

**14E Lindfield Local Centre**

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## 14E.1 LINDFIELD LOCAL CENTRE CONTEXT

### Further controls that may apply

#### SECTION A

Part 7 - Residential Flat Buildings

Part 8 - Mixed Use Development

#### SECTION B

Part 19 - Heritage Items and Heritage Conservation Areas

### Objectives

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

### Controls

#### Urban Precincts

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

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



## 14E.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

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

### Controls

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



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

#### Legend

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

## Objectives

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

## 14E.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Controls

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



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

### Legend

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

- 2 Key Community Infrastructure provision is to be in accordance with *Figure 14E.3-1*, the *Ku-ring-gai Contributions Plan 2010* and Masterplans at Part 14R. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism, and include the following:

- 1 Construction of a new Balfour Lane on the south-western boundary of the site which retains the current level of access to properties fronting the Pacific Highway. The lane will have



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

#### Objectives

#### Controls

footpaths both sides of the carriageway and include a landscape zone with significant screen planting along the western edge side of the lane. (Land dedicated to Council as part of site redevelopment).

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

## Objectives

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

### Controls

- 18 Construction of new commuter car park spaces (to be funded by Transport for NSW) and a new kiss and ride area, public parking, and additional parking associated with newly proposed land uses.
- 19 A civic plaza area with public seating and outdoor dining opportunities.
- 20 A new pocket park to protect existing Tallow-wood tree.

## 14E.4 SETBACKS

### Objectives

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

### Controls

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

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

### Legend

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



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

## 14E.4 SETBACKS (continued)

### Objectives

### Controls

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

## 14E.5 BUILT FORM

### Objectives

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

### Controls

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



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

#### Legend

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 4m upper level setback above street wall height
- \* - Landmark building
- Heritage affected site
- Public open space
- New/realigned road



## Objectives

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

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

### Controls

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

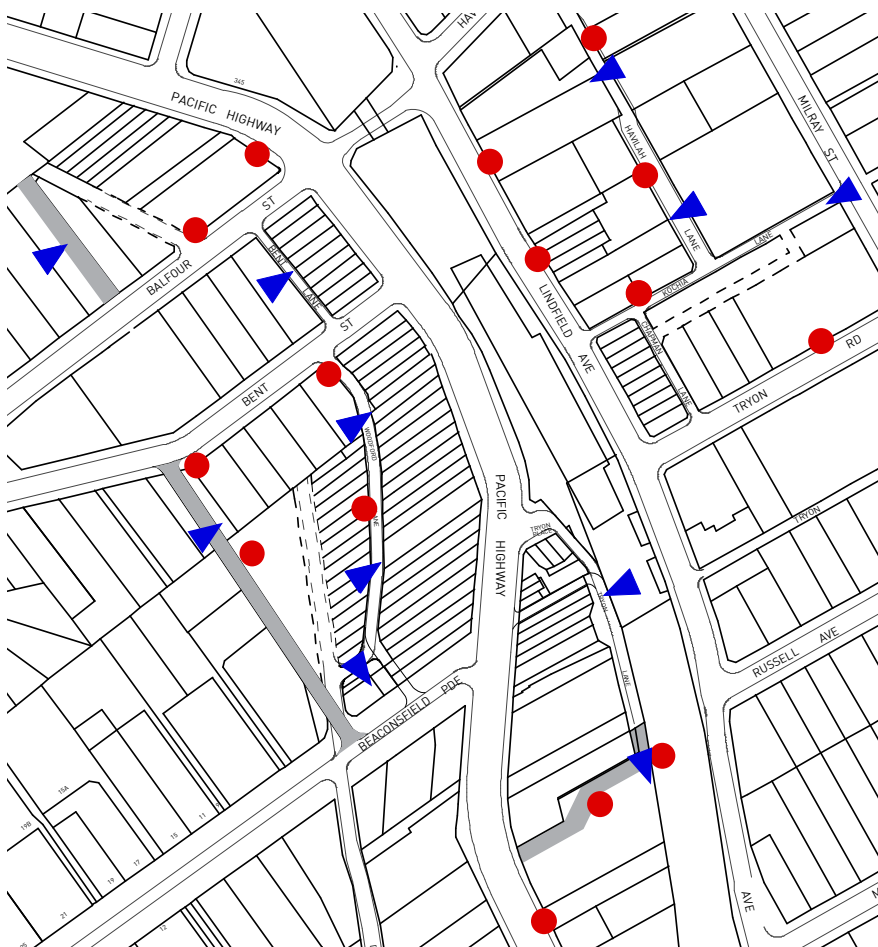





Figure 14E.6-1:  
Building entries, car parking and service access plan.

### Legend

-  - Vehicular access to site
-  - Pedestrian access to site
-  - New/realigned road

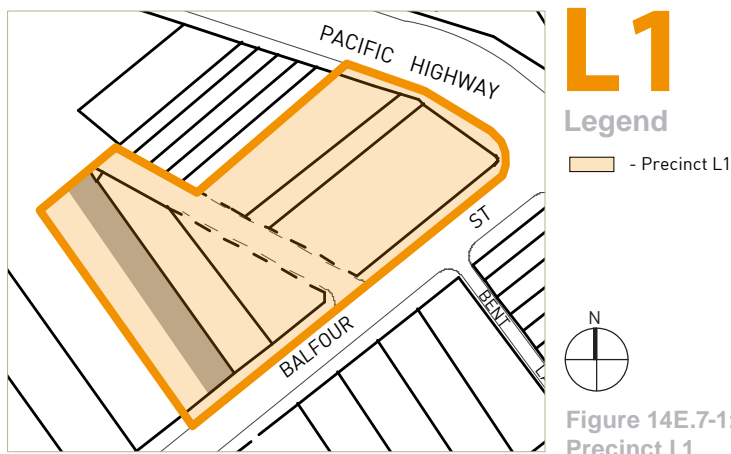
## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA

### Objectives

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

### Controls

#### *Planned Future Character*



- 1 This precinct is located at the northern end of the Lindfield local centre on the intersection of the Pacific Highway and Balfour Street. The location of Precinct L1 is illustrated in *Figure 14E.7-1*. The precinct is highly visible from all approaches and includes a Heritage Item representing an example of an Inter War “Old English” style commercial building.

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

- i) This precinct will become a major retail hub anchoring the western side of Lindfield local centre. Retail will form active edges to the Pacific Highway and Balfour Street. Closure and realignment of Balfour Lane will facilitate the incorporation of a larger contemporary supermarket and additional specialty retail. Future development will maintain a sympathetic context for the Heritage Item at 386-390 Pacific Highway which has a potential for adaptive re-use.
- ii) The precinct offers a significant opportunity for shop-top housing positioned along Balfour Street to achieve good solar access and amenity for residents. The built form will reduce in height towards the western boundary providing a transition to the adjoining single houses. The provision of screen planting will also assist in providing a visual buffer between properties.

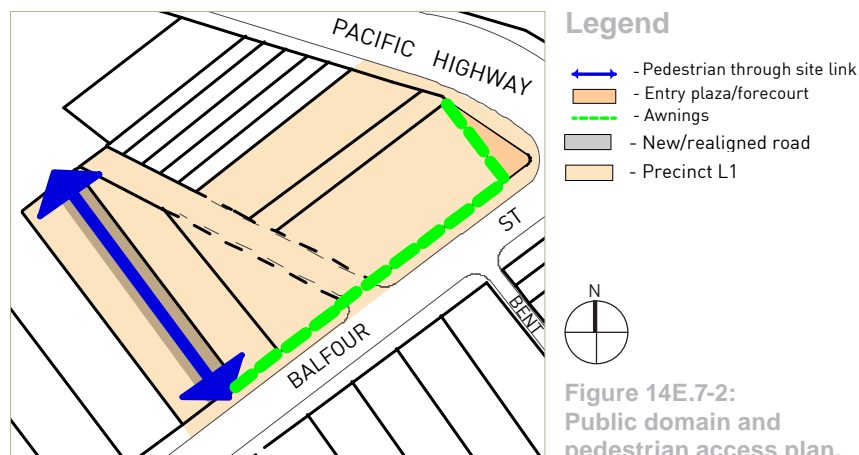
## Objectives

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

## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA (continued)

### Controls

#### *Public Domain and Pedestrian Access*



- 2 Create an entry plaza and public address to the building at the intersection of the Pacific Highway and Balfour Street.
- 3 Provide continuous awnings to the Pacific Highway and Balfour Street frontages.

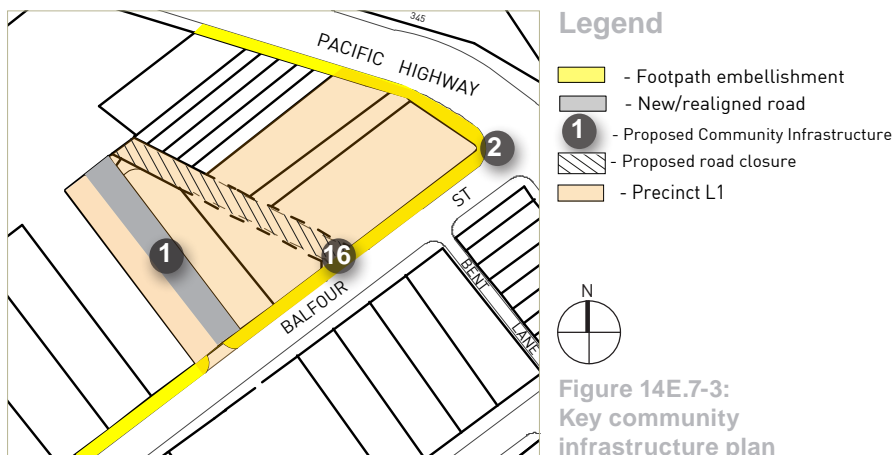
## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure



- 4 The following development as indicated in *Figure 14E.7-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
- ① Construction of a new Balfour Lane on the south-western boundary of the site which retains the current level of access to properties fronting the Pacific Highway. The lane will have footpaths both sides of the carriageway and include a landscape zone with significant screen planting along the western edge side of the lane. (Land dedicated to Council as part of site redevelopment).
  - ② Extend right turn bay on Pacific Highway and Balfour Street/Havilah Road intersection.
  - ①⑥ Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

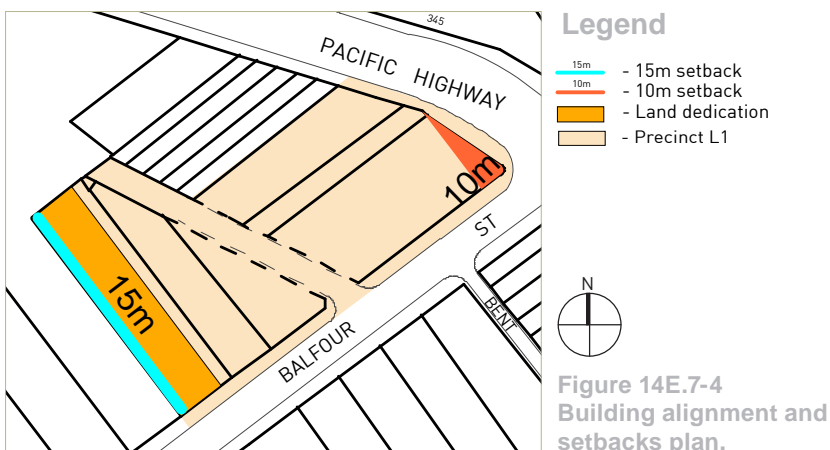
## Objectives

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

## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA (continued)

### Controls

#### Setbacks



- 5 Building setbacks are to be in accordance with *Figure 14E.7-4* and all buildings within this precinct are required to be built to the street alignment and with a zero setback to property boundaries with the following exceptions:
  - i) Provide 15 metre side setback from the western boundary of property No.1 Balfour Street for the provision of a new (re-aligned) Balfour Lane and landscaping. Land is to be dedicated to Council at no cost.
  - ii) Provide a variable setback (maximum 10 metres) from the Pacific Highway along the eastern corner of the properties Nos.376-394 Pacific Highway for the provision of a building forecourt.



