Draft LEP (Amendment No.3) uses zones in Lindfield which are already contained in the Draft LEP and no new zones are proposed. Zones used include the following:

- *B2- Local Centre zone:* - to apply to the core retail/commercial area of Lindfield. This zone will permit developments with a mix of retail, commercial, residential and associated community facilities, consistent with the Minister's direction;
- *R3- Residential Medium Density zone:* - to provide for medium density housing generally in the form of townhouse development of 2 to 3 storeys;
- *R4 – Residential High Density zone:-* to provide for unit development up to 5 storeys with similar densities to that currently permitted in the 2(d3) zone under LEP 194.

The details about the various zones, zone objectives and permitted land uses in the zones are described in the Principal LEP written instrument.

| Site Description | Addresses | Proposed zoning | Amendments to 23 May Resolution by Council |
|--|---|------------------|--|
| Area bounded by Lindfield Avenue, Tyron Road, Kochia Lane and Milray Street (Precinct A) | 8,10,12,18 Tryon Road 1-3,5,7,9,11,15,17-21 Lindfield Avenue 3 Kochia Lane | B2- Local Centre | Zone R2- Low Density Residential becomes B2- Local Centre to reflect better consistency with the LEP Template. |
| Area bounded by Pacific Highway, Strickland Avenue and Tryon Place. (Precinct B) | 1-5 Tryon Place 23A,251,257,259,265-271,283,295303,305,307,309,313,315,317,319,321,323,329 Pacific Highway | B2- Local Centre | As per Resolution (R2) |
| Properties fronting the Pacific Highway between Bent Street and Beaconsfield Parade. (Precinct C) | 303,304,306,308,310-312,314,316,318,320-322,324,326,328,330-332,336,338,340,342,346-348,350,352,354,356 Pacific Highway | B2- Local Centre | As per Resolution (B2) |
| Area bounded by Balfour Street, Bent Street and | 22,30 Balfour Street | B2- Local Centre | As per Resolution |

Item 1

S04350
7 August 2006

| Site Description | Addresses | Proposed zoning | Amendments to 23 May Resolution by Council |
|--|--|--|---|
| Pacific Highway (Precinct D) | 1-7,9-15,17-21, Bent Street 358-360,362-364,366,368-370,372,374 Pacific Highway | R4- High Density Residential R3- Medium Density Residential | |
| Area on the corner of Balfour Street, fronting the Pacific Highway (Precinct E) | 384-376,370-386,402,406 Pacific Highway 1 Balfour Street | B2- Local Centre | As per Resolution |
| Area bounded by Wolseley Road, Pacific Highway and the Railway Line. (Precinct F) | 2,4,6,8,10 Wolseley Road 345 Highfield Road | B5- Business Development R4- High Density Residential R3- Medium Density Residential | As per Resolution |
| Area bounded by Woodside Avenue and Havilah Road, fronting Lindfield Avenue. (Precinct G) | 1,3,5,7,9,11,15,17 Woodside Avenue 59 Lindfield Avenue 2, 2A Havilah Road | R4- High Density Residential | As per Resolution |
| Area bounded by Lindfield Avenue, Havilah Road, Tyron Road and Nelson Road. (Precinct H) | 1,3,7,9,10,11,15,17,19 Havilah Road 23-25,27, 31,33,35,37,39,41,43,51,55A Lindfield Avenue 2,12-14 Kochia Lane 9,10 Havilah Lane 1,2,2A,3,3A,4,5,7,8,9,10,11,12,14,15 Milray Street 20,22,24 Tryon Road 8-10,12,14,14A,16,18,20,22,24 Nelson Road | R4- High Density Residential R3- Medium Density Residential Minister Site | As per Resolution except for ministers site which has been zoned for Zone B2- Local Centre and Zone R4-High Density Residential |
| Property fronting Bent Street, bounded by Newmark Crescent and Beaconsfield Parade (Precinct I) | 2,4,6,8,10,12,14,16,18,20,22,24 Bent Street- 3,3A,5,5A,7 Beaconsfield Parade | R4- High Density Residential R3- Medium Density Residential | As per Resolution |
| Area on the corner of Beaconsfield Parade and Drovers Way including | 5,5A,7 Gladstone Parade 2A,2,4,6,8,8A,10,10A Drovers Way | R4- High Density Residential | As per Resolution |

Item 1

S04350
7 August 2006

| Site Description | Addresses | Proposed zoning | Amendments to 23 May Resolution by Council |
|---|--|--|---|
| Gladstone Parade. (Precinct J) | 4A,4 6A,6 Beaconsfield Parade | | |
| Area bounded by Beaconsfield Parade, Drovers Way, Pacific Highway and Gladstone Parade. (Precinct K) | 1,3 Gladstone Parade 3,9 Drovers Way 2 Beaconsfield Parade 238-240,246,254,258,266,270,274-278, 280-286,288,296 Pacific Highway | R4- High Density Residential B2- Local Centre | As per Resolution |
| Area on the corner of Gladstone Parade and the Pacific Highway (Precinct L) | 4-6 Gladstone Parade 230,234 Pacific Highway | R4- High Density Residential | To be zoned R4- High Density Residential 4-6 Gladstone Parade 230,234 Pacific Highway |
| Area Bounded by Llewellyn Street, Pacific Highway, Strickland Avenue and the Railway Line. (Precinct M) | 231,235 Pacific Highway 2 Llewellyn Street | R4- High Density Residential | As per Resolution |
| Area bounded by Lindfield Avenue, Tryon Road, Russell Avenue, Russell Lane and Nelson Road. (Precinct N) | 1A Lindfield Avenue 2-6,8-10,12-18,20,22,24,26 Russell Avenue 1-5,7,9,11,13,15,17,19,21,23,25,27-29,31,33 Tryon Road | R4- High Density Residential R3- Medium Density Ministers site | Zone R4- High Density Residential and Zone SP2- Infrastructure (Place of Public Worship) becomes Zone R4- High Density Residential to reflect better consistency with the LEP Template. The properties along 1A Lindfield Avenue 2-6,8-10,12-18,20,22,24,26 Russell Avenue were in Zone R3- Medium Density Residential they become Zone R4 now be Zoned |

Item 1

S04350
7 August 2006

| Site Description | Addresses | Proposed zoning | Amendments to 23 May Resolution by Council |
|---|---|--|---|
| | | | R3- Was R3 and R2 now R4 and R3 |
| Area on the corner of Treatts Road and Pacific Highway including the land on the corner of Highfield Road and Pacific Highway which also includes Highfield Lane. (Precinct O) | 365,367,375,377,393,403-415,414,419,425-429,433,437,441,445,449-451 Pacific Highway | R3- Medium Density R4- High Density Residential | Was R3 and nothing across the road now R3 and R4 across the road |
| Area on the corner of Treatts Road and Wolseley Road. (Precinct P) | 1,3,5,7,9,11,15 Treatts Road 7,9 Wolseley Road 2,4,6,7,8 Eleham Road | Not previously rezoned | Was R2 and following mediation Part R4 and Part R3 subject to Council endorsement |

Minimum Lot Size Map (refer to **Attachment 12**)

The minimum lot size map identifies the minimum size of any new lot that will be created through either subdivision or amalgamation of lots. The minimum lot size requirements only apply to the R3 - Residential Medium Density zone and the R4 – Residential High Density zone and reflect the existing requirements under LEP 194.

Building Height Map (refer to **Attachment 12**)

This map shows the maximum height of buildings permitted on any parcel of land. The heights range from 2 up to 7 storeys, which is reflected by the building envelope controls contained in the Draft DCP.

Floor Space Ratio Map (refer to **Attachment 12**)

This map shows the maximum floor space ratio (FSR) that can be developed on each parcel of land. FSR is the gross floor area of a building as a ratio to the total site area. The FSR standards have been derived from the detailed building envelopes developed in the Draft DCP, ensuring consistency between the two plans.

In the case of land in the High Density Residential zone, the prescribed FSR standard reflects the density of development that would be permitted in the 2(d3) zone under LEP 194.

The FSR controls also specify minimum and maximum amounts of retail and commercial floor space that can be developed on sites in the Local Centre zone where these uses are permitted. Minimum FSR standards are included to ensure that some retail/commercial space will be provided

Item 1

S04350
7 August 2006

on particular sites as required by the overall planning strategy for Lindfield. Maximum retail/commercial FSRs place a cap on the maximum amount of floor space for these uses, consistent with the adopted planning strategy for the centre. The maximum FSR identified for each site refers to the total floor space for all uses including residential, retail and/or commercial.

TRAFFIC & PARKING STUDY

A traffic and parking study was commissioned to assess the current traffic and parking conditions and develop a traffic flow scheme to best manage future traffic generation through the Lindfield Centre associated with the Stage 2 Residential Development Strategy. The study, undertaken by Arup, also modelled the impact on the road network likely to be generated from the residential redevelopment under LEP 194 and the Minister's sites.

Standard traffic generation rates, as used for other town centre studies on the Highway, were used to assess the likely impacts of traffic improvement measures to accommodate the land use planning option. Other forms of comparison relate to the Levels of Service (LOS) for the various intersections and Degree of Saturation (DS) of intersections.

LOS is an index of the operational performance of traffic at an intersection and is based on the average delay per vehicle. LOS ranges from A – very good to F – highly congested conditions. Another common measure of intersection performance is the degree of saturation (DS), which provides an overall measure of the capability of the intersection to accommodate the traffic levels. A degree of saturation of 1.0 indicates that the intersection is operating at capacity and a desirable (and practical) degree of saturation is less than 1.

The traffic components of previous town centre reports included economic performance indicators, which are useful as comparisons of the impacts of various scenarios. The cost figures allow comparison of options, subject to the performance being acceptable during the peak periods. Typically, when considering arterial road network changes, the RTA would compare the operating costs of a proposal against the costs of the existing arrangements. However, in the case of the Lindfield Centre, only one set of traffic improvement options is being considered, therefore the need for economic performance indicators is diminished.

It should be noted that the Roads and Traffic Authority generally gives higher priority to traffic on Pacific Highway, at the expense of traffic on side streets in order to ensure the peak traffic flow is maintained. The likely increase in residential and retail/ commercial space will place additional pressure on side streets, as the RTA would not support reductions to the LOS for peak traffic flow on Pacific Highway.

Existing Scenario

Based on existing traffic conditions, the preliminary findings of the Arup traffic study are that;

- The intersection of Pacific Highway/Highfield Road operates satisfactorily on both peaks (LOS B),
- The intersection of Pacific Highway/Balfour Street/Havilah Road is currently at during the am peak (LOS E and DS = 1), and incidents will cause excessive delays;

Item 1

S04350
7 August 2006

- Significant delays are experienced for vehicles turning right at the unsignalised intersection of Pacific Highway with Strickland Avenue;
- The intersection of Pacific Highway/Grosvenor Road is approaching capacity during the am and pm peak (LOS C/B and DS = 0.9);
- The unsignalised intersection of Lindfield Avenue with Tryon Road fails during the pm peak (LOS F and DS > 1.2).

Base 2 Scenario (all LEP 194 sites and Minister's sites)

With the inclusion of all the proposed residential development under LEP 194 and the Minister's sites (known as 'Base 2 Scenario'), traffic modelling was undertaken to determine what effect the traffic generation from these new residential developments would have on the existing network.

The analysis by Arup highlights further capacity constraints at the intersections of Pacific Highway with Balfour Street/Havilah Road, Strickland Avenue and Grosvenor Road, as well as the intersection of Lindfield Avenue with Tryon Road.

Urban Design Proposal

Analysis of the impacts of the Urban Design proposal on the existing road network highlights the issues listed below. Base 1 and Base 2 assumes no change to the existing road network.

In brief, there would be particular issues on Pacific Highway at its intersections with Balfour Street/Havilah Road, Strickland Avenue and Grosvenor Road, as well as the intersection of Lindfield Avenue with Tryon Road. The impacts of the Urban Design proposal on the critical intersections are detailed below:

Pacific Highway/Balfour Street/Havilah Road

- Currently at capacity during the am peak. The Urban Design proposal would cause the intersection to fail (LOS F, DS >1.1) during the am peak.

Pacific Highway/Strickland Avenue

- Existing right turn delays would deteriorate significantly under the Urban Design proposal. Traffic signals at this location would reduce right turn delays, but would reduce the Level of Service of other traffic signals on Pacific Highway in the Lindfield Town Centre. Consequently, the RTA is unlikely to support traffic signals at this location.

Pacific Highway/Grosvenor Road

- The intersection is operating close to capacity during the am and pm peak, and the Urban Design proposal would result in further deterioration of performance during the am peak, with the intersection effectively at capacity. The Urban Design proposal would cause the intersection to exceed capacity and fail in the pm peak (LOS F and DS = 1.1)

Lindfield Avenue/Tryon Road

Item 1

S04350
7 August 2006

- Currently fails during the pm peak, and completion of Minister's site in Tryon Road would further impact on performance. The Urban Design proposal would result in additional delays in during the pm peak, and would cause the intersection to effectively operate at capacity during the am peak.

The modelling concludes that the following intersections will continue to operate at a satisfactory level (all future case scenarios):

- Pacific Highway/Highfield Road
- Lindfield Avenue/Strickland Avenue
- Nelson Road/Havilah Road
- Nelson Road/Tryon Road
- Balfour Street/Bent Street
- Beaconsfield Parade/Drovers Way

At this stage, the parking demands have not been fully examined but it is intended that the number of public parking spaces be retained and increased where possible.

Traffic Improvement Proposals

A number of improvement options were considered as part of the town centre traffic upgrade options. Some of the preliminary upgrade options would be affected by constraints such as the Pacific Highway and the north shore railway line, which would involve significant infrastructure improvements that would not be feasible within the scope of the Lindfield Centre study.

As a result, the following transport upgrade options, to improve the transport operation within Lindfield town centre, are recommended for further consideration as part of the current town centre planning process. A plan indicating the location of the traffic improvement proposals is in the **attached** sketch plan (**Attachment 13** – Recommended Transport Improvements).

1. New traffic signals at the intersection of Lindfield Avenue with Tryon Road

As indicated above, the Urban Design proposal would cause this intersection to operate close to capacity during the am peak and increase the already excessive delays during the pm peak, due to the existing priority (Stop) controls.

To accommodate the existing traffic flows and additional growth in the town centre, traffic signals would be required at this location. The traffic modelling indicates that traffic signals at this location would reduce delays and increase safety, bringing the intersection performance to LOS B. The existing mid-block pedestrian operated signals in Lindfield Avenue would be removed, with pedestrian needs accommodated at the proposed Lindfield Avenue/Tryon Road signals.

Parking restrictions would be required on the approaches to the intersection, to maintain 2 approach lanes in each direction.

Access to the railway station would need to be coordinated with the installation of the new signals, so that any new ramps or lift access points lie in close proximity to the marked pedestrian crossings.

2. Minor capacity improvements at Pacific Highway/Balfour Street/Havilah Road intersection

This intersection is currently operating at capacity, with the main constraint being lack of capacity on the Havilah Road approach due to the span of the railway underpass. Ideally, to improve performance and access from the Havilah Road approach, the span of the overpass would have to be increased to accommodate 3 lanes on the approach side and one lane on the departure side. This would be a major project which would require significant funds, which are unlikely to result from redevelopment of the town centre. Furthermore, RailCorp is unlikely to fund or contribute to alterations to the underpass.

Another possible improvement could be reduction of the number of signal phases by removing right turns, for example. However, this measure is not considered feasible as it would impact significantly on local access due to the limited right turn opportunities on Pacific Highway in the Lindfield Centre.

Minor capacity improvements at the intersection could be achieved by lengthening of the right turn bay on the southeast approach of Pacific Highway to 60m. Also, extension of parking restrictions on the north-western side of Balfour Street could be undertaken to improve capacity on that leg, as part of the Urban Design scheme for the Coles site. These improvements would have only a marginal improvement on the overall intersection performance, but would improve traffic flow for local traffic, particularly traffic leaving the expanded Coles site.

3. Minor capacity improvements at Pacific Highway/Grosvenor Road intersection

The Pacific Highway/Grosvenor Road intersection is currently approaching capacity in both the am and pm peaks. Due to the current signal timings, the main source of delay is to traffic on Grosvenor Road. It is therefore unlikely the RTA would allocate more green time to this approach, as the RTA favours signal timings to Pacific Highway traffic. Increasing the green time could increase demand for Grosvenor Road and the Grosvenor Road / Lady Game Drive intersection. The presence of Burleigh Street, which is offset from Grosvenor Road, necessitates a dedicated phase, which also impacts on the operation of the intersection.

Minor capacity improvements could be achieved by extending parking restrictions on Grosvenor Road, particularly in the pm peak, to enable two continuous approach lanes. Parking restrictions could apply from 4.30pm to 6.30pm, to avoid impacting on pickup/drop-off activities associated with Lindfield Public School. These improvements would have only a marginal improvement on the overall intersection level of service, but would reduce the length of queues on Grosvenor Road.

4. Realignment of Balfour Lane

The intersection of Balfour Street and Balfour Lane is located in close proximity to the traffic signals at the intersection of Pacific Highway/Balfour Street/Havilah Road. During peak time, congestion occurs at this location, primarily due to the presence of the Coles supermarket car park access and the access point for the Holy Family Catholic School from Balfour Lane. This is further exacerbated by the queues at the nearby traffic signals.

Item 1

S04350
7 August 2006

The Urban Design proposal includes the expansion of the existing Coles supermarket, involving the realignment of Balfour Lane a short distance to the west of its present location. The connection to Holy Family Catholic School would be maintained. Realignment of Balfour Lane further west would reduce the impact of movements to/from the school and supermarket on the Balfour Street approach of the traffic signals, thereby improving local access.

5. New connecting road from Beaconsfield Parade to Bent Street

The Urban Design proposal includes a new road connection between Beaconsfield Parade and Bent Street. This connection would improve vehicle circulation and provide for additional parking.

6. Modification to the precinct between Lindfield Avenue/Kochia Lane/Milray Street

The Urban Design proposal includes substantial development on the site of the existing car park. The surface car park would be replaced with basement car parking, supported by modifications to traffic control arrangements on Chapman Lane, Kochia Lane and Havilah Lane.

7. Modification to Tryon Lane precinct

The Urban Design proposal includes substantial redevelopment of the Pacific Highway precinct between Tryon Place and Strickland Avenue. Access to the precinct would involve a left in/left out arrangement at the Pacific Highway/Tryon Place pedestrian signals, realignment to the south of the existing left in/left out Highway access, and left in only from Strickland Avenue. Tryon Place would be extended southwards to Strickland Avenue, with the southern section becoming one-way northbound only.

8. New pedestrian links

A number of non-vehicular pedestrian links on the eastern and western side of the town centre have been included in the Urban Design proposal. These would serve mainly to reduce the size of blocks by providing links at shorter intervals. These links would improve the permeability of the local pedestrian network and encourage pedestrian access to the town centre and transport facilities there.

Other issues

The Arup traffic report lists other issues which were also considered as part of the town centre planning process;

- New signals on Pacific Highway at Strickland Avenue were considered, as an additional controlled access point to/from the eastern side of Lindfield. New signals at this location could reduce pressure on the existing signals at the intersection of Pacific Highway with Balfour Street/Havilah Road. As mentioned previously, traffic modelling indicates that traffic signals at this location would reduce the overall Level of Service of Pacific Highway through Lindfield. The RTA is therefore unlikely to agree to such a treatment.

Item 1

S04350
7 August 2006

- Currently, the staggered cross-intersection of Lindfield Avenue with Havilah Road is in close proximity to the railway underpass and the Pacific Highway/Havilah Road/Balfour Street intersection, which contributes to considerable vehicular congestion. Due to its poor performance, the nearby Pacific Highway/Havilah Road/Balfour Street intersection contributes to the congestion at this location.

Significant improvements to the Pacific Highway/Havilah Road/Balfour Street intersection are unlikely to occur. However, a possible treatment to reduce through traffic in Lindfield Avenue and reduce the number of conflicting manoeuvres at this intersection would be to reconfigure the intersection so that a proportion of the through traffic is diverted around Lindfield Avenue past the town centre via Milray Street.

For example, the Lindfield Avenue/Havilah Road intersection could be modified so that southbound vehicles on Lindfield Avenue will be directed via Havilah Road/Milray Street to rejoin Lindfield Avenue at Tryon Road. Northbound vehicles in Lindfield Avenue would continue north in Lindfield Avenue to access the railway underpass and Pacific Highway, or divert via Tryon Road/Milray Street to rejoin Lindfield Avenue at Havilah Road. Vehicles travelling east in Havilah Road from Pacific Highway and under the underpass would be permitted to turn either left or right into Lindfield Avenue. This would reduce conflicting manoeuvres in the vicinity of the Pacific Highway/Havilah Road/Balfour Street intersection and to improve amenity along Lindfield Avenue in the town centre.

Alternatively, a partial reconfiguration of the intersection could be undertaken, where northbound traffic on Lindfield Avenue could be maintained as per exiting, with only southbound traffic diverted via Havilah Road/Milray Street/Tryon Road.

Such proposals would improve pedestrian amenity and safety in Lindfield Avenue between Havilah Road and Tyron Road. Traffic modelling indicates that there would be a slight improvement in performance of the nearby intersection of Pacific Highway and Balfour Street/Havilah Road as a result of the reconfiguration of the Lindfield Avenue/Havilah Road intersection. However, during the peak periods, this could result in up to 500 vehicles per hour diverted along the Havilah Road/Milray Street/Tryon Road route (depending on extent of reconfiguration), or may result in through-traffic seeking alternative routes. The priority at the intersection of Tryon Road and Milray Street would need to be modified to accommodate the changes to traffic flows. Also, consideration may need to be given to introducing a morning peak right turn ban from Werona Avenue (southbound) into Treatts Road (westbound) to limit its potential use by through traffic.

It is unlikely that a roundabout at the Lindfield Avenue/Havilah Road intersection would be supported by the RTA as it could result in traffic queuing back through the traffic signals at the intersection of Pacific Highway/Havilah Road/Balfour Street.

Therefore, given the lack of clear advantages/disadvantages of the reconfiguration, it is not recommended that a form of intersection reconfiguration be implemented, but should not be discounted as a possible future treatment.

- Increased development in Lindfield would create increased demand for public transport. This

Item 1

S04350
7 August 2006

would require increased public transport services stopping at Lindfield, as well as improved railway station access and improved bus/taxi arrangements. Easy access upgrade to Lindfield railway station is likely to be undertaken by Railcorp some time in 2008, subject to funding.

- The existing vehicular connection between Drovers Way and Gladstone Parade is not direct, but via a short section of roadway parallel to Gladstone Parade. A more direct connection was investigated, but found not to be feasible due to the steep grades at the intersection.
- A new road connection between Lindfield Avenue and Nelson Road (south of Havilah Road) was considered, but was found to be better served as a pedestrian link only.

Staging of Traffic Options

The following traffic changes and stages are recommended as part of the traffic improvements measures. Whether changes are short or long term will depend on individual developments proceeding, and their timing. It is expected that timing of improvements are likely to be:

Short term

- Minor capacity improvements at Pacific Highway/Balfour Street/Havilah Road intersection;
- Minor capacity improvements at Pacific Highway/Grosvenor Road intersection.

Medium term

- New traffic signals at the intersection of Lindfield Avenue with Tryon Road

Long term

- New connecting road from Beaconsfield Parade to Bent Street;
- Realignment of Balfour Lane;
- New connecting road from Beaconsfield Parade to Bent Street;
- Modification to Tryon Lane precinct;
- New pedestrian links.

Overview of the recommended traffic improvements

Proposed traffic improvements for the Lindfield Centre include:

- New traffic signals at the intersection of Lindfield Avenue with Tryon Road;
- Minor capacity improvements at Pacific Highway/Balfour Street/Havilah Road intersection;

Item 1

S04350
7 August 2006

- Minor capacity improvements at Pacific Highway/Grosvenor Road intersection;
- Realignment of Balfour Lane;
- New connecting road from Beaconsfield Parade to Bent Street;
- Modification to the precinct between Lindfield Avenue/Kochia Lane/Milray Street;
- Modification to Tryon Lane precinct;
- New pedestrian links.

A traffic and parking study was commissioned to assess the current traffic and parking conditions and develop a traffic flow scheme to best manage future traffic generation through the Lindfield Town Centre associated with the Stage 2 Residential Development Strategy. The study, undertaken by Arup, also modelled the impact on the road network likely to be generated from the residential redevelopment under LEP 194 and the Minister's sites. Economic performance indicators are provided in **Attachment 13**.

The economic performance indicators or operating cost figures are indicative hourly costs, based on Sidra modelling outputs. These are therefore different to the annual figures used in other town centre studies, but show the relative impacts on costs under the different scenarios. Costs shown are estimates of costs that motorists would experience when travelling through that section of the road network. Costs shown are useful as comparisons of the impacts of various scenarios.

The hourly cost figures allow comparison of options, subject to the performance being acceptable during the peak periods. Typically, when considering arterial road network changes, the RTA would compare the operating costs of a proposal against the costs of the existing arrangements.

Standard traffic generation rates, as used for other town centre studies on the Highway, were used to assess the likely impacts of traffic improvement measures to accommodate the land use planning option. Other forms of comparison relate to the Levels of Service (LOS) for the various intersections and Degree of Saturation (DS) of intersections.

LOS is an index of the operational performance of traffic at an intersection and is based on the average delay per vehicle. LOS ranges from A – very good to F – highly congested conditions. Another common measure of intersection performance is the degree of saturation (DS), which provides an overall measure of the capability of the intersection to accommodate the traffic levels. A degree of saturation of 1.0 indicates that the intersection is operating at capacity and a desirable (and practical) degree of saturation is less than 1.

It should be noted that the Roads and Traffic Authority generally gives higher priority to traffic on Pacific Highway, at the expense of traffic on side streets in order to ensure the peak traffic flow is maintained. The likely increase in residential and retail/ commercial space will place additional pressure on side streets, as the RTA would not support reductions to the LOS for peak traffic flow on Pacific Highway.

Existing Scenario

The traffic consultant report from ARUP (**Attachment 13**) including results of the Sidra analysis provides details of the existing scenario and of the other scenarios.

