



**ORDINARY MEETING OF COUNCIL
TO BE HELD ON TUESDAY, 25 JULY 2006 AT 7.00PM
LEVEL 3, COUNCIL CHAMBERS**

A G E N D A

**** ** ***

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

APOLOGIES

DECLARATIONS OF INTEREST

CONFIRMATION OF REPORTS TO BE CONSIDERED IN CLOSED MEETING

ADDRESS THE COUNCIL

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

DOCUMENTS CIRCULATED TO COUNCILLORS

CONFIRMATION OF MINUTES

Minutes of Ordinary Meeting of Council

File: S02131

Meeting held 18 July 2006

Minutes to be circulated separately

MINUTES FROM THE MAYOR

PETITIONS

GENERAL BUSINESS

- i. *The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to have a site inspection.*
- ii. *The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to adopt in accordance with the officer's recommendation and without debate.*

GB.1 **Pymble Town Centre Draft Local Environmental Plan & Draft Development Control Plan** 1

.
File: S04291

To have Council consider and adopt the Draft Local Environmental Plan (LEP), Draft Development Control Plan (DCP) and associated strategies for the Pymble 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.

GB.2 **Gordon Golf Course Water Sustainability Options** 189

.
File: S04265

For Council to authorise the expression of interest and selective tender process for the implementation of sustainable water options for Gordon golf course and to commence formal discussion with Killara Golf Club in relation to partnership in this project.

Recommendation:

That Council support an open expression of interest and selective tender process to select a tenderer to undertake the project and to commence formal discussions with Killara Golf Club Limited as a potential project partner.

GB.3 Environmental Levy Small Grants Scheme - Round Two

195

File: S04078

To seek Council's support to fund the second round of the community small grants scheme funded by the Environmental Levy.

Recommendation:

That Council supports the decision to fund the 12 projects recommended by the small grants panel as part of the Environmental Levy.

EXTRA REPORTS CIRCULATED AT MEETING

MOTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN

NM.1 Wahroonga Shopping Centre Additional Parking

202

File: S03125

Notice of Motion from Councillor N Ebbeck dated 7 July 2006.

I move:

- "A. That the provision of car parking in the Wahroonga Shopping Centre be included in the brief of the Town Centre Facilities sub committee to examine ways of improving and increasing the car parking provisions for the Wahroonga Shopping Centre.
- B. That any funding for the feasibility study be made available from the Business Centres Levy funds".

**BUSINESS WITHOUT NOTICE - SUBJECT TO CLAUSE 14 OF MEETING
REGULATION**

QUESTIONS WITHOUT NOTICE

INSPECTIONS COMMITTEE - SETTING OF TIME, DATE AND RENDEZVOUS

CONFIDENTIAL BUSINESS TO BE DEALT WITH IN CLOSED MEETING - PRESS & PUBLIC EXCLUDED

The Items listed hereunder are recommended for consideration in Closed Meeting, Press & Public excluded for the reason stated below:

- C.1 **Tenders for Sale of 1 To 7 Carlotta Avenue, Gordon - Council Depot Site** **1**
(Section 10A(2)(c) - Information that would confer a commercial advantage)

File: S04550

Report by Director Technical Services dated 10 July 2006.

- C.2 **Staff Matter - General Manager's Contract**
(Section 10A(2)(a) - Personnel matters concerning particular individuals)

File: S04516

Report by the Mayor, Councillor E Malicki dated 19 July 2006 - (to be circulated separately).

John McKee
GENERAL MANAGER

*** ** ** ** **

PYMBLE TOWN 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 Pymble 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 Pymble Centre.
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 Pymble 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 20 April 2006, this report provides further detailed planning and urban design analysis, building envelopes, and feedback from further range of studies on traffic, economic feasibility studies and stakeholder consultation. The key planning controls and documentation for the Pymble 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 Pymble village 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 village centres to cater for the needs of the local community. In line with this direction, Council has finalised the planning for the Pymble 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 Pymble 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 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".