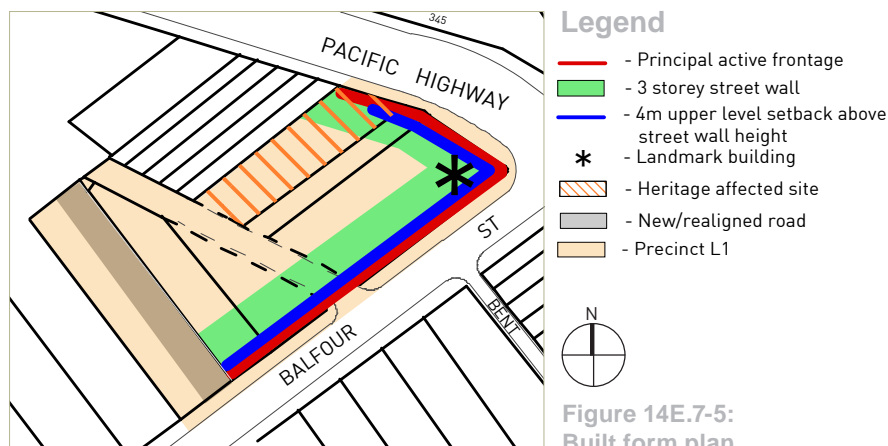
## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA (continued)

### Objectives

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

### Controls

#### Built Form



- 6 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14E.7-5*, and as follows:
- Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Pacific Highway and Balfour Street.
  - All levels above the street wall height are to have a 4 metre setback.
  - The maximum building height of a development adjacent to new Balfour Lane is to be 4 storeys.
  - Provide active street frontages to the Pacific Highway and Balfour Street.
  - Orientate residential buildings on the retail podium so that they maximise the distance from the substation and maximise the northern aspect.
  - Provide roof gardens on the podium for screening apartments from the neighbouring substation and roof top building services.
  - Design a corner building with distinct articulation that defines the intersection of the Pacific Highway and Balfour Street.
  - Integrate the Heritage Item and adapt for re-use (refer to specific heritage controls in Part 20 Heritage and Conservation Areas).

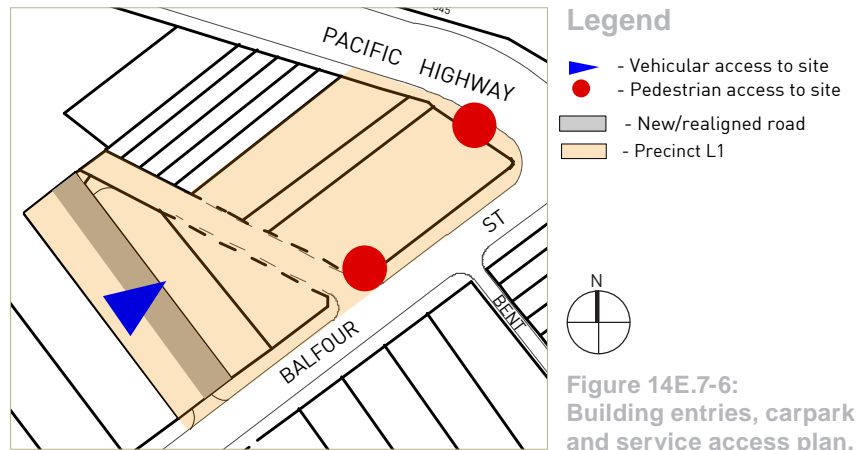
## Objectives

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

## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA (continued)

### Controls

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



- 7 Provide vehicle entries via new lane (re-aligned Balfour Lane). Direct vehicle access from the Pacific Highway and Balfour Street is not permissible.
- 8 Provide residential and commercial entry foyers and lobbies off Balfour Street and the Pacific Highway.

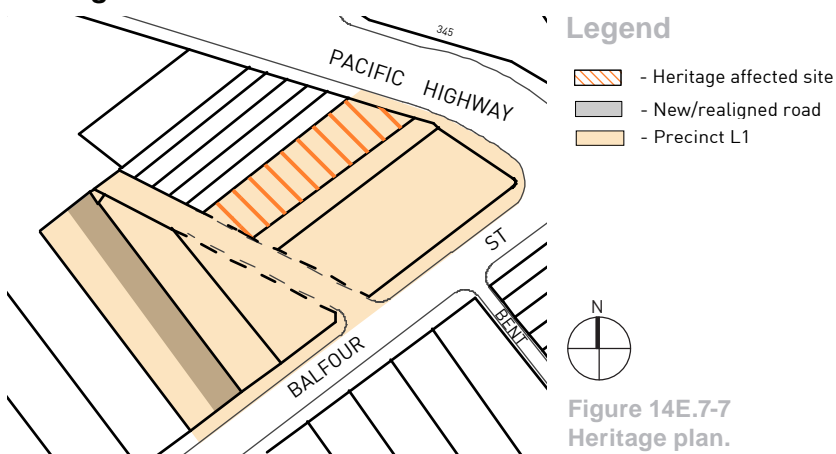
## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA (continued)

### Objectives

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

### Controls

#### Heritage



- 9 Development adjoining the existing Heritage Item at 386-390 Pacific Highway is to comply with the following controls:
  - i) Retain and conserve the front portion of the building from the alignment of the facade 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).
  - ii) The front portion of the building is to be integrated with new additions to the rear via a link that does not exceed the height of the eaves at the rear of the front portion of the building, and is to be recessed from the alignment of the northern wall.
  - iii) The form, detailing material and proportion of any additions to the item are to be sympathetic to the Heritage Item and yet identifiable as new work.
  - iv) Any additions to the item are to allow for conservation works to the façade; any intact internal spaces; to the shop fronts; and to the front portion of the roof. The significance of any interiors in the front portion of the building should be assessed in any scheme prior to approval being given for alterations.
  - v) New development to the south of the Heritage Item is to be sympathetic in scale, massing and alignment to the Heritage Item. The maximum building height for buildings adjoining the item is 3 storeys (11.5 metres).

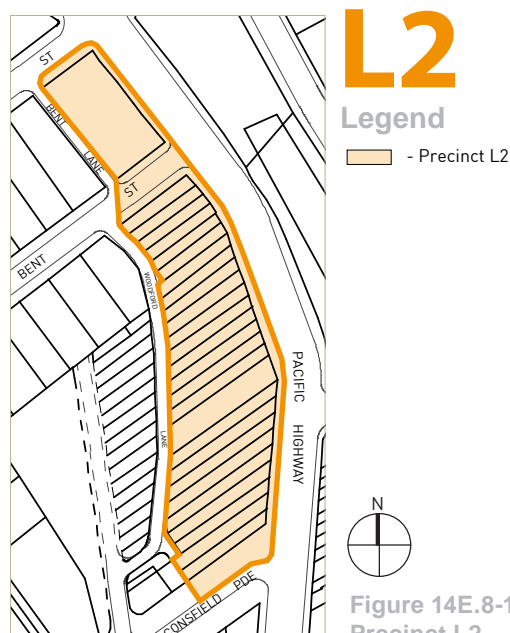
## Objectives

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

## 14E.8 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA

### Controls

#### Planned Future Character



- 1 This precinct forms the strip retail shopping precinct on western side of Lindfield local centre. The location of Precinct L2 is illustrated in *Figure 14E.8-1*. This area incorporates small shops and businesses fronting the Pacific Highway which are serviced via Woodford and Bent lanes to the rear of the properties. The highway shops are anchored by a supermarket at Balfour Street and the train station.

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

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

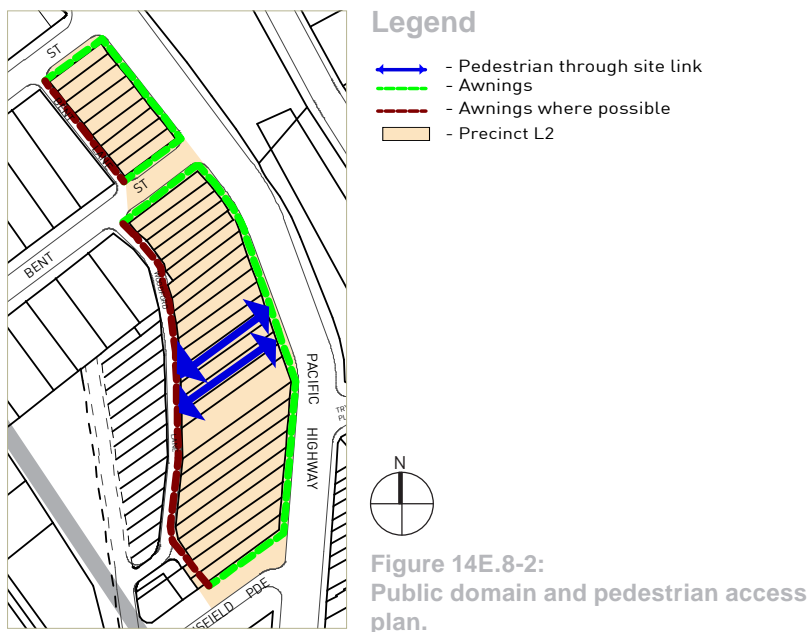
## 14E.8 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Objectives

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

### Controls

#### *Public Domain and Pedestrian Access*



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



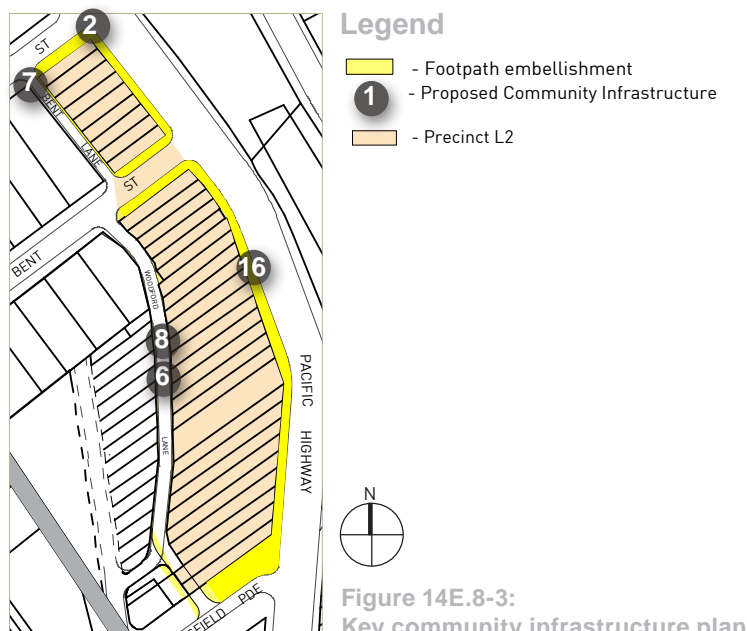
## Objectives

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

## 14E.8 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Controls

#### Proposed Community Infrastructure



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

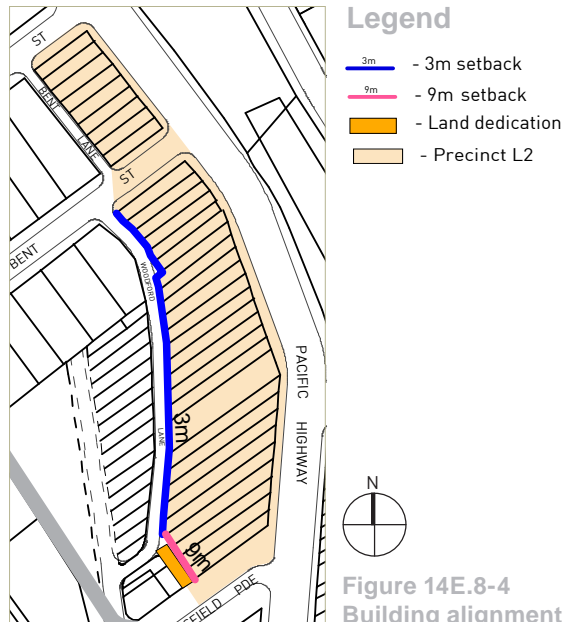
## 14E.8 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Objectives