Based on existing traffic conditions, the preliminary findings of the study found that:

Reclassification of Council Owned Land

A report has been prepared on the various property holdings within the Lindfield Centre. The report includes details relating to the site's ownership, current leases, acquisition details and restrictions on the use of the land. To alter the current use, zoning or character, Council will need to proceed through a number of processes.

A copy of the report of Council's property holdings for Lindfield Centre is included as **Attachment 14** to this report.

In order to deliver on the planning outcomes for the recommended option, there are currently a number of Council owned sites within the Lindfield Centre that are affected by the recommended option. The majority of these sites are currently classified as community land under the Local Government Act.

Classification of Land

Land which is owned by or under the control of a local council (with some exceptions, such as roads and crown reserves) must be classified as either 'community land' or 'operational land' under the *Local Government Act 1993*. Community land will ordinarily be land which is open to the public, such as a park, bushland reserve or sportsground, while operational land may be held by Council as an asset or used for other purposes such as works depots or garages.

The purpose of the 'community land' classification is to identify council owned land which should be set aside for use by the general public. Community land cannot be sold by the Council and can only be leased for certain purposes. There are a number of restrictions on the way Councils can deal with community land:

- Community land cannot be sold;
- a Council can grant a lease over community land, but only for certain purposes which are authorised by the plan of management for the land;
- Community land must be managed in accordance with a plan of management; and
- Community land may only be dedicated as a public road where the road is necessary for enjoyment of the land.

Item 1

S04350
7 August 2006

Normally, land can only be reclassified from community land to operational land by making a new LEP. The procedures for making an LEP must be complied with, including public exhibition of the plan and consideration of submissions from members of the public. The plan must be made by the Minister for Planning

In the case where reclassification of the land is carried out by an LEP it will also require a public hearing to be conducted under section 68 of the Environmental Planning and Assessment Act and Section 29(1) of the Local Government Act. It is intended that the public hearing will be conducted during the public exhibition period of the Draft LEP.

Land Proposed to be Reclassified

In order to deliver on the planning outcomes for the recommended option presented in this report, it is recommended that the following Council owned lands be reclassified from “Community” to “Operational” land:

| Map Ref | Property Location | Property Description | Property Name |
|---------|--|--|--|
| 1 | 9 Havilah Lane Lindfield | Lot 21 DP 713207 | KMC Car Park No.42 |
| 2 | 3 Kochia Lane Lindfield | Lot 12 DP 225925 | KMC Car Park No.6 |
| 3 | 8-10 Tryon Road Lindfield | Lots 2 & 3 DP 219628, Lot 5 DP 219146 | KMC Car Park No.6 |
| 4 | 1 Beaconsfield Parade and 19 Drovers Way Lindfield | Part Lot 1 DP 929131, Part DP 108363 and Part Public Road | KMC Car Park No.5 |
| 5 | 259 Pacific Highway Lindfield | Lot 1 DP 212617 | Car Park No 51 |
| 5 | 259 Pacific Highway Lindfield | Lot 2 DP 212617 | Seniors Resource Centre |
| 5 | 259 Pacific Highway Lindfield | Lot 3 DP 212617 | KOPWA |
| 6 | 265 Pacific Highway Lindfield | Part Lot 8 DP 660564 & Part Lot 8 The Clanville Estate (Old System Land) | Lindfield Library and Community Centre Tennis Courts |
| 7 | 1/12-18 Tryon Road Lindfield | Lot 1 SP 37466 | Lindfield Early Childhood Centre |
| 8 | Lot 1 Milray Street, Lindfield | Lot 1 DP 132916 | Drainage Reserve |
| 8 | Lot 2/4 Milray Street, Lindfield | Lot 2/4 DP 132916 | Drainage Reserve |

CONSULTATION

Item 1

S04350
7 August 2006

Council will continue to engage with Lindfield residents and other stakeholders to seek and include a broad range of ideas and opinion during the planning steps summarised below. This was documented in some detail in the Report to Council of 23 May 2006.

Preliminary Surveys and Consultations

The consultations to date were completed in 3 phases:

1. Mail out of a survey to 4700 households in the Lindfield postcode area.
2. Consultation with Lindfield Chamber of Commerce.
3. Consultation workshop to develop a Character Statement for Lindfield centre, including representatives of local resident groups, residents & business.
4. An email survey of interested residents / businesses, seeking feedback on a Character for Lindfield.

Surveys & Consultations completed:

| | | |
|--|------|---------|
| • 2006 Lindfield Residents' Survey – responses = | 1500 | Feb 06 |
| • Lindfield Chamber of Commerce | 10 | 6 March |
| • Lindfield Residents' / Business Workshop | 65 | 1 May |
| • Lindfield Character Survey | 92 | 5 May |

The consultations and householder survey allowed the collation of an extensive e-mail register of persons (some 600 for Lindfield), interested in keeping informed of progress. This has been used to provide updated information quickly about Lindfield town centre planning, and to seek feedback to Council via on-line surveys on planning and Council-wide issues.

During the above, Council has received correspondence from the public, both as letters and e-mails, on the planning for the Lindfield centre. This information has been passed to on staff and relevant consultants for consideration in planning process.

As with interest in other centres, the correspondence has indicated a mixture of support, objection and has raised areas that suggest further assessment.

Details of the results of the above household survey and consultations were documented in the previous report to Council of 23 May 2006 on planning for the Lindfield centre.

Workshop on a Character for Lindfield Centre

A workshop to help identify a Character for the Lindfield Centre was convened at St Albans' Church Hall Lindfield on Monday 1 May 2006. It included some 60 Lindfield householders who had volunteered their availability to attend consultations when they completed the above resident survey, plus local business owners, and established resident-group nominees. The householders were invited as a sample to range across age, time lived in the locality, household size and gender, so as to provide a broad array of perspectives at the workshop.

Item 1

S04350
7 August 2006

Each of the themes identified in the workshop were used to build a sentence to describe the desired outcome. Based on these, a survey on the future Character of Lindfield Centre was then emailed to the above participants, plus all other householders and businesses who had provided their email address for such purpose. The survey responses gave good support to most of the Lindfield centre Character elements shown below:

1. Lindfield will retain its friendly, family-oriented character including low density housing, heritage buildings, trees and parks.

| | | |
|------------------|-------------------|-------------|
| Agree 92% | <i>Neither 7%</i> | Disagree 1% |
|------------------|-------------------|-------------|

2. New higher density housing will be located close to the rail and highway corridor, with notable heritage facades on the retail strips preserved to maintain a character streetscape that is both attractive and commercially viable.

| | | |
|------------------|-------------------|--------------|
| Agree 71% | <i>Neither 9%</i> | Disagree 20% |
|------------------|-------------------|--------------|

3. Lindfield will grow to be a moderate-sized shopping centre, serving the needs of local and nearby residents, with a viable mix of uses including supermarkets, shop-top housing, professional and larger offices, and a good variety of specialty and other retail.

| | | |
|------------------|-------------------|--------------|
| Agree 71% | <i>Neither 6%</i> | Disagree 23% |
|------------------|-------------------|--------------|

4. Leisure-based uses such as cafes and restaurants will be located to take advantage of new public spaces providing a variety of type, character and experience.

| | | |
|------------------|-------------------|-------------|
| Agree 94% | <i>Neither 2%</i> | Disagree 4% |
|------------------|-------------------|-------------|

5. A multi-purpose community hub including library, child care centre, seniors' resource centre and youth space will be located in central locations within the shopping area. These facilities will provide for future needs.

| | | |
|------------------|--------------------|--------------|
| Agree 76% | <i>Neither 14%</i> | Disagree 10% |
|------------------|--------------------|--------------|

6. New shops, improved footpaths and greenery along the Highway and Lindfield Avenue with coordinated signage and street furniture will provide better pedestrian amenity and access.

| | | |
|------------------|-------------------|-------------|
| Agree 87% | <i>Neither 9%</i> | Disagree 4% |
|------------------|-------------------|-------------|

7. There will be safer and more direct pedestrian and cycle routes to the Lindfield centre, rail station, across the Pacific Highway and to local residential areas and schools. Access across

Item 1

S04350
7 August 2006

the highway from the rail station will be streamlined, strengthening links between bus, rail, west and east sides of the centre

| | | |
|------------------|-------------------|-------------|
| Agree 95% | <i>Neither 1%</i> | Disagree 4% |
|------------------|-------------------|-------------|

8. Improvements will be made to the Pacific Highway to enhance road access between the western and eastern side of the Lindfield centre. Traffic improvements will enhance circulation within the centre and provide better links with the local road network. Shopper and related parking will be improved and increased in terms of access, quantity, safety and design.

| | | |
|------------------|-------------------|-------------|
| Agree 88% | <i>Neither 4%</i> | Disagree 8% |
|------------------|-------------------|-------------|

These results indicate that retaining Lindfield's family / friendly / green / low density character, cafes/restaurants and new public spaces, improved access across the highway and pedestrian/amenity, have high levels of agreement. A notable level of reticence was apparent in responses about more intensive development.

Proposed Consultations & Surveys

| | |
|---------------------|---|
| [Lindfield Centre – | Extraordinary Council Meeting – 16 August 2006] |
| Lindfield Centre - | Preliminary Exhibition (Web-site, Chambers & Lindfield Library) - Spring 2006 |
| Lindfield – | Exhibition and Feedback Survey of Draft DCP /LEP (Web-site, Gordon Chambers & Library) - Spring 2006 |
| Public Hearing - | reclassification of community lands to operational lands (Council Chambers) - Spring 2006 |

Further consultation – Draft Development Control & Local Environment Plans

Council has indicated that it will mount a preliminary public exhibition of the Draft DCP and LEP for Lindfield centre so that all stakeholders can have the opportunity to see the plans and time to consider the implications, before formal exhibition commences. This is scheduled for Spring 2006 at appropriate locations and on Council's web-site.

As part of the later, formal exhibition of the Draft Plans for Lindfield, Council will have staffed displays at the local venues and on its web-site. An exhibition survey to glean comments and opinions will be available at these locations and at Council's web-site. Exhibition and survey web-links will be sent to all persons who have provided their email address to Council, to be kept informed about Lindfield town centre planning. This is scheduled later in 2006, following NSW Department of Planning approval to exhibit.

A public hearing before an independent arbiter to determine the reclassification of community lands to operational lands, indicated by the above plans, will also be convened during the exhibition

Item 1

S04350
7 August 2006

period. It is intended to be held concurrently with the exhibition, in a convenient venue – with statutory public notification, as well as email advice to those above, being provided beforehand.

Further consultation including business and property owners in the town centre area will be completed, and information and feedback links maintained via email messages and exhibition survey, with stakeholders and the general community. These will include staffed exhibitions at Lindfield centre shops / Library and Council Chambers as required, updates on web based information, information in local papers and the Ku-ring-gai News. Brochures about the 6 town centres' planning, including Lindfield, have been included in July 2006 rate notices to Ku-ring-gai ratepayers.

FINANCIAL CONSIDERATIONS

All primary costs are met by the Planning Department's operational and projects budgets. Additional funding opportunities for new and enhanced public facilities will be sourced through the preparation of a new Section 94 Plan, potential grant funding and other planning mechanisms.

Other funding sources will also be incorporated into the project, including a new Section 94 Plan and potential grant funding.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

The integrated planning approach has ensured input from all Council departments throughout the project.

SUMMARY

The Minister has directed Council to prepare plans for additional housing in and around its town centres and to provide for retail and commercial activities to meet the needs of the local community. Following Council's resolutions on 23 May 2006, this report provides the further detailed planning and urban design analysis, building envelopes, planning controls and feedback from further range of studies on traffic and transport, economic feasibility studies, community facilities and further stakeholder consultation. A development contributions strategy is also being prepared to assist with funding the new services and facilities created by the plans. The key planning controls and documentation for the Lindfield Centre are presented including a Draft LEP and Draft DCP for adoption for public exhibition. The Draft LEP and Draft DCP will then be presented to the Department of Planning seeking their formal endorsement for formal public exhibition.

RECOMMENDATION

- A. That Council adopt the Draft Ku-ring-gai (Town Centres) Local Environmental Plan - Amendment (No 3), as it applies to the Lindfield Centre, for exhibition as attached to this report.
- B. That:
 - i. Council adopt the Draft Ku-ring-gai (Town Centres) Development Control Plan for the Lindfield Centre including further minor amendments as necessary to

Item 1

S04350
7 August 2006

ensure consistency with Council's adopted Draft Local Environmental Plan and with gazetted Standard Instrument Local Environment Plans Order 2006.

- ii. In relation to precinct P Wolseley and Treatts Road, Lindfield- that the Draft development controls be prepared consistent with the Draft LEP and reported to council prior to the exhibition period commencing.
- C. That Council write to the Director General, Department of Planning under Section 64 Environmental Planning and Assessment Act requesting that a Certificate under Section 65(2) be issued for exhibition of the Draft Local Environmental Plan applying to the Lindfield Centre.
- D. That subject to a Certificate under Section 65(2) being issued, Council exhibit for a minimum period of 28 days the Draft Local Environmental Plan and Draft Development Control Plan as required by the Environmental Planning and Assessment Act 1979.
- E. That following the exhibition period a further report be presented to Council with an assessment of submissions and a final Local Environmental Plan and Development Control Plan for adoption.
- F. That the economic feasibility information be released to the Department of Planning on a confidential basis to support Council's request for a Certificate to exhibit the Draft Plan.
- G. That the Draft Local Environmental Plan propose reclassification of the following Sites from community land to operational land:

| Map Ref | Property Location | Property Description | Property Name |
|---------|--|---|---|
| 1 | 9 Havilah Lane, Lindfield | Lot 21 DP713207 | KMC Car Park No.42 |
| 2 | 3 Kochia Lane, Lindfield | Lot 12 DP225925 | KMC Car Park No.6 |
| 3 | 8-10 Tryon Road, Lindfield | Lots 2 & 3 DP219628, Lot 5 DP219146 | KMC Car Park No.6 |
| 4 | 1 Beaconsfield Parade and 19 Drovers Way, Lindfield | Part Lot 1 DP929131, Part DP108363 and Part Public Road | KMC Car Park No.5 Car Park No 51 |
| 5 | 259 Pacific Highway, Lindfield | Lot 1 DP212617 | Seniors Resource Centre |
| 5 | 259 Pacific Highway, Lindfield | Lot 2 DP212617 | KOPWA |
| 5 | 259 Pacific Highway, Lindfield | Lot 3 DP212617 | Lindfield Library and Community Centre |
| 6 | 265 Pacific Highway, Lindfield | Part Lot 8 DP660564 & Part Lot 8 The Clanville Estate (Old System Land) | Tennis Courts |
| 7 | 1/12-18 Tryon Road, Lindfield | Lot 1 SP37466 | Lindfield Early Childhood |
| 8 | Lot 1 Milray Street, Lindfield | Lot 1 DP 132916 | Drainage Reserve |
| 8 | Lot 2/4 Milray Street, Lindfield | Lot 2/4 DP 132916 | Drainage Reserve |
- H. That Council adopt the recommended traffic improvements for Lindfield as outlined in this report.
- I. That the Draft Local Environmental Plan be exhibited in accordance with the requirements of Local Environmental Plans and *Council Land Best Practice Guideline* (January 1997).
- J. That a public hearing be conducted in respect to the reclassification of Council land as part of the Local Environmental Plan exhibition in accordance with the relevant provisions of the Local Government Act 1993.

Item 1

S04350
7 August 2006

- K. That a Parking Management Plan be prepared and reported to Council prior to gazettal of the Draft Local Environmental Plan for the Lindfield Centre.
- L. That Council acknowledge those who have made submissions and that they be informed of Council's resolution.

Ling Lee
Urban Design Architect

Craige Wyse
Senior Urban Planner

Antony Fabbro
Manager Urban Planning

Greg Piconi
Director Technical Services

Steven Head
Director Open Space & Planning

- Attachments:**
- 1. Copy of Lindfield report & Resolution of Council Meeting, 23 May 2006 - 647885 & 647889
 - 2. Lindfield Centre Draft Development Control Plan (circulated separately)
 - 3. Confidential Economic Feasibility Assessment, BEM Property Consultants (circulated separately)
 - 4. Copy of Section 54(4) - Schedule 2 - Lindfield Centre from DCP - 648445
 - 5. Lindfield Centre Precinct Map - 648446
 - 6A. Heritage Assessment Potential Adaptive Re-use - 1-21 Lindfield Avenue, Lindfield - 648448
 - 6B. Heritage Assessment Additional Research - 1-21 Lindfield Avenue, Lindfield by City Plan Heritage - 648450
 - 6C. Heritage Assessment Additional Research 388-390 Pacific Highway, Lindfield by City Plan Heritage - 648452
 - 6D. Heritage Assessment Additional Research - 20 Nelson Road, Lindfield by City Plan Heritage - 648455
 - 6E. Heritage Assessment Additional Research - 31 Tryon Road, Lindfield by City Plan Heritage - 648878
 - 7A. Submission - 12-18 Tryon Road, Lindfield by Chris Young Planning - 648457
 - 7B. Submission - 12-18 Tryon Road, Lindfield by Concept Plan & Section - 648465
 - 8. Submission - Woodside Avenue & Havilah Road, Lindfield by Ingham Planning - 648469
 - 9. Proposed Riparian Guidelines - 648472
 - 10A. Submission - Precinct P Mediation Report - 648473
 - 10B. Submission - Precinct P Addendum - 648477
 - 10C. Submission - Precinct P Zoning Options - 648480
 - 11. Draft Ku-ring-gai LEP (Town Centres) Amendment No 3 - Written Instrument - 649085
 - 12. Draft LEP (Town Centres) Amendment No 2 - Maps - Lindfield Centre - 648881
 - 13. Lindfield Centre Recommended Transport Improvements - 648883
 - 14. Council Land Holdings & Land proposed for classification - 649086

LINDFIELD CENTRE RECOMMENDED DRAFT LAND USE PLAN

EXECUTIVE SUMMARY

| | |
|---------------------------|---|
| PURPOSE OF REPORT: | For Council to consider consultation and planning outcomes for the Lindfield Centre including endorsement of the recommended land use plan, to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Lindfield Centre to set more detailed planning and development controls for the area. |
| BACKGROUND: | The Minister for Planning has directed Council to prepare plans for additional housing in and around its town centre and to provide for retail and commercial activities to meet the needs of the local community. This report outlines the proposed land uses for the Lindfield Centre as the first planning stage for this centre. |
| COMMENTS: | Council has adopted an integrated place-based approach to planning for Lindfield Centre. This will ensure that maximum community benefit is achieved from redevelopment. Studies have been prepared and consultation has been undertaken with the community and other stakeholders to identify issues, to assess the opportunities and constraints for retail and commercial development, residential development, traffic management, community facilities and open space. A recommended land use plan is put forward for Council's consideration and endorsement, prior to developing the plans for the next stage. |
| RECOMMENDATION: | That Council resolve to prepare a Local Environmental Plan and a Development Control Plan for Lindfield Centre in line with the recommendations included in this report. |

PURPOSE OF REPORT

For Council to consider consultation and planning outcomes for the Lindfield Centre including endorsement of the recommended land use plan, to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Lindfield Centre to set more detailed planning and development controls for the area.

BACKGROUND

In a letter dated 27 May 2004 the State Government gave a direction (under section 55 *Environmental Planning and Assessment Act*) to Council to prepare an LEP in relation to areas in and around existing retail and commercial centres in the rail / corridor and St Ives Centre as Stage 2 of its Residential Development Strategy. These plans must be completed by end of December 2006.

This requires Council to prepare plans for additional medium density housing, including shop top housing and re-evaluation of density controls on existing medium density zones. It also requires Council to provide for retail and commercial activities in the commercial centres to cater for the needs of the local community. In line with this direction, Council has completed draft plans for St Ives Centre and Turramurra Centre and has finalised Draft Land Use Plan for Gordon and Pymble.

This report represents a comprehensive summary of the first stage of the integrated planning process for the Lindfield Centre. It provides an outline of the stakeholder consultation process and its outcomes; an overview of the site opportunities and constraints; it identifies the key design principles that will guide the planning process; documents planning and traffic options for the centre and provides a recommended draft land use plan.

Development under RDS Stage 1

In stage 1 of Council's residential development strategy new areas were identified for medium density housing. The suburb of Lindfield is expected to have an additional 1589 dwellings with an estimated additional population of approximately 2860 persons. The rezoned areas are generally in proximity to the Lindfield Centre although some sites are dispersed further along the Pacific Highway.

Council's 2005-2009 Management Plan

Council's 2005-2009 Management Plan sets out the direction of Council in relation to planning for the commercial centres.

Where do we want to be in 5 years?

"This planning will provide a good foundation for Ku-ring-gai being a vibrant place to live in the decades ahead, while maintaining its unique character, natural environment and heritage. Integration of Council's planning will improve the liveability and vitality of local communities and the sustainability of the area. Council must respond to NSW Government and community demands

Item 9

S04350
11 May 2006

for additional housing, greater housing choice and associated facilities, mindful of the need to enhance quality of life at Ku-ring-gai in the 21st century”.

What we will do this year?

Council's Management Plan identifies the following actions relevant to planning for the Lindfield Centre:

- Continue to implement Stage 2 of the Residential Development Strategy by preparing Plans for major commercial centres.
- Review classifications of community landholdings in association with Stage 2 of the Residential Development Strategy.
- Prepare a comprehensive Public Domain Plan.
- Develop Plans for Traffic Management and other forms of transport in the main centres.

Measuring our achievements in 2005/2006

- Finalise the Integrated Plan for Lindfield Centre.

Council considered and adopted a report on 7 February 2006 that sets out the key processes to have all 6 centres finalised by the end of 2006, including the Lindfield Centre.

Integrated Planning Approach

Council has commenced integrated place-based planning for the existing commercial retail centres along the railway corridor/ Pacific Highway and the St Ives Centre.

This process will not only focus on increasing opportunities for residential development in each centre as required by the Minister but will also seek to achieve identified social, economic, environmental and amenity objectives. The integrated planning approach will focus on improving the viability and liveability of each centre, improving traffic and parking and public transport, providing new open space (where appropriate), improving public domain, improving safety, improving accessibility of each centre etc. Parallel to this work Council and community facilities will be reviewed to identify opportunities for upgrading facilities and / or including new facilities.

The Lindfield Centre Integrated Plan will:

- Produce a LEP and DCP consistent with the community's values and vision, with requirements of the Ministers Section 55 Direction, LEP 194 and DCP 55, in accordance with best practice planning principles and SEPP 65 and the NSW Residential Flat Design Code, the Draft NSW standard LEP template and the Metropolitan Strategy.
- Seek, engage and build-in community and relevant stakeholder values, during the preparation and exhibition of the draft plans.
- Following the exhibition of a Draft LEP and DCP, review submissions and finalise a suite of planning documents for final adoption by Council and submission to the NSW Department of Planning, including a new Development Contribution Strategy, and action plans for Public Domain, Traffic & Parking, and Community Facilities.

Item 9

S04350
11 May 2006

This approach also seeks to ensure that there is maximum community benefit derived from the redevelopment of the Lindfield Centre.

Development of Principles and Objectives for Lindfield Centre

The planning principles for Lindfield Centre have been developed from information gained from a series of workshops involving staff, Councillors and consultants. Information gained from preliminary consultation has also assisted with the development of planning principles.

The principles for the centre are set out below. These principles have been developed in response to a range of parameters including:

- The community aspirations identified through stakeholder consultation and the community workshop;
- Councillors issues and opportunities;
- Issues, constraints and opportunities identified by Council staff and consultants.

Urban Design Principles

Urban design principles have been prepared by consultants Hill Thalys Architecture and Urban Projects to underpin the recommended land use plan. Overall, these principles seek to:

- encourage the growth of the centre through an integrated place-based planning approach;
- strengthen Lindfield as a local retail centre in Ku-ring-gai with a range of retail development types within the centre;
- provide shop top housing in appropriate locations to increase housing choice;
- create built forms which relate consistently to the topography of the centre and allow for view sharing;
- create active, continuous street frontages in the retail and commercial core;
- create residential buildings within well landscaped settings in the residential areas;
- provide housing in places with excellent environmental amenity, in close proximity to public transport and which minimise impact on existing residential areas;
- reinforce the existing small scale village character of the retail shopping area near the railway station in any future development;
- enhance the pedestrian environment of shopping areas to create a revitalised retail area for shopping, dining and entertainment;
- enhance the public domain design at the exit from the railway station in Tryon Place to provide a more attractive pedestrian environment;
- identify opportunities for the creation of more open space and street tree planting;
- enhance the design of public places and buildings and contributory spaces in the centre.

In addition to these overarching urban design principals, more detailed principles have been developed relating to the specific strategies for future land use, public domain improvements, retail/commercial and residential development. Details of the urban design principles and strategies

Item 9

S04350
11 May 2006

proposed for the Lindfield centre are presented in **Attachment A**. These can be summarised as follows:

Land Use Strategies

The land use strategies for Lindfield Centre are as follows:

- Provide a clear urban structure with a hierarchy of streets, public spaces and facilities.
- Provide clear edges to urban development and transitions between changes in density or land use through edge streets, generous pathways and/or pocket parks of useable public space.
- Promote efficient use of land and infrastructure.
- Promote the use of public transport.
- Provide improved amenity to the public domain such as streets, footpaths and public spaces.
- Provide a transition between 5 storey and detached dwellings in areas beyond 400m whose densities are increased.
- Provide an appropriate mix of community facilities to cater for local needs.

Retail and Commercial Strategy

The following strategies have been formulated to provide flexibility for future demand of retail and commercial requirements and to provide job opportunities within walking distance of increased residential density:

- Locate retail within 400m of Lindfield Station and adjacent to useful public open space wherever possible;
- Redevelop rear of existing deep retail sites to address adjoining public open spaces and public connections (streets, laneways and the like).
- Locate commercial within 400m of Lindfield Station and within a flexible retail zone.
- Retail and commercial development is to co-ordinate with site amalgamations to achieve cohesive variety of building types.