Item 1

S04291
14 July 2006

What we will do this year

Council's Management Plan identifies the following actions relevant to planning for the Pymble 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 Pymble 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 Pymble Centre.

The Pymble 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 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 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 20 April 2006:

Resolved:

"That Council adopt in principle and, as amended, the preferred Pymble land use plan as outlined in this report and in Attachment G to guide future development of retail, residential, community and commercial activity within the Pymble Centre."

Item 1

S04291
14 July 2006

A summary of Council's adopted land use strategy (20 April 2006) for the Pymble Centre is as follows:

Pymble will be a Small Village comprising:

- up to 9,000sqm of retail floor space including a small supermarket;
- 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 to the rail station;
- Between 300-400 new dwellings (RDS stage 2 only) within a 400 metre walking radius of the centre;
- New cafes and restaurants on Park Crescent looking over Robert Pymble Park;
- widened footpaths and street trees along Grandview Street; and
- at-grade public parking in the vicinity of Grandview Lane

The adopted land use strategy proposed for Pymble to condense the potential retail area by rezoning the retail/commercial zone to the north along the highway for residential. In the long term this will consolidate retail into Grandview Street with the core being the block defined by Grandview Street, Post Office Street, Alma Street and Park Crescent.

New speciality shops/cafes and restaurants will be encouraged along Park Crescent between Post Office Street and Alma Street. The area is ideal for such uses as it has a north-east aspect and views over Robert Pymble Park. The existing house on the corner of Post Office Street and Park Crescent is a heritage item that Council's Heritage Consultant has researched, and determined to remain as such. A mixed use zone will support the ongoing retention of this building through encouraging adaptive re-use for a restaurant or a similar retail/commercial use.

The adopted scenario for Pymble is for it to continue to provide a minor role in the provision of commercial space. Within the retail zone the 2nd storey will be available for commercial use to cater for small professional offices and other services.

This scenario encourages the renewal of the existing commercial areas along the highway to the south of the village by providing for increased development capacity.

Pymble Centre is a minor centre within the Ku-ring-gai Local Government Area and therefore will provide fewer new dwellings than other larger centres. It is proposed to provide approximately 300-500 new dwellings as part of RDS Stage 2. A comparison with the other centres planned to date is as follows:

Copies of Council's reports and resolutions of April 20 2006 are included in **Attachment 1**.

Item 1

S04291
14 July 2006**Draft Development Control Plan**

The proposed DCP to apply to the Pymble 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) 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. 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 Pymble centre. The remaining general provisions contained in the other parts of the Draft DCP (parts 1 and 5 to 9) will also apply to Pymble and it is not proposed to make any amendment to those provisions except for car parking rates.

The new section 74C 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 Pymble 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.

Proposed DCP provisions for the Pymble centre

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

Part 2: Vision, Objectives and Strategies

This part contains the vision for the Pymble village 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 Pymble 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 is also to be developed that will address detailed design requirements for public domain improvements and ensure consistency of design within and across centres.

Item 1

S04291
14 July 2006*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 Pymble village 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 Turramurra. 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 from 6 December 2005 and 28 February 2006 and link these to the objectives and strategies set out in Part 2 that define the future urban structure for Pymble.

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.

The building envelope control drawings are expressed through a combination of drawings (plans and sections) and text. Three-dimensional diagrams will also be 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 site master plans have been determined through stakeholder consultation, a thorough urban design analysis and economic assessment. A feasibility model for the sites is provided in the confidential **Attachment 4 – Pymble Village Centre Economic Feasibility** prepared by Sphere Property Corporation. The controls are also consistent with the Retail Strategy for Pymble. Council's economic feasibility consultant has provided preliminary verbal advice that economic testing is generally feasible in line with site model testing.

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 Pymble.

The analysis is undertaken on a precinct basis. Pymble Centre has been divided into a number of precincts these are shown in **Attachment 3**. The final outcomes of this discussion are illustrated in Part 4 of the Draft DCP in **Attachment 2**.

Each subsection contains:

Item 1

S04291
14 July 2006

- Background (specific to the planning topic).
- Issues and Opportunities (assessment, feedback from testing and solutions).
- Final analysis and recommendations (including the relevant LEP/DCP Controls or recommended actions).