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

### Controls

#### Setbacks



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

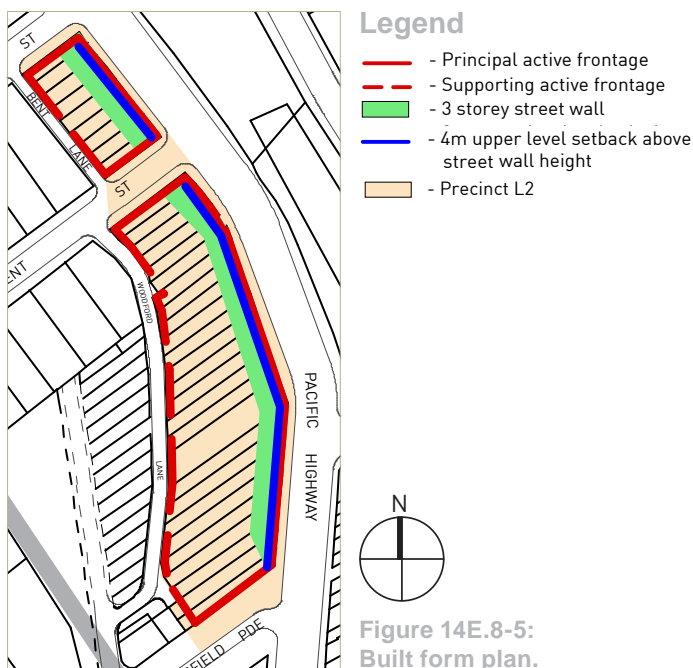
## Objectives

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

## 14E.8 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Controls

#### **Built Form**



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

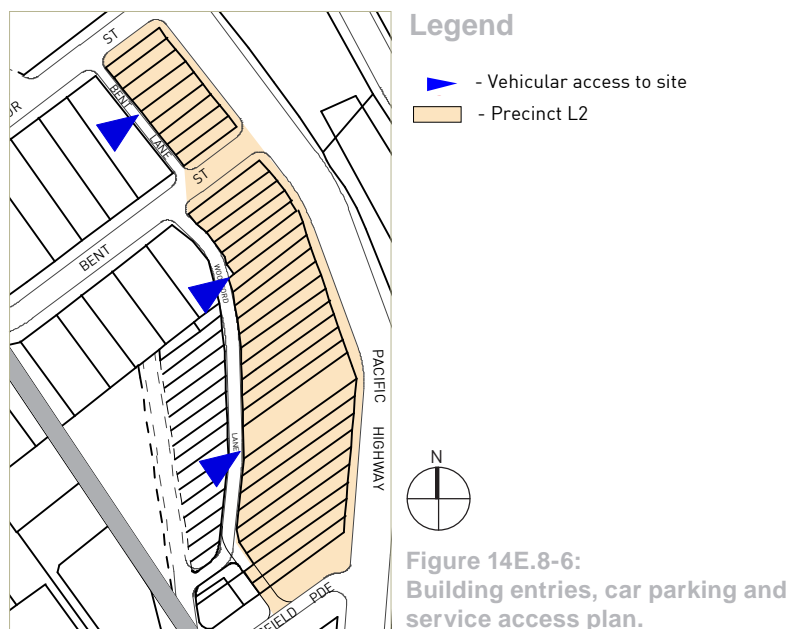
## 14E.8 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

### Objectives

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

### Controls

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



- 11 Vehicle and service access is to be via Woodford Lane and Bent Lane. No access is to be provided from the Pacific Highway.

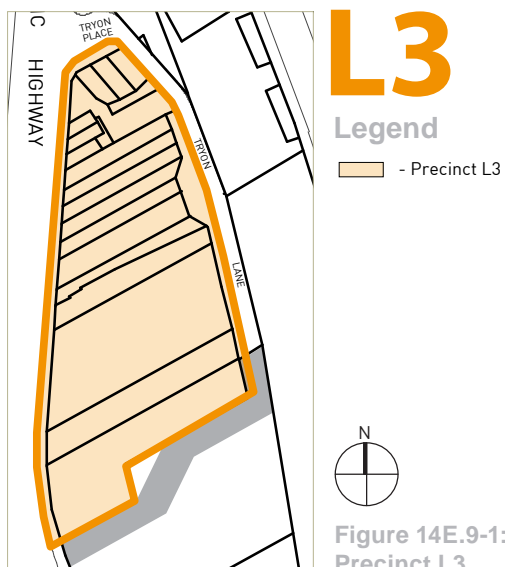
## Objectives

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

## 14E.9 PRECINCT L3: TRYON PLACE MIXED USE AREA

### Controls

#### Planned Future Character



- 1 This precinct is located between the Pacific Highway and the railway corridor directly adjoining the entry forecourt of the Lindfield train station at Tryon Place. The location of Precinct L3 is illustrated in *Figure 14E.9-1*. Currently the precinct is somewhat isolated from other parts of the centre by the highway and rail line.

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

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



14E.9 PRECINCT L3:  
TRYON PLACE MIXED USE AREA  
(continued)

Objectives

Refer to

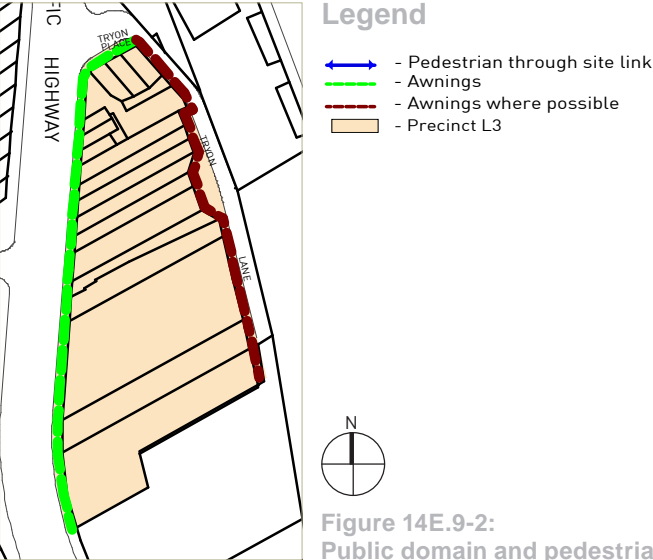
Objectives and Controls

PART 14E.2

Public Domain and  
Pedestrian Access

Controls

Public Domain and Pedestrian Access



- 2
- Provide continuous awnings to Pacific Highway and Tryon Place.
- 3
- Provide awnings to Tryon Lane where possible.

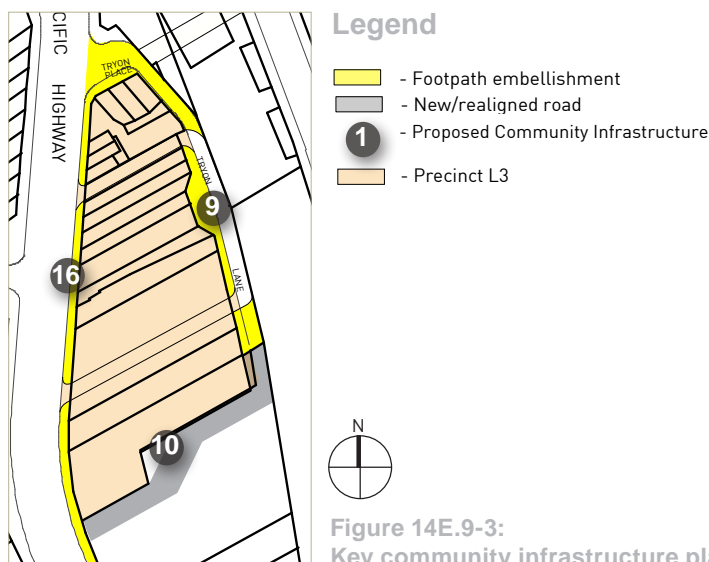
## Objectives

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

## 14E.9 PRECINCT L3: TRYON PLACE MIXED USE AREA (continued)

### Controls

#### Proposed Community Infrastructure



- 4 The following development as indicated in *Figure 14E.9-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
- 9 Tryon Lane is retained and improved with new footpaths and car parking.
  - 10 Construction of new two way lane between Pacific Highway and Tryon Lane (land dedicated to Council as part of site redevelopment) with footpaths.
  - 16 Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

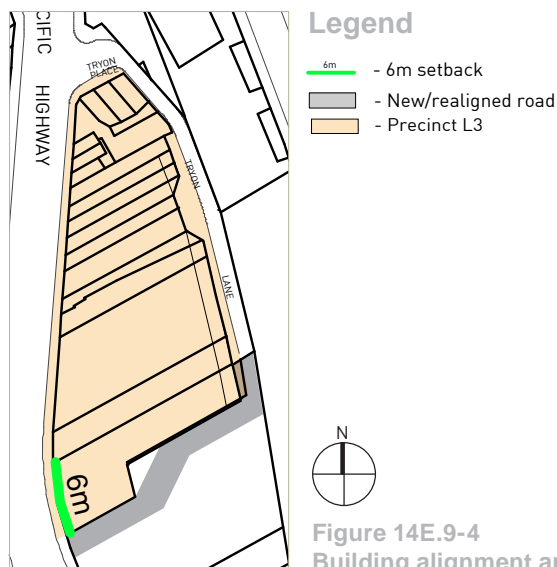
## 14E.9 PRECINCT L3: TRYON PLACE MIXED USE AREA (continued)

### Objectives

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

### Controls

#### Setbacks



- 5 All buildings within this precinct are required to be built to the street alignment and with a zero setback to property boundaries with the following exceptions:
- i) 6 metre setback to 283 Pacific Highway.

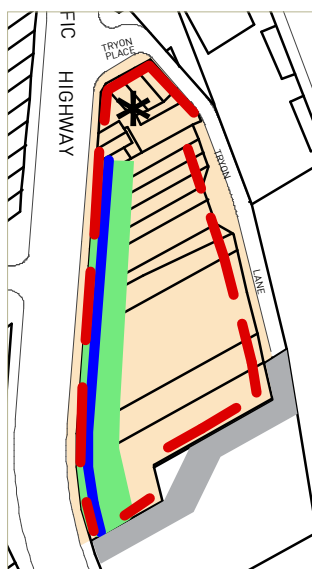
## Objectives

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

## 14E.9 PRECINCT L3: TRYON PLACE MIXED USE AREA (continued)

### Controls

#### Built Form



#### Legend

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 4m upper level setback above street wall height
- Landmark building
- New/realigned road
- Precinct L3



Figure 14E.9-6:  
Built form plan.

- 6 Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Pacific Highway.
- 7 All levels above the street wall height are to have a 4 metre setback (not including frontage to Tryon Place).
- 8 Provide active street frontages to the Pacific Highway and Tryon Place.
- 9 Provide active street frontage to new lane and Tryon Lane where possible.
- 10 Provide a distinctive corner treatment on the intersection of the Pacific Highway and Tryon Place.

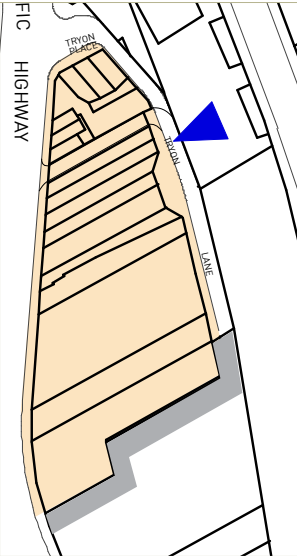
14E.9 PRECINCT L3:  
TRYON PLACE MIXED USE AREA  
(continued)

Objectives

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

Controls

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



**Legend**

- Vehicular access to site
- Precinct L3



Figure 14E.9-7:  
Building entries, car parking and service  
access plan.

- Vehicle and service access is to be via Tryon Lane and the new lane. Direct access from the Pacific Highway is not permissible.

## Objectives

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

- 1 To ensure development is consistent with the Lindfield Village Green Masterplan.
- 2 To provide a large flexible public open space for the community.
- 3 To service the public parking demands of the area.
- 4 To provide enhanced vehicular and pedestrian connectivity between the railway station, Pacific Highway and the Lindfield Village Green site.
- 5 To provide for public open space in the local centre.
- 6 To facilitate community interaction.
- 7 To facilitate the provision of commuter car parking spaces located in basement levels.

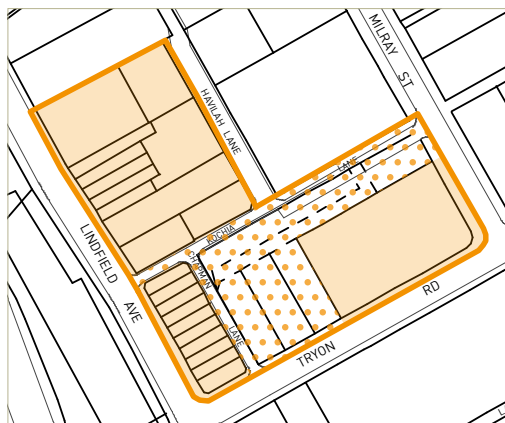


Figure 14E.10-2  
Lindfield Village Green

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA

### Controls

### Planned Future Character



# L4

### Legend

- Precinct L4
- Masterplan Site



Figure 14E.10-1  
Precinct L4

- 1 This precinct is the retail core for the eastern side of Lindfield local centre. The area contains a Council car park on Tryon Road and a distinctive heritage building fronting Lindfield Avenue. Lindfield Avenue forms the "main street" shopping precinct for the eastern side of Lindfield.

Development is to support and enhance the planned future character for the precinct including the following:

- i) In the future the precinct will provide an improved retail centre with a supermarket, speciality retail, offices and shop top housing.
- ii) This area will have a strong community focus with a new public park.
- iii) Public car parking will be provided in a basement under the Village Green.
- iv) The heritage listed shops at 1-21 Lindfield Avenue will be protected as an example of an Inter War Mediterranean style commercial building. Sensitive redevelopment at the rear of the existing heritage building will replace the existing Chapman Lane garages and alterations with new retail uses that contribute to the success and vibrancy of the Village Green; for example, cafes and restaurants that address and open onto Chapman Lane.