Residential Strategy

The following strategies have been formulated to provide a variety of housing types in close proximity to the Lindfield Station:

- Shop top housing is to be provided:
 - within 400m of Lindfield Station and community facilities;
 - on existing deep site retail zones;
 - to the rear of sites to address proposed open spaces, away from noise sources;
 - adjacent to public open spaces.
- Highest density residential development (to 5 storeys) is to be located:
 - mainly within 200m of Lindfield Station and along Pacific Highway;
 - adjacent to useful public open space;
 - in areas that can achieve high public and private amenity.
- Medium density residential development (to 3 storeys) is to be located:
 - as transitions between zones permitting 5 storeys and those permitting 1-2 storey;

Item 9

S04350
11 May 2006

- within 400m of Lindfield Station and along Pacific Highway;
 - if beyond 400m of Lindfield Station but still able to provide adequate public and private amenity.
- Engage noise barrier planning principles where noise source(s) are present.

Public Domain Strategy

a) Access and Circulation Strategy

The following strategies have been formulated to relieve traffic pressure from main intersections with the Pacific Highway and to increase public access for both vehicles and pedestrians/cyclists to/through and within the Lindfield Centre:

- New vehicle and/or pedestrian connections are to be:
 - located in identified areas of increased density;
 - co-ordinated with site amalgamations;
 - located where current block structure is deficient.
- Provide increased pedestrian connections and amenity by:
 - widening the railway concourse to align with Tryon Road;
 - widening targeted laneways;
 - widening the landscape and pedestrian reserve where current amenity is poor such as along the Pacific Highway;
 - providing new signalised crossing at Tryon Road/Lindfield Avenue.

b) Open Space Strategy

The following strategies have been formulated to provide public spaces that encourage a variety of uses and experiences of the Lindfield Centre:

- New public open spaces are to be located:
 - within 400m of Lindfield Station, community facilities and public open spaces;
 - adjacent to areas of proposed increased density;
 - where inclusion forms part of a water management strategy.

Surveys and Consultations

At each stage of the planning process for Lindfield Centre, Ku-ring-gai Council is working to demonstrate a commitment to good practice for community consultation. The major household survey for Lindfield Centre was posted to around 4100 households in Lindfield in February 2006 and around 1500 responses were received (**Attachment B** – Surveys/Consultations Report). In addition, a Lindfield shopper survey is currently underway.

Key Elements of Responses

Item 9

S04350
11 May 2006

Trees and bushland setting was the reason identified by 1000 responses to the 2006 Household Survey question about why they chose to live in Lindfield. Less highly ranked reasons were quality housing, open space and good schools.

Asked to identify 2 good points about shopping in Lindfield, the largest group of respondents (some 500) suggested it being close to home and local was good. Convenient and handy were nominated by a lesser number (just over 300) whilst parking and friendly personal retailers were each just slightly less.

The most noted bad point about the Lindfield centre, reported by householders, was parking (600 responses). Next was variety of shops in the town centre (300 responses). Traffic was next with around 150 responses. A range of other points such as highway, divided centre, expensive, access across highway each ranked around 100 responses.

Consistent with other larger centres in Ku-ring-gai, supermarket shopping for staple merchandise was mainly to Lindfield (some 1200 responses). Other destinations were notably less – Chatswood and Gordon were second (each just over 400) and Macquarie and East Lindfield with around 200 each.

Like other Ku-ring-gai residents, Lindfield householders showed a similar pattern for more gift/homeware shopping, using major centres such as Chatswood (1100 responses) and to a lesser extent Macquarie (400) Centres. Notably, in this specialised category Lindfield received around 170 responses, showing some willingness by residents to use local shops, where they provide an attractive and competitive standard of goods or services.

Passive recreations in Lindfield, indicated high levels of use of *cafes* and *cinemas*. Of note, are the overall higher levels of use of *cinemas* (975 total) reported by householders, compared to *cafes* (650) total, although *cafes* is a higher first choice. *Cinemas* use may reflect a choice by numbers of families, and possibly numbers of older and single persons, of nearby facilities in Roseville.

Many comprehensive responses were given by Lindfield residents to what can be done to improve Lindfield. Prime amongst their responses was *parking* (370) in and around the shopping area – exacerbated by limited space. Shopping limitations (275) including variety and expense, the need to update the centre (175). Traffic and footpath issues (each with some 125 responses) were less noted by householders. These all reinforce much of the responses given earlier in the resident survey.

Residents/Business/Shopper Workshop- Character Statement

A workshop was convened in Lindfield Centre on Monday 1 May 2006. It included 56 Lindfield householders, business and local resident group nominees. The workshop commenced with a background on centres planning and a summary of the 2006 Resident Survey results and presentation by urban design consultants, Hill Thalys. Participants then worked in small groups to document issues about Lindfield, with a member of Council's planning staff to assist. These results have been distilled into the following draft Character Statement for Lindfield:

Item 9

S04350
11 May 2006

- Lindfield will retain its friendly, family-oriented character including low density housing, heritage buildings, trees and parks.
- New higher density housing will be located close to the rail and highway corridor, with notable heritage facades on the retail strips preserved to maintain a character streetscape that is both attractive and commercially viable.
- Lindfield will grow to be a moderate-sized shopping centre, serving the needs of local and nearby residents, with a viable mix of uses including supermarkets, shop-top housing, professional and larger offices, and a good variety of specialty and other retail.
- Leisure-based uses such as cafes and restaurants will be located to take advantage of new public spaces providing a variety of type, character and experience.
- A multi-purpose community hub including library, child care centre, seniors' resource centre and youth space will be located in central locations within the shopping area. These facilities will provide for future needs.
- New shops, improved footpaths and greenery along the Highway and Lindfield Avenue with coordinated signage and street furniture will provide better pedestrian amenity and access.
- There will be safer and more direct pedestrian and cycle routes to the Lindfield Centre, rail station, across the Pacific Highway and to local residential areas and schools. Access across the highway from the rail station will be streamlined, strengthening links between bus, rail, west and east sides of the centre.
- Improvements will be made to the Pacific Highway to enhance road access between the western and eastern side of the Lindfield Centre. New streets and lanes will enhance circulation within the centre and provide better links with the local road network. Shopper and related parking will be improved and increased in terms of access, quantity, safety and design.

Further Information/Community Feedback

An email survey to 550 Lindfield householders and businesses has been sent, seeking feedback on the above. As with St Ives and Turrumurra centres, further consultation, including that with businesses and commercial property owners will be completed, and information and feedback links maintained via email with stakeholders, and the general community, throughout the planning steps ahead. These will include staffed exhibitions within the town centre and updated web-based information, brochures, information in local papers (including the Ku-ring-gai News) and potential 3D models. Regular information about relevant Planning Committee and other Council meetings will also be provided.

COMMENTS

Item 9

S04350
11 May 2006

A range of background studies have been prepared by specialist consultants to assist the planning process. Consultants have been engaged to evaluate traffic and transport issues, heritage, retail and economic factors as well as community facilities related to Lindfield Centre. The urban design and landscape analysis was presented at the Planning Committee meeting of 12 April 2006. The following is a summary of the key findings.

STUDIES INFORMING THE DEVELOPMENT OF THE RECOMMENDED LAND USE PLAN

Ku-ring-gai Retail Strategy

The Ku-ring-gai Retail Centres Study prepared by Hill PDA recommends a retail strategy and retail hierarchy for Ku-ring-gai including recommendations on the amount of retail floor space (in terms of “net lettable area” or NLA) to be provided in each of the 6 main centres. The retail strategy recommended by this study was endorsed by Council on 19 July 2005 (**Attachment C** – Relevant Excerpts from the Adopted Ku-ring-gai Retail Centres Study).

Lindfield Centre currently has approximately 15,000 sqm of ground floor shop front space of which 11,200 sqm is used for retail. Both sides of the centre are anchored by supermarkets which are more or less joined by strip retail in between.

Council resolved to adopt Option 3 of the Ku-ring-gai Retail Centres Study which identifies the need for Lindfield to expand by up to around 6,000sqm NLA and for Roseville up to around 3,000sqm.

To assist with the town centre planning SGS Economics and Planning have been engaged as specialist retail consultants to review the Hill PDA study. SGS have recommended a maximum increase in retail component of approximately 10,000sqm NLA for Lindfield to meet future demand (**Attachment D** – Relevant Excerpts from SGS Economics and Planning Draft Report)

Heritage Review

City Plan Heritage consultant have been engaged to undertake a review of the existing heritage items and potential heritage items currently identified by Council within the town centre areas. The purpose of the project is:

To review and assess the existing heritage information and databases including the existing items listed under the Ku-ring-gai Planning Scheme Ordinance and provide initial advice on the management of heritage items in the town centres of Gordon, Pymble, Lindfield and Roseville.

Provide advice and recommend on the initial steps for the future heritage management within the town centres and their changing context;

Provide heritage input into the preliminary urban design of the retail centres.

As part of the review process, the consultants have also identified some additional potential heritage items which are likely to demonstrate level of heritage significance to warrant further investigation.

Heritage Considerations

The consultant has identified the following heritage considerations:

- Heritage items are generally located further from the station than most other KMC Town Centres.
- The commercial/retail strip along Lindfield Avenue features one very significant building which comprises the whole frontage of the block between Tryon Road and Kochia Lane. No other period elements of quality are extant along this row.
- The Pacific Highway commercial/retail strip does not feature any period buildings of sufficient integrity and quality to be considered for adaptive reuse. A good example of an Inter War Old English commercial building is located at 396-390 Pacific Highway and demonstrates some opportunity for adaptation which will conserve the façade and principle form.
- The former Masonic Hall at 1a Lindfield Avenue features some Art Deco detailing and a reasonably well resolved façade. As the structure behind is relatively utilitarian there is the opportunity to adapt the façade provided that it does not conflict with a comprehensive redevelopment.
- A heritage item is located at 55a Lindfield Avenue which is actually accessed via Havilah Lane. It is a small timber hall constructed for the Roseville Club and relocated to this site during the Inter War period. As the building has previously been relocated there is considered to be some opportunity for its sympathetic relocation.
- Areas and streetscapes such as Wolseley Road and Newark Crescent demonstrate a distinct heritage character. The latter is an almost intact example of a Federation period subdivision featuring small bungalow type dwellings of almost identical design.
- There are some existing Heritage Item groups west of the Highway which are not dissimilar in quality to many other groups in the area and throughout the LGA. The integrity of the individual elements of these groups has been compromised beyond that of many other similar quality dwellings in the area.
- The areas between Woodside Avenue and Havilah Road and along the western side of Nelson Street do not feature the quality of dwellings and high integrity compared to other areas directly to the west and north. Some period dwellings along Woodside Avenue are of reasonable quality but more intact streetscapes of comparable dwellings exist throughout Highgate and Blenheim Roads which are outside the study area.

Proposed Heritage Classifications

The following table summarises the recommendations in relation to the proposed heritage classification of each existing and potential heritage item subject to the Town Centre LEP (Attachment D is an excerpt from the full draft report detailing the consultant's recommendations)

Table 1 – Summary of Existing / Potential Heritage Items and Proposed Heritage Classifications for the Key Areas affected by the Proposed Land Use Plan

| Address | Existing Zone | Existing Classification | Proposed Classification |
|-------------------|---------------|-----------------------------------|---|
| 1, Highfield Road | 2(b) | Heritage listed item (under KPSO) | No change |
| 6 Highfield Road | 2(b) | Heritage listed item (under KPSO) | Listing not required to be retained- further research |

Item 9

S04350
11 May 2006

| | | | |
|---|--|---|--|
| 3 Lindel Place | 2(a) | Heritage listed item (under KPSO) | Listing to be retained No change |
| 1-21 Lindfield Avenue | 3(b)-(B2) | Heritage listed item (under KPSO) | Listing to be retained No change |
| 55a Lindfield Avenue-part of Ministers Targeted Site (relocation – former Roseville Club) | Part 2(d), Part reserved for Local Road Widening | Heritage listed item (under KPSO) | Listing to be retained (potential adaptive reuse)- potential relocation |
| 270 Pacific Highway | 2(d) | Heritage listed item (under KPSO) | Listing to be removed (Item heavily altered and its significance compromised) |
| 386-390 Pacific Highway | 3(a)-(A2) | Heritage listed item (under KPSO) | Listing to be retained (potential adaptive reuse) |
| 25 Tryon Road (part of Ministers Targeted Site redevelopment) | 2(e) | Heritage listed item (under KPSO) | Heritage item demolished upon redevelopment. No change |
| 22 Russell Avenue | 2(e) | Potential item (under investigation) | Potential item to be listed Further research |
| 1a Lindfield Avenue (Masonic Hall) | 2(d) | Not Classified (Potential item identified by City Plan) | Potential adaptive reuse |
| 20 Nelson Road | 2(c2) | Potential item (under investigation) | Potential item not required to be listed. Further research |
| 454-456 Pacific Highway | 5(a)- church | Not Classified (Potential item identified by City Plan) | New potential item to be listed Further research |
| 1-5, 7 Tryon Road | 2(d3) | Not Classified (Potential item identified by City Plan) | New potential item to be listed subject to further investigation (potential zoning issues) |
| 31 Tryon Road (with Church) | 2(d3) | Not Classified (Potential item identified by City Plan) | New potential item to be listed subject to further investigation (potential zoning issue) |
| 33 Tryon Road | 5(a)- church | State listed heritage item | New potential item to be listed |
| Lindfield Station Group | 5(b)- railway | Listed on State Rail Section 170 Register | New potential item to be listed |

Existing or potential heritage items at 22 Russell Street, 55a Lindfield Road, 7 and 31 Tryon Road, have some potential issues with their current zonings. The issues are that the heritage listing may not allow the potential of the zoning to be achieved, making the zoning unachievable as an item may cover a large portion of a block. It may also be a conflict in the extent of development that may surround an item and the impact that development will have on an item. Further historical research and urban design analysis is required for these items.

Urban Design Analysis

A series of analysis drawings and associated text have been prepared by the Urban Design Consultants Hill Thalys to give a comprehensive overview of the existing conditions of Lindfield Centre (**Attachment F**– Urban Design Analysis Drawings). Issues examined include the following:

Item 9

S04350
11 May 2006

- Regional Context
- Topography
- Pedestrian Amenity and Transport
- Block Structure
- Permeability
- Public Domain
- Council Land and Community Facilities
- Streetscape
- Building Heights
- Building Types
- Heritage

Traffic and Transport

Existing Traffic and Transport Issues Summary

The existing traffic and transport conditions within Lindfield Town Centre can be summarised as follows:

- High traffic volumes on Pacific Highway result in traffic congestion during peak periods, with key intersections operating at capacity. These high traffic volumes contribute to major delays for traffic from side streets wishing to cross or enter the highway.
- In particular, the Pacific Highway / Balfour Street/ Havilah Road intersection is operating at or over capacity in peak periods.
- The width of Havilah Road is constrained by the railway underbridge and further constrained by the proximity of Lindfield Avenue.
- Pacific Highway / Grosvenor Road is operating at capacity in the PM peak due to high traffic volumes on Grosvenor Road.
- The performance of the Lindfield Avenue / Havilah Road intersection is affected by traffic queuing back from the Pacific Highway / Balfour Street / Havilah Road intersection.
- Lindfield has a good train service, with regular services to the city and Hornsby.
- The provision of feeder bus services to the centre / station is poor, with the exception of a service to UTS Lindfield.
- Pacific Highway and railway line represent a barrier to pedestrian movement within the town centre.
- Parking within the centre is limited and typically operates at high occupancy levels during peak shopping periods.
- Pacific Highway, through Lindfield Centre, is identified as an accident 'blackspot'.

Council's traffic consultant has undertaken counts for the major intersections for the Lindfield Town Centre and has undertaken an analysis for the likely traffic generation for development of the area based on approved LEP 194 developments and the Minister's approved sites. The table below shows two scenarios based on LEP 194 sites approved to date (Base 1) and also proposed LEP 194 and Minister's site's where there is no DA approval to date (Base 2).

The net increase in traffic generation (vehicles per hour) for the two scenarios is given below:

Item 9

S04350
11 May 2006

| Scenario | No. of Dwellings | Vehicle Trips – AM Peak | | | Vehicle Trips – PM Peak | | |
|----------|------------------|-------------------------|----------|-------|-------------------------|----------|-------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Base 1 | 398 | 40 | 159 | 199 | 149 | 50 | 199 |
| Base 2 | 1,851 | 185 | 740 | 926 | 694 | 231 | 926 |

Note: Base 2 dwellings include Base 1 dwellings

The analysis highlighted the following issues at the various intersections:

Pacific Highway/Balfour Street/Havilah Road (underpass)

This intersection was found to be operating better in the PM peak for both scenarios. Under the Base 2 scenario, the intersection would be at capacity operating as Level of service (LOS) F during the AM peak.

Pacific Highway/Strickland Avenue

This intersection was found to be operating at capacity for the Base 2 scenario at LOS F for both the AM and PM traffic peaks.

Pacific Highway/Grosvenor Road

This intersection was found to be operating near capacity at LOS E (DS 0.98) for the Base 2 scenario in the AM peak. During the PM peak, this intersection fails under the existing conditions, and both Base 1 and Base 2 scenarios.

Lindfield Avenue/Tryon Road

This intersection would have a LOS F for the AM peak Base 2 scenario. During the PM peak, the intersection fails under the existing and both Base 1 and Base 2 scenarios.

The following intersections were found to be operating at satisfactory levels for both scenarios:

- Pacific Highway/Highfield Road
- Lindfield Avenue/Havilah Road
- Lindfield Avenue/Strickland Avenue
- Nelson Road/Havilah Road
- Nelson Road/Tryon Road
- Balfour Street/Bent Street
- Beaconsfield Parade/Drovers Way

Modelling for the proposed Stage 2 traffic generation will be undertaken following adoption of the Land Uses.

Discussion of various improvement options will be tabled at future Planning Committees prior to incorporation in the Draft LEP and DCP.

Item 9

S04350
11 May 2006

Table 2 - Sidra Modelling Results

| Intersection | Control | AM/PM | Scenario | DS | AVD (s) | LOS | HMD (s) |
|---|----------|-------|------------|-------|---------|-----|---------|
| Pacific Hwy | | | | | | | |
| Pacific Highway / Highfield Road | Signals | AM | Existing | 0.84 | 17.6 | B | 35 |
| | | | 2 - Base 1 | 0.84 | 17.6 | B | 35 |
| | | | 3 - Base 2 | 0.84 | 17.9 | B | 35 |
| | | PM | Existing | 0.78 | 16.2 | B | 28.4 |
| | | | 2 - Base 1 | 0.79 | 16.3 | B | 29.3 |
| | | | 3 - Base 2 | 0.80 | 17.1 | B | 29.3 |
| | | WE | Existing | 0.80 | 19.3 | B | 22.6 |
| Pacific Highway / Balfour Street / Havilah Road | Signals | AM | Existing | 0.95 | 46 | D | 85 |
| | | | 2 - Base 1 | 0.97 | 51 | D | 98 |
| | | | 3 - Base 2 | 1.04* | 88 | F* | 135 |
| | | PM | Existing | 0.81 | 25.1 | B | 43 |
| | | | 2 - Base 1 | 0.81 | 25.2 | B | 42 |
| | | | 3 - Base 2 | 0.83 | 26.4 | B | 48 |
| | | WE | Existing | 0.88 | 31 | C | 36 |
| Pacific Highway / Strickland Ave | Priority | AM | Existing | * | * | * | * |
| | | | 2 - Base 1 | 1.66* | 49* | F* | * |
| | | | 3 - Base 2 | 2.83* | 165* | F* | * |
| | | PM | Existing | 0.68 | 2.6 | C | 38 |
| | | | 2 - Base 1 | 0.78 | 3.4 | D | 45 |
| | | | 3 - Base 2 | 1.05* | 12.5 | F* | 124 |
| | | WE | Existing | * | * | * | * |
| Pacific Highway / Grosvenor Road | Signals | AM | Existing | 0.87 | 37 | C | 74 |
| | | | 2 - Base 1 | 0.89 | 36 | C | 84 |
| | | | 3 - Base 2 | 0.98 | 65 | E | 93 |
| | | PM | Existing | 1.18 | 126 | F | 252 |
| | | | 2 - Base 1 | 1.21* | 144* | F* | 253* |
| | | | 3 - Base 2 | 1.33* | 208* | F* | 365* |
| | | WE | Existing | 0.94 | 38 | C | 89 |
| North of Pacific Hwy | | | | | | | |
| Lindfield Ave / Havilah Road | Priority | AM | Existing | 0.79* | 15.0* | B | 25.3* |
| | | | 2 - Base 1 | 0.80 | 15.2 | B | 26.6 |
| | | | 3 - Base 2 | 0.89 | 19.8 | C | 45 |
| | | PM | Existing | 0.59* | 13.1 | B | 19.4* |
| | | | 2 - Base 1 | 0.61 | 13.4 | B | 20.2 |
| | | | 3 - Base 2 | 0.76 | 16.5 | B | 28.4 |
| WE | Existing | 0.52 | 12.0 | B | 17.3 | | |
| Lindfield Ave / Tryon Road | Priority | AM | Existing | 0.89 | 10.5 | C | 37 |
| | | | 2 - Base 1 | 1.00 | 18.4 | E | 66 |
| | | | 3 - Base 2 | 1.55* | 151* | F* | 526* |
| | | PM | Existing | * | 94* | F* | 222* |

Item 9

S04350
11 May 2006

| Intersection | Control | AM/PM | Scenario | DS | AVD (s) | LOS | HMD (s) |
|--------------------------------|----------|-------|------------|-------|---------|-----|---------|
| | | | 2 - Base 1 | 1.32* | 131* | F* | * |
| | | | 3 - Base 2 | 1.99* | 345* | F* | * |
| | | WE | Existing | 0.69 | 7.9 | B | 20 |
| Lindfield Ave / Strickland Ave | Priority | AM | Existing | 0.33 | 8.8 | A | 13.7 |
| | | | 2 - Base 1 | 0.35 | 9 | B | 14.7 |
| | | | 3 - Base 2 | 0.44 | 10.1 | B | 21.7 |
| | | PM | Existing | 0.38 | 10.2 | A | 15.1 |
| | | | 2 - Base 1 | 0.42 | 10.9 | B | 16.7 |
| | | | 3 - Base 2 | 0.63 | 14.1 | B | 28.1 |
| | | WE | Existing | 0.33 | 9.7 | B | 13.5 |
| Nelson Road / Havilah Road | Priority | AM | Existing | 0.11 | 1.9 | A | 8.9 |
| | | | 2 - Base 1 | 0.11 | 1.9 | A | 8.9 |
| | | | 3 - Base 2 | 0.12 | 1.9 | A | 8.9 |
| | | PM | Existing | 0.11 | 2.7 | A | 8.1 |
| | | | 2 - Base 1 | 0.11 | 2.7 | A | 8.1 |
| | | | 3 - Base 2 | 0.11 | 2.7 | A | 8.1 |
| | | WE | Existing | 0.11 | 3.6 | A | 8.6 |
| Nelson Road / Tryon Road | Priority | AM | Existing | 0.57 | 11.6 | B | 15.7 |
| | | | 2 - Base 1 | 0.57 | 11.9 | B | 16.2 |
| | | | 3 - Base 2 | 0.67 | 13.4 | B | 18.3 |
| | | PM | Existing | 0.50 | 11.4 | A | 14.3 |
| | | | 2 - Base 1 | 0.51 | 11.6 | B | 14.6 |
| | | | 3 - Base 2 | 0.56 | 12.5 | B | 15.9 |
| | | WE | Existing | 0.44 | 10.6 | A | 13.5 |
| South of Pacific Hwy | | | | | | | |
| Balfour Street / Bent Street | Priority | AM | Existing | 0.24 | 10.0 | A | 13.8 |
| | | | 2 - Base 1 | 0.24 | 10.0 | A | 13.8 |
| | | | 3 - Base 2 | 0.24 | 10.2 | A | 14.1 |
| | | PM | Existing | 0.20 | 9.0 | A | 9.8 |
| | | | 2 - Base 1 | 0.20 | 9.0 | A | 9.8 |
| | | | 3 - Base 2 | 0.21 | 9.1 | A | 9.9 |
| | | WE | Existing | 0.18 | 9.0 | A | 10.0 |
| Beaconsfield Pde / Drovers Way | Priority | AM | Existing | 0.11 | 5.0 | A | 7.3 |
| | | | 2 - Base 1 | 0.11 | 5.0 | A | 7.3 |
| | | | 3 - Base 2 | 0.11 | 4.9 | A | 7.5 |
| | | PM | Existing | 0.08 | 4.9 | A | 7.1 |
| | | | 2 - Base 1 | 0.08 | 4.9 | A | 7.1 |
| | | | 3 - Base 2 | 0.08 | 4.9 | A | 7.6 |
| | | WE | Existing | 0.08 | 5.2 | A | 6.5 |

*Movement at capacity

Item 9

S04350
11 May 2006**COMMUNITY SERVICES AND FACILITIES**

Any increased population associated with the Lindfield Centre will generate a proportional increase in demand for the existing community facilities, in particular the Lindfield Library.

Lindfield Library

Council's Library Facilities Study, conducted by Dr David Jones, Building and Planning Advisory Service, State Library NSW, recommends construction on the current site or the Woodford Lane car park of a new community facilities building which could include a branch library, youth space, senior citizens' space, multipurpose areas and a residential component.

According to Dr Jones, the existing library site at Lindfield with the floor area of 300sqm is less than a third of the recommended size, requiring additional floorspace of between 700 and 900sqm. Lindfield is the smallest of Council's libraries and shares its site with tennis courts, a senior citizens' resource centre in a small building at the rear, a block of residential apartments and a senior citizens' centre. Some public parking is available onsite.

According to Dr Jones, to reach the benchmarked floor areas Lindfield library serving the Southern catchments (Roseville + Lindfield) would need to be more than three times the size of the current library building. As well as the shortfall in terms of the benchmark, there is also evidence from observation that the Lindfield branch is inadequate in size to meet community needs.

In addition, the consultant believes that Lindfield is the logical location for a branch library to serve the Southern Catchment. The existing branch library is unsatisfactory as it is too small and is very poorly designed. It should be demolished, whether or not the site is used for a new library. However, the site itself does have merit, as it is reasonably central to and readily accessible with close proximity to the railway and on bus routes, it has a street front, it is within easy reach of the shopping strip along the Pacific Highway and has some off-street parking.

There are some reservations about the positioning of the site, however, as the driveway is on a busy main road and is just beyond a bend. This may be problematical for a community facility likely to be used by many hundreds of people per day. It is suggested that if all of the Council-owned facilities on this site were demolished, a visually-appealing and functional multipurpose facility could be constructed here. This could include a library of the required size, youth space, senior citizens' space, multipurpose spaces and a residential component which could help to fund the project.