Precinct A - Grandview Street and Park Crescent

Background

The precinct defines the central retail core of Pymble Centre. The precinct is broadly defined by Post Office Street, Park Crescent, Alma Street and Grandview Street.

Most of these lands are currently zoned Business 3(a)-(A2) Retail Services, and fall within the Minister's Direction, these include the shops fronting Grandview Street. The residential blocks along Park Crescent are zoned Residential 2 (c) and 2(c2), with a Council car park on Grandview Lane zoned Residential 2(d3). 2A Park Crescent is a heritage listed house zoned 2(c).

Council resolved on 20 April 2006 that this area would be a mix of uses including community uses, residential, retail and commercial. Council also resolved that 2A Park Crescent be zoned B2 – Local Centre and would remain as a heritage item. The resolutions read as follows:

“That 4A Park Crescent be identified as low density retaining the existing house with consideration given to allowing additional uses such as cafes and restaurants.”

“That appropriate building envelopes respecting the scale and character of the Robert Pymble Park Precinct be developed for areas to be rezoned on Park Crescent and Telegraph Road.”

The precinct is important as it will be a place of strong community focus, centred on the existing Robert Pymble Park with new shops fronting the park. A proportion of Council's car parking will be relocated to basement parking with some retained at grade.

Council's urban design consultant has prepared a number of options for this site which have been reviewed, in terms of economic feasibility, by Sphere Property Corporation and presented to the Council Planning Committees and landowners for comment.

Landowners in this precinct have been contacted and a meeting has been held with the owner of 89 Grandview Street and 95-97 and 93 Grandview Street. Contact has also been made with a number of business owners in this precinct.

Issues and opportunities

During the development of the built form controls for the site the following issues were considered:

- The sites within the precinct are currently individually owned although a number of owners in sites have discussed the potential of amalgamation to facilitate redevelopment of the area;

Item 1

S04291
14 July 2006

- The sites at the rear of the area fronting Park Crescent are the most likely site to redevelop given the low level of existing development;
- A rear lane is desirable at the rear of sites fronting Grandview Street linking Post Office Street and Alma Street;
- Retention of public at-grade parking is a requirement;
- Increased densities in the area will necessitate the reconfiguring of Grandview Street to facilitate improved kiss-and-ride zone, bus stops and taxi zones and increased on street parking at Pymble Station to ensure public safety and improved traffic flow at peak periods;
- Grandview Street at Pymble Station could also benefit from significant public domain improvements, as it is in a very visible and highly used area of Pymble, especially by schoolchildren;
- The residential component must be configured to achieve good solar access and for residents and minimal overshadowing impacts on public areas;
- The north aspect looking over Robert Pymble Park offers an optimum situation for residential buildings.

Final analysis and recommendation

The draft building envelope and controls are shown in the Draft Pymble Centre DCP Part 4 Precinct A. In summary they are:

- Approximately 2,700 sqm NFA of retail space on the ground floor and new retail frontage to Park Crescent overlooking Robert Pymble Park;
- Approximately 1,200 sqm GFA of commercial space to cater for small professional offices;
- Up to 57 residential apartments;
- Retention of 2A Park Crescent as heritage item and controls for adaptive re-use as restaurant or café or similar;
- 100 sqm of community space on the corner of Alma Street and Park Crescent;
- Building heights between 4 and 5 storeys fronting Grandview Street;
- Building heights of 2 storeys stepping up to three storeys on Park Crescent;
- A new rear lane with on-street parking connecting Post Office and Alma Streets.

Item 1

S04291
14 July 2006

Precinct B – Pacific Highway/Livingstone Avenue

Background

Precinct B is a narrow parcel of land between the Pacific Highway and the railway line, the land is currently zoned Business 3(a)-(A2) Retail Services with an allowable FSR of 1:1. The properties all front the Pacific Highway and are accessed via a throughway and car park at the rear that is on land owned by Rail Corp. The area is currently occupied by two storey development with a mix of retail and commercial uses. At the southern end of the precinct is a relatively recent two storey commercial development.