Refer to Figure 14E.10-2

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Objectives

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

- 8 To provide high quality streetscapes with a leafy outlook supporting the Ku-ring-gai landscape character.
- 9 To provide a pleasant pedestrian experience to, around and through the site.
- 10 To maximise pedestrian connectivity and circulation (vertical and horizontal) around and through the site.
- 11 To improve and enhance pedestrian connection from Lindfield railway station to the site.
- 12 To provide quality space for gatherings and events.

### Controls

#### Public Domain and Pedestrian Access



#### Legend

- Pedestrian through site link
- Awnings
- Awnings where possible
- Colonnade or awning
- Precinct L4
- Masterplan Site



Figure 14E.10-3  
Public domain and pedestrian access

- 2 Public domain works and pedestrian access is to be in accordance with Figure 14E.10-3, including the following:
  - i) provide continuous awnings to Lindfield Avenue and Kochia Lane;
  - ii) provide awnings to Havilah Lane where possible;
  - iii) provide a new pedestrian walkway between Lindfield Avenue and Havilah Lane;
  - iv) provide new footpaths to Kochia Lane, Chapman Lane and Havilah Lane;
  - v) provide solar access to the Village Green;

Refer to Figure 14E.10-4

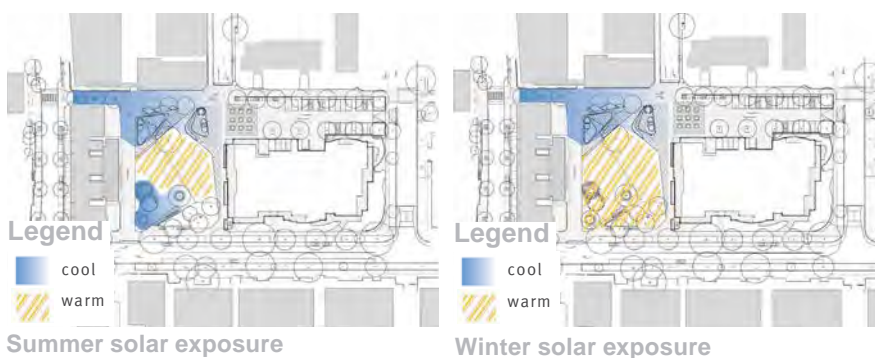


Figure 14E.10-4  
Solar access



## Objectives

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Controls

- vi) improved pedestrian access is to be provided, including the following:
- Lindfield Station to Kochia Lane via a new pedestrian crossing;
  - Lindfield Ave to Kochia Lane;
  - Lindfield Ave to Tryon Road;
  - Lindfield Station to Havilah Lane.

Refer to *Figure 14E.10-5*

Figure 14E.10-5  
Pedestrian desire lines



North plaza

Figure 14E.10-6  
Village Green features



- vii) provide the following features within the Village Green:
- gazebos and pavillions on northern edge of park;
  - plaza area within the northern portion of the park;
  - open grass areas on southern portion of park to capture maximum solar exposure;
  - landscaping features including a water feature, pavillions, water sensitive urban design (WSUD) gardens.

Refer to *Figure 14E.10-6*.



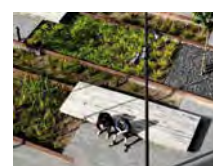
Gazebo



Water feature



Pavillions



WSUD gardens

# 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

## Objectives

## Controls

- viii) provide street planting on the plaza, street and Village Green;  
Refer to *Figure 14E.10-7*.

Figure 14E.10-7  
Tree planting



- ix) provide spaces that allow the Village Green to be used for small events, markets, festivals, night screen/stage and markets.  
Refer to *Figure 14E.10-8*.

Figure 14E.10-8  
Village Green uses



Park use - small event



Park use - festival



Park use - market day

## Objectives

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

13 To adequately service the community infrastructure requirements of the local community.

14 To enhance and improve road and road related infrastructure.

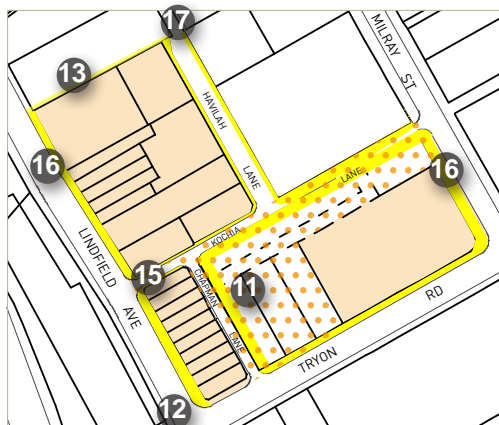
15 To showcase leadership in design excellence and Ecologically Sensitive Development (ESD) provisions.

16 To promote urban 'green living'.

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Controls

#### Proposed Community Infrastructure



#### Legend

- Footpath embellishment
- 1 - Proposed Community Infrastructure
- Precinct L4
- Masterplan Site



Figure 14E.10-9  
Community Infrastructure

- 3 Key Community Infrastructure provision is to be in accordance with Figure 14E.10-9, the *Ku-ring-gai Contributions Plan 2010*. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism, and include the following:
  - 11 Creation of new Village Green on Council car park precinct incorporating public basement car parking and commuter carpark spaces (to be funded by Transport for NSW).
  - 12 Installation of new traffic signals at the intersection of Tryon Road and Lindfield Avenue (and removal of existing pedestrian activated traffic signals on Lindfield Avenue).
  - 13 A new pedestrian lane way from Lindfield Ave to Havilah Road.
  - 15 Modifications to pedestrianise Kochia Lane (part).
  - 16 Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.
  - 17 Upgrade and widening of Havilah Lane including new footpaths (additional land dedicated to Council as part of redevelopment of adjoining sites).

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

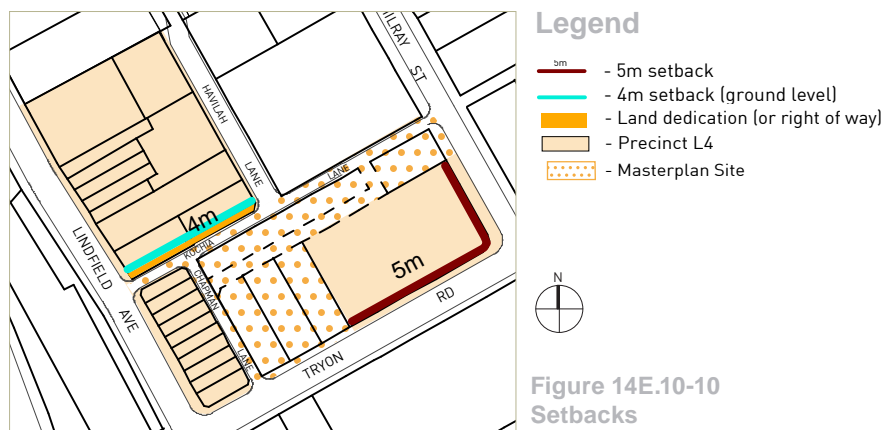
### Objectives

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

- 17 To ensure that the landscape character of Lindfield is retained.
- 18 To maintain and enhance a leafy outlook along all streetscapes.
- 19 To provide for a pleasant pedestrian experience within the local centre.

### Controls

#### Setbacks



- 4 Building setbacks are to be in accordance with *Figure 14E.10-10*. All buildings are to be built to the street alignment and with a zero setback to property boundaries with the following exceptions:
- i) 4.0 metre setback, at ground level, to Kochia Lane along the southern boundaries of 2 Kochia Lane and 23-25 Lindfield Avenue. Land is to be dedicated to Council at no cost, or a right of way is to be established over the land for Council's benefit.
  - ii) 5.0 metre landscape setback to Tryon Road and Milray Street applying to the property Nos.12-18 Tryon Road.

## Objectives

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

- 20 To ensure active street frontages and outdoor dining.
- 21 To minimise overshadowing of parks and open space.
- 22 To encourage design excellence and Ecologically Sustainable Development (ESD) provisions in all new developments.
- 23 To promote well-articulated and modulated building facades.
- 24 To encourage the use of varied materials to enhance the visual quality of buildings.

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Controls

#### Built Form



#### Legend

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 4m upper level setback above street wall height
- Heritage affected site
- Precinct L4
- Masterplan Site

**Figure 14E.10-11  
Built Form**

- 5 A consistent 3 storey (11.5 metres) street wall is to be built parallel to the street alignment of Lindfield Avenue. Refer to *Figure 14E.10-11*.
- 6 All levels above the street wall height are to have a 4.0 metre setback. Refer to *Figure 14E.10-11*.
- 7 Provide active street frontages to Kochia Lane, Chapman Lane, Lindfield Avenue and the proposed Village Green. Refer to *Figure 14E.10-11*.
- 8 Provide supporting active street frontages to Havilah Lane, Tryon Road and Milray Street wherever possible. Refer to *Figure 14E.10-1*



## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

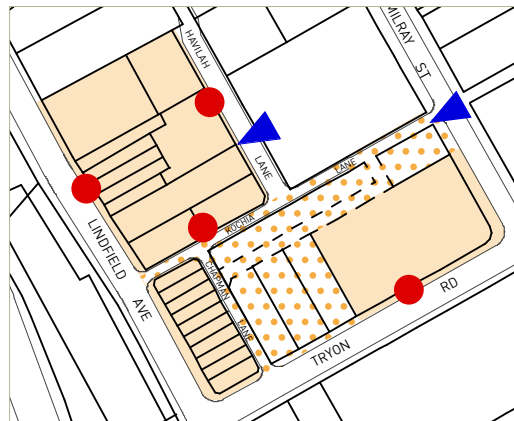
### Objectives

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

- 25 To allow ease of access and circulation for the mobility impaired.
- 26 To minimise vehicular entry points to the site.
- 27 To retain a cohesive streetscape character.
- 28 To minimise conflicts between vehicular, pedestrian and service entry points.

### Controls

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



#### Legend

- Vehicular access to site
- Pedestrian access to site
- Precinct L4
- Masterplan Site



Figure 14E.10-12  
Building entries, car parking  
and service access

- 9 Building entries, car parking and service access is to be in accordance with Figure 14E.10-12 including the following:
  - i) vehicle and service access is to be via Havilah Lane, Milray Street or Chapman Lane. Direct vehicle access from Tryon Road or Lindfield Avenue is not permissible;
  - ii) residential and commercial lobbies and foyers are to be located off Lindfield Avenue, Kochia Lane, Tryon Road or Havilah Lane;
  - iii) Kochia Lane is to be closed to traffic and the signalised intersection moved to Tryon Road;
  - iv) provide a shared pedestrian cycleway on Kochia Lane;
  - v) Chapman Lane is to be a one way street towards Havilah Lane;
  - vi) provide entry and exit points off Milray Street and create a one way through link from Havilah Lane to Milray Street;

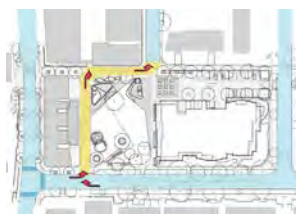
Refer to Figure 14E.10-13.



Kochia Lane closed and  
lights on Tryon Road



Kochia Lane pedestrian  
cycleway



Chapman Lane



Milray Street entry and  
exit

Figure 14E.10-13  
Vehicular movement

## Objectives

- 29 To accommodate car parking within basement levels to minimise adverse impacts on the surrounding streetscapes.
- 30 To provide clearly marked building entry points.
- 31 To provide parking for a range of vehicle types within car park structures.

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Controls

- vii) provide electrical charging points and bicycle parking spaces within car parking structures.

Refer to Figure 14E.10-14.

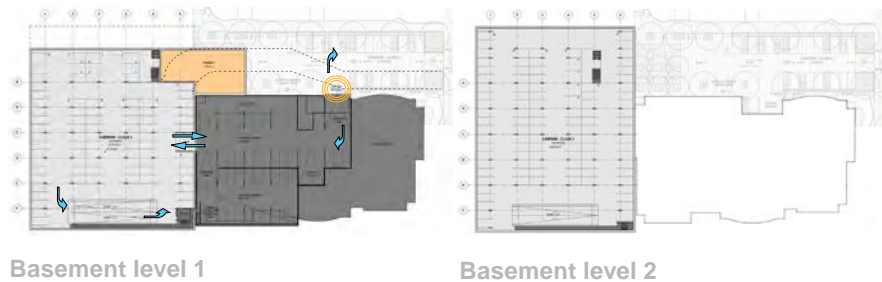


Figure 14E.10-14  
Basement plans

- viii) on-grade parking is to be provided off Milray Street;

Refer to Figure 14E.10-15.