Table 3: Summary of Existing Community Facilities and Land owned by Council

| Property Name | Property Location | Current Zoning | Size | Function |
|-----------------------|-------------------|---------------------------|-------------------|---|
| Havilah Lane Car Park | 9 Havilah Lane | 3(a)-(A2) Retail Services | 766m ² | It is used for public car parking. 25 car parking spaces. |
| Kochia Lane Car Park | 3 Kochia Lane | 3(a)-(A2) Retail Services | 874m ² | It is used for public car parking. 135 car parking spaces available when combined with Tryon Road Car Park. |

Item 9

S04350
11 May 2006

| Property Name | Property Location | Current Zoning | Size | Function |
|--|--|--|--------------------------------|--|
| Tryon Road Car Park | 8-10 Tryon Road | 3(a)-(A2) Retail Services | 1975m ² | It is used for public car parking. 135 car parking spaces available when combined with Kochia Lane Car Park. |
| Southern Area Car Park | 1 Beaconsfield Parade and 19 Drovers Way | Special Uses 5(a) – Parking | 5643m ² | It is used for public car parking. 72 car parking spaces. |
| Lindfield Seniors Resource Centre | 259 Pacific Highway | Special Uses 5(a) (Municipal Purposes) | 508m ² | Adjacent to the Lindfield Library, it is used by a variety of seniors groups as well as being hired out to the community in general. |
| Aruna Units – KOPWA | 259 Pacific Highway | Special Uses 5(a) (Municipal Purposes) | 780m ² | The land is owned by Council and leased to the Kuring-gai Old Peoples Welfare Association (KOPWA) who provides low cost accommodation to the aged community. The lease expires in May 2012. |
| Lindfield Library | 265 Pacific Highway | Special Uses 5(a) (Municipal Purposes) | 961m ² | The building area is considered to be insufficient for the future needs as the floor area is only 300 square metres. Access in and out of the site is difficult because of the heavy traffic on the Pacific Highway and the poor sight distance. |
| Lindfield Community Centre Tennis Courts | 265 Pacific Highway | Special Uses 5(a) (Municipal Purposes) | 2722m ² | The tennis courts are located directly behind the Lindfield Library, they are of a good standard but are not well utilised. |
| Lindfield Library Car Park | 265 Pacific Highway | Special Uses 5(a) (Municipal Purposes) | 918m ² | It is used for public car parking. |
| Lindfield Early Childhood Centre | 1/12-18 Tryon Road | 3(b)-(B2) Commercial Services | 99m ² (strata unit) | The site operates under the Plan of Management adopted by Council in late 2004. The Centre operates from the strata unit with negotiations regarding a formal agreement currently being held with the Northern Area Health Service. |

Any increased population associated with the Lindfield Centre will generate a proportional increase in demand for the existing community facilities. The proposed changes to existing community facilities are as summarised in the table below.

Table 4: Summary of Proposed Changes to Existing Community Facilities

| Property Name | Comment |
|-------------------|---|
| Lindfield Library | The Library Feasibility study undertaken by consultants from the State Library of NSW indicates that the Lindfield Branch Library be increased from 300 square metres to 1181 square metres to satisfy the space requirements provided by the |

Item 9

S04350
11 May 2006

| Property Name | Comment |
|--|--|
| | Library Council of NSW, for future catchment needs up to 2026. |
| Arunga Units | Arunga units provide affordable housing for a number of aged residents. Any redevelopment of the facility will need to take into consideration the housing needs of these residents plus other residents that may be in need of affordable housing. Appropriate planning mechanisms can be used to provide Affordable Housing. |
| Lindfield Community Centre/Seniors Resource Centre | The current community and seniors centre are considered to be sub standard facilities and not of sufficient size to meet the current and future needs of the community. |
| Car Parks | <p>Consideration needs to be given to retaining the parking spaces in the town centre specifically including at grade car parking in the overall provision of parking facilities within the centre. Whole of life costing of any parking asset will need to be considered as a component of decision making.</p> <p>Potential new car park site has been identified along Balfour Street to the west of existing Coles car park for possible future acquisition.</p> |

OPEN SPACE AND PUBLIC DOMAIN**Parks and Open Space****Existing Conditions**

Previous studies of recreation distribution and demand have assessed the needs of the broader Kuring-gai population. These studies have identified that the municipality is well endowed with bushland open space, but the provision of local and district space is relatively low.

The Lindfield Centre has a low provision in terms of local open space. There are only a few small parks of local scale within the study boundary totalling 5306 sqm, including:

- Ibbotson Park in Wolseley Road- a triangular pocket of open space located on the north western ridge adjacent to an existing school, with significant remnant trees and children's play facilities;
- Rotary Park- a narrow strip of open space between the Pacific Highway and the Lindfield Railway Station which is zoned Special uses 5(b) – railways;
- Balfour Park on the corner of Balfour Street and Bent Street- a triangular open space with large canopied trees on steeply graded land.
- Two Turners Reserve in Gladstone Parade- a park containing significant established remnant trees, with a range of children's and recreational facilities.

Pedestrian access to larger reserves in the surrounding area is difficult, due to limited street connections and large block sizes. On the eastern ridges and valleys, Lindfield Soldiers Memorial Park and Lindfield Oval are approximately 900 metres walking distance from the town centre. To the west, in the valleys adjoining the study area, Paddy Pallin Reserve, a narrow corridor of open space, is located within 800 metres from the train station, and accessed along steeply graded streets

Item 9

S04350
11 May 2006

and paths. Edenborough Park on south western edge of the town centre is over 1200 metres walking distance from the train station.

Similar conditions of permeability are evident at both Lindfield and Roseville study areas. The lack of north-south street connections and the large block structure creates convoluted and indirect access to public open space. A summary of key issues is listed below.

(Attachment G: Open Space and Landscape Analysis prepared by Aspect Sydney)

Key Issues:

- Limited parks and open space in the study area;
- Existing narrow parks and open spaces adjacent to the Pacific Highway, and are impacted by noise and air pollution;
- No central square;
- Public open space in adjoining valleys, is located at some distance from the town centre at a minimum of 800 metres;
- Limited variety, connectivity and diversity of public open spaces in the study area;
- Large blocks with limited street connections create poor pedestrian connections to existing public open space; and
- Existing significant Blue Gum High Forest remnants located in privately managed and owned lands, making them more vulnerable to incremental loss and fragmentation.

Objectives:

- Improve and enhance the quality of existing parks and open spaces.
- Provide new parks and open space that caters for existing and future residents in the area. These parks should address the eastern and western zones of the Pacific Highway. These should be designed to provide increased opportunities for passive recreation, be of high quality design and be environmentally responsive.
- Provide an interconnected network of pedestrian connections including laneways, streets and paths between existing and proposed parks and open spaces.

Strategies:

- The creation of a town square/ public park between Tryon Road and Chapman Lane on the eastern edge of the study area. This new town square at approx 2735 sqm, with street or laneway address on three sides creates a focal point for the community. The location, adjacent to mixed use and ground floor public facilities such as a library can allow for opportunities for gathering, outdoor eating, informal outdoor performance and community celebrations.
- A new linear park corridor on the drainage corridor adjacent to Milray Street and Havilah Street. A proposed new road on the southern boundary of the site provides a street address to the park. This linear park can accommodate best practice stormwater control devices, retention and opportunities for large scale endemic trees.
- A new public park on Beaconsfield Parade and Woodford Lane in the western edge of the town centre. This park has a street address on all sides, with adjoining mixed use retail and residential uses. The space acts as a secondary town square or park and allows for the

Item 9

S04350
11 May 2006

retention of significant existing trees. Public parking can be accommodated both on grade and underground.

- A new neighbourhood park is proposed in the south western edge of the study area, on the corner of a proposed residential block and edged by two new roads.
- A new neighbourhood park is proposed at the east side of the centre with frontages to Tryon Lane, Russell Avenue, Russell Lane and Nelson Road.

Attachment H: Draft Recommended Land Use Plan illustrates opportunities for new parks and public places. Lindfield Centre has the potential to provide a range of parks and public spaces to cater for a variety of users including green parks for families with children; outdoor dining, widened footpaths, small public spaces and street trees for shoppers; and new urban spaces for workers to have lunch

Streetscape Character

Objectives:

- Protect and enhance the unique and distinctive streetscape character, distinctive to the east and west of the study area.
- Improve and develop proposed streets in accordance with the unique character of the study area

Strategies:

- Ensure all existing overhead power lines are located underground in an appropriate location to ensure adequate street tree planting
- Maintain and increase the extent and density of street tree planting, in accordance with the existing large scale and species diversity evident on the eastern and western town areas.
- Maintain endemic native trees within existing and proposed streetscapes and ensure stringent conditions for protection.
- Recognize the significant contribution that private domain trees have on the public realm and provide specific controls to ensure their ongoing protection.
- Improve and enhance street tree planting on the Pacific Highway corridor.

Biodiversity

Objectives:

- Protect and enhance the natural systems in the study area
- Ensure all new development is developed in accordance with best practice environmentally sustainable measures and design.

Strategies:

- Maintain and augment remnants vegetation on public and private land;
- Protect existing remnant and significant vegetation on public and private land;
- Encourage increased planting of endemic species along rail corridor, in existing and proposed parks and open spaces;
- Ensure principles of sustainable design are incorporated into new development;

Item 9

S04350
11 May 2006

- Ensure water sensitive urban design is incorporated into existing streetscape, new streetscapes, parks and open space;
- Establish bio-linkages that extend from the bio-corridors of the surrounding river valleys into the town centre.

RECOMMENDED LAND USE STRATEGY

The Draft Recommended Land Use Strategy for Lindfield is shown in **Attachment H**. A summary of the Strategy is provided below.

Summary of Recommended Strategy

Lindfield will be a Large Village as defined by the Metropolitan Strategy. Lindfield will comprise:

- approximately 20,000sqm of retail floor space including two supermarkets one of the eastern side and one on the western side;
- new community facilities including a new 1180sqm branch library on the eastern side and retention of Arunga units on site as part of future development. Senior citizens on western side;
- small scale commercial floor space within the retail core catering for professional offices, medical centres, and a range of other uses;
- around 2,350 new residential dwellings (including both RDS Stage 1 and RDS Stage 2) within an 400 metre radius of the centre;
- new green local parks on fringes of the commercial area to serve existing and future residents on both the eastern and western sides;
- a new village green on Drovers Way behind the shops with cafes and restaurants;
- a new town square on Tryon Road providing a central community meeting place;
- smaller urban spaces and widened footpaths and street trees on major commercial streets.

Detailed Description of Recommended Scenario

The following descriptions are made in reference to **Attachment I** – Lindfield Centre Precinct Plan.

Retail

Lindfield will provide up to 20,000sqm of retail floor space over a 20-30 year time frame. The retail expansion of Lindfield is proposed to be concentrated largely within the existing retail zone 3(a) on the western and eastern sides of the railway. Expansion of the retail zone is proposed on the western side along the Pacific Highway towards Strickland Avenue and around Beaconsfield Parade. On the eastern side the retail zone is expanded along Lindfield Avenue to Havilah Road and along Tryon and Kochia Lane to Milray Street.

Item 9

S04350
11 May 2006

Lindfield will continue to provide two supermarkets, there will be potential in the plan for these to expand as appropriate to meet demand

Lindfield Centre will continue to provide two distinct shopping experiences. The eastern side will generally be quieter with speciality shops, a smaller supermarket and an increase in community facilities. It will become a focus for restaurants, cafes shops fronting onto a new town square at Kochia Lane

The western side will provide the bulk of retail activity including a large supermarket. New shops will face away from the highway onto a new public space at the rear on Drivers Way and retail will also expand along the side streets to provide quieter locations.

Commercial and employment uses

Lindfield Centre will continue to provide a minor role in the provision of commercial space. The majority of this will be small offices above retail or within mixed use developments catering for professional services, medical practitioners and the like.

Residential

Lindfield Centre is a second level centre equivalent to Turramurra, both centres sit below Gordon and St Ives in the hierarchy. Lindfield of all the centres within Ku-ring-gai provides the greatest number of dwellings from RDS Stage 1. The table below shows potential for almost 1600 dwellings and for this reason the levels of new dwellings within the town centre arising from RDS Stage 2 is lower so that an appropriate hierarchy of centres is maintained. It is proposed to provide approximately 760 new dwellings as part of the town centre process. A comparison with the other centres planned to date is as follows:

| Centres | New dwellings | | Total per centre |
|---------------|---|-------------|------------------|
| | RDS Stage 1 (including Ministers Targeted Sites) | RDS Stage 2 | |
| 1. Gordon | 1,352 | 1,641 | 2,993 |
| 2. St Ives | 1,815 | 753 | 2,568 |
| 3. Lindfield | 1,589 | 758 | 2,347 |
| 4. Turramurra | 1,163 | 748 | 1,911 |
| 5. Pymble | 832 | 379 | 1,211 |
| 6. Roseville | 544 | 379 | 923 |
| | TOTAL (all centres) | | 11,953 |

NOTE: These preliminary figures assume:

- 70% of Stage 2 floor space in shop top format
- 80sqm average for shop top units;
- 110sqm average for non shop top units.

The provision of apartments in Lindfield is constrained by a number of factors including relatively narrow strip of commercial land available within the town centre, amenity issues related to housing in close proximity to the highway and railway, existing strata title unit blocks and existing 2(d3) zones and existing low density housing zones.

Item 9

S04350
11 May 2006

The majority of new apartments are provided along the western side of the highway at the rear of the retail/commercial area as the eastern side of Lindfield has been largely rezoned for 2(d3). In addition other areas which have been identified for potential new housing these include (**Attachment H** - Precinct Plan):

1. existing 2(b) zone west of Bent Lane between Balfour Street and Bent Street (Precinct D)
2. existing IDO 78/79 land fronting Wolseley Road and Treatts Road (land to be vacated by school and synagogue)
3. 3(b) land on the corner of Beaconsfield Parade and Drovers Way (Precinct G)
4. Council owned land and 3(b) land between the Pacific Highway and Tryon Place (Precinct H)
5. Existing 2(d), 2(e) and 2(c2) land in the area bounded by Lindfield Avenue, Tryon Lane, Russell Avenue and Russell Lane (Precinct M)
6. Existing 3(b) zoned lane bounded by the Council car park at Chapman Lane, Tryon road, Kochia Lane and Milray Street
7. Previously identified interface sites in Bent Street, Beaconsfield Parade and Nelson Road (Precinct E & L)
8. Additional sites between Havilah Road and Woodside Avenue currently zoned 2(c2) (Precinct J)
9. Other existing medium density zones have been rezoned to make them compatible with the LEP template however given the strata ownership the areas are considered unlikely to redevelop in the short to medium term the dwelling yields from these areas are not counted.

All the new areas of housing have been selected as they provide opportunity to provide additional housing with good amenity and with minimal constraints related to existing canopy trees, heritage, topography, traffic and access and are all within a 400m walk of the station. They also provide opportunities to increase public amenity through the provision of new streets, paths or lanes.

Open Space Zoning/Acquisition Principles

The Lindfield Centre is not particularly well served by open space areas. Council's planning for open space should recognise the limitations of the existing provisions and seek to add value to existing space where appropriate as well as acquire further land for open space where opportunities allow.

Similar to the approach advocated within the St Ives Centre, rezoning of land identified as potential future open space is not recommended within this report with the exception of lands owned by Council.

Opportunities highlighted within the study as being worthy of future effort by Council include seeking opportunities to increase the size of existing reserves, creating new reserves and the retention and enhancement of existing parks.

Consistent with the opportunities outlined in the report, Council's Open Space Acquisition Strategy, Council could seek to enter discussions and negotiations with owners of appropriate sites at market rate. Where owners do not wish to consider sale of land for additional open space, the purchase of

Item 9

S04350
11 May 2006

that land need not be pursued. Opportunities may also exist within integrated developments within the core of the centre to add to the public domain as a component of development.

LINDFIELD CENTRE PLANNING**Zoning**

Rezoning of land in the Lindfield centre will need to be undertaken in accordance with the zones provided under the gazetted standard LEP. The rezoning process will take the form of an amendment to the new Ku-ring-gai (Town Centres) Local Environmental Plan which is currently being drafted to apply to the St Ives and Turramurra centres.

Table 5 below outlines proposed zonings for the Lindfield Centre required to implement the recommended future land use plan. These zones are mapped in **Attachment J**. It should be noted that these are proposed underlying zones only. Nominated development standards for the various zones and individual sites within zones will be identified following the development of the built form controls.

The zones being considered for Lindfield are the following:

Zone R1 – Low Density Residential: This zone is to apply to land for the provision of detached housing. Within the Lindfield centre this zoning will apply to land in Wolseley Road currently subject to IDO 78.

Zone R3 – Medium Density Residential: This zone is to apply in areas to provide for multi unit development in the form of town houses and units of up to 3 storeys. This includes some interface sites and existing medium density sites which aren't considered suitable for 5 storey unit development.

Zone R4 – High Density Residential: This zone is to apply to those sites which will provide for unit development up to 5 storeys (with a reduced 5th storey). This includes land within the existing 2(d) and 2(d3) zones.

Zone B2 – Local Centre: This zone is to apply to land in the core of the centre for the development of mixed use developments containing a combination of retail and commercial space along with shop-top housing.

Zone B5 – Business Development: This zone is to apply to land in the core of the centre where the development of commercial and retail space is proposed but not suitable for residential development. These sites are typically shallower sites between the railway and Pacific Highway which would produce poor residential amenity.

Zone SP2 – Infrastructure: This zone provides for physical and social infrastructure including churches, schools, electricity supply, car parking etc. Within Lindfield, this zoning will apply to existing church sites.

Table 5 - Proposed Lindfield Centre Zoning Scheme (refer to Attachment J)

| Precinct Description | Existing Use | Existing Zones | Proposed Zones |
|----------------------|--------------|----------------|----------------|
|----------------------|--------------|----------------|----------------|

Item 9

S04350
11 May 2006

| Precinct Description | Existing Use | Existing Zones | Proposed Zones |
|---|---|--|---|
| Precinct A - Area bounded by north west boundary of 1 to 15 Treatts Road, North Shore Railway, north west boundary of 1 Wolseley Road, south west boundary of 8 Eleham Road and 7 to 9 Wolseley Road | School (proposed relocation to St Ives), synagogue Dwelling houses | Part Interim Development Order No. 79, Part 5(a) – Special Uses (Church) Interim Development Order No. 78 | High Density Residential (R4) Medium Density Residential (R3) |
| Precinct B - Area bounded by 2 to 42 Wolseley Road, 365 to 451 Pacific Highway, 345 Pacific Highway. | Dwelling houses Dwelling houses Residential units, Dwelling houses Commercial premises | Interim Development Order No. 78 2(d3) 2(e) Part 3(b)-(B2) Business Commercial Services, Part 5(b) Special Uses (Railway) | Low Density Residential (R2) Local Centre (B2) Medium density Residential (R3) Business Development (B5) |
| Precinct C - Area bounded by Highfield Road, Pacific Highway, Balfour Street, south west boundary of 2 to 4 Highfield Road and 1 Balfour Street. | Shops, commercial premises Dwelling houses School, Church | 3(a)-(A2) Business Retail Services 2(d3) Part 2(b), Part 5(a) Special Uses (Church) | Local Centre (B2) Local Centre (B2) Infrastructure (SP2) |
| Precinct D - Area bounded by Balfour Street, Pacific Highway, Bent Street. | Shops, commercial premises Seniors Living Residential units | 3(a)-(A2) Business Retail Services 2(b) 2(e) | Business Development (B5) High Density Residential (R4) Medium Density |

Item 9

S04350
11 May 2006

| Precinct Description | Existing Use | Existing Zones | Proposed Zones |
|---|-----------------------------|--|-----------------------------------|
| | | | Residential (R3) |
| Precinct E - Area bounded by south west boundary of 7 Beaconsfield Parade, north west and rear boundaries of 18 to 24 Bent Street, Bent Street, north east boundary of 2 Bent Street, rear boundary of 2 to 12 Bent Street, north east boundary of 3 to 3A Beaconsfield Parade, Beaconsfield Parade. | Dwelling houses | 2(c2) | Medium Density Residential (R3) |
| | Dwelling houses | 2(d3) | High Density Residential (R4) |
| | Residential Units | 2(a) | High Density Residential (R4) |
| Precinct F - Area bounded by north west boundary of 356 Pacific Highway, Pacific Highway, south east boundary of 302 Pacific Highway, south west boundary of 1 Beaconsfield Parade, north west boundary of Drovers Way and Woodford Lane. | Shops, commercial premises | 3(a)-(A2) Business Retail Services | Local Centre (B2) |
| | Scout Hall | 2(a) | Local Centre (B2) |
| | Parking | 5(a) Special Uses (Parking) | Local Centre (B2) |
| Precinct G - Area bounded by Beaconsfield Parade, Pacific Highway, Gladstone Parade, north west boundaries of 9A Gladstone Parade and 2 to 4 Drovers Way and 10A Beaconsfield Parade. | Commercial premises | 3(b)-(B2) Business Commercial Services | Local Centre (B2) |
| | Residential units | 2(d) | High Density Residential (R4) |
| | Seniors Living | 2(a) | Local Centre (B2) |
| | Dwelling houses | 2(d3) | High Density Residential (R4) |
| Precinct H - Area bounded by Pacific Highway, Tryon Place, North Shore Railway, south boundary of 239 Pacific Highway. | Residential units | 2(d) | Medium Density Residential (R3) |
| | Library/Community buildings | 5(a) Special Uses (Municipal Purposes) | Local Centre (B2) |
| | Commercial premises, shops | 3(b)-(B2) Commercial Services | Local Centre (B2) Business |

Item 9

S04350
11 May 2006

| Precinct Description | Existing Use | Existing Zones | Proposed Zones |
|---|---------------------------------------|------------------------------------|---------------------------------|
| | Commercial premises, shops | 3(a)-(A2) Business Retail Services | Development (B5) |
| Precinct I - Area bounded by Pacific Highway, Llewellyn Street, North Shore Railway, north boundary of 235 Pacific Highway. | Residential units | 2(d) | High Density Residential (R4) |
| Precinct J - Area bounded by Havilah Road, 59 Lindfield Avenue, Woodside Avenue, north east boundaries of 17 Woodside Avenue and 2 Havilah Road. | Residential dwelling houses and units | 2(c2), 2(d3) | High Density Residential (R4) |
| Precinct K - Area bounded by Havilah Road, Milray Street, Tryon Road, Lindfield Avenue [excluding the Minister's Site]. | Residential units | 2(d) | Local Centre (B2) |
| | Dwelling houses | 2(d3) | High Density Residential (R4) |
| | Commercial premises, shops | 3(b)-(B2) Commercial Services | Local Centre (B2) |
| Precinct L - Area bounded by Havilah Road, Nelson Road, Tryon Road, Milray Street. | Dwelling houses | 2(c2) | Medium Density Residential (R3) |
| | School, Dwelling houses | 2(d3) | High Density Residential (R4) |
| Precinct M - Area bounded by Lindfield Avenue, Tryon Road [excluding the Minister's Site], Nelson Road, Russell Lane, Russell Avenue. | Church | 2(d3) | High Density Residential (R4) |
| | Church | 5(a) Special Uses (Church) | Infrastructure (SP2) |
| | Aged Care | 2(d3) | High Density Residential (R4) |
| | Dwelling houses | 2(d), 2(e) | High Density Residential (R4) |
| | Dwelling houses | 2(c2) | Medium Density |

Item 9

S04350
11 May 2006

| Precinct Description | Existing Use | Existing Zones | Proposed Zones |
|----------------------|--------------|----------------|------------------|
| | | | Residential (R3) |

Existing Medium Density sites

The Minister's Directive of 24 May 2004 requires Council to review all existing medium density zones including 2(d), 2(e) and 2(h) to determine which areas are appropriate for improved development standards so as to encourage the redevelopment of land in the existing medium density zones. Development standards similar to those under the 2(d3) zone in LEP 194 are being considered for these sites.

Council's urban design consultant has undertaken an assessment and provided recommendations as to the appropriate zoning for the sites zoned 2(d) and 2(e) and 2(h) within the Lindfield centre Study area. The recommendations are based on:

- Proposed Town Centre structure;
- Appropriate zoning selection to minimise impacts of privacy and overshadowing on interface;
- Topography, vegetation and access;
- Suitability for redevelopment and increase in density;
- Existing density and development

The existing medium density sites that are considered appropriate for rezoning at this stage are outlined in **Table 6** below. The recommended zoning for the various areas are outlined in **Table 5** above and shown on the proposed zoning scheme map included as **Attachment J** to this report.

Table 6 – Existing Medium Density Sites for Rezoning

| Precinct | Address | Current Zoning |
|---------------------------|--|----------------|
| Part of Precinct B | 365-451 Pacific Highway | 2(e) |
| Part of Precinct D | 9-15 Bent Street | 2(e) |
| Part of Precinct G | 238-278 Pacific Highway, 1-3 Gladstone Parade, 3 Drovers Way | 2(d) |
| Part of Precinct H | 239-257 Pacific Highway | 2(d) |
| Precinct I | 231-235 Pacific Highway, 2 Llewellyn Street | 2(d) |
| Part of Precinct K | 57 Lindfield Avenue, 1 Havilah Road | 2(d) |
| Part of Precinct M | 1A Lindfield Avenue, 2-22 Russell Avenue | 2(d), 2(e) |

It is acknowledged many of these sites are unlikely to redevelop in the immediate future, particularly given the existing strata laws. However, all these sites are well located in terms of the access to transport, services and facilities and higher development standards applied to these sites have the potential to provide an incentive to redevelop in the long term. Applying the high density residential zone to these sites will provide a consistent approach to the residential zoning in the town centre.

Item 9

S04350
11 May 2006

Not all land currently zoned 2(d) and 2(e) has been recommended rezoning at this stage. These outstanding sites will be reviewed as part of Council's future comprehensive LEP.

Council should note that any multi-unit sites are not included in the draft town centres LEP, they would still be required to be zoned residential high density under the future comprehensive LEP, as this is the zone under the LEP template which permits residential flat building development.