Council resolved on 20 April 2006 that this area be zoned as B5 - Business Development which does not include residential uses.

Contact has been made with all business owners in this precinct by letter.

Issues and opportunities

The area is heavily constrained in terms of redevelopment for the following reasons:

- The narrowness of the site restricts basement parking;
- Site access is via Rail Corp land which cannot be guaranteed in the long term;
- Fragmented ownership;
- The noise and access constraints preclude residential development;
- Future widening of the Pacific Highway may also impact on this site;
- Access to the site is very limited isolated from the centre – retail not encouraged;
- The site is highly visible to vehicular traffic on Pacific Highway and retains commercial value.

Final analysis and recommendations

A number of options were considered for this site and tested in terms of their economic viability. Given that the limitations of the site are so great it is not possible to achieve an appropriate development scenario that is viable. The recommendation is therefore to retain the current development standards for the precinct and restrict the use to commercial and retail uses.

The final building envelope and controls for the site are shown in the Draft Pymble centre DCP Part 4 Precinct B. In summary they are:

- Maximum building heights of 3 storeys;
- 3 metre setback to the Pacific Highway to allow for future road widening

Item 1

S04291
14 July 2006

- Up 1,200sm of retail NFA and 2,000sqm of commercial GFA

Precinct C – Pacific Highway/Bridge Street

Background

Precinct C is defined by the Pacific Highway to the west and the rail corridor to the east, and includes No's 855 Pacific Highway owned by Rail Corp, 859 Pacific Highway (small commercial building), and a significant commercial building at 875-893 Pacific Highway (Bayer Building). All these lands are currently zoned Business 3(b)-(B1) Commercial Services within an allowable FSR of 1:1 and fall within the Minister's Direction.

The precinct is a key site due to its visual prominence from road and rail, and the exposure this prominence may potentially lend future commercial occupants. It is also within walking distance of the rail station.

Issues and opportunities

- Mix of building heights and styles creating unattractive presentation to the highway;
- Vehicular accessibility and parking is an issue, the sites are generally not very deep and they are located on a bend on the highway;
- For commercial development, the precinct has good proximity to the rail station and offers high visibility from rail and road;
- It has been noted that the area may contain remnants of the oldest hotel in Ku-ring-gai Local Government Area. This requires further investigation and confirmation.

Final analysis and recommendations

The Draft building envelope and controls for the site are shown in the Draft Pymble Centre DCP Part 4 Precinct C. In summary they are:

- 21,000 sqm GFA of commercial space to cater for offices;
- A maximum building height of 5 storeys;
- Landscape setbacks to the highway

Precinct D – Telegraph Road and Park Crescent

Background

Precinct D is an L-shaped precinct incorporating properties 5 and 7 Telegraph Road and extending south to contain lots 10, 12, 12A and 14 Park Crescent. Currently the precinct has a mix of zones including residential 2(d3) and 2(c). The area contains an existing heritage item at 10 Park Crescent zoned 2(c).

Item 1

S04291
14 July 2006

Part of this precinct occupies the highpoint of the study area.

The house at 10 Park Crescent has undergone further heritage assessment as a result of Council's resolution of the 20 April 2006 which identified the site for further investigation as follows:

"That the Draft Local Environmental Plan propose rezoning of lands in accordance with the map contained in Revised Attachment H which includes Precincts F, J and L (part) and 10 Park Crescent as sites for further investigation."

Council's heritage consultant, City Plan Heritage, has undertaken further research including a search of Council's building register and comparisons with other items in the near vicinity. A number of attempts were made by Council staff to contact the owners, however contact could not be made and the interior of the building was not inspected. City Plan Heritage recommends the dwelling not be listed given its development context. A full report is provided in **Attachment 5B**.

Properties 12, 12A and 14 Park Crescent are currently zoned Residential 2(d3). Council has resolved that the sites be zoned for high density residential. On investigation the sites are long and narrow making 5 storey apartments difficult to achieve the level of development allowable in a 2(d3) zone.