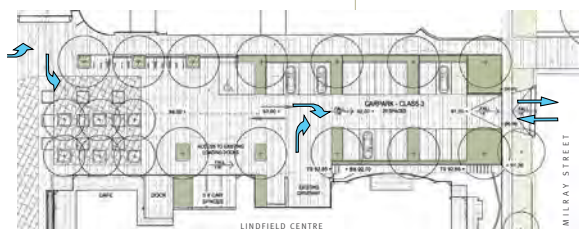
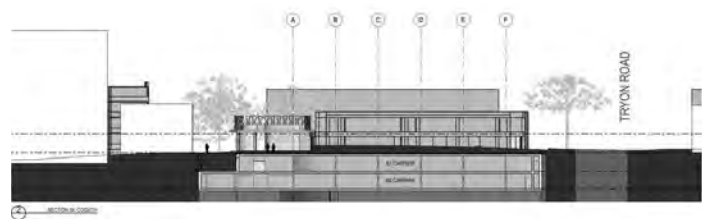


Figure 14E.10-15  
Parking and access





## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Objectives

- 32 To retain and conserve forms, significant elevations, details and finishes of residential and commercial buildings at 1-21 Lindfield Ave.
- 33 Provide a clear understanding of the heritage values and streetscape character of the site.
- 34 To retain and conserve original shopfronts.
- 35 To ensure that services do not detract from the traditional architectural elements and the amenity and visual presentation of the streetscape such as views to and from Kochia Lane and Tryon Road.
- 36 To ensure that rear alterations and additions are of sympathetic design and construction and do not obscure significant aspects of the site.
- 37 To enable sympathetic contemporary design and use of contemporary materials in appropriate circumstances.

### Controls

#### Heritage



#### Legend

- Heritage affected site
- Precinct L4
- Masterplan Site



Figure 14E.10-16  
Heritage

- 10 Development at the rear of 1-21 Lindfield Avenue, Lindfield should enable the upper portion of each building to be observed from ground level. Rear additions should reflect the façade symmetry of the existing heritage item and ultimately the additions are to present a continuous whole.
- i) Rear addition should not be openly visible from Lindfield Train Station or St Alban's Anglican Church.
  - ii) Minimise the extent of change to significant fabric.
  - iii) Existing face brickwork and stone walls are not to be coated, rendered or painted.
  - iv) Rendered keystones and other rendered architectural details should be painted the same colour as 1-3 Lindfield Avenue for continuity.
  - v) Retain and conserve the front main portion of buildings, maintaining the current façade alignment and proportions. The existing roofscape should remain defined and unobstructed when viewed from Lindfield Avenue, Pacific Highway and Lindfield Station.
  - vi) Any major works should allow for conservation to original building fabric including any intact internal spaces, shop fronts and facades.
  - vii) New materials are to complement the proportion, colour and finishes of existing materials on the "Ramsay Building" and be identifiable as new on close inspection without detracting from the character and heritage significance of the building.
  - viii) A Heritage Impact Statement should be prepared by a suitably qualified heritage professional to accompany any future Development Applications assessing the impact of any major proposed development.

## Objectives

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

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Controls

- 11 Site specific development controls for end bays, 1-3 Lindfield Avenue & 17-21 Lindfield Avenue
  - i) The two end bays were designed to be viewed from three elevations, it is essential views to these elevations are maintained.
  - ii) Maintain the monumental form of end bays, and ensure views to the upper two stories of the buildings from and to Tryon Road and Kochia Lane remain uninterrupted.
  - iii) A setback to align with interior line of rendered wall strip should be introduced to both end bays from Tryon Road and Kochia Lane respectively (Figure 14E.10-19).
  - iv) Retain significant fabric and building elements
  - v) Consider reinstating elements such as spiral barley-twist columns in-between raking arches on second level of 1-3 Lindfield Avenue façade.
  - vi) The brick retaining wall on Chapman Lane may be removed or altered to accommodate a secondary entrance.
  - vii) Additions should not exceed 4m including the top of parapet or balustrade. (Figure 14E.10-19)
  - viii) An additional mezzanine or second level may be constructed to the rear of 17-21 Lindfield Avenue. The additional level must be transparent glass, including the roof so the upper portion of the façade can still be seen. The height of this transparent addition must be below the rendered horizontal band of the existing upper storey at the maximum. (Figure 14E.10-19)
- 12 Site specific development controls for central retail section, 5-15 Lindfield Avenue, Lindfield:
  - i) Non-original rear additions to 5-15 Lindfield Avenue, Lindfield may be removed and replaced with contemporary additions that are sympathetic in form, detailing and proportion. New additions should be easily identifiable as new work.
  - ii) Rear additions should be limited to one level and should not exceed 4m including top of a parapet or balustrade. (Figure 14E.10-19).
  - iii) The rooftop terrace may remain or be introduced above new rear additions. A limited number of removable structures will allow for the rear elevation to be appreciated in an unobstructed way.
  - iv) Removal of non-original fabric including paintwork should be considered.
  - v) Existing breezeways between the central retail section and end bays must not be obscured or obstructed, breezeways between in between central retail section may be infilled at ground level. (See Figure 14E.10-19).
  - vi) Air conditioning units and services should be removed to a more discrete location.

## 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

### Objectives

### Controls

- 13 To encourage restoration and redevelopment to the rear of Nos. 1-21 Lindfield Avenue and to protect the Heritage Item, the retail parking requirements may be reduced by up to 100%. The applicant will be required to provide a report assessing the potential impacts on public parking around the centre in order for a parking reduction to be considered. The report is to be consistent with the Council's Town Centre Parking Management Plan.



EXISTING

Figure 14E.10-17  
Current rear of 1-21 Lindfield Ave



Figure 14E.10-18  
The distinct components of the "Ramsay Building". (Original Image Source: LPI, 2016)

14E.10 PRECINCT L4:  
TRYON ROAD AND LINDFIELD AVENUE  
RETAIL AREA (continued)

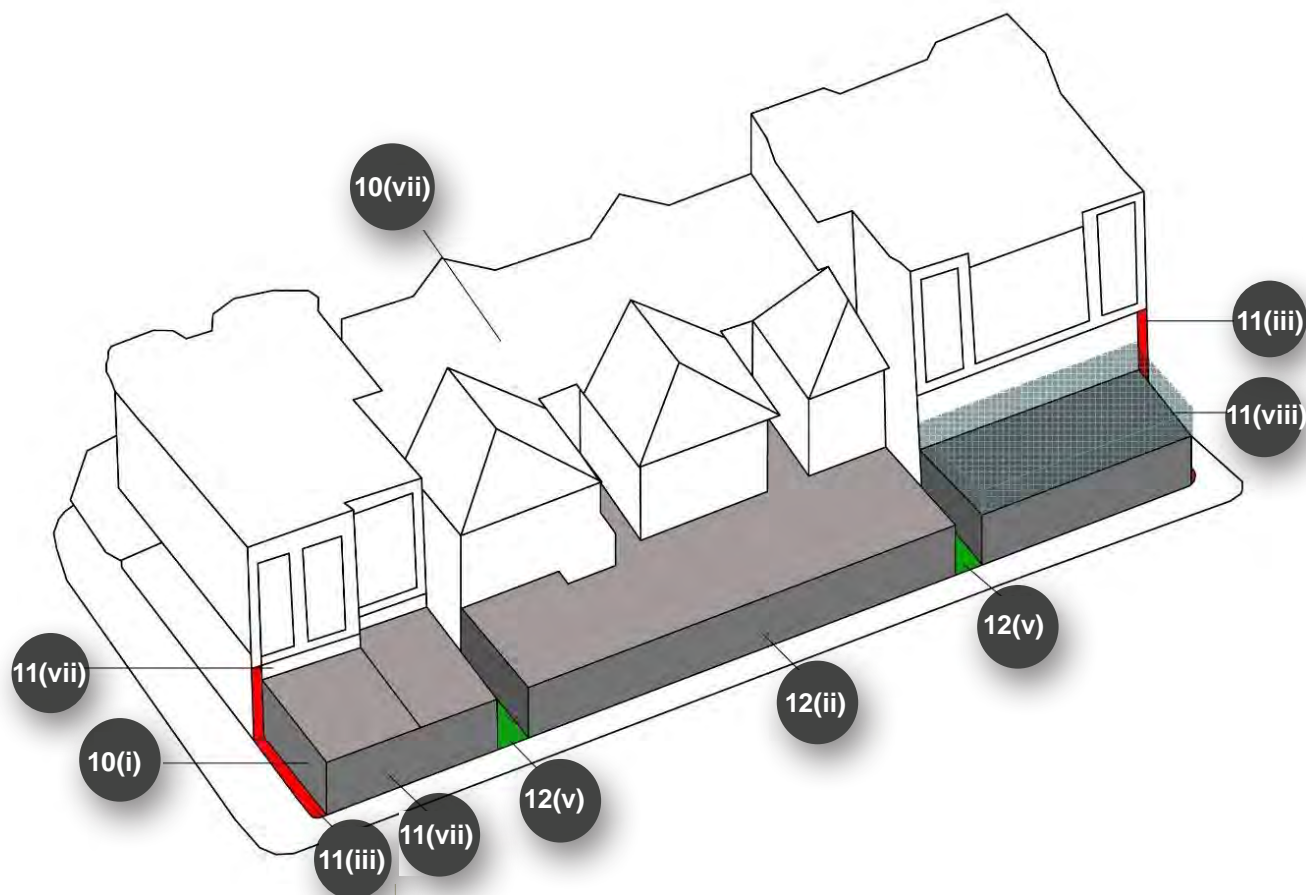


Figure 14E.10-19  
3D image of the heritage item showing the extent of potential future development.



## 14E.11 PRECINCT L5: LINDFIELD HUB

### Objectives

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

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

### Controls

#### Planned Future Character



Figure 14E.11-1  
Lindfield hub structure.

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

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

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

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

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

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

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

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

Refer to *Figure 14E.11-1*.

### Access and Movement

- 2 Pedestrian access is to include the following:
  - i) a pedestrian through site link from Pacific Highway to Drovers Way along the new retail/commercial/community building frontages and through the civic plaza;
  - ii) a pedestrian walkway from Beaconsfield Parade to Bent Street, with direct access to the new retail/commercial/community facilities;
  - iii) a pedestrian link from Woodford Lane to Beaconsfield Parade;
  - iv) pedestrian access off Woodford Lane to the large civic plaza in the centre of the site.
  - v) pedestrian access from all surrounding streets;
  - vi) pedestrian access to residential lobbies/foyers from Woodford Lane-
  - vii) direct pedestrian access to the community building from Bent Street.

Refer to *Figures 14E.11-1 and 14E. 11-2*.

- 3 Vehicular access is to include the following:
  - i) all basement parking is to be accessed from Drovers Way (new road);
  - ii) residential parking is to be accessed from Drovers Way;
  - iii) service access to all buildings is to be from Drovers Way;
  - iv) pick up drop off areas are to be provided on Drovers Way and Woodford Lane.
  - v) Access to the Scout Hall Site from Woodford lane is to be maintained.

Refer to *Figures 14E.11.1 and 14E. 11-2*

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

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

### Controls



Figure 14E.11-2  
Access Plan

#### Key

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



## Objectives

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

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

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

#### **Public Domain**

- 4 Public domain areas are to be in accordance with following:
  - i) existing and upgraded streets are to provide pedestrian and cycle access, generous footpaths, on-street parking, public seating and tree canopy;
  - ii) a minimum of 15 (1000L) large canopy trees within the new public park;
  - iii) deep soil planting is to be provided in accordance with Design Criteria and Design Guidance in Part 3E of the Apartment Design Guide;
  - iv) Sufficient soil depth and volume is to be provided to support large canopy trees in the main park area, plaza and along any new or existing public streets. Soil depths should generally be 1.2m with soil volume of 150m<sup>3</sup> per tree. Where planted on deck, for instance above the retail level or parking, the soil depth to be maintained can be reduced to a minimum 1.0m and the minimum soil volume to 80m<sup>3</sup> per tree
  - v) Provide a community park on Bent Street with a minimum area of 3000m<sup>2</sup>, including the following:
    - strong connections to the new community hub;
    - main park to be located at or as near as possible to the level of Woodford Lane to ensure direct and accessible pedestrian access from the laneway for the full length of its frontage;
    - areas for highly programmed community activities, including, but not limited to carols, outdoor movies, yoga and passive recreational opportunities and native play;
    - an open turf area
    - a main pedestrian movement spine
    - The northern perimeter of the park is to have:
      - an informal tree grove;
      - endemic tree species for canopy trees;
      - mass planted under storey consisting of native and exotic species appropriate for the site conditions;
      - clear sight lines through all landscaped areas; and
      - soil depth (as defined under iv) where appropriate to accommodate large canopy trees so as to avoid tree pits protruding above the finished park or plaza level.
    - a play space with:
      - an adjacent cafe outdoor seating area;
      - play areas to cater for toddlers and young children (0-7);
      - a water and native play theme;

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

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

### Controls



Figure 14E.11-3  
Public Domain Plan

i) civic plaza with an approximate area of 900m<sup>2</sup>, including the following:

- a high quality public space with a northern aspect and views over the park landscape;
- circulation paths in high quality unit pavers;
- external seating zones for informal gatherings;
- grove tree planting and seating to street edge;
- access to centralised lift and escalators to retail below;
- a lift entry to library, childcare, community hub and retail below;
- improved connections to Pacific Highway and train station;
- mass planting under trees.