Interface Sites

Council has identified the following sites within Lindfield Centre study area that are defined as interface sites. Council resolved on 18 October 2005 that the following sites be included in a new Draft LEP for medium density development of up to 3 storeys:

- 12, 14, 16, 18, 20, 22 & 24 Nelson Road
- 5, 5A & 7 Beaconsfield Parade
- 18, 20, 22 & 24 Bent Street

These sites were considered in the interface sites study by Council on 18 October 2005. Council resolved that the sites be included in a new Draft LEP for medium density development of up to 3 storeys. The Nelson Road and Beaconsfield Parade properties were identified for townhouses (of 2 storeys plus attic), whilst Bent Street sites were identified for units and townhouses (of 3 storey).

Having regard for the assessment already undertaken by Council for these sites it is proposed that they should be included for rezoning as medium density sites in the Lindfield Centre Draft LEP. Their inclusion is proposed in a manner consistent with Council's previous resolution. They should therefore be removed from further consideration in the separate interface sites Draft LEP.

In addition to these sites already nominated by Council, other sites which are currently zoned 2(b), 2(c2) or within Interim development Order (IDO) 78 with potential interface implications from the recommended future land use are being identified and assessed. The assessment of all sites will use the same methodology identified in the interface sites report presented to Council on 18 October 2005 and will include a detailed heritage assessment of any existing or potential heritage items that are included. Councillors will be consulted on the recommendation for rezoning of interface sites within the Lindfield Centre study area via Council's Planning Committee

Reclassification of Council Owned Land

Land which is owned by or under the control of a local council (with some exceptions, such as roads and crown reserves) must be classified as either 'community land' or 'operational land' under the *Local Government Act 1993*. Community land will ordinarily be land which is open to the public, such as park, bushland reserve or sportsground, while operational land may be held by Council as an asset or used for other purposes such as works depots or garages.

The purpose of the 'community land' classification is to identify council owned land which should be set aside for use by the general public. Community land cannot be sold by the council and can only be leased for certain purposes. There are a number of restrictions on the way Councils can deal with community land:

Item 9

S04350
11 May 2006

- Community land cannot be sold;
- A Council can grant a lease over community land, but only for certain purposes which are authorised by the plan of management of the land;
- Community land must be managed in accordance with a plan of management; and
- Community land may only be dedicated as a public road where the road is necessary for enjoyment of the land.

Normally, land can only be reclassified from community land to operational land by making a new LEP. The procedures for making an LEP must be complied with, including public exhibition of the plan and consideration of submissions from members of the public. The plan must be made by the Minister of Planning.

In the case where reclassification of the land is carried out by an LEP it will also require a public hearing to be conducted under section 68 of the EP&A Act and section 29(1) of the Local Government Act. It is intended that the public hearing will be conducted during the public exhibition period of the draft LEP.

The following Council owned lands in Lindfield have been identified as potential sites that may require reclassification to implement the recommended land use proposal for the centre.

Table 6 – Council Owned Land under Consideration for Reclassification (refer to **Attachment K**)

| Item No. | Address | Property | Description |
|----------|--|--|--|
| 1 | 9 Havilah Lane, Lindfield | Lot 21, DP 713207 | Havilah Lane Car Park |
| 2 | 3 Kochia Lane, Lindfield | Lot 12, DP 225925 | Kochia Lane Car Park |
| 2 | 8-10 Tryon Road, Lindfield | Lot 2 & 3, DP 219628 Lot 5, DP 219146 | Tryon Road Car Park |
| 3 | 1 Beaconsfield Parade and 19 Drovers Way, Lindfield | Part Lot 1, DP 929131 Part DP 108363 | Southern Area Car Park |
| 4 | 259 Pacific Highway, Lindfield | Lot 1, 2 & 3, DP 212617 | Lindfield Seniors Resource Centre Arunga Units – KOPWA |
| 4 | 265-271 Pacific Highway, Lindfield | Lot 8, DP 660564 Lot OS, OLD SYS | Lindfield Library Lindfield Community Centre Tennis Courts Lindfield Library Car Park |

Following, adoption of a Draft Recommended Land Use Plan by Council, more detailed consideration will be given to the future development scenarios for Council owned land. This will include the development of more detailed planning controls for the various land uses and locations and identifying building envelopes. This will then inform which sites or portions of sites will require reclassification to implement the plans. It may well be that only a portion of some sites may need reclassification. This will be particularly be important for sites such as the Lindfield Library and Lindfield Community Centre Tennis Courts site where the potential future use and redevelopment options remain to be resolved.

Item 9

S04350
11 May 2006

The report to Council on the draft LEP for Lindfield will include a final recommendation on Council land to be reclassified. More detailed background information on the history, size, encumbrances, land values and other information that may affect these sites will be finalised and reported back to Council, via Council's Planning Committee.

Development Control Plan

The proposed DCP to apply to the Lindfield centre will take the form of an amendment to the Draft Ku-ring-gai Town Centres Development Control Plan.

Recent amendments to Part 3 of Environmental Planning and Assessment Act have resulted in Council only being able allowed to have one DCP applying to land covered by the Draft Ku-ring-gai (Town Centres) DLEP. This has resulted in the draft Town Centre DCP being drafted as a comprehensive DCP, containing all development controls to apply to land covered by the DLEP.

Once the relevant master planning provisions for the Lindfield centre have been developed, it is proposed to incorporate these provisions into the DCP through amendments to Part 2 (Vision, Objectives and Strategies), Part 3 (Public Domain Controls) and Part 4 (Primary Development Controls) only. The remaining general provisions contained in the other parts of the DDCP (parts 1 and 5 to 9) will also apply to Lindfield and it is not proposed make any amendment to those provisions.

The new section 74C the EP&A Act, also clarifies that a DCP may not duplicate the provisions of an LEP, be inconsistent with an LEP or contain provisions that prevent compliance with an LEP. Every effort has been made to ensure that the DDCP provisions applying to Lindfield will satisfy the requirements of the Act, with the controls contained in the DDCP being consistent with the development standards contained in the DLEP.

Calculation of Development Yield

Once more detailed plans are developed and prior to a draft LEP and DCP being brought back to Council for a resolution to exhibit, staff will calculate more accurate development yields for the residential component of the redevelopment based on building envelopes as proposed.

A consultant will also be engaged to calculate the feasibility to demonstrate that the controls as included in the draft documents are such that would give sufficient incentive to the redevelopment of land.

Based on the Draft Recommended Land Use Plan the potential dwelling increase in Lindfield will be approximately 760 dwellings resulting in a potential population yield of approximately 1368 people over the life of the plan. It should be noted this is a preliminary estimate only.

CONSULTATION

The major household survey for Lindfield Centre was posted to around 4100 households in Lindfield in February 2006 and around 1500 responses were received (**Attachment B – Surveys/Consultations Report**). In addition, a Lindfield shopper survey is currently underway

Item 9

S04350
11 May 2006

A workshop was convened in Lindfield Centre on Monday 1 May 2006. It included 56 Lindfield householders, business and local resident group nominees. The workshop commenced with a summary of the 2006 Resident Survey results and presentation by urban design consultants, Hill Thalys. Participants then worked in small groups to document issues about Lindfield, with a member of Council's planning staff to assist.

An email survey to 550 Lindfield householders and businesses has been sent, seeking feedback on the above. As with St Ives and Turramurra centres, further consultation, including that with businesses and commercial property owners will be completed, and information and feedback links maintained via email with stakeholders, and the general community, throughout the planning steps ahead. These will include staffed exhibitions within the town centre and updated web-based information, brochures, information in local papers (including the Ku-ring-gai News) and potential 3D models. Regular information about relevant Planning Committee and other Council meetings will also be provided.

All property owners within the study area have been notified of this report going to Council. In addition, all those on the planning email feedback register for Lindfield have been notified. This group comprises of interested residents, business owners, local groups and other stakeholders and includes those who attended the community workshop. Relevant information has also been placed on Council's website.

FINANCIAL CONSIDERATIONS

All primary costs are met by the Departments operational and projects budgets. Additional funding opportunities for new and enhanced public facilities will be sourced through the preparation of a new Section 94 Plan, potential grant funding and other planning mechanisms. Detailed Economic feasibility assessments will be undertaken as part of the next phase of the project including developing building envelopes and controls.

Other funding sources will also be incorporated into the project, including a new Section 94 Plan and potential grant funding.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

The integrated planning approach has ensured input from all Council departments throughout the project.

SUMMARY

Council has adopted an integrated planning approach to planning of the Lindfield Centre and has embarked on a process of community and stakeholder consultation to ensure that the requirements of the Minister's direction are met in a way which improves the amenity of the Lindfield Centre and which maximises the benefits to the community of redevelopment.

This will ensure that existing problems, such as traffic and parking are addressed and new open space, public domain improvements and new and improved community facilities are provided and

Item 9

S04350
11 May 2006

that current and future retail, commercial and local business and employment needs of the local community are met.

The first stage of implementation of plans for Lindfield Centre requires the preparation of a new LEP and a new DCP to guide future redevelopment of the centre.

The report provides an overview which sets out a preferred option for future development of retail and commercial activities and assesses other sites that are currently zoned for medium density development for suitability for rezoning for medium density development consistent with the provisions of LEP 194.

The report also identifies sites that interface sites that were rezoned under LEP 194 and which would benefit from rezoning to medium density and other sites which have special circumstances that make them suitable for rezoning to medium density and makes recommendations for their rezoning.

It also considers Council owned land and proposes that certain sites be reclassified from community to operational land to provide for more flexible use in the future consistent with plans for the Lindfield centre.

The draft LEP and DCP will be brought back to Council for further resolution to exhibit the documents as presented. This report will outline further consultation strategies for the exhibition of these documents and will present plans for other aspects of planning for the area, such as a public domain plan, traffic / parking management proposal, proposals for community facilities and open space so that these can be considered and, where appropriate included in a schedule of works for a section 94 plan and or for inclusion in future capital works schedules so that the overall vision for Lindfield Centre can be progressively achieved.

All recommendations arising from this report will be subjected to further detailed analysis and assessment by Council staff and specialist consultants, this will include economic feasibility analysis, traffic and transport assessments, urban design and planning analysis, and land information assessment. The results of these assessments and review will be brought back to Council's planning committee and Council.

RECOMMENDATION

- A. That Council adopt in principle the preferred Lindfield Land Use Plan as outlined in this report and in **Attachment H** to guide future development of retail, residential, community and commercial activity within the Lindfield Centre.
- B. That Council commence preparation of a Draft Local Environmental Plan to rezone land consistent with Council's preferred option and notify the Department of Planning of its resolution under Section 54 of the Environmental Planning and Assessment Act.
- C. That Council notify relevant government agencies of its intention to prepare a Local Environmental Plan as required under Section 62 of the Environmental Planning and Assessment Act.
- D. That the Draft Local Environmental Plan propose rezoning of lands in accordance with the map contained in **Attachment J**.

Item 9

S04350
11 May 2006

- E. That Council prepare a Draft Development Control Plan for the Lindfield Centre in accordance with the existing Draft Town Centres DCP including any amendments required by the gazetted Standard LEP.
- F. That Council formally consider the Draft Local Environmental Plan and Draft Development Control Plan prior to them being placed on public exhibition
- G. That this report consider reclassification of community land within the Lindfield centre.
- H. That the following be prepared for the Lindfield Centre:
 - i. A public domain concept plan.
 - ii. An action plan for traffic and parking management.
 - iii. Proposals for community facilities.
 - iv. Other proposals for a schedule of works for inclusion in a Draft Section 94 Plan.
- I. That the development of a Section 94 Development Contributions strategy be commenced.
- J. That creation of new roads and pedestrian linkages generally as indicated on the map in **Attachment H** be further considered by Council prior to inclusion in the Draft Local Environmental Plan and Draft Development Control Plan.
- K. That final controls and rezoning of land within the Lindfield Centre as outlined in this report is subject to economic feasibility assessment by a suitably qualified consultant and further consideration and investigation and review as outlined within this report.

Ling Lee
Urban Design Architect

Craige Wyse
Senior Urban Planner

Antony Fabbro
Manager Urban Planning

Steven Head
Director
Open Space and Planning

Attachments:

- A - Urban Design Principle Drawings - 613019**
- B - Surveys / Consultations Report - 611828**
- C - Excerpt from Ku-ring-gai Retail Centres Study - 611829**
- D - Excerpt from Draft SGS Economics & Planning Report - 611831**
- E - Excerpt from Draft Heritage Review Report - 611832**
- F - Urban Design Analysis Drawings - 611835**
- G - Open Space & Landscape Analysis Drawings - 611836**
- H - Draft Recommended Land Use Plan - 613030**
- I - Precinct Plan - 611837**
- J - Proposed Zoning Scheme - 611838**
- K - Land Under Consideration for Reclassification - 611873 & 612577**

RESOLUTION OF ORDINARY MEETING OF COUNCIL

23 MAY 2006

182

Lindfield Centre Recommended Draft Land Use Plan

File: S04350

The following members of the public addressed Council:

| | |
|-------------|----------|
| C Chan | A Heven |
| N Sahota | L Hunt |
| B Williams | C Young |
| E Wu | W Butt |
| J Lin | L Hudson |
| S O'Donnell | W Bowd |
| D Roberts | G Glenny |
| H Oliver | |

For Council to consider consultation and planning outcomes for the Lindfield Centre including endorsement of the recommended land use plan, to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Lindfield Centre to set more detailed planning and development controls for the area.

Resolved:

(Moved: Councillors Shelley/Anderson)

- A. That Council adopt in principle the preferred Lindfield Land Use Plan as outlined in this report and in Attachment H, as amended, to guide future development of retail, residential, community and commercial activity within the Lindfield Centre.
- B. That Council commence preparation of a Draft Local Environmental Plan to rezone land consistent with Council's preferred option and notify the Department of Planning of its resolution under Section 54 of the Environmental Planning and Assessment Act.
- C. That Council notify relevant government agencies of its intention to prepare a Local Environmental Plan as required under Section 62 of the Environmental Planning and Assessment Act.
- D. That the Draft Local Environmental Plan propose rezoning of lands in accordance with the map contained in Attachment J, with the following amendments:

- (i) The area bounded by Pacific Highway, Bent Street, Bent Lane and Balfour Street (within D precinct) & the northern section of Precinct H be amended to a B2 Local Centre zoning.
 - (ii) Northern section of precinct H be amended to a B2 Local Centre zone.
 - (iii) The area bounded by Tyron lane, Lindfield Ave, Russell Avenue & Russell Lane be zoned R3 Medium Density Residential.
- E. That Council prepare a Draft Development Control Plan for the Lindfield Centre in accordance with the existing Draft Town Centres DCP including any amendments required by the gazetted Standard LEP.
- F. That Council formally consider the Draft Local Environmental Plan and Draft Development Control Plan prior to them being placed on public exhibition
- G. That this report consider reclassification of community land within the Lindfield centre.

**Items numbered A to G
CARRIED UNANIMOUSLY**

- H. That the following be prepared for the Lindfield Centre:
- i. A public domain concept plan.
 - ii. An action plan for traffic and parking management including specific proposals for the intersections at Pacific Highway & Havilah Street & Pacific Highway & Strickland Avenue.
 - iii. Proposals for community facilities.
 - iv. Other proposals for a schedule of works for inclusion in a Draft Section 94 Plan.

*For the Resolution: The Mayor, Councillor E Malicki, Councillors
Andrew, Cross, Ebbeck, Lane, Ryan, Shelley &
Anderson*

Against the Resolution: Councillors Bennett and Hall

- I. That the development of a Section 94 Development Contributions strategy be commenced.
- J. That creation of new roads and pedestrian linkages generally as indicated on the map in Attachment H, as amended, be further considered by Council prior to inclusion in the Draft Local Environmental Plan and Draft Development Control Plan.
- K. That final controls and rezoning of land within the Lindfield Centre as outlined in this report is subject to economic feasibility assessment by a suitably qualified consultant and further consideration and investigation and review as outlined within this report.

**Items numbered I to K
CARRIED UNANIMOUSLY**

- L. That opportunities for community facilities as per Council's adopted Community Plan be specifically allowed for in Precincts F, H and K in the areas zoned B2.

CARRIED UNANIMOUSLY

Part L of the Resolution was subject to an Amendment which was LOST. The LOST AMENDMENT was:

(Moved: Councillors Bennett/Malicki)

- L. i. *That opportunities for community facilities as per Council's adopted Community Plan be specifically allowed for in Precincts F, H and K in the areas zoned B2.*
- ii. *That Precinct H (the library site) be investigated for its open space potential as well as community facilities.*

(Moved: Councillors Bennett/Malicki)

- M. That Precinct A to be zoned R2.

For the Resolution: The Mayor, Councillor E Malicki, Councillors Bennett, Hall, Shelley & Anderson

Against the Resolution: Councillors Andrew, Cross, Ebbeck, Lane & Ryan

*The voting being EQUAL, the Mayor exercised her Casting Vote
IN FAVOUR of the Motion*

*The above Resolution was carried as an Amendment to the Original Motion.
The Original Motion was:*

That Precinct A in the area proposed as R4 be zoned R3.

- O. That in Precinct B, 8 and 10 Wolseley Road be zoned R3 (these sites were recommended for "no change" by the consultant in the interface study).

For the Resolution: The Mayor, Councillor E Malicki, Councillors Andrew, Bennett, Cross, Ebbeck, Hall, Shelley & Anderson

Against the Resolution: Councillors Lane & Ryan

- P. That Wolseley Rd remain as a cul-de-sac with pedestrian-only access to Pacific Highway.

CARRIED UNANIMOUSLY

- R. (ii) That in regard to the Council car park located in Tryon Road and coloured green on the land use strategy map that specific consideration be given to ensure that underground car park opportunities are realised in concert with development of 12 Tryon Road (“the pink building”) and the Minister’s targeted site in Lindfield Ave.

For the Resolution: The Mayor, Councillor E Malicki, Councillors Andrew, Bennett, Cross, Ebbeck, Hall, Ryan, Shelley and Anderson

Against the Resolution: Councillor Lane

- (iii) That in regard to the Council car park site in Tryon Road that sufficient at-grade parking is provided for “express” use of the shops and for people with disabilities.

CARRIED UNANIMOUSLY

- (iv) That in regard to the Council car park site in Tryon Road that any underground car parking allow for adaptive reuse of the area as a green space (as indicated on the land use strategy map) and that such green space have the capacity to support appropriate landscaping including trees on the site.

For the Resolution: The Mayor, Councillor E Malicki, Councillors Andrew, Bennett, Cross, Ebbeck, Hall, Ryan, Shelley & Anderson

Against the Resolution: Councillor Lane

- S. That the sites proposed to be zoned R3 in Precinct H be up-zoned to B2.

For the Resolution: Councillors Andrew, Bennett, Cross, Ebbeck, Lane, Ryan, Shelley & Anderson

Against the Resolution: The Mayor, Councillor E Malicki & Councillor Hall

- U. That any development to the Spanish Mission heritage-listed shops bounded by Lindfield Ave, the Minister’s site in Lindfield Ave, Council’s car park and Tryon Rd contained in Precinct K and proposed to be zoned B2 be sympathetic to the heritage value of the shops and not adversely impact on the appearance, views, façade or fabric of the existing buildings on all four sides.

CARRIED UNANIMOUSLY

- V. That in regard to these Spanish Mission heritage-listed shops in Precinct K that Council provide for incentives for sympathetic adaptive-reuse by way of reduced parking requirements or other appropriate measures to ensure that the buildings' heritage values are protected and enhanced.

That funding options to aid in the restoration of the heritage shops particularly at the rear be investigated.

CARRIED UNANIMOUSLY

- W. (a) That the properties east of the proposed road extension of Milray Street in Precinct M be zoned R2.

CARRIED UNANIMOUSLY

- (b) That the properties coloured green on the land use strategy map and proposed for open space at Precinct M and bounded by Russell Lane, Tryon Lane and Nelson Road be zoned as R2.

CARRIED UNANIMOUSLY

- X. (a) That only areas on the land use strategy map nominated as pedestrian access-ways or roads be those listed below:

- i. the extension of the lane adjacent to Tryon Place and following boundary of the railway line.
- ii. the extension of Tryon Place.
- iii. that marked in Precinct C.
- iv. Bent Lane as marked in Precinct D.
- v. that marked in Precinct G.
- vi. that marked in Precinct J.
- vii. that marked in Precinct K.
- viii. that marked in Precinct L.
- ix. that marked in Precinct M.

- (b) That the provision of such access ways not result in any reduction in development yields for the subject sites that such provisions may otherwise entail.

CARRIED UNANIMOUSLY

(Moved: Councillors Bennett/Malicki)

- Y. That the Nelson Road properties be removed from the land use map.

For the Resolution: The Mayor, Councillor E Malicki, Councillors Bennett, Cross, Ebbeck & Anderson

Against the Resolution: Councillors Andrew, Hall, Lane, Ryan & Shelley

*The voting being EQUAL, the Mayor exercised her Casting Vote
IN FAVOUR of the Motion*

The Amendment became the Motion and was voted on again.

*For the Motion: The Mayor, Councillor E Malicki, Councillors
Bennett, Cross & Ebbeck*

*Against the Motion: Councillors Andrew, Hall, Lane, Ryan, Shelley &
Anderson*

The Motion was LOST

The following parts of the Original Motion when put to the vote were LOST

*N. That any road or lane provided in Precinct A shown on the land use
strategy map in the area proposed to be zoned R4 be a cul de sac with
access from Treatts Rd only and with pedestrian-only access to Wolseley
Rd.*

Part N of the Motion when put to the vote was LOST.

Q. That in Precinct B the sites proposed to be zoned B5 be up-zoned to B2.

Part Q of the Motion when put to the vote was LOST.

*R. (i) That to compensate for reduced densities at Precinct A, B and M that
sites zoned B2 in Precincts H and K, which are both subject of the
Minister's direction under s55, allow for development to seven storeys
in line with the benchmark established for Lindfield by the zoning
given by the Minister to the Lindfield Ave site, where such
development includes community facilities and/or affordable housing.*

Part R(i) of the Motion when put to the vote was LOST.

*T. That any sites currently zoned 2 (d)3 in LEP 194 in Lindfield that are
proposed to be rezoned R4, and that are shaded green on the land use
strategy map, not be adversely impacted by any reduction in development
yield that any proposed open space may otherwise entail.*

Part T of the Motion when put to the vote was LOST

ATTACHMENT
LINDFIELD PRECINCT PLAN





EXISTING



POTENTIAL ADAPTIVE REUSE

| | |
|----------------------------------|---|
| Project: | Lindfield Town Centre Heritage Review and DCP |
| To: | Hill Thalys |
| Attention: | Kerry Hunter |
| CC: | Ling Lee, Ku-Ring-Gai Municipal Council |
| From: | Ben Pechey |
| Date: | 6 July 2006 |
| Pages including this one: | 2 |

**Draft Preliminary Lindfield DCP: Tryon Road Site
Discussion of Heritage Impact
1-21 Lindfield Avenue, Lindfield**

Background:

- The subject site is listed as a Heritage Item. The significance of the place is not articulated in the State Heritage Inventory Database. The place is considered significant for its aesthetic and representative qualities as an excellent example of an Inter War Mediterranean style commercial building owing to its overall form and detailing and for its aesthetic landmark qualities.

The Proposal:

- The Tryon Road site in the Preliminary Draft Lindfield DCP proposes ground floor additions to the rear or eastern elevation of the heritage item at 1-21 Lindfield Avenue. This is part of a larger concept or masterplan proposal for the site bounded by Tryon Road, Milray Street, Kochia Lane and Lindfield Avenue. The proposal includes the retention of the subject heritage item, redevelopment of the eastern portion of the block for mixed residential and commercial with a library, new landscaped public open space on the existing car park site and underground car parking.
- By creating new public open space on the existing car park site the rear elevation of the heritage item will become an important and defining element within the urban space and crucial to the success of that space.
- The rear elevation of the item features the two large end bays which flank a lower central section. The end bays carry the design detailing around to the rear elevation across the upper levels while the central section features the rear wings and garages and is typically utilitarian. Currently the presentation of the building to Chapman Lane is poor and visually unpleasing. If such a presentation was to remain it would seriously hinder the potential for Lindfield to host a vibrant open space as planned.
- The heritage item has suffered from changes to the exterior and it is also apparent from the condition of the exterior that the building is in need of substantial conservation works for its significance to be conserved indefinitely into the future.

Assessment:

- Buildings can only ever be built with consideration of the values and constraints of the period in which they are constructed. Social, economic and environmental values change over time and building forms and uses naturally become outdated. The aim of conservation is to retain the significant qualities of a building or place that a community values while managing a reasonable level of change so that a building can be used within the current social, economic and environmental climate. Preservation of a building in its original state without allowing for adaptive reuse and change is very seldom a viable

option. All buildings require the continual input of financial resources for their maintenance and for heritage items additional resources are often required for a specific level and type of maintenance. It is apparent from the condition of the building's exterior that the resources for major conservation works are not available. The provision of additional floor space in association with conservation and management strategies articulated in a Conservation Management Plan can be an incentive to allow for the conservation of a significant place.

- The proposal would require the demolition of the garage structures and will conceal the lower portions of the rear elevation. This is considered to have no detrimental impact because:
 - The garage structures have been heavily altered, do not demonstrate a high level of aesthetic quality and do not present as a cohesive and intact element that makes a positive contribution to the public domain or the aesthetic qualities of the item.
 - The sections of the rear elevation to be partially obscured include the lower portions of the wings and the lower level of the end bays. The most important aspect of the rear wings is the arrangement of forms with breezeways and the roofs which will all remain appreciable from the public domain. The most important elements of the end bays is the over all form and detailing to the levels above the rendered stringcourse. This fabric will remain unaffected as the proposed additions will meet the existing building below that stringcourse.
 - Having a public frontage or façade to the rear of the building accords with the design character of the building which carries the detailing around to the side and rear elevations on the end bays.
 - There will be an overall improvement to the quality and aesthetic character of the building when it is viewed from the public domain.
 - The proposed retail/commercial structure to the rear of the item will not be substantially greater in mass or scale than the existing garage structures.
 - The change to the heritage item will result in no impact in the ability to appreciate the significant aesthetic values of the place or its landmark qualities because views to the rear wings, the pitched roof form and the end bays will be retained. Furthermore, the additions will not be apparent when the main form and façade of the item is viewed from the west.
- It is considered that the cultural and social value inherent in the contribution the item and its additions will make to the new urban space along with the conservation works that it will provide far outweigh the loss of cultural value resulting from the demolition of the garages.