Issues and opportunities

- It is desirable to create a pedestrian link from Telegraph Road through to Park Crescent and Robert Pymble Park via any redevelopment of 5 and 7 Telegraph Road;
- Desirable to create an extension of Post Office Lane at the northern end to link with Park Crescent;
- Minimise building heights fronting Park Crescent.

Final analysis and recommendations

The final building envelope and controls for the site are shown in the Draft Pymble Centre DCP Part 4 Precinct D. In summary they are:

- Residential apartment buildings up to 5 storeys in height, fronting Telegraph Road;
- Town houses with building heights of 3 storeys fronting Park Crescent;
- Total of 80 medium-density dwellings;
- New lane linking Post Office Lane with Park Crescent as part of site redevelopment; and
- New pedestrian link between Telegraph Road and Park Crescent provided as part of site redevelopment.

Precinct E

Item 1

S04291
14 July 2006

Precinct E is an area along the Pacific Highway between Post Office Street and Telegraph Road. The area is currently occupied by a diverse mix of building forms and uses. The area is currently predominantly zoned 3(a) – (A2) with a 2(e) residential zone on the corner of Telegraph Road and the Highway. Council has resolved to rezone the precinct R4 - High Density Residential and R3 – Medium Density Residential on the existing 2(e) zone.

1083 Pacific Highway is an isolated 3(a) – (A2) zone on the corner of Telegraph Road. This site is considered unlikely to redevelop.

Properties 1039, 1047 and 1051 Pacific Highway are currently occupied by one to two storey buildings with a mix of retail/commercial and strata residential uses including real estate agencies and a restaurant. Property 1035 Pacific Highway is a two storey strata title flat building. The remainder of the precinct are two storey shops with retail and commercial uses.

Letters have been sent to all landowners in this precinct and some discussions have been held however generally the area is typified by a large number of individual owners as well as strata titles.

Issues and opportunities

- This site is a gateway location for Pymble, marking out a visible boundary for the village centre, and also offering district views;
- The commercial zone is currently occupied by one to two storey buildings with a mix of retail/commercial uses including real estate agencies. A reduction of such uses is sought in this area to achieve Council's resolution to consolidate retail into the area between Post Office Street and Alma Street;
- Economic feasibility assessment of this precinct has revealed that high density residential uses are not feasible within the precincts southern half given the value of the existing commercial uses;
- A large proportion of the precinct is unlikely to redevelop due to strata titling;
- Redevelopment of this precinct should be encouraged given the generally poor visual quality of the area

Final analysis and recommendations

It should be noted that economic assessment and urban design assessment showed that it was not possible to convert this area to residential only as per Council's resolution of the 20 April 2006, therefore part of the area is to be zoned B2 - Local Centre.

The final building envelope and controls for the site are shown in the Draft Pymble Centre DCP Part 4 Precinct E. In summary they are:

- 5 storey building height limit;

Item 1

S04291
14 July 2006

- Setbacks to the highway; and
- Up to 43 apartments, 900sqm of retail and 350sqm commercial uses.

Precinct F – Everton Street

Background

This precinct is bounded by Pacific Highway, Livingstone Avenue, Everton Street, and Pymble Avenue. It is currently substantially zoned Business 3(a)-(A2) Retail Services, with the exception of the Pymble Uniting Church at 1 Livingstone Avenue, which has a combined Residential 2 (e) / Special Uses 5(a) (Church) zoning.

There are two significant items in the precinct:

1. Former Police Station (1116 Pacific Highway) – existing heritage item;
2. Pymble Uniting Church (1082-1084 Pacific Highway) – is currently not listed but has been recommended for heritage listing by City Plan Heritage.

The precinct has been fully taken up with strata title residential apartments except for the two heritage items.

The relevant Council resolution for this area is:

“That land at 1082 – 1084 Pacific Highway, Pymble be included as Zone SP2 – Infrastructure (Place of Public Worship).”