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

Refer to Figure 14E.12-3

5 Solar access is to include the following:

- i) Open spaces are to receive morning sun with minimal overshadowing from the new development;
- ii) The main public park is to receive direct sunlight to a minimum of 50% of its area for each hour between 9am and 3pm on June 21;

## Objectives

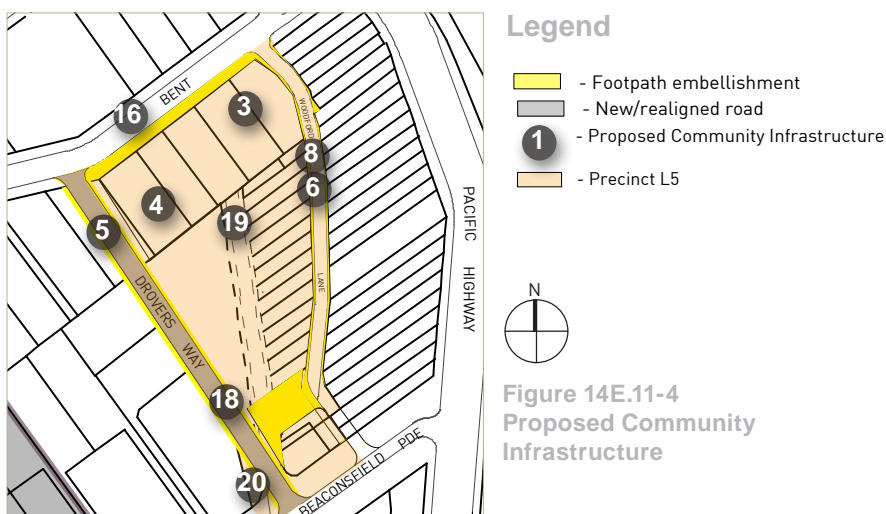
**Refer to  
PART 14E.3  
Proposed Community  
Infrastructure**

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

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

- iii) the community facility, library and childcare are to have the opportunity to be naturally lit on;
- iv) the large open space and area of landscaping fronting Bent Street is to receive afternoon sun with no impact of overshadowing from existing or proposed development;
- v) the northern end of Drovers Way is to receive afternoon sun and provide opportunities for natural lighting into adjacent buildings.



**Proposed Community Infrastructure**

- 6 Key Community Infrastructure provision is to be in accordance with Figure 14E.11-4 the Ku-ring-gai Contributions Plan 2010. It is to be delivered through a Voluntary Planning Agreement (VPA), or other delivery mechanism, and include the following:
  - 3 A community park on Bent Street of minimum 3,000m<sup>2</sup> in size. It is to include a large open space with deep soil planting on the north eastern corner of the site fronting Bent Street and Woodford Lane, amphitheatre seating, play space, flexible open space. Refer to 14E.11(4iv).
  - 4 A new multi-purpose community building including a library, child care centre, and community facility.
  - 5 Realignment of Drovers Way to create a new 15.0m wide two-way street providing a link from Bent Street to Beaconsfield Parade and including on-street parking and access to basement parking.
  - 6 A new kiss-and-ride zone and taxi ranks on Woodford Lane.
  - 8 Upgrade and widening of Woodford Lane including new footpaths and parking.
  - 16 Embellishment of the footpath areas and public domain including underground power lines, new lighting, high quality paving and furniture and street tree planting.
  - 18 Construction of new commuter car park spaces (subject to funding by Transport for NSW) and a new kiss and ride area, public parking, and additional parking associated with newly proposed

## Objectives

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

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

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

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

### Legend

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

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

land uses.

- 19 A civic plaza area with public seating and outdoor dining opportunities. Refer to 14E.11 (4v).
- 20 A new pocket park



Figure 14E.11-5  
Setbacks Diagram

### Setbacks

- 7 Building setbacks are to be built to the street alignment with a zero setback to property boundaries with the following exceptions:
  - i) a minimum 3.0m front setback Bent Street;
  - ii) Land is to be dedicated to Council at no costs to allow the widening of Lane
  - iii) The top storey of a building is to be set back a minimum of 3m from the outer face of the floors below on all sides (roof projection is allowed beyond the outer face of the top storey).

Note: Lift cores are to be located internally within the building to facilitate the top storey setback

Refer to Figure 14E.11-5.

### Built Form

- 8 Buildings are to be located and designed in accordance with the following:
  - i) retail, commercial and community buildings are to provide frontages that allow passive surveillance to streets, lanes and public spaces;
  - ii) active frontages are to be provided to all external areas adjacent to community and retail and commercial buildings;



## Objectives

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

- 40 To ensure buildings are located to minimise overshadowing of parks and open spaces.*
- 41 To encourage design excellence and Ecologically Sustainable Development (ESD) provisions in all new developments.*
- 42 To promote well-articulated and modulated building facades.*
- 43 To encourage the use of a varied materials to enhance the visual quality of buildings.*
- 44 To design and locate new buildings to maximise district views.*
- 45 To ensure design and choice of building materials incorporate appropriate noise attenuation measures in all new developments.*
- 46 To ensure that any affordable housing provided on site has equal or greater amenity than market housing*
- 47 To accommodate car parking within basement levels of new buildings, to ensure minimal adverse impact to surrounding streetscapes.*

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

- iii) all buildings fronting the civic plaza and public open space are to incorporate active frontages;
- iv) provision of continuous shade structures (awnings or colonnades) to all buildings fronting the new park at the corner of Bent and Woodford Lane;
- v) the community building is to be located at the corner of Bent Street and Drovers Way and is to provide an active frontage and direct pedestrian connection to both Bent Street and the park;
- vi) provide an active pedestrian street at Bent Street with direct access to the community hub, community park, civic plaza and into the main vertical circulation;
- vii) Bent Street is to have a visual connection to the open space, community facility, library and civic plaza;
- viii) where supermarket frontage is visible to the street it is to be activated by features such as visible product shelves, office functions positioned along the street edge, and by sleeving with other street-facing tenancies
- ix) considerations for modulation and articulation of buildings;
- x) adequate soil depth to be provided to enable planting of large canopy trees within public open space so as to avoid tree pits protruding above the finished park of plaza levels.
- xi) no building is to be greater the 9 storeys in height adjoining any street frontage.

Note: The 1st storey is measured from 1m above the existing ground level.

### **Affordable Housing**

- 9 All affordable housing units provided on the site under clause 6.13(3) of Ku-ring-gai Local Environmental Plan 2015 are to include a range of dwelling sizes and be designed and located so as to achieve an amenity that is equal to or greater than other units on the site.

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

#### Refer to PART 14E.6

Building Entries, car Parking and Service Access

48 To allow provisions for electrical charging points and bicycle parking spaces within car park structures in new developments.

49 To ensure the community facility has street presence and opens to the public domain.

50 To provide high quality streetscapes that encourage active transport.

### Controls

#### Roads

- 10 All roads and associated footpath embellishment is to be in accordance with the following:
- Woodford Lane is to be a one way street and 11.0m wide, including:
    - 4.0 m one way traffic lane running south;
    - 2.4m parking zone;
    - 1.5m wide footpath to eastern edge;
    - 1.8m wide clear footpath area to west, with additional 1.3m for tree planting at 6.0m centres.

Refer to Figure 14E.11-6.

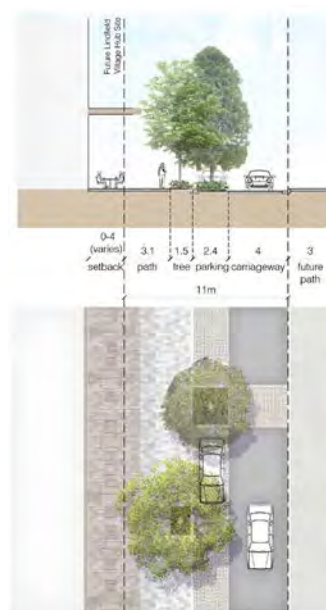


Figure 14E.11-6  
Woodford Lane

## Objectives

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

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

Refer to Figure 14E.11-7.

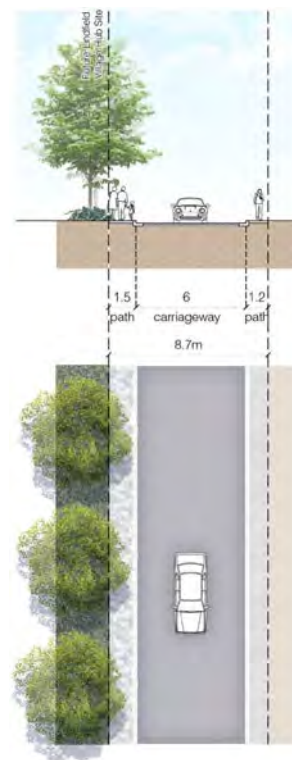


Figure 14E.11-7  
Woodford Lane (South)



## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

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

Refer to Figure 14E.11-8.



Figure 14E.11-8  
Drivers Way

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Controls

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

Refer to Figure 14E.11-9

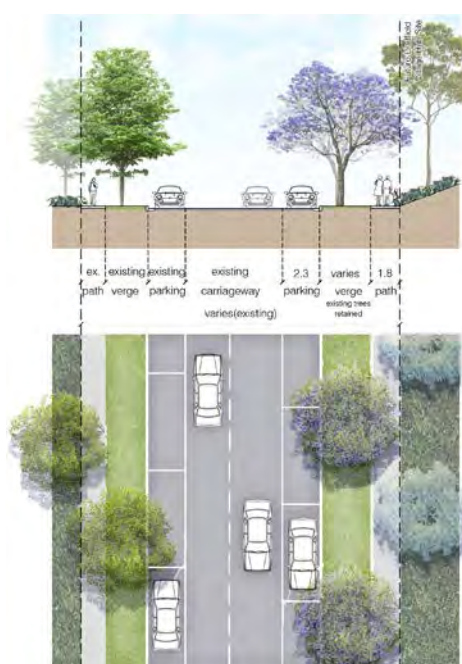


Figure 14E.11-9  
Bent Street

## 14E.11 PRECINCT L5: LINDFIELD HUB (continued)

### Objectives

### Controls

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

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

## Objectives

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

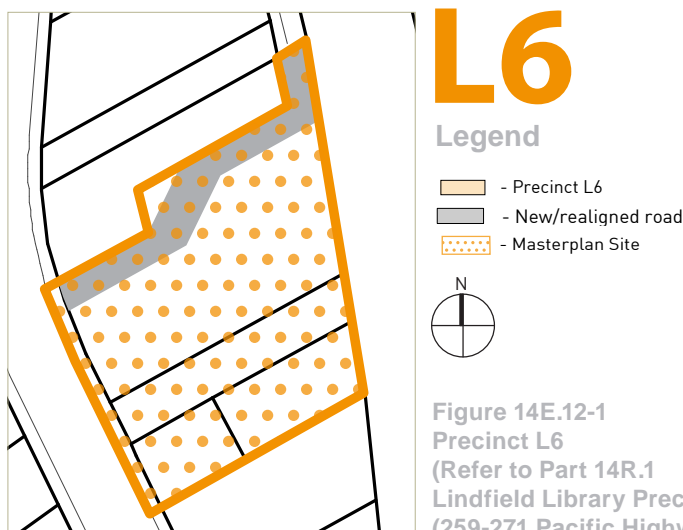
Refer to  
**PART 14R.1**  
Lindfield Library Site  
Masterplan

- 1 To ensure development aligns with the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield).
- 2 To integrate the site within the Lindfield local centre.
- 3 To extend and activate Tryon Place and improve access to the station for 'kiss & ride' trips.
- 4 To increase the permeability of the local centre for pedestrians and cyclists.
- 5 To improve vehicular access and circulation to the site and precinct.
- 6 To encourage a range of building mass and depths to achieve high quality urban amenity.
- 7 To minimise impacts of noise pollution generated by the railway and Pacific Highway.
- 8 To respect and express the cultural heritage of the site.
- 9 To provide housing choice and diversity.

## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Controls

#### Planned Future Character



- 1 The precinct is located between the Pacific Highway and the North Shore rail line at the southern edge of the Lindfield local centre. The precinct sits between the existing retail and commercial development to the north and the established mid-rise residential developments to the south.

Refer to the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1 for a comprehensive collection of illustrations, plans and design principles. Where there is an inconsistency between the controls in this Part 14E.12 and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield), then the latter prevails to the extent of the inconsistency.

Development is to be designed in accordance with *Figure 14E.12-1* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1. It is to support a number of movement, activity and development outcomes, including the following:

- i) a new road connecting Pacific Highway and Tryon Lane will improve access to the station for 'kiss & ride' trips, and increase the permeability of the site for pedestrians and cyclists. The new connection also presents opportunities for the activation of Tryon Lane.
- ii) orientation of residential development towards the new road and towards internal spaces to avoid major noise sources.
- iii) provision of child care facility within the site at the junction of Tryon Lane and the through site link to reflect the community use of the site over recent history.

Refer to *Figure 14E.12-2* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1 for complete illustrations).

## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Objectives

### Controls



**Figure 14E.12-2**  
Lindfield Library Precinct  
(Refer to Part 14R.1  
Lindfield Library Precinct Masterplan  
(259-271 Pacific Highway, Lindfield))



## Objectives

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

Refer to  
**PART 14R.1**  
Lindfield Library Site  
Masterplan

- 10 To maximise pedestrian connectivity and circulation within the local centre.
- 11 To improve and enhance access to the rail station for vehicles, pedestrians and cyclists.
- 12 To provide a pleasant pedestrian experience to around and through the site.

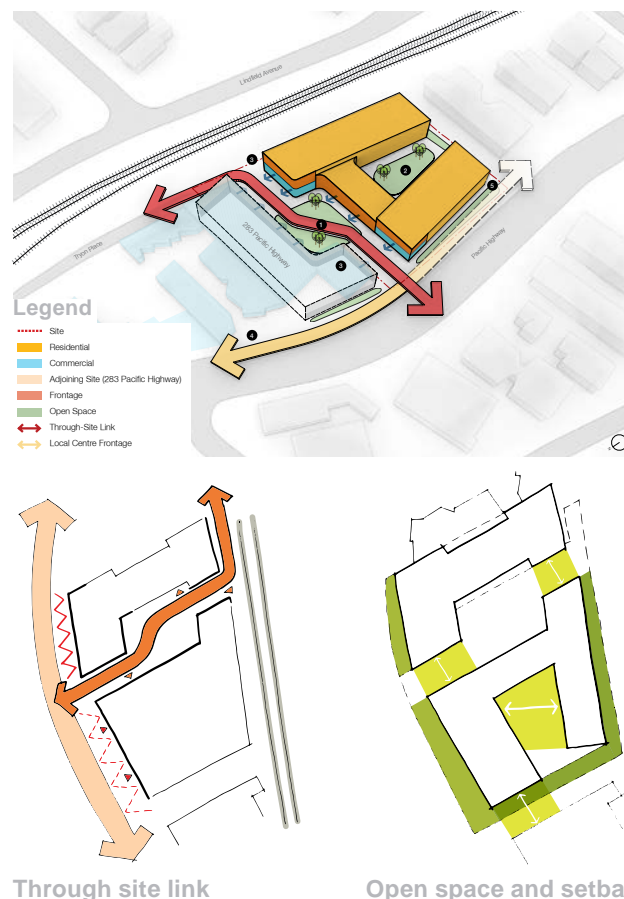
## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Controls

#### **Public Domain and Pedestrian Access**

- 2 Public domain areas and pedestrian access is to be in accordance with the Lindfield Library Precinct Masterplan at Part 14R.1, including the following:
  - i) provide new footpaths along the new road linking Pacific Highway and Tryon Lane. (The new road is to align with the northern boundary and weave through the site.)
  - ii) provide pedestrian access into the buildings from Pacific Highway and from the new road;
  - iii) provide centrally located landscaped public open spaces adjoining the new road.

Refer to *Figure 14E.12-3* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1 for complete illustrations).



**Figure 14E.12-3**  
Public domain and access plans  
(Refer to Part 14R.1  
Lindfield Library Precinct Masterplan  
(259-271 Pacific Highway, Lindfield))



## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Objectives

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

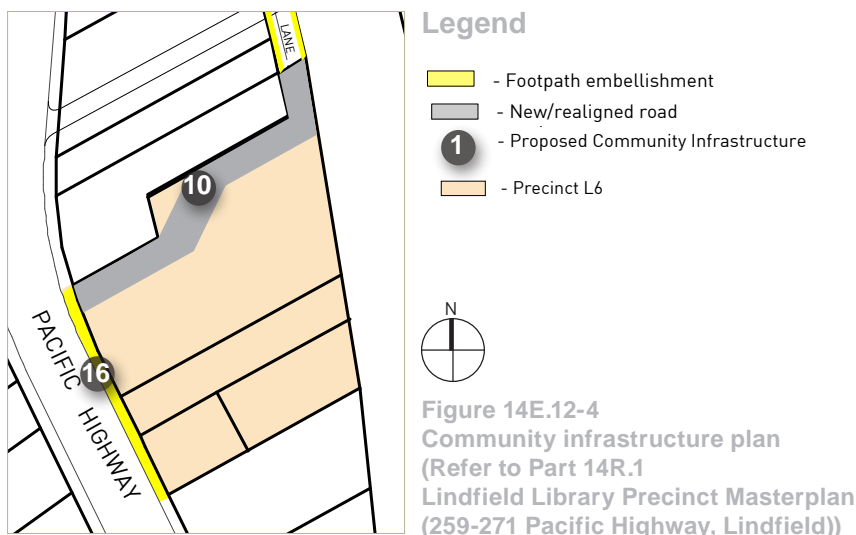
Refer to  
**PART 14R.1**  
Lindfield Library Site  
Masterplan

13 To adequately service the community infrastructure requirements of the local community.

14 To enhance, improve and extend the road and road related infrastructure.

### Controls

#### Proposed Community Infrastructure



3 Key Community Infrastructure provision is to be in accordance with *Figure 14E.12-4*, the *Ku-ring-gai Contributions Plan 2010* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism, and include the following:

- 10 Construction of new 13.0m wide two way lane with footpath between Pacific Highway and Tryon Lane (land dedicated to Council as part of site redevelopment). The road is to be designed as a high quality accessway with broad footpaths on both sides of the carriageway.
- 16 Embellishment of the existing footpath areas and public domain along the Pacific Highway, including underground power lines, new lighting, high quality paving and furniture and street tree planting.

## Objectives

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

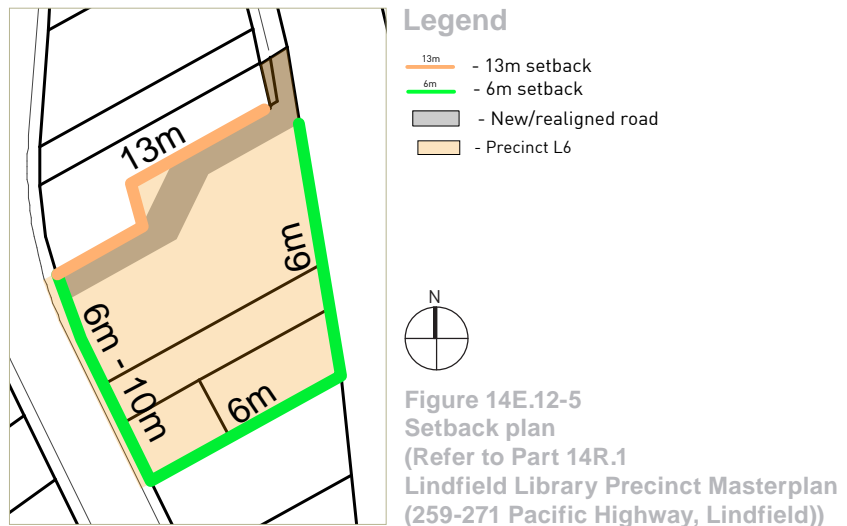
Refer to  
**PART 14R.1**  
Lindfield Library Site  
Masterplan

- 15 To ensure the landscape character of Lindfield is retained.
- 16 To maintain and enhance a leafy outlook along all streetscapes.
- 17 To provide for a pleasant pedestrian experience in the local centre.
- 18 To provide deep soil landscaping areas along the eastern, western and southern boundaries.
- 19 To provide setbacks that respond to the existing residential pattern and commercial character of the local area.

## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Controls

#### Setbacks



- 4 Building setbacks are to be in accordance with *Figure 14E.12-5* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1. All buildings are to be built to the street alignment with a zero setback to property boundaries with the following exceptions:
  - i) a minimum 6.0m setback to Pacific Highway, increasing to a 10.0m setback at the southern boundary in response to the surrounding residential pattern;
  - ii) a minimum of 6.0m setback along the southern and eastern boundary for deep soil landscaping;
  - iii) a minimum 13.0m setback from the northern site boundary to the built form is to be provided to allow for a new public road.

**Note:** The Site Coverage requirements in Part 7A.5, and Deep Soil Landscape requirements in Part 7A.6 do not apply to this site.

## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Objectives

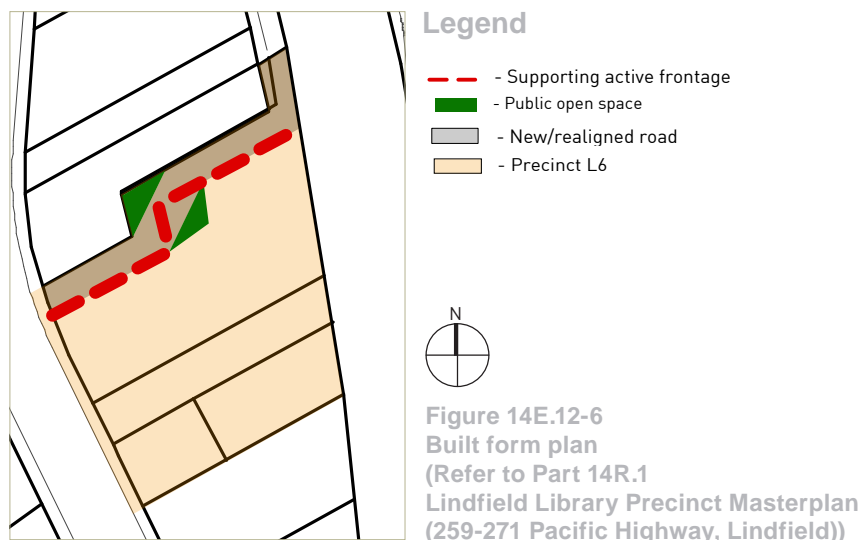
Refer to  
**PART 14E.5**  
Built Form

Refer to  
**PART 14R.1**  
Lindfield Library Site  
Masterplan

- 20 To minimise overshadowing of parks and open space.
- 21 To encourage design excellence and Ecologically Sustainable Development (ESD) provisions in all new developments.
- 22 To promote well-articulated and modulated building facades.
- 23 To encourage the use of varied materials to enhance the visual quality of buildings.
- 24 To design and site new buildings to maximise district views.
- 25 To incorporate appropriate noise attenuation measures in all new developments, through design and through choice of building materials.

### Controls

#### Built Form

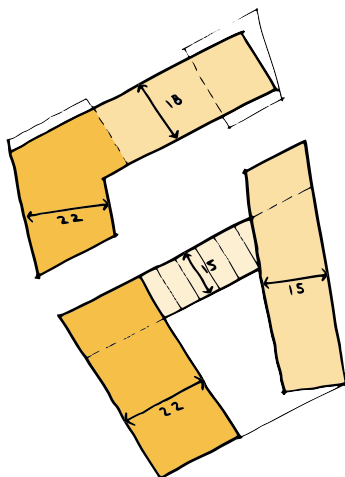


- 5 Building are to be located and designed in accordance with *Figure 14E.12-6* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1, including the following:
  - i) provide supporting active frontages to the new road;
  - ii) private and communal open space is to be split into two key areas:
    - central communal space;
    - deep soil areas, at the boundaries of the site;
  - iii) ground floor commercial is to be located at the northern edge of the site, immediately to the south of the road.
  - iv) integration with the town centre's character at the northern extent of the Pacific Highway frontage;
  - v) maximum 22.0m building depth to Pacific Highway frontage to allow for double-loaded corridors and apartments that orientate to all frontages;
  - vi) 15.0m to 18.0m building depth to rear of site to allow for single aspect apartment layouts, typically oriented to maximise residential amenity.

Refer to *Figure 14E.12-7* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1 for complete illustrations).

## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

## Objectives



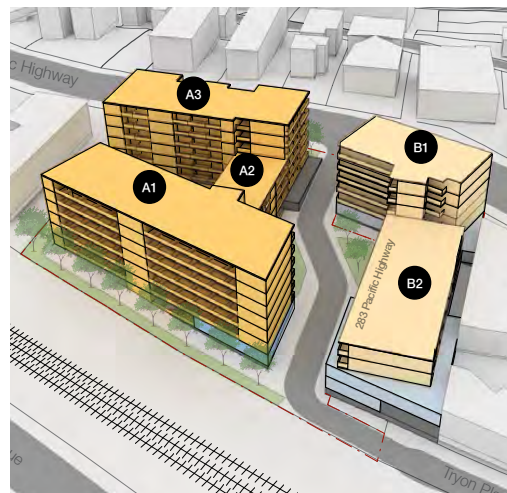
### Built form

**Figure 14E.12-7**  
**Built form plans**  
(Refer to Part 14R.1  
**Lindfield Library Precinct Masterplan**  
**(259-271 Pacific Highway, Lindfield))**

## Controls



### Ground floor plan



## View from East

## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Objectives

### Controls

#### Road



**Figure 14E.12-8**  
**New road**  
(Refer to Part 14R.1  
Lindfield Library Precinct Masterplan  
(259-271 Pacific Highway, Lindfield))

- 6 The new road is to be a one way, 13.0m wide street, including:
- i) 6.0m one way carriageway;
  - ii) 3.5m verges with 2.0m wide footpaths;
  - iii) 1.5m landscaping with street tree zone planting;
  - iv) on street parking on one side.

Refer to *Figure 14E.12-8* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1 for complete illustrations).

## Objectives

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

Refer to  
**PART 14R.1**  
Lindfield Library Site  
Masterplan

26 To minimise conflicts between pedestrians, and vehicular and service entry points.

27 To minimise vehicular entry points to the site.

28 To retain a cohesive streetscape character.

29 To accommodate car parking within basement levels of new buildings so that adverse impacts on the surrounding streetscapes is minimal.

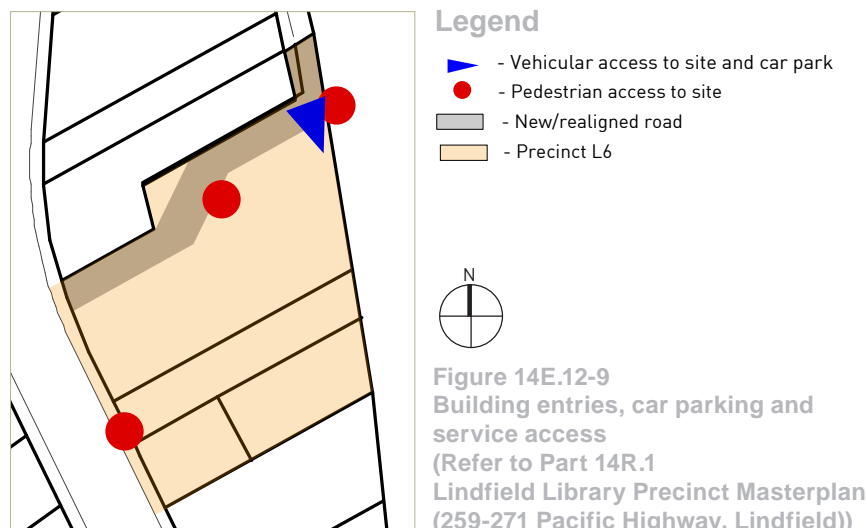
30 To provide for unambiguous and clearly marked building entry points.

31 To provide a clear distinction between commercial, retail and residential building entry points.

## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Controls

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



7 Building entries, car parking and service access is to be in accordance with *Figure 14E.12-9* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at 14R.1, including the following:

- vehicle and service access is to be via the new road at the lowest part of the site;
- residential and commercial lobbies and foyers are to be located off the new through site link (road) and Pacific Highway.

Refer to *Figure 14E.12-9* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.1 for complete illustrations).

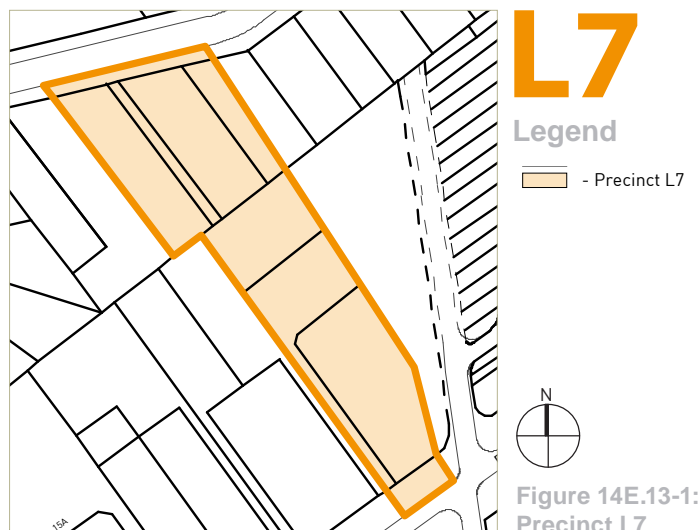


## Objectives

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

## 14E.13 PRECINCT L7: BUILDINGS IN R4 ZONES

## Controls

*Planned Future Character*

- 1 This precinct consists of R4 High Density Residential zones within close proximity to the commercial zones. The location of Precinct L7 is illustrated in *Figure 14E.13-1*.

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

- i) The precinct will be designed to provide a transition from the core urban areas to the surrounding high and medium density residential areas.
- ii) Schedule 1 of the KLEP allows mixed use buildings within this precinct.
- iii) All properties will provide reduced front setbacks to enhance the urban character.

## Objectives

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

## 14E.13 PRECINCT L7: BUILDINGS IN R4 ZONES (continued)

### Controls

#### Setbacks



- 2 The following are applicable for buildings in R4 zones, where mixed use buildings are permitted:
  - i) Properties 3-32 Beaconsfield Parade and 12-16 Bent Street are to provide a 6 metre setback to the proposed new street, Bent Street and Beaconsfield Parade.

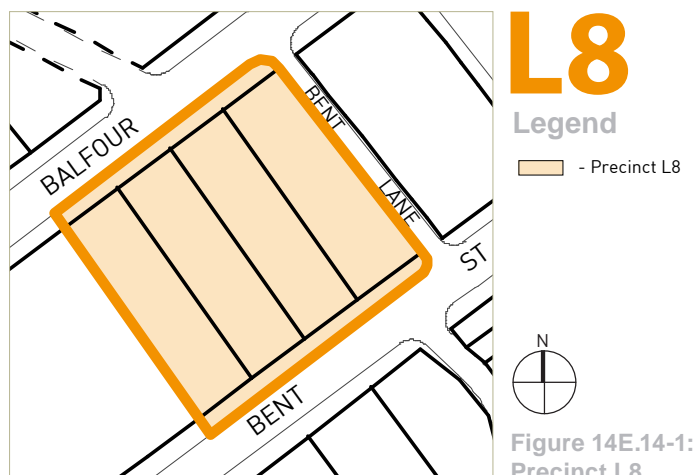
## 14E.14 PRECINCT L8: BUILDINGS IN R4 ZONES

### Objectives

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

### Controls

#### *Planned Future Character*



- 1 This precinct consists of R4 High Density Residential zones within close proximity to the commercial zones. The location of Precinct L8 is illustrated in *Figure 14E.14-1*.

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

- i) The precinct will be designed to provide a transition from the core urban areas to the surrounding high and medium density residential areas.
- ii) Schedule 1 of the KLEP allows mixed use buildings within this precinct.
- iii) All properties will provide reduced front setbacks to enhance the urban character.

## Objectives

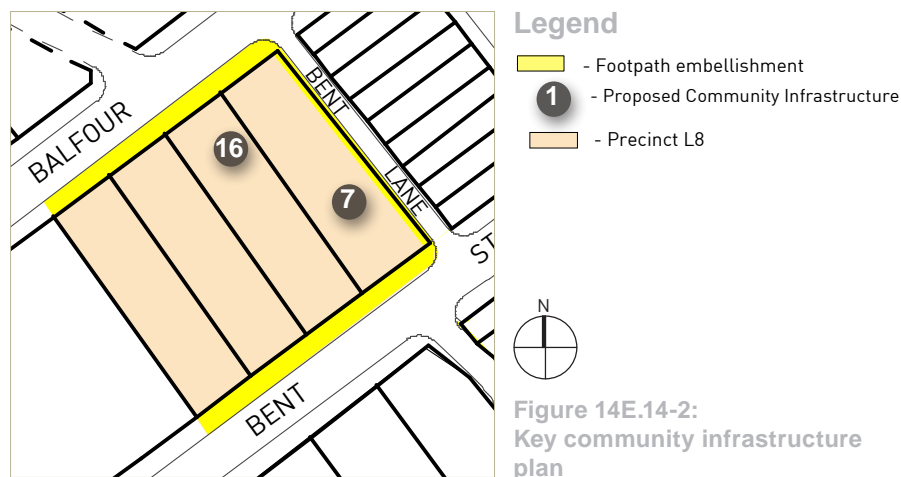
Refer to  
Objectives and Controls  
**PART 14E.3**  
Proposed Community  
Infrastructure

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

## 14E.14 PRECINCT L8: BUILDINGS IN R4 ZONES (continued)

### Controls

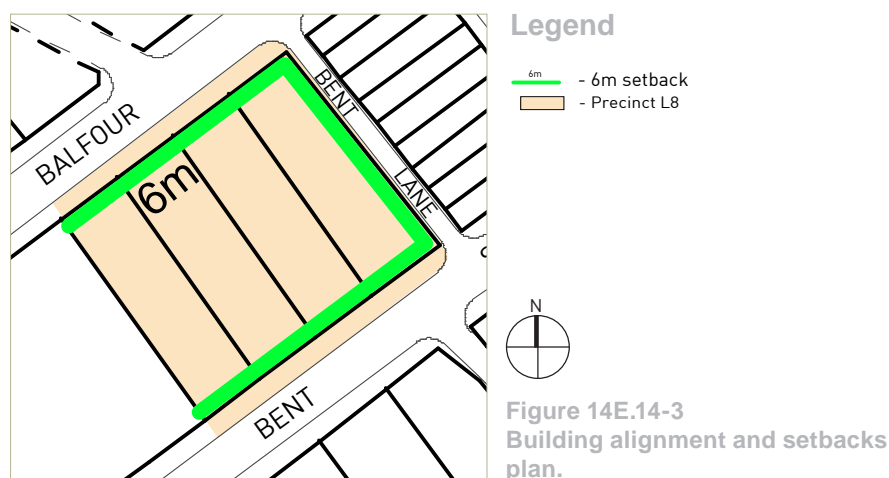
#### Proposed Community Infrastructure



- 2 The following development as indicated in *Figure 14E.14-2*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:

- 7 Upgrade and widening of Bent Lane including new footpaths.
- 16 Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

#### Setbacks



- 3 The following are applicable for buildings in R4 zones, where mixed use buildings are permitted:
- i) Properties 1-7 Bent Street are to provide a 6 metre setback to Balfour Street, Bent Street and Bent Lane.

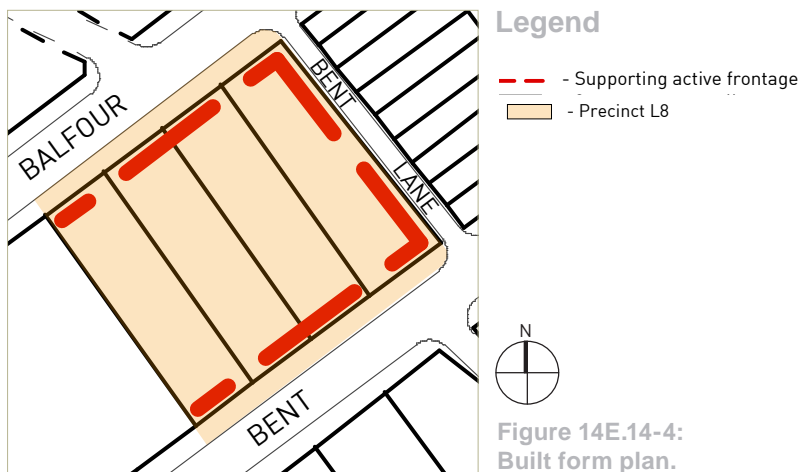
## 14E.14 PRECINCT L8: BUILDINGS IN R4 ZONES (continued)

### Objectives

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

### Controls

#### *Built Form*



- 4 Provide supporting active frontages wherever possible.

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