Preliminary Guidelines:

- A thorough analysis of the site should be undertaken as part of any future Development Application for the site, preferably with the development of Conservation Policies in the Conservation Management Strategy or Conservation Management Plan format in order to guide the conservation of the place's significance.
- Any additions to the place must allow for conservation works to the façade, side elevations and the end bays.
- Any major additions to the place should be distinct from the original building form and simple in detail so as to not dominate the aesthetic and built form character of the Item.

Benjamin Pechey
Senior Heritage Consultant
City Plan Heritage

| | |
|----------------------------------|---|
| Project: | Lindfield Town Centres Heritage Review |
| To: | Hill Thalys |
| Attention: | Kerry Hunter |
| CC: | Ling Lee, Ku-Ring-Gai Municipal Council |
| From: | Ben Pechey |
| Date: | 27 July 2006 |
| Pages including this one: | 4 |

OPPORTUNITIES AND CONSTRAINTS FOR 388-390 PACIFIC HIGHWAY, LINDFIELD

The Subject Site

- The subject site is listed as a Heritage Item. The significance or 'reasons for listing' of the place is very simply described in the State Heritage Inventory Database as, "architectural, rarity value, municipal significance." The place is considered significant for its aesthetic and representative qualities owing to its overall form and detailing, as an excellent example of an Inter War Old English style commercial building.
- The subject building is a two storey face brick building originally consisting of commercial and residential uses. The building is constructed in two sections linked by a recessed section. The tiled roof is pitched over the front section and hipped to the rear. The main façade features semi textured brick while the rear and side elevations feature common brick with rendered sills. Above the awning the façade features a pair of faceted bay windows with Tudor style timber panelling to the spandrels and gables. A smaller window with a rendered surround is located at either end of the elevation. The timber casement windows feature leadlight window panes. The shopfront is largely intact feature glazed tiles to the piers and a recessed central entrance.
- The Town Centres Heritage Review undertaken by City Plan Heritage classified the place under the 'potential adaptive reuse' category. This categorisation means that the site has significant values which require conservation yet given the form and context of the place extensive alterations may occur to the site which retain the significant values and allow for the objectives for the planning of the Towns Centres to be met.
- These Opportunities and Constraints have been prepared on the basis of an external inspection only. A thorough analysis of the site should be undertaken as part of any future Development Application for the site, preferably with the development of Conservation Policies in the Conservation Management Strategy or Conservation Management Plan format in order to guide the conservation of the place's significance.
- Any additions to the place must allow for conservation works to the façade, any intact internal spaces, the shopfronts and the front portion of the roof. The significance of any interiors in the front portion of the building should be assessed in any scheme to alter those spaces.

Guidelines for Development to the Rear

- Retain and conserve the front portion of the building from the alignment of the façade to the beginning of the recessed link section. The roof form of the front portion of the building should remain apparent from the Pacific Highway.
- Additions to the rear will be visible from the north. If required to be linked into the front portion of the building additions should be linked by a two storey form that does not exceed the height of the eaves at the rear of the front portion of the building and is recessed from the alignment of the northern wall.

- The form, detailing and materials of any additions are to be sympathetic to the heritage item yet identifiable as new work.
- Additions beyond the two storey link may be higher than the link as they will be reasonably setback from the front portion of the building. As this building form and the elevation will be visible from the north it is considered desirable that those elevations are reasonably articulated although this is as much, if not more, an architectural issue than a heritage issue.

Guidelines for Adjacent Development

- The adjacent shop to the south of the subject site is not considered to be significant and does not require conservation. A new building on this site is likely to be integrated with the development to the south and a sympathetic context for the heritage item can be maintained by allowing for a three storey building form which acts as a transition between the item and the five storey buildings further south. The third storey should be setback to allow visual access to the entire front roof pitch of the heritage item from the corner of Havilah Street and Pacific Highway.
- It is desirable that a 2 storey street wall is established through façade articulation so that the heritage item may be integrated into the streetscape. It is suggested that the façade treatment appears less solid from levels 3 and above, although other architectural treatments may achieve the same desired outcome. This street wall also accords with the change from commercial to residential uses.
- Articulation of the northern elevation is also desirable so that the visual transition from the new built forms to the heritage item is less harsh.



Figure 1: Aerial Image showing extent of item required to be conserved (dotted line).
(www.rpdata.com.au) NB. Distances shown are approximate only.

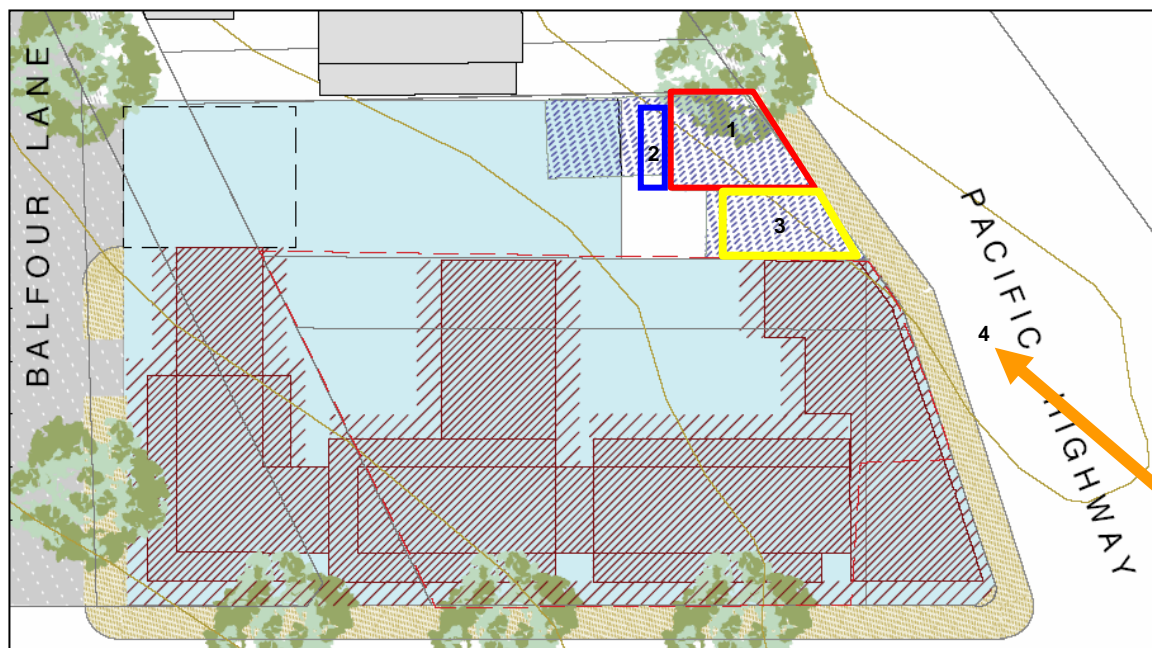


Figure 2: Balfour Lane Site Plan (Hill Thalís)

1. Extent of heritage item required to be conserved.
2. 2 storey link recessed from the northern side alignment.
3. Adjacent single storey shop not required to be conserved. New 3 storey transitional element.
4. View to front roof pitch to be maintained by setback of level 3 of new adjacent building.



Figure 3: View to Heritage Item from the corner of Pacific Highway and Havilah Street. It is desirable to retain visual access to the extent of the building and the roof form to the right of the red dotted line.



Figure 4: Side elevation of the heritage item. Any link between the front portion of the building which is to be conserved (left) and a new structure to the rear should be separated by a link of similar scale and recessed aligned to that indicated by the arrow.

Benjamin Pechey
Senior Heritage Consultant
City Plan Heritage

| | |
|----------------------------------|---------------------------------------|
| Project: | Lindfield Town Centre Heritage Review |
| To: | Ku-Ring-Gai Municipal Council |
| Attention: | Ling Lee |
| From: | Ben Pechey |
| Date: | 3 August 2006 |
| Pages including this one: | 3 |

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

20 Nelson Street, Lindfield

- The subject site is not listed as a heritage item. A heritage assessment has been undertaken in the recent *Review of Potential Heritage Items in the Ku-Ring-Gai Local Government Area*. The State Heritage Inventory Form prepared for the subject site in that study has been reviewed in the process of making this recommendation. An inspection of the dwelling and the surrounding area from the public domain has also been undertaken.
- A Council resolution on the 27 June 2006 moved:
B. That No 20 Nelson Road, Lindfield be subject to further heritage and urban design analysis and review as part of the Lindfield town centre program and that the matter be brought back to Council as part of the Lindfield centre planning process.

Assessment of Significance

The following assessment of significance has been prepared in accordance with the 'Assessing Heritage Significance' guidelines from the *NSW Heritage Manual*.

a) an item is important in the course, or pattern, of the local area's cultural or natural history

- The subject dwelling was constructed c.1909 and is associated with the phase of early twentieth century development throughout the local area. Dwellings from this phase of development are common throughout the Ku-Ring-Gai area. As a single dwelling it is not considered to aptly demonstrate or represent the extent of development that occurred throughout the local area during the early twentieth century. Therefore the dwelling does not meet this criterion because it has an incidental connection with the phase of development.

b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

- The subject site does not fulfil this criterion.

c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area

- The dwelling is a common and unremarkable example of a late Federation period cottage. The double fronted form, face brick walling, fenestration and timber joinery is common to dwellings constructed at this time. The dwelling demonstrates a restrained use of decorative elements with only the curved timber valence panel to the verandah being of any note. Decorative elements such as turned timber posts, tessellated tile verandah floor, fretwork brackets, a slate roof, patterned leadlight or coloured top light windows are commonly found on better quality examples of this

dwelling type but are absent on 20 Nelson Street. Due to the typical form of the building and its very restrained use of detail it is not considered to demonstrate significant aesthetic character or a high degree of creative achievement.

- As a typical speculatively built dwelling, it does not appropriately demonstrate the key characteristics of a particular residential architectural style of the Federation period such as the Queen Anne, Bungalow or Arts and Crafts styles.
- The subject site does not fulfil this criterion.

d) an item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons

- The subject site does not fulfil this criterion. The place does not feature a strong or special association with an identifiable community group.

e) an item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history

- The subject site does not fulfil this criterion.

f) an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history

- The subject site does not demonstrate significant cultural values that are rare to the local area.

g) an item is important in demonstrating the principal characteristics of a class of the local area's

- cultural or natural places; or
- cultural or natural environments

- As described under criteria (a) the dwelling is not considered to individually representative Federation period development in the local area.
- As described under criteria (c) the dwelling is not considered to be an excellent representative example of a particular style of residential architecture from the Federation period.

Discussion of Significance

- A number of Heritage Items (see images below) listed in the immediate area demonstrate the level of quality required to meet the threshold for listing:
 - 42 Nelson Road, Lindfield
 - 33 Nelson Road, Lindfield
 - 31 Nelson Road, Lindfield
 - 1 Valley Road, Lindfield
 (Images by Robert Moore, Penelope Pike, Helen Proudfoot, Source: NSW Heritage Inventory Database, www.heritage.nsw.gov.au)
- During the streetscape survey for the Town Centres Review it was recommended that the dwelling at 20 Nelson Street, Lindfield did not require heritage listing as it did not demonstrate sufficient quality to meet the threshold for listing. The above assessment of significance justifies this recommendation. The subject dwelling's level of significance is more akin to a contributory item within a conservation area rather than a heritage item as it requires an intact and cohesive urban context to demonstrate significant historic and/or aesthetic values.

Benjamin Pechey
Senior Heritage Consultant
City Plan Heritage



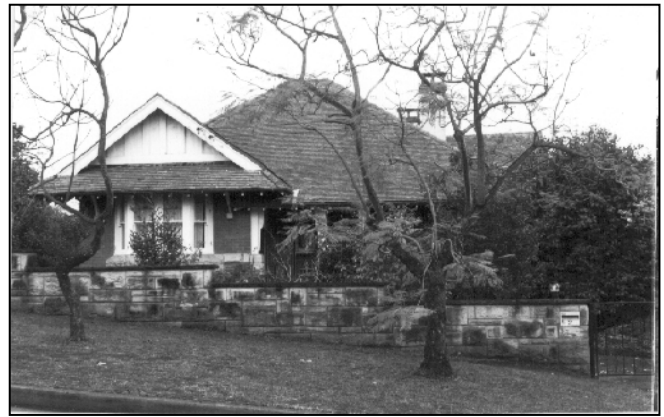
1 Valley Road



42 Nelson Road



33 Nelson Road



31 Nelson Road

| | |
|----------------------------------|---------------------------------------|
| Project: | Lindfield Town Centre Heritage Review |
| To: | Ku-Ring-Gai Municipal Council |
| Attention: | Ling Lee |
| From: | Ben Pechey |
| Date: | 7 August 2006 |
| Pages including this one: | 1 |

POTENTIAL HERITAGE ITEM FOR ADAPTIVE REUSE

31 Tryon Road, Lindfield

- The subject site was identified as a Potential Heritage Item in the Town Centres Heritage Review.
- The building is a substantial two storey Federation dwelling constructed in the Arts and Crafts style. The dwelling is directly adjacent to the State Heritage Register listed church at 33 Tryon Road on the corner of Tryon Road and Nelson Street.
- The dwelling is constructed of face brick with a slate covered side facing gabled roof, a central projecting roughcast rendered bay with a gabled parapet which extends above the eaves line, leadlight glazing, moulded detailing and prominent arched bays to the ground floor verandah. The rear yard features a pool and tennis court and there is access from Tryon Lane to the rear.
- The dwelling is considered to be of potential heritage significance as:
 - An excellent aesthetic and representative example of a Federation Arts and Crafts dwelling; and
 - Historic association with the church.
- Further research is required to establish and/or justify significant values based on:
 - construction date;
 - extent of change which may occurred to the place;
 - comparative analysis with similar types; and
 - historic associations with architect, builder, owners, occupants, users and community groups.
- Given the context of the dwelling is zoned for medium density and the relatively substantial size of the dwelling there is considered to be the potential for its adaptive reuse.
- The setting of the dwelling to the rear has been heavily altered and there is the potential for new built forms on this portion of the site.
- The adaptive reuse of the dwelling would allow the site to act as a buffer between more intense development to the west along Tryon Road and the State Heritage Register listed church adjacent to the east.

General Guidelines for Adaptive Reuse:

- New development to the rear of the site should not detract from the visual prominence of, nor dominate the dwelling in the streetscape.
- If new development is connected to the existing dwelling then it should be via a lightweight link to distinguish the extent of the original built form.
- No detrimental alterations should occur to the façade or the roof and there should be no increase in height to the existing dwelling.
- No new development should occur in the front yard.

- There is likely to be potential for internal alterations depending upon the significance of the interiors.

Benjamin Pechey
Senior Heritage Consultant
City Plan Heritage



31 Tryon Road, Lindfield



31 Tryon Road: Aerial View

(www.rpdata.com.au)

1. SHR listed Heritage Item.
2. Subject Dwelling
3. Modified rear setting with the potential for adaptation.

Chris Young Planning

5 Jamberoo Ave., BAULKHAM HILLS NSW 2153

A.B.N. 25 092 903 654

Phone & Fax (02) 9674 3759

Mobile 0408 474 967

Email cyplan@goanna.net.au

28th July 2006

The General Manager,
Ku-ring-gai Council,
818 Pacific Highway,
GORDON NSW 2072

Attention: Stephen Head

Dear Stephen

Re: Draft DCP and Draft LEP for Lindfield Centre; 12-18 Tryon road Lindfield.

I act for the Body Corporate of 12 Tryon Road, Lindfield and have been instructed to convey to Council the following comments in relation to Councils plan for the building and adjoining car park as shown on the preliminary Draft plans by Hill Thalys architecture dated 27 June 2006 published on Councils Website.

Whilst positive and supportive response to our approaches to Council regarding the strategic importance of this site for the eastern section of Lindfield and its juxtaposition between the Ministers Site in Tryon Road, 2d3 zoned land for 5 storeys and the Ministers site in Lindfield Ave of 7 storeys and need for 7 storeys is welcomed, the potential as shown on the above mentioned plans falls short of a workable and viable solution for this site.

Unless Council is prepared to fund, or has an as yet unpublished means of funding, a large part of the construction costs for a library on our site and carparking, the scheme as published is unlikely to reach fruition.

Other criticisms of the proposal are:

- The level and increased floor space proposed for the building is inadequate to support the proposal,
- A library on the 3rd floor accessed by lifts, in addition to lifts required for the residential development is far from an ideal solution.

- The car parking at 2 levels appears to be inadequate for the needs of the building and increased activity in Lindfield,
- The amount of residential component in the proposal, particularly when diminished on this site by the proposed Library component does not maximise the potential for increasing housing choice particularly in the form of “shop top” housing as set out in the Ministers Direction under Section 55 of the 27th May 2004.
- The present proposal does not meet the Principles and Aims of the above-mentioned Ministerial Direction by not being of sufficient potential to facilitate “shop top” housing on this site.
- The present proposal by its lack of viability will not provide incentive to redevelop this site and will not revitalise this existing retail/commercial part of Lindfield as the Principles of the Ministerial Direction seek.

The Body Corporate of 12 Tryon Road, Lindfield have shown a willingness and enthusiasm to work with Council to achieve a viable potential for this site to meet the Principles, Aims and Objectives of the Ministers Direction.

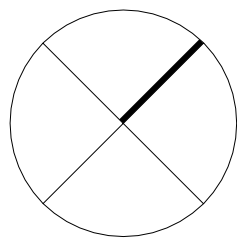
We wish to continue to work with Council to achieve this goal.

Attached to this letter is a scheme prepared by the architect to the Body Corporate to further this discussion.

Should you require any further assistance on this matter please do not hesitate to contact me on 9674 3759, mobile 0408 474 967 or email cyplan@goana.net.au.

Yours sincerely

Chris Young
Encl



LINDFIELD AVENUE

EXISTING HERITAGE BUILDINGS

PROPOSED RETAIL EXTENSION

PLANNING MINISTER'S SITE

EXISTING DA APPROVAL

KOCHIA LANE

NEW MARKET SQUARE

NEW BRANCH LIBRARY

1

2

3

4

5

6

7

8

1

2

3

4

5

6

7

MILRAY STREET

TRYON ROAD

EXISTING 5 STOREY
RESIDENTIAL

EXISTING 5 STOREY
RESIDENTIAL

EXISTING 5 STOREY
RESIDENTIAL

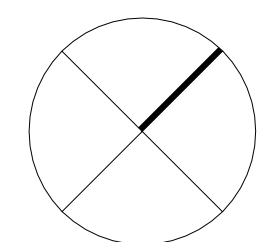
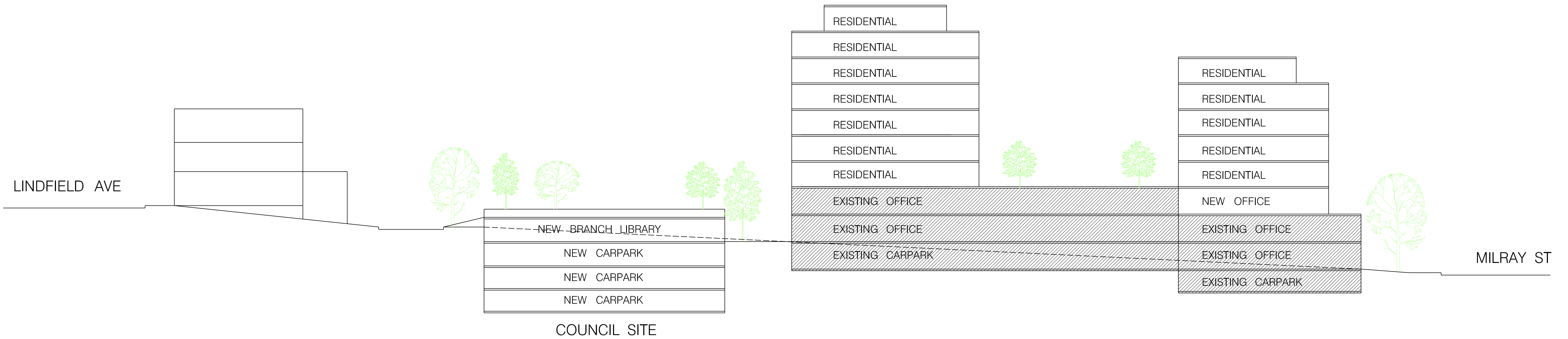
SITE PLAN

12-18 TRYON ROAD
LINDFIELD
NSW

SK-01
SCALE : 1:500
DATE: JULY 2006
DRAWN: MLA

Architecture Planning Urban Design
L7 90 Pitt Street Sydney NSW 2000
TEL(02)9223 0280 FAX(02)9223 0283
mail@arcarchitects.com.au





12-18 TRYON ROAD
LINDFIELD
NSW

SECTION

SK-02
SCALE : 1:500
DATE: JULY 2006
DRAWN: MLA

Architecture Planning Urban Design
L7 90 Pitt Street Sydney NSW 2000
TEL(02)9223 0280 FAX(02)9223 0283
mail@arcarchitects.com.au

arc
architects

OPTION A

MOST DESIRABLE OUTCOME
Open Channel

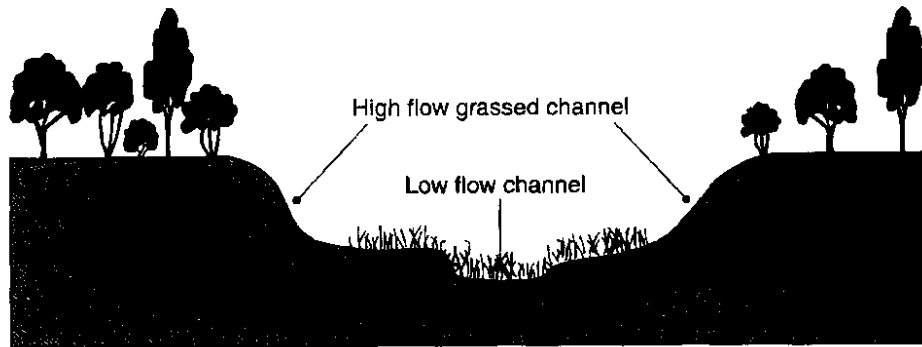


Figure 7.52 Provision of a natural low-flow channel within a hydraulically efficient urban waterway.

OPTION B

MODERATELY DESIRABLE OUTCOME
Partially Open, Partially Piped

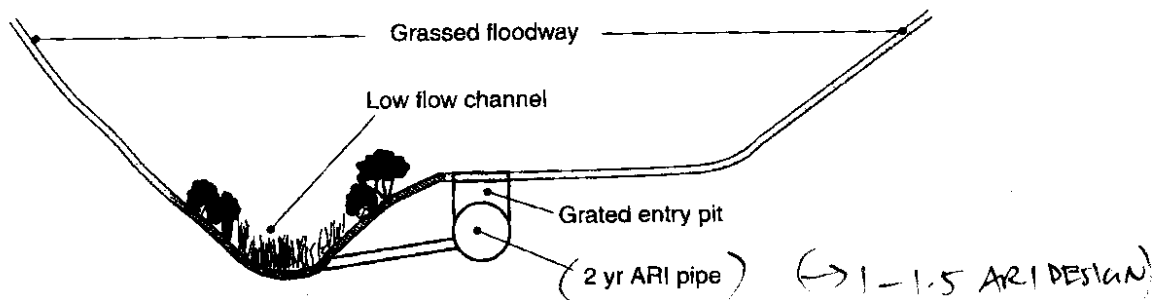


Figure 7.54 Cross-section of a grassed floodway combined with a re-established natural low flow channel.

UNILEGAL CONSULTING PTY.LTD.
10 WEAVER STREET, RYDE, 2112.

Director: Katherine Johnson.

Date: 2 August 2006.

A Mediation was held as requested on 27 July 2006 at 5.30p.m. for a 6.00p.m. start at Ku-ring-gai Library with the following participants:

- A. Bob Robertson , Christine Gunn and Joel Williams representing the residents from Wolseley Rd South;
- B. Sally Cougle and Michael Marston representing residents from Treatts Rd. North
- C. Stephen O'Donnell and Jon Martin representing residents from Triangle Precinct A;
- D. Steven Gross, Peter Mayo, Lindsay Hunt and Michael Henegen representing Masada College and the North Shore Synagogue.

The Mediation was in regard to planning for Precinct A within the Lindfield Town Centre study area, a roughly triangular area bounded by Treatts Rd to the north-west of the railway line to the north-east, Ibbotson Park to the east, and Wolseley Rd to the south-west and includes the area of Eleham Rd.

The official Mediation started promptly at 6.00p.m. with all participants except Peter Mayo who was delayed by traffic but arrived at about 6.15p.m. Most participants had arrived by 5.30p.m. and after brief introductions to each other the discussion of their expectations for the evening's events started in earnest.

By 6.15, all the participants had voiced their concern that they were not in a position to authoritatively settle any "dispute" between themselves nor did the residents feel adequate to represent all the needs of their respective representative groups owing to the brevity of time given to them by Ku-ring-gai Council with which to be properly advised on all issues.

To their credit the participants were willing to co-operate and to understand the constraints imposed on all parties in conducting such an event.

After a brief introduction by myself explaining the process of Mediation and in particular explaining the impact of expectations, assumptions, and perceptions of the parties on any proposed settlement, the process was ready for a setting of an agenda.

The agenda was set by Terri Southwell, who began with an overview of the planning process for the town centres and a brief history of the planning for the site in question to date and the reasons for the inclusion of this locality within Lindfield Town Centre planning (see attachment A1) . Terri also outlined the requirements imposed by the

State Government. The meeting was opened for discussion on the proposed planning for the foreseeable future.

Terri had marked the geographic boundaries (Attachment 1B) to be discussed very clearly during the Opening statements of the parties and gave clear and helpful feedback to each of the participants during the Option Generation phase – feedback which clearly outlined for the parties the various possibilities that could be presented for consideration to Council.

In fact the agenda was so clearly focused throughout the evening that the participants were able to acknowledge each others' needs and after three and a half hours of thoughtful debate and careful sentence construction on the part of all the participants, they were able to shift their respective positions throughout the course of the Mediation.