Issues and Opportunities

- The current development in this precinct is strata title apartment buildings which are unlikely to redevelop in the medium to long term;
- The Church will be identified as a heritage item in the Town Centre LEP;
- Council has resolved that the area be generally zoned to R4 – High Density Residential with the former Police Station zoned B2 – Local Centre;
- The Department of Planning requires that Churches be zoned according to the adjoining zones rather than infrastructure. In this case the appropriate zone is R4 – High Density Residential.

Item 1

S04291
14 July 2006

Final analysis and recommendation

No built form/DCP 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 G

Background

This precinct is defined by Grandview Street, Alma Street, Station Street and Grandview Lane to the rear. The area is a mix of zones including Retail Services 3(a)-(A2), Commercial Services 3(b)-(B2) and 2(d3) and 2(d). Council owns a linear area of land across the back of the sites.

The Commercial Services zone has been fully built out with 3 storey office buildings. Two single dwellings remain in the 2(d) zone at 2 and 4 Station Street the remainder of the area is taken up with 3 storey flat buildings.

Issues and opportunities

During the development of the built form controls for the site the following issues were considered:

- The shops in the Retail Services zone have opportunities for redevelopment particularly at the rear of the sites;
- The strata title buildings on Grandview Street are unlikely to redevelop in the foreseeable future;
- 2 and 4 Station Street represent opportunities for acquisition by Council to create a new laneway and pedestrian link from Grandview Lane to Station Street;
- Redevelopment of the shops on the corner of Alma Street would provide an opportunity to incorporate a small supermarket (800sqm) as the site area is large enough;
- Grandview Lane has potential to be relocated to the north to rationalise use of Council land.

Final analysis and recommendations

The final building envelope and controls for the site are shown in the Draft Pymble Centre DCP Part 4 Precinct G (lots 67-81 Grandview Street). In summary they are:

- 4 storey building heights to Grandview Street;
- 2-3 storey building heights to Grandview Lane;
- Ground floor retail fronting Alma and Grandview Street and Grandview Lane;

Item 1

S04291
14 July 2006

- potential for a small supermarket up to 800sqm in size;
- 1,700sqm or retail space NFA;
- 800sqm commercial;
- 32 medium density dwellings.

Precinct H –

Background

Precinct H is an area peripheral to the village centre, but it nonetheless crucial to the provision of appropriate residential. The area is defined by the highway the railway and Beechworth Road and the northern end and the Pymble Hotel at the southern end.

The precinct is predominantly residential zone including 2(h), 2(c), 2(f) and 2 (d3) and falls under the Minister's Direction. Councils Town Hall and surrounding lands is zoned Special Uses – Municipal Purposes. Council has resolved to rezone the northern residential portion for high density residential and the area around the town hall to mixed uses. This enables use of the Town Hall for a range of community and commercial activities.

To the south of the Ku-ring-gai Town Hall is an isolated wedge of land bounded by the Pacific Highway and the rail corridor. It is currently zoned Residential 2(f), with the exception of the Pymble Hotel (1134 Pacific Highway) which is Business 3(a)-(A2) Retail Services. Between 1142 and 1180 Pacific Highway the 2(f) zone is built out with residential apartment buildings with heights of 2 storeys fronting the highway. These sites all fall within the Ministers Direction.

Council resolved on the 20 April 2006 to rezone the hotel site as Local Centre and the remainder of the zone was identified for further investigation.

The 2(h) zone is largely built out with 3 storey strata title flat buildings probably around 30 years old. Only one lot remains undeveloped at A2 Beechworth Road.

The Residential 2(d3) zone is located on the lots around Clydesdale Place. A Development Application (DA) for a five storey flat building at 2, 4 and 6 Clydesdale Place has recently been approved and a DA for a 2-6 storey apartment building at 3, 5 and 8 Clydesdale Place is pending.

Four sites remain within Precinct H with development potential these are:

- 1192 Pacific Highway “the Secret Garden” - Council owned land classified community land and zoned residential 2(d3);
- 1190 Pacific Highway – privately owned dwelling listed as heritage item of local significance;
- 1190A Pacific Highway – privately owned house zoned residential 2(d3);

Item 1

S04291
14 July 2006

- 1183 and 1186 Pacific Highway – Council owned land with Town Hall and former Presbytery building.

Issues and opportunities

- The Pymble Hotel site has considerable accessibility issues, with traffic being able to access the site from one direction only, and the nearest pedestrian crossing being located approximately 250m away;
- The existing developments in the 2(f) zone are strata title and have been built within the last 10 years and are unlikely to redevelop in the foreseeable future;
- 1190 Pacific Highway is a listed heritage item. Council's heritage consultant, City Plan Heritage, has undertaken detailed investigation of the building including an internal inspection and has recommended that the building does not meet the criteria for heritage significance due to the degree the building has been modified. The consultant's full report is given in **Attachment 5A**;
- 1190 Pacific Highway is a narrow site and cannot be developed in isolation. It will be necessary to subdivide a portion of the Secret Garden to allow adequate depth for a residential building. The remainder of the Secret Garden including the significant trees could be retained in public ownership if required;
- 1190A is a potentially isolated 2(d3) site as a result of the Development Applications around Clydesdale Place. The owner has contacted Council with her concerns. There is potential to incorporate this site into a larger amalgamated site if a satisfactory outcome is not determined through the DA process;
- Council's Secret Garden site at 1192 Pacific Highway is also an isolated site following approval of the DA for 2, 4 and 6 Clydesdale Place. This site could be incorporated into a larger amalgamated site including 1190 Pacific Highway;
- Council's Town Hall site has strong visual character with significant buildings and desirable district views to the west. The use of the site is constrained by a lack of parking (currently about 40 spaces are available). There is an opportunity to provide more public parking at the rear of the site as part of a residential development;
- Access to any future development on 1192, 1190 and 1190A Pacific Highway is an issue given the proximity to the traffic signals at Telegraph Road. Preliminary investigations show that neither the RTA Guidelines nor the Australian Standards would limit site access. Further investigations are underway.

Final recommendation

The draft building envelopes and controls are shown in the Draft DCP Part 4 Precinct H Built Form Controls. In summary they are:

Item 1

S04291
14 July 2006

- 5 storey apartment buildings on 1192 and 1190 Pacific Highway;
- 6 storey apartment buildings at the rear of the Town Hall and including 1190A Pacific Highway;
- Up to 44 new medium-density dwellings and retention of the Town Hall and Presbytery buildings for community and commercial uses;
- New public parking (approximately 60 cars) in above ground parking structure with public roof garden at the rear of Town Hall;
- Access for private vehicles via 1190 Pacific Highway, access for public parking to Town Hall via current entry to Town Hall.

Precinct I and J – interface zone between Livingstone Avenue and Pymble Avenue

Background

This precinct is bounded by Everton Street, Livingstone Avenue, and Pymble Avenue, and is currently zoned Residential 2(c2) and 2(d3). The precinct is currently occupied by single dwelling houses on large parcels of land. The interface zone is to the south western side of a residential 2(d3) zone which has court approval for residential apartment building over part of the zone.

Council has identified a number of interface sites within Pymble study area 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:

- 6 and 8 Pymble Avenue, Pymble
- 7, 9, 11A, and 11 Livingstone Avenue, Pymble

Council Officers identified this area as an interface zone for further investigation to mitigate the impacts of a court approved development on Everton Street which is up to seven storeys in height. Council resolved on the 9 May 2006 to rezone this area for medium density residential. The resolution is as follows:

“That Precinct J bounded by Pymble Avenue and Livingstone Avenue (identified as grey on the revised attachment H) be zoned medium density residential and that building controls consider topography existing trees and drainage”

Issues and Opportunities

- Detailed investigations of the site suggest that townhouses alone may not be the preferred built form outcome for the site. Adjoining the approved development at Everton Street it is preferable to provide up to 4 storey buildings as a transition from the proposed seven storeys. 3 storey town houses below can then provide a transition to the one-two storey single dwellings to the south of the new zone;

Item 1

S04291
14 July 2006

- Economic assessment of this site has indicated a target FSR which cannot be achieved by town houses alone and consistent with the above apartment buildings are required to make the development feasible. This has the advantage of reducing overall building footprints on the site;

Final analysis

The most significant factor for consideration on this site is the riparian corridor through the area. The following is an analysis of the existing situation:

- The riparian zone through this precinct is Category 3 - Bed and Bank stability/water quality;
- Council's Engineer's have advised it is currently piped from 2-4 Everton Street through 7,9 and 11 Livingstone Avenue and then leaves the pipe a 15 Livingstone Avenue to become a channel further down it enters a pipe again (refer Attachment 7). This has been confirmed by site investigations;
- The DA with court approval at 2-4 Everton Street and 2 Pymble Avenue has on-site detention tanks but no provision for a riparian zone. It is likely the corridor will be piped to the boundary;
- There are a number of large mature trees within the riparian corridor. These trees have been identified and assessed by Council's Environmental Officers. The full survey is provided in **Attachment 10** in summary the main trees are three large *E.saligna* of ecological significance, and two large exotic trees.

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;

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 10. It is proposed to incorporate these guidelines within the Draft DCP;

Item 1

S04291
14 July 2006

- 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.

Recommendation

The draft building envelopes and controls for the site are shown in the Draft Pymble Centre DCP Part 4 – Precinct J. In summary they are:

- 4 storey apartment building fronting Pymble Avenue;
- Two buildings of 4 and 3 storeys fronting Livingstone Avenue and stepping down with the topography;
- Four groups of two 3 storey townhouses arranged informally at the centre of the site to respond to the topography and protect existing trees;
- A total of 48 new dwellings;
- 10m setbacks from the riparian corridor;
- Restoration and revegetation of the riparian corridor;
- Guidelines and DCP controls for the Riparian corridor to ensure revegetation and restoration of the channel (refer **Attachment 10**).
-

Precinct K – Pacific highway, Livingstone Avenue and Orinoco Street

Background

This precinct is bounded by Pacific Highway to its north, by the Creswell O'Reilly Lookout Park to the east, existing single residential dwellings on Orinoco Street to its south, and Livingstone Avenue to its west. The precinct drops steeply away to the west. The precinct is currently wholly residential with apartment buildings on the Pacific Highway zoned 2(d) and single residential dwellings on Orinoco Street which are currently zoned Residential 2(d3).

Council resolved on the 20 April 2006 to rezone this area for part high density residential with the 2(d) zones on the highway identified for further investigation.

One Residential 2(d) lot on the highway remains undeveloped at 1070-1072 Pacific Highway, the site is currently vacant. 1074 Pacific Highway is a battle-axe block behind 1070 -1072 Pacific

Item 1

S04291
14 July 2006

Highway. Both sites are zoned for Residential 2(d3) and are under one ownership and can therefore be easily amalgamated.

A submission was received from the owner of 1070-1072 and 1074 Pacific Highway, who also owns and 2a, 2b, 2c Orinoco Street. The submission requests inclusion of 2a Orinoco Street within high density residential zone as it is at the interface and potentially impacted by future development. Detailed assessment of the issue has been undertaken by Council Officers and the consultant and it was determined that rezoning 2A Orinoco Street would not resolve the interface impacts, rather it would transfer them further down hill to the next lot. Further investigation of this matter is warranted in terms of interface impacts.

Issues and Opportunities

- The existing strata title apartment buildings on the Pacific Highway are unlikely to redevelop in the foreseeable future;
- There is potential for site amalgamation in this precinct, given that there is a common owner for 2 and 4 Livingstone Avenue and for 1070-1072 and 1074 Pacific Highway;
- The site presents issues of accessibility, primarily for 1074 Pacific Highway, which may be resolved by potential site amalgamation;
- The site has desirable district views, and excellent proximity to public transport.

Final analysis and recommendations

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

- R4 - High Density Residential zone;
- 5 storey apartment buildings with up to 80 medium-density dwellings.

Precinct L – Pacific Highway and Bloomsbury Avenue*Background*

This precinct is defined by the Pacific Highway and Bloomsbury Avenue. The site is currently zoned Residential