By 9.00p.m. the participants were exhausted and so it was considered best not to pursue the Private Session of the Mediation but to launch into the Reality Testing section where the options generated were tested by the participants as being viable as an alternative or not. Again much care was taken during this phase by all to note the needs of their own and the other side and to summarize such needs by presenting options that all could live with. The final Agreement stage was then reached and a summary of points agreed to was made ending the Mediation at 9.30p.m.

It was also made abundantly clear that this Mediation was the beginning of an on-going consultation process with the statutory consultation process not yet started. It was understood that the outcome of the Mediation would be outlined in this report and that time was of the essence to continue the ongoing consultation process. In summary then, the outcomes of the Mediation are as follows:

1. The residents requested a joint outline from Masada College and the Synagogue as to its proposed request for rezoning of the site in question. It was noted that the Synagogue may not move for several years but that the land should be rezoned as part of an overall scheme to assist staging of future development. All participants agreed that a rezoning should occur but differed on the appropriate zone.
2. Lindsay Hunt represented the joint interests of Masada and the Synagogue and stated that a Land Capability Assessment was conducted with detailed surveys and showed the plans proposed to the groups present. Lindsay explained that the needs of the residents were very clearly taken into consideration by proposing residential apartment structures of 3 storeys on the street frontages and although the bulk of the proposed development was set back towards the railway line with buildings that are 5 storeys, the setting was done in such a way that would interface well with the lay of the land and the trees – hence meeting the residents concern for maintaining the essential character of the neighbourhood and value to their homes whilst simultaneously providing a viable form of development for the land. The current Masada/synagogue proposal reduces the zoning on Treatts Rd, in

comparison to the original consultant's recommendations from R4 to R3. The inclusion of part of Eleham Rd within the zone is desirable for Masada, but not essential and Masada considers that this would represent the sensible realization of a community asset that is surplus to community need.

3. Terri confirmed that the LEP matters, in particular consideration of zoning and heights were the matters for discussion at the Mediation. Residents expressed concerns about the impact of additional traffic and on-street parking, the potential overshadowing impacts of 5 storey development, including the impact on solar access to Ibbotson Park and the impact on the character of the locality, which includes heritage listed low density dwellings and a safe environment for children. One resident noted that Masada plans showed a highly inaccurate northpoint and therefore all shadowing impacts were misleading. Masada claimed that the north point was similar to that shown on the zoning map. It was pointed out that specific overshadowing impacts would have to be considered in any future Development Application. Resident concern was also expressed that the proposed 5 storey development is on the highest point of the site and would appear as 7 stories above detached housing.
4. Much discussion ensued and various options were suggested such as the building of Town Houses on the site. Other options discussed were the possibility of zoning for Buildings of 4 levels as a possible compromise and the possibility of various public domain improvement options were Eleham Rd to be closed. These included an extension of Ibbotson Park, changed access and egress, and a linear publicly owned buffer to the higher density development. Masada agreed that DCP requirements should include requirements for adequate solar access to the park.
5. The residents stated that they had been initially adamant that the land should remain zoned as residential only (R2), as was decided by Council on the previous occasion but acknowledged that there was a case for 3 storey development on the site. The residents voiced their concerns that any "agreement" reached at the Mediation was only as part of the consultative process as a whole and still subject to further negotiation between all parties.
6. The residents remained concerned throughout that the Precinct includes areas over 600m from the railway station and therefore should not be included in the Town Centre planning while substantial area 400 metres and less from the station remain as R2. There was still some dissent between what was in the best interests of the residents on an individual basis –one resident being very concerned that their heritage listed \$3 million house may be lessened in value - and what was in the best interests of the Town as a Whole- for example whether Treatts Road houses would remain zoned R2 and whether houses No 7 and 9 on Wolseley Rd should be rezoned R3. Resident concern was expressed that the heritage listed dwellings on Treatts Rd are not permitted to change their appearance to the street, yet R3 zoning on Treatts Rd would have an enormous impact on the streetscape of Treatts Rd and

that the surrounding streetscape was not appropriate to such an area by the zoning of R3 and R4 in the precinct.

7. The residents of 7 and 9 Wolseley Road expressed a strong preference to be rezoned R3 if any part of the precinct is to be zoned R3 or higher. The WTRRAG agreed that Nos. 7 & 9 Wolseley should be rezoned R3 if the Masada site was to be similarly zoned.
8. Given that the deadline imposed on the Council was stated to be 16 August 2006, the participants appreciated that decisions had to be made quickly without the preferred full consultation with all residents affected by the proposed changes. To that effect various proposals were suggested on how access and egress to the Masada site and the whole site in question would occur and whether Treatts Road would provide preferable access to the site in question.
9. Towards the end of the Mediation the residents compromised their primary position and agreed that: the zoning for the precinct (including 7 and 9 Wolseley Road) should allow the building of structures no higher than three storeys; that sites on the Pacific Highway side of Wolseley Road should be excluded from the Town Centre; and that Nos. 1-11 Treatts Rd should also be excluded as they are the most distant to the railway station and the Treatts Road streetscape is one of single storey detached and heritage houses.
10. The residents also agreed that they would look to Ku-ring-gai Council to optimize the benefits to the local Community in regards to the future uses of Eleham Road. The residents, Masada and the synagogue all agreed to the continued Wolseley Road as a cul-de-sac with pedestrian only access to the Pacific Highway. The residents agreed to a No-through Road from Treatts or Wolseley but preferred access to the Masada site from Treatts Road. Masada preferred access from Wolseley Rd.
11. The main area of disagreement therefore between Masada (including the Synagogue) and the residents is that Masada maintained its position that R4 is an appropriate zoning for the 6 allotments identified along the Railway line and part of Eleham Road, whereas the residents compromised their position to a zoning of R3 for the same sites.
12. On the points of Road thoroughfares, both sides (Masada and residents) agreed that there should not be a through Road from Treatts Road to Wolseley Road and suggested that separate access can be attained from Wolseley and Treatts Roads. The residents preferred access to the Masada site from Treatts Road. Masada preferred access from Wolseley Rd.
13. Masada did agree that it would give some thought to the options of building Town Houses and/or buildings with 4 levels but gave no assurances that such consideration would result in any changes from their current position which they

considered to be very reasonable given the proposed overall design for the whole Town Centre.

14. The residents on the other hand did compromise their initial position despite the fact that each considered that the new Town Centre proposals would radically alter the current amenity and character of their low density residential neighbourhood.

In Conclusion, it was a very worthwhile exercise for all parties to meet and exchange ideas in as honest a way as time permitted and to set positive parameters for future meetings. One resident stated words to the effect, “...we can either be on the same side and assist each other to come up with plans that we can all live with or we will fight every inch of the way making it difficult and unpleasant for everyone concerned.”

I am confident that the level of positive exchange and understanding of each others' needs that was engendered at the Mediation between the two parties – Masada and the residents - will allow the parties to further their negotiations in the foreseeable future. I am also confident that any outcomes arising from discussions with each other can be presented to Ku-ring-gai Council for further consideration. I am very glad to have been of some assistance to that process and thank all the participants for the opportunity to do so.

Yours sincerely,
Katherine Johnson.

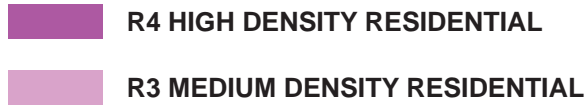
NB: This report was sent to the participants, and clarifications provided have been incorporated.

Precinct P Mediation Report Addendum

Rationale for proposed re-zoning (as presented for Council consideration prior to 23 May meeting)

- a. The site is located between 500m and 600m from Lindfield Station and the centre. Pedestrian access to Lindfield station is quite level and direct.
- b. The site is a large single land holding which presents real opportunities for public domain benefit such as enlarging the existing adjoining park and providing a new street.
- c. The proposed public domain will benefit both the Masada land owners and surrounding residents.
- d. A new street can activate an address for all new ground level dwellings, a landscape zone in the private domain and provide opportunities for the neighbouring sites to redevelop with street addresses and private domain landscape zones adjoining the new street.
- e. Consistent with the overall urban design strategy, as outlined by the consultant, increased density is proposed around existing, new or enlarged public open spaces.
- f. The proposed 3 storeys are partly on the Masada site and then extend to include the block bounded by Treatts, Wolseley and Eleham Roads. This will provide a buffer / transition between the proposed retention of single storey houses and existing 2 storey units along the highway in Precinct B.
- g. Site owners have prepared a proposal regarding options for the site which they have indicated the existing uses are soon to become redundant.
- h. The owners proposal included 5 storeys across the entire land-holding with no demonstrated public benefit and which adjoins single storey detached houses.
- i. The site owners are leasing part of Eleham St from Council so there is potential for a coordinated review of the precinct. For Precinct A, the area under consideration today, it was recommended that the land adjacent to the railway be rezoned to R4, allowing residential flat development, and that a triangle adjacent to Wolseley Rd be rezoned to R3, to allow lower multi – unit housing to 3 storeys. A new road was also recommended between the two zones to improve connectivity in the locality.

ZONING OPTIONS FOR PRECINCT 'P'



OPTION 1A



OPTION 1B



OPTION 2

**Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres)
(Draft Amendment No 3)**

under the

Environmental Planning and Assessment Act 1979

I, the Minister for Planning, make the following local environmental plan under the
Environmental Planning and Assessment Act 1979.

FRANK SARTOR, M.P.,
Minister for Planning

Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3)

under the

Environmental Planning and Assessment Act 1979

1 Name of plan

This plan is *Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3)*.

2 Aims of plan

The aim of this plan is to make local environmental planning provisions for land in Lindfield and Roseville in accordance with the relevant standard environmental planning instrument under section 33A of the Act.

3 Land to which plan applies

This plan applies to the land identified on the map marked “Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 2) Land Application Map” deposited in the office of Ku-ring-gai Council.

4 Amendment of Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres)

Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) is amended as set out in Schedule 1.

Schedule 1 Amendments

(Clause 4)

[1] Clause 3 Land to which this plan applies

Insert at the end of clause 3 after the word 'Map':

‘as amended by:

Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Land Application Map.’

[2] Clause 7 Maps

In the ‘note’ at the end of clause 7(3), at the end of sub point i) insert the following dot point:

- ‘Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Land Zoning Map’

[3] Clause 7 Maps

In the ‘note’ at the end of clause 7(3), at the end of sub point ii) insert the following dot point:

- ‘Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Lot Size Map.’

[4] Clause 7 Maps

In the ‘note’ at the end of clause 7(3), at the end of sub point iii) insert the following dot point:

- ‘Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Height of Buildings Map.’

[5] Clause 7 Maps

In the ‘note’ at the end of clause 7(3), at the end of sub point iv) insert the following dot point:

- ‘Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Floor Space Ratio Map.’

[6] Schedule 1 Additional permitted uses

Insert in the table under Schedule 3 the following:

| Lot Description | Address | Additional Permitted Uses |
|------------------------|-------------------------|--|
| Lot 1 DP206204 | 132 Pacific Highway | Business premises; Medical centre; Office premises |
| Lot 2 DP206204 | 124-130 Pacific Highway | Business premises; Medical centre; Office premises; Restaurant |
| Lot B DP333949 | 65 Hill Street | Business premises; Office premises |

[7] Schedule 4 Classification and reclassification of public land

Insert in the table under the heading 'Reclassification of Land as Operational' the following:

| Item No. | Property | Description |
|--|---|--|
| 9 Havilah Lane Lindfield | Lot 21 DP713207 | KMC Car Park No.42 |
| 3 Kochia Lane Lindfield | Lot 12 DP225925 | KMC Car Park No.6 |
| 8-10 Tryon Road Lindfield | Lots 2 & 3 DP219628, Lot 5 DP219146 | KMC Car Park No.6 |
| 1 Beaconsfield Parade and 19 Drovers Way Lindfield | Part Lot 1 DP929131, Part DP108363 and Part Public Road | KMC Car Park No.5 |
| 259 Pacific Highway Lindfield | Lot 1 DP212617 | Car Park No 51 |
| 259 Pacific Highway Lindfield | Lot 2 DP212617 | Seniors Resource Centre |
| 259 Pacific Highway Lindfield | Lot 3 DP212617 | KOPWA |
| 265 Pacific Highway Lindfield | Part Lot 8 DP660564 & Part Lot 8 The Clanville Estate (Old System Land) | Lindfield Library and Community Centre Tennis Courts |
| 1/12-18 Tryon Road Lindfield | Lot 1 SP37466 | Lindfield Early Childhood Centre |

| | | |
|------------------------------------|--|----------------------|
| Lot1 Milray Street, Lindfield | Lot 1 DP132916 | Drainage Reserve |
| Lot2/4 Milray Street, Lindfield | Lot 2/4 DP132916 | Drainage Reserve |
| 2 Lord Street, Roseville | Lot 1 DP 556917 , Lot 7 DP 561031 , Lot 4 DP 225030 , Lot 11 DP575457 , Lot 3 DP556955, Lot 5 DP559096, Lot 9 DP563301 | Lord Street Car park |
| 1 Larkin Lane, Roseville | Lot 2 DP507593, Lot 2 DP504082, Lot 1 DP500045, Lot 2 DP511182, Lot 1 DP215231, Lot 22 DP595126, Lot 1 DP502277, Lot 1 DP500309, Lot 1 DP215188, Lot 2 DP505005, Lot 11 DP861578, Lot 2 DP511183, Lot 1 DP505371, Lot 1 DP501603, Lot 1 DP507809 | Larkin Lane Car park |

[8] Schedule 5 Environmental Heritage

Insert in the table under Schedule 5 the following:

| Suburb | Item Name | Address | Property Description | Significance |
|-----------|-----------|-------------------------|----------------------|--------------|
| Lindfield | | 1-21 Lindfield Avenue | Lot 1 to 10 DP 17409 | Local |
| Lindfield | | 55a Lindfield Avenue | Lot A DP 311108 | Local |
| Lindfield | | 386-390 Pacific Highway | Lot 12 DP 629035 | Local |
| Lindfield | | 22 Russell Avenue | Lot B DP 360135 | Local |

| | | | | |
|-----------|----------------------------------|-------------------------|--|-------|
| Lindfield | St Alban's Anglican Church | 1-5 Tryon Road | Lot 2 DP 501299 | Local |
| Lindfield | Lindfield Uniting Church | 33 Tryon Road | Lot 1 DP 724802 Lot 22 DP 3210 | State |
| Roseville | Roseville Cinema | 112-116 Pacific Highway | Lot 1 DP 566196 | Local |
| Roseville | | 1 Hill Street | Lot 3 DP 1046141 | Local |
| Roseville | Former Westpac Building | 65 Hill Street | Lot B DP 333949 | Local |
| Roseville | Former Station Masters Residence | 89 Pacific Highway | Lot 2 DP 808504 | Local |
| Roseville | Former Commonwealth Bank | 83 Pacific Highway | Pt. Lot 1 DP 957509 , Pt. Lot 1 DP 442434 , Pt. Lot 2 DP 1096041 | Local |
| Roseville | | 79-81 Pacific Highway | Lot A DP 440100 | Local |

Pacific Highway/Balfour Street/Havilah Road intersection

- minor capacity improvements:
 - i. lengthening of right turn bay on Pacific Highway southeast approach
 - ii. extension of parking restrictions on Balfour Street

Parking

- increased short-term parking supply in town centre

Balfour Lane

- realignment of Balfour Lane as part of expansion of supermarket site

Lindfield Ave–Kochia Lane–Milray Street–Tryon Road precinct

- replacement of surface parking with basement parking
- minor modifications to traffic management as part of proposed redevelopment of the precinct

Beaconsfield Parade to Bent Street

- local road connection between Beaconsfield Parade and Bent Street

Lindfield Ave/Tryon Road intersection

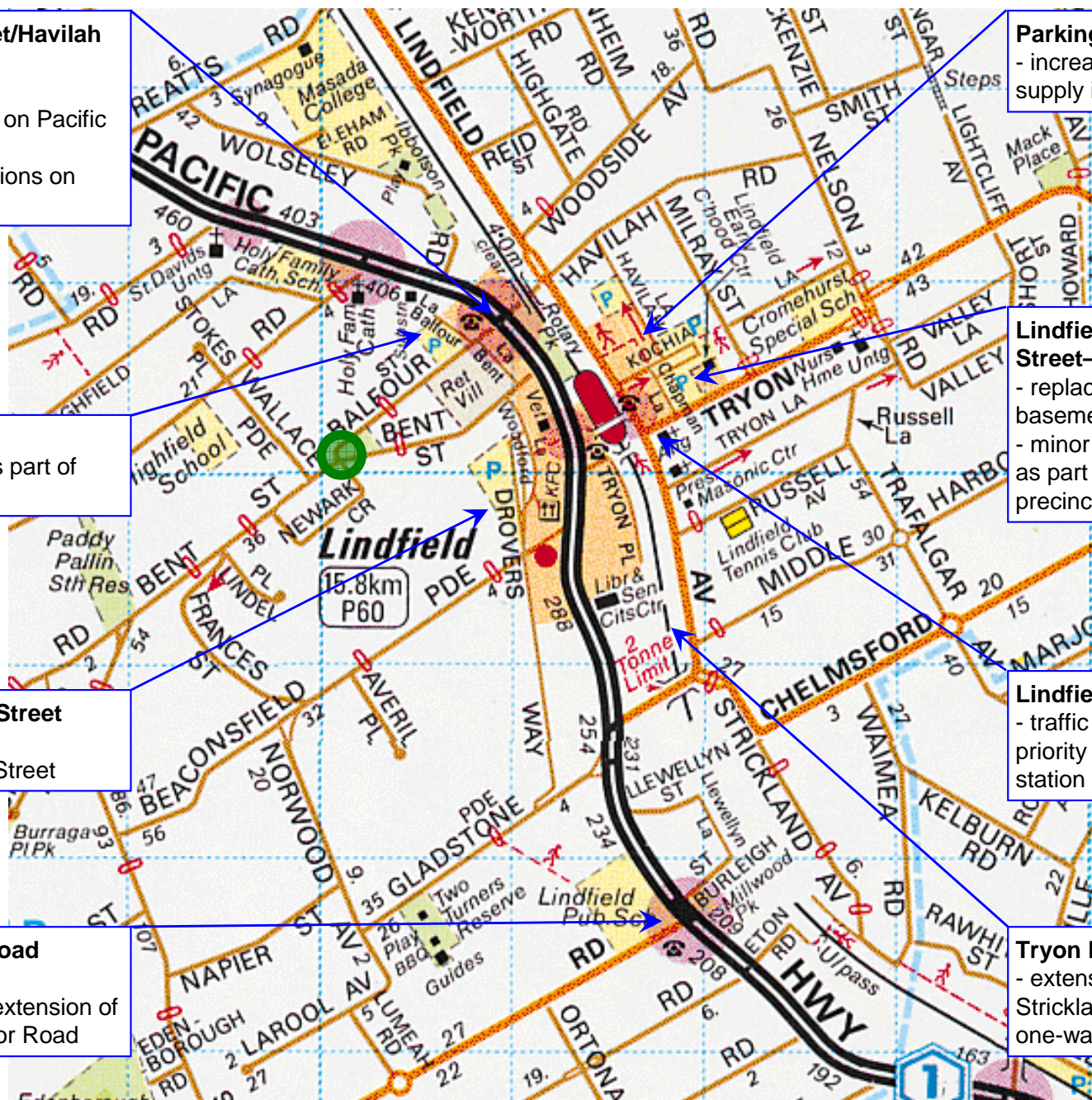
- traffic signals to replace both existing priority junction and pedestrian signals at station entrance

Pacific Highway/Grosvenor Road intersection

- minor capacity improvement: extension of parking restrictions on Grosvenor Road

Tryon Place precinct

- extension of Tryon Place southwards to Strickland Ave, with the southern section one-way northbound only



Extract from

Ku-ring-gai Property Portfolio

July 2006

1. LINDFIELD TOWN CENTRE

Lindfield shopping centre is considered to be an older style shopping centre typical of how town centres developed around railway stations and major roads. The shopping centre is segmented and separated by the railway line and Pacific Highway. The area is characterised by high vehicular traffic along the Pacific Highway. Also, there is high pedestrian traffic around the railway station and crossing the Pacific Highway.

There are a large number of car parks in the area on both sides of the shopping centre which are considered to adequately cater for car parking needs for the local business activities.

One of Council's Branch Libraries is located in the shopping centre along the Pacific Highway but access in and out of the site is considered to be a problem because of the volume and speeds of the traffic using the Pacific Highway. The feasibility report indicated that the library should be twice the current size to service the future needs of the area. Other facilities exist on the same site as the library

The area has virtually no open space with only Lindfield Rotary Park providing open space for the precinct.

Consideration needs to be given on how the area should be developed in the future, what facilities and sizes are required and what is the best way to manage traffic in and around the area. Also, commuter parking is always in high demand and proposals need to be considered on the best way to expand the parking in the area and how this can be funded.

Included in the following pages is a summary sheet of the various Council property holdings for the Lindfield area and a map showing the location of each of the facilities. Included in this report is a description of each of the facilities, their current uses and proposed future needs. Any redevelopment of any of the sites will need to be considered as part of the Integrated Planning process taking into account any restrictions, leases, covenants and funding used to acquire the land.

1.1 Havilah Lane Car Park – (Map Reference No. 1)

Background

The Havilah Lane Car Park is located at 9 Havilah Lane adjacent to the Supermarket. The car park provides for 25 car parking spaces and has a utilisation rate of 92% with about 45% of the vehicles parked longer than the allotted time. The car park is an at grade car park. The car park provides for 4 hours free parking during business hours, hence the high utilisation rate.

The car park is reasonably well utilised and considered to be of sufficient size for all the user needs. The car park is essentially used by shoppers using the Supermarket or possibly business centre staff. Access in and out of the car park is available from Havilah Lane and the site is included in the proposed development site targeted by the Minister for Planning under SEPP53.



Site Characteristics

The car park land is classified as Community Land and rezoned under SEPP 53. The site area is 766 square metres. The land is owned by Council and used for public car parking.

Funding used to acquire the site was from car parking funds.

Potential exists to incorporate the car park into the proposed residential development with a stratum level car park for public use. This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.2 Kochia Lane Car Park – (Map Reference No. 2)

Background

The Kochia Lane Car Park is located at 3 Kochia Lane Lindfield adjacent to the Tryon Road Car Park. Both car parks provide for 135 car parking spaces and have a utilisation rate of 75% with about 7% of the vehicles parked longer than the allotted time. The car park is an at grade car park with central landscaping beds. The car park provides for 1 hour free parking during business hours.

The car park is reasonably well utilised and considered to be of sufficient size for all the user needs. The car park is essentially used by local shoppers. Access in and out of the car park is available from Tryon Road and Kochia Lane.



Site Characteristics

The car park land is classified as Community Land and zoned Business 3(a) – (A2) Retail Services. The site area is 874 square metres. The land is owned by Council and used for public car parking.

Funding used to acquire the site was from the Lindfield Car Parking fund.

Potential exists to incorporate the car park into the future commercial/ residential development with a stratum level car park for public use. This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.3 Tryon Road Car Park – (Map Reference No. 3)

Background

The Tryon Road Car Park is located at 8 - 10 Tryon Road Lindfield adjacent to the Kochia Lane Car Park. Both car parks provides for 135 car parking spaces and have a utilisation rate of 75% with about 7% of the vehicles parked longer than the allotted time. The car park is an at grade car park with landscaping beds. The car park provides for 1 hour free parking during business hours.

The car park is reasonably well utilised and considered to be of sufficient size for all the user needs. The car park is essentially used by local shoppers. Access in and out of the car park is available from Tryon Road and Kochia Lane.



Site Characteristics

The car park land is classified as Community Land and zoned Business 3(a) – (A2) Retail Services. The site area is 1,975 square metres. The land is owned by Council and used for public car parking.

Funding used to acquire the site was from the Lindfield Car Parking fund.

Potential exists to incorporate the car park into the future commercial/ residential development with a stratum level car park for public use. This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.4 Southern Area Car Park – (Map Reference No. 4)

Background

The Southern Area Car Park is located at 1 Beaconsfield Parade and 19 Drovers Way Lindfield behind the shops on the southern side of the Pacific Highway. The car park provides for 72 car parking spaces and has a utilisation rate of 44% with about 50% of the vehicles parked longer than the allotted time. The car park is an at grade car park with landscaping beds. The car park provides for 2 hours free parking during business hours.

The car park is reasonably well utilised and considered to be of sufficient size for all the user needs. The car park is essentially used by local shoppers. Access in and out of the car park is available from Bent Street and Beaconsfield Parade.



Site Characteristics

The car park land is classified as Community Land and zoned Special Uses 5(a) - Parking. The site area is 5,643 square metres. The land is owned by Council and used for public car parking.

Funding used to acquire the site was from the Lindfield Car Parking fund.

Potential exists to incorporate the car park into the future commercial/ residential development with a stratum level car park for public use. This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.5 Lindfield Seniors Resource Centre – (Map Reference No. 5)

Background

The Seniors Resource Centre is located at 259 Pacific Highway Lindfield adjacent to the Lindfield Library and is used by a variety of seniors groups as well as being hired out to the community in general.



Site Characteristics

The building is located on land classified as Community Land and zoned Special Uses 5(a) Municipal Purposes. The total site area is 508 square metres. The building is managed under Section 377 of the Local Government Act through the Ku-ring-gai Seniors Centre Management Committee. A condition of the charter requires that all the income received from the hire of the building be used to contribute to the costs relating to the building.

The land is owned by Council and the building was built in the early 1950s. There are no encumbrances on the site and funding used to acquire the site was from general revenue.

This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.6 Arunga Units – KOPWA – (Map Reference No. 5)

Background

The Arunga Units are located at the rear of the Lindfield Seniors Resource centre at 259 Pacific Highway, Lindfield. The land is owned by Council and leased to the Ku-ring-gai Old Peoples Welfare Association (KOPWA) who provides low cost accommodation to the aged community. The lease expires in May 2012.



Site Characteristics

The land is located on land classified as Community Land and zoned Special Uses 5(a) Municipal Purposes. The total site area including land and the buildings is 780 square metres. The land is owned by Council and leased to KOPWA until 2012. The site operates under the Lindfield Library Site Plan of Management adopted in September 2002.

This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.7 Lindfield Library Car Park – (Map Reference No. 5)

Background

The Lindfield Library car park is located adjacent to the Library building at 259 Pacific Highway Lindfield. The car park is used by patrons of the Library, the Seniors Resource Centre and the tennis courts and staff.

The car park is relatively small but is well utilised by the users of the buildings.



Site Characteristics

The car park land is classified as Community Land and zoned Special Uses 5(a) – Municipal Purposes. The land area is 918 square metres. The land is owned by Council and used for public car parking.

Potential exists to incorporate the car park into the future commercial/ residential development with a stratum level car park for public use. This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.8 Lindfield Library – (Map Reference No. 6)

Background

The Lindfield Library is located at 265 Pacific Highway, Lindfield between the fringe of the shopping centre and the residential area. The site is within 100 metres of the railway station. Access in and out of the site is difficult because of the heavy traffic on the Pacific Highway and the poor sight distance.



Site Characteristics

The building is located on land classified as Community Land and zoned Special Uses 5(a) Municipal Purposes. The total site area is 961 square metres including surrounding grounds. The building area is considered to be insufficient for the future needs as the floor area is only 300 square metres and the Library needs analysis indicated that the building size should be at least 800 square metres to cater for the future requirements.

In October 2004, Council resolved to lease the vacant rear ground floor rooms of the Library to the Ku-ring-gai Youth Development Service under the control of Lindfield Rotary for two years with a two year option.

The land is owned by Council and the building was built in 1954. There are no encumbrances on the site and funding used to acquire the site was from general revenue.

This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.9 Lindfield Community Centre Tennis Courts – (Map Reference No. 6)

Background

The tennis courts are located directly behind the Lindfield Library at 265 Pacific Highway Lindfield. The tennis courts are of a good standard but are not well utilised.



Site Characteristics

The tennis courts are located on land classified as Community Land and zoned Special uses 5(a) Municipal Purposes. The total site area is 2,722 square metres.

The land is owned by Council and there are no encumbrances on the site. Funding used to acquire the site was from general revenue.

This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning for stage 2 of the Residential Development Strategy.

1.10 Lindfield Early Childhood Centre – (Map Reference No. 7)

Background

The Lindfield Early Childhood Centre is located within Strata Plan 37466, being unit 1/12-18 Tryon Road, Lindfield

Site Characteristics

The site operates under the Plan of Management adopted by Council in late 2004.

The Lindfield Early Childhood Centre operates from the unit with negotiations regarding a formal agreement currently being held with the Northern Area Health Service.

The building is classified as Community Land and located on land zoned Business 3(b) – (B2) Commercial Services. The total floor area of the unit is 99 square metres.

This building is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

Funding used to acquire the unit was from Section 94 funds.

Lindfield Centre - Land for Re-classification- Land under consideration for Re-classification

| Map Ref. | Property Name | Property Location | Legal Documents | Property Description | Current Zoning | Classification | Area | Restrictions on use |
|----------|---|--|---|---|---|------------------------|---|---|
| 1 | KMC Car Park No.42 | 9 Havilah Lane Lindfield | | Lot 21 DP713207 | Business 3(a)-(A2) Retail Services under the KPSO | Community | 766m ² | Part of Minister's Redevelopment Site. POM |
| 2 | KMC Car Park No.6 | 3 Kochia Lane Lindfield | LD3564 - Certificate of Title & GG No 40 dated 11/12/1964 - Part Car Park No 6 | Lot 12 DP225925 | Business 3(b)-(B2) Commercial Services under the KPSO | Community | 874.9m ² | POM |
| 3 | KMC Car Park No.6 | 8-10 Tryon Road Lindfield | LD3633 - Certificate of Title - Part Car Park No 6 LD3634, Certificate of Title & Copy of Council Minute 4/12/1984 - Part Car Park No 6 | Lots 2 & 3 DP219628, Lot 5 DP219146 | Business 3(b)-(B2) Commercial Services under the KPSO | Community | 1975.4m ² | POM |
| 4 | KMC Car Park No.5 | 1 Beaconsfield Parade and 19 Drovers Way Lindfield | LD3352 - Certificate of Title & Survey Report & Sewerage Service Diagram - Part Car Park No 5, LD4557 - CT, LD826 - Memorandum of Dedication - Widening of Woodford Lane & creation of Car Park 5, LD828 - Memorandum of Dedication - Widening of Woodford Lane | Part Lot 1 DP929131, Part DP108363 and Part Public Road | Special Uses 5(a) (Parking) under KPSO | Community | 5643m ² | POM |
| 5 | Car Park No 51 Seniors Resource Centre KOPWA | 259 Pacific Highway Lindfield | LD3147 - CT - Senior Citizens Units LD3209 - CT, LD3211 - Lease LD3210 - CT | Lot 1 DP212617 Lot 2 DP212617 Lot 3 DP212617 | Special Uses 5(a) (Municipal Purposes) under KPSO | Community | 918m ² 508m ² 780m ² | POM, Lindfield Library Site |
| 6 | Lindfield Library Lindfield Community Centre Tennis Courts | 265 Pacific Highway Lindfield | LD2618 - Deed dated 17/3/1960 - (Former Baby Health Centre), LD2703 - CD | Part Lot 8 DP660564 & Part Lot 8 The Clanville Estate (Old System Land) | Special Uses 5(a) (Municipal Purposes) under KPSO | Community | 961m ² 2722m ² | POM, Lindfield Library Site |
| 7 | Lindfield Early Childhood Centre | 1/12-18 Tryon Road Lindfield | | Lot 1 SP37466 | Business 3(b)-(B2) Commercial Services under the KPSO | Community | 99m ² | Plan of Management Unit 1, 12-18 Tryon Road |
| 8 | Drainage Reserves | Milray Street/Havilah Rd, Lindfield | | Lot 1 DP132916 Lot 2/4 DP132916 | Residential 3(d3) under KPSO | Community Community | 189m ² 449m ² | |

LINDFIELD CENTRE - LAND FOR RE-CLASSIFICATION



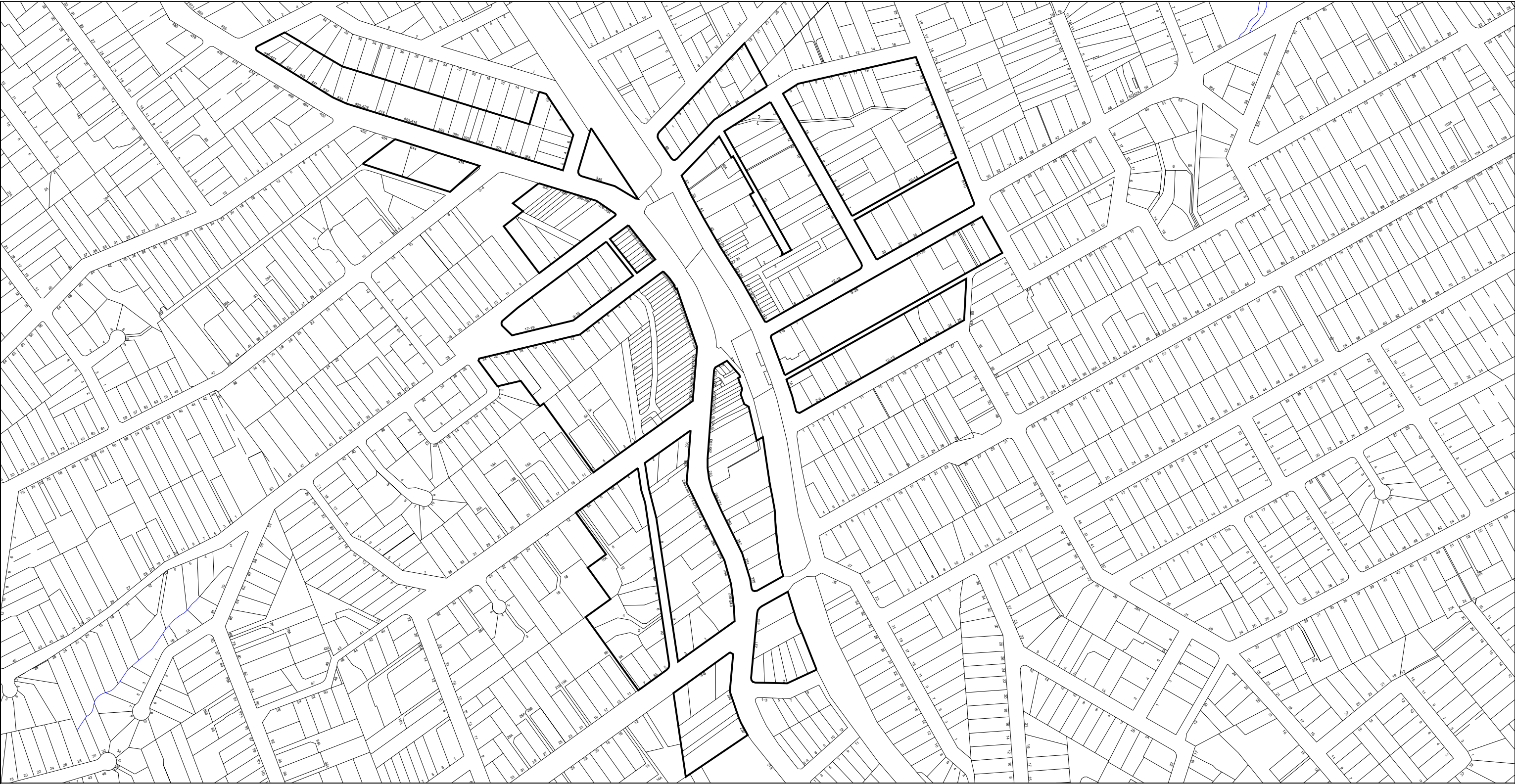
SCALE: 1:2500

DATE: 08-08-2006



LAND TO BE RE-CLASSIFIED





NORTH



SCALE:1:5000



Land to which this plan applies

| | |
|---|------|
| DRAWN BY: COUNCIL,S LAND INFORMATION DIVISION | |
| PLANNING OFFICER : ANTONY FABBRO | |
| COUNCIL FILE NO. | |
| DEPT. FILE NO. | |
| CERTIFICATE ISSUED UNDER SEC.65 E.P.A.ACT | DATE |
| GOVT. GAZETTE NO. | DATE |

ENVIRONMENTAL PLANNING & ASSESSMENT ACT,1979

KU-RING-GAI COUNCIL

DRAFT KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2006 - (TOWN CENTRES)

AMENDMENT NO.3 - SHEET 1

Land Application Map (clause 3)

| | |
|--|--------------------|
| STATEMENT OF RELATIONSHIP WITH OTHER PLANS AMENDS THE KU-RING-GAI PLANNING SCHEME | |
| CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979, AND REGULATIONS. | |
| GENERAL MANAGER | DATE 4 August 2006 |

Zone Description

Residential Zones

Zone R3 - Medium Density Residential

Zone R4 - High Density Residential

Business Zones

Zone B2 - Local Centre

Zone B5 - Business Development

Item

Heritage Item

Heritage Conservation Area

Archaeological site

Access across boundaries restricted


Foreshore protection line

Foreshore protection area

Scenic protection area

Environmentally sensitive land

Riparian land



North

SCALE: 1:5000

DRAWN BY: COUNCIL,S LAND INFORMATION DIVISION

PLANNING OFFICER : ANTONY FABBRO

COUNCIL FILE NO.

DEPT. FILE NO.

CERTIFICATE ISSUED UNDER SEC.65 E.P.A.ACT

DATE

GOVT. GAZETTE NO.

DATE

ENVIRONMENTAL PLANNING & ASSESSMENT ACT,1979

KU-RING-GAI COUNCIL

DRAFT KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2006 - (TOWN CENTRES)

AMENDMENT NO.3 - SHEET 1

Land Zoning Map (clause 11)

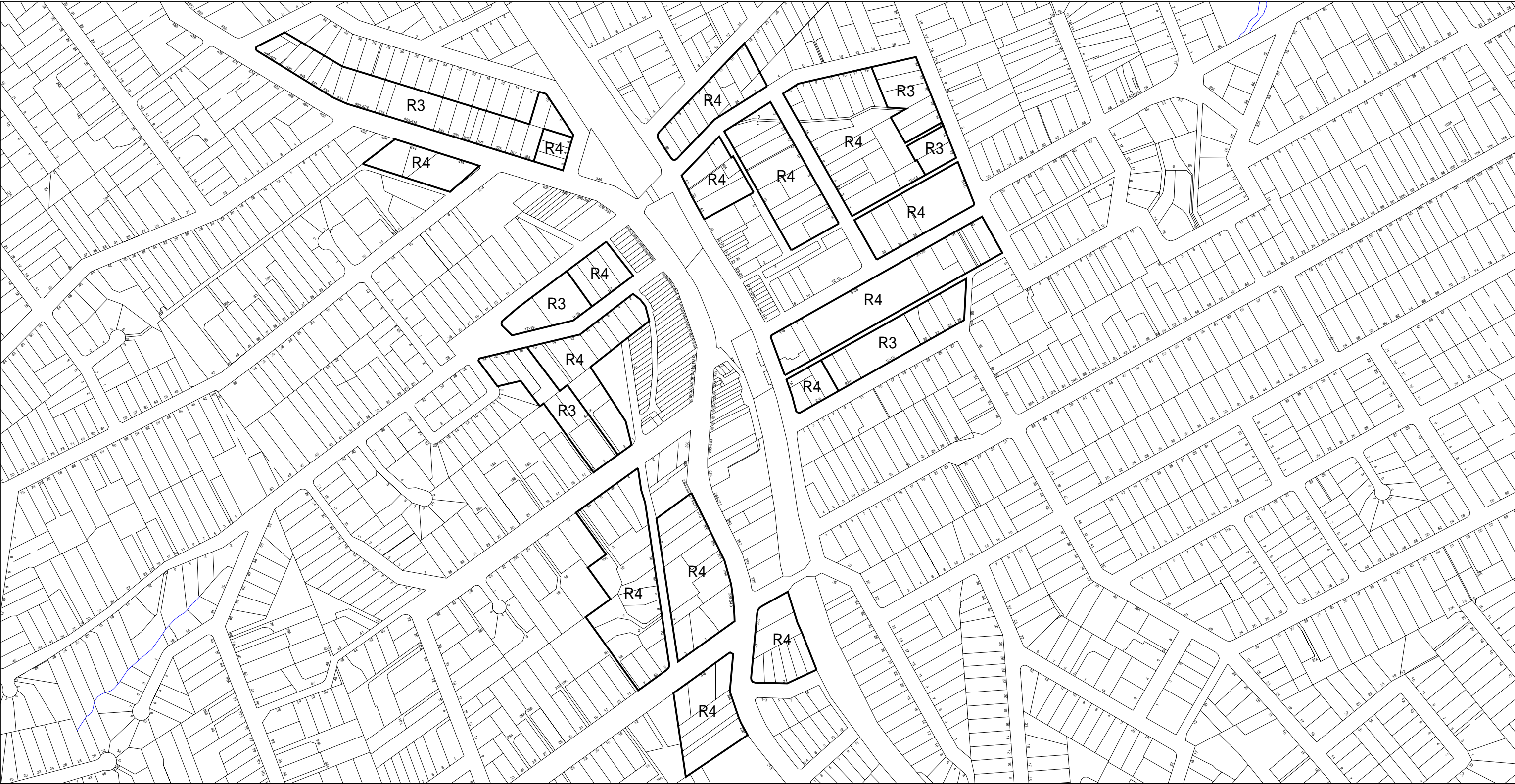
STATEMENT OF RELATIONSHIP WITH OTHER PLANS

AMENDS THE KU-RING-GAI PLANNING SCHEME

CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979, AND REGULATIONS.

GENERAL MANAGER

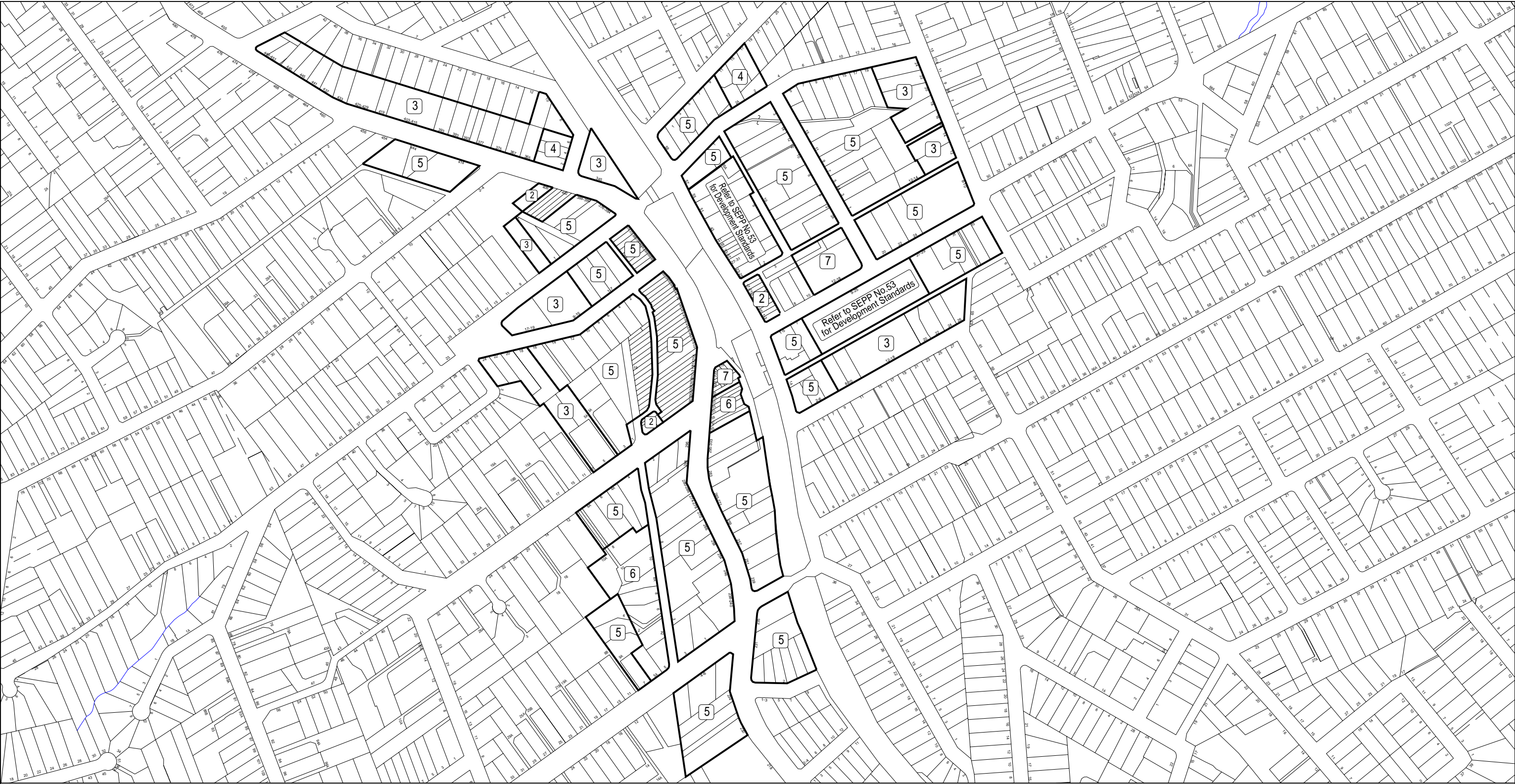
DATE 4 August 2006



SCALE:1:5000

R3 = Minimum 1200 sqm
R4 = Minimum 1800 sqm

| | | | | |
|---|------|--|--|--------------------|
| DRAWN BY: COUNCIL,S LAND INFORMATION DIVISION | | <div>ENVIRONMENTAL PLANNING & ASSESSMENT ACT,1979</div> <div>KU-RING-GAI COUNCIL</div> <div>DRAFT KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2006 - (TOWN CENTRES)</div> <div>AMENDMENT NO.3 - SHEET 1</div> <div>Lot Size Map (clause 19)</div> | STATEMENT OF RELATIONSHIP WITH OTHER PLANS | |
| PLANNING OFFICER : ANTONY FABBRO | | | AMENDS THE KU-RING-GAI PLANNING SCHEME | |
| COUNCIL FILE NO. | | | | |
| DEPT. FILE NO. | | | | |
| CERTIFICATE ISSUED UNDER SEC.65 E.P.A.ACT | DATE | | CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979, AND REGULATIONS. | |
| GOVT. GAZETTE NO. | DATE | | GENERAL MANAGER | DATE 4 August 2006 |



NORTH



SCALE:1:5000

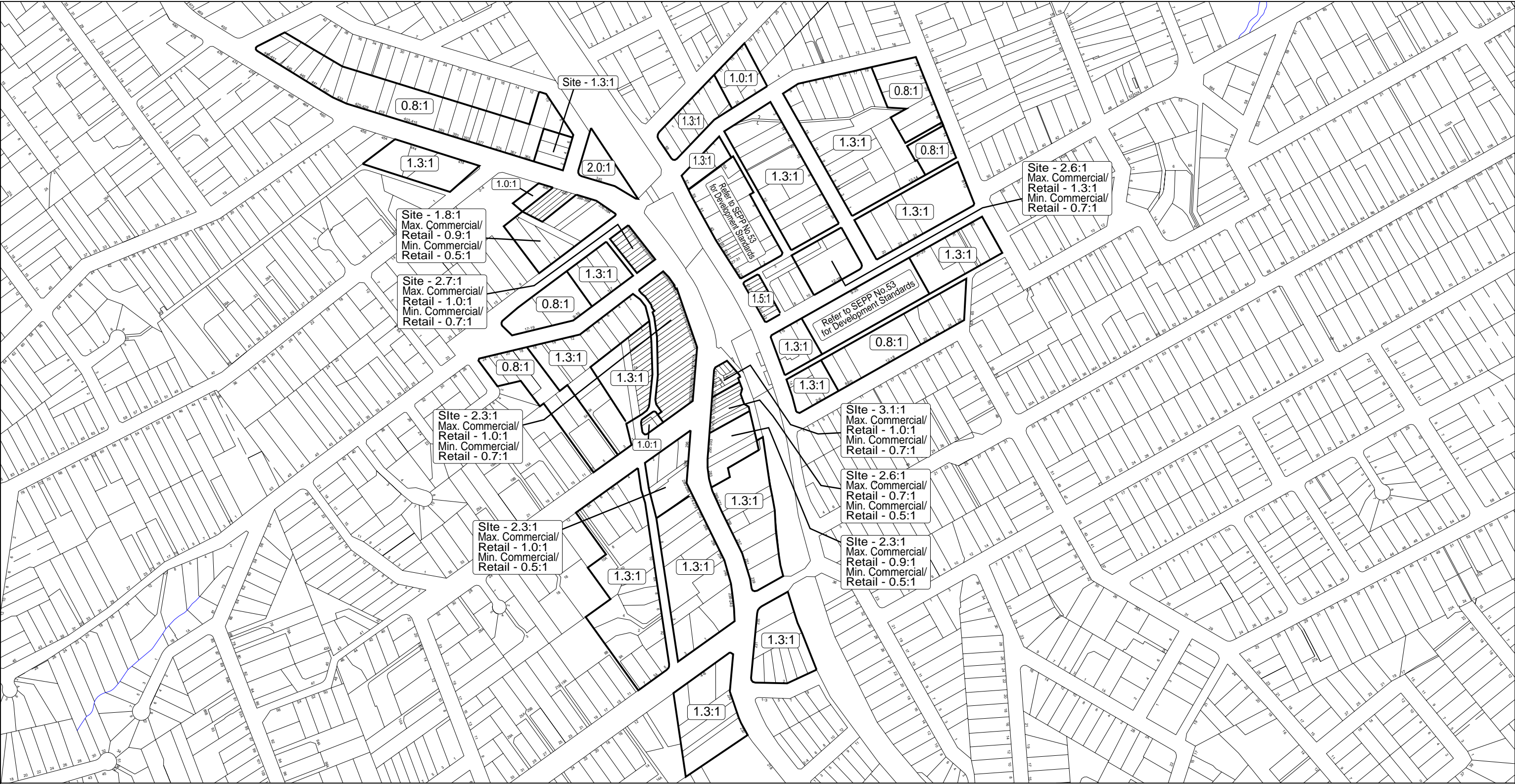
5

Maximum height shown in storeys

| | |
|---|------|
| DRAWN BY: COUNCIL,S LAND INFORMATION DIVISION | |
| PLANNING OFFICER : ANTONY FABBRO | |
| COUNCIL FILE NO. | |
| DEPT. FILE NO. | |
| CERTIFICATE ISSUED UNDER SEC.65 E.P.A.ACT | DATE |
| GOVT. GAZETTE NO. | DATE |

ENVIRONMENTAL PLANNING & ASSESSMENT ACT,1979
KU-RING-GAI COUNCIL
DRAFT KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2006 - (TOWN CENTRES)
AMENDMENT NO.3 - SHEET 1
Height of Buildings Map (clause 21)

| | |
|--|--------------------|
| STATEMENT OF RELATIONSHIP WITH OTHER PLANS AMENDS THE KU-RING-GAI PLANNING SCHEME | |
| CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979, AND REGULATIONS. | |
| GENERAL MANAGER | DATE 4 August 2006 |



NORTH



SCALE:1:5000

1.3:1

Floor Space Ratios (FSR)

DRAWN BY: COUNCIL,S LAND INFORMATION DIVISION

PLANNING OFFICER : ANTONY FABBRO

COUNCIL FILE NO.

DEPT. FILE NO.

CERTIFICATE ISSUED
UNDER SEC.65 E.P.A.ACT

DATE

GOVT. GAZETTE NO.

DATE

ENVIRONMENTAL PLANNING & ASSESSMENT ACT,1979
KU-RING-GAI COUNCIL
DRAFT KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2006 - (TOWN CENTRES)
AMENDMENT NO.3 - SHEET 1
Floor Space Ratio Map (clause 22)

STATEMENT OF RELATIONSHIP WITH OTHER PLANS
AMENDS THE KU-RING-GAI PLANNING SCHEME

CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL
PLANNING & ASSESSMENT ACT 1979, AND REGULATIONS.

GENERAL MANAGER

DATE 4 August 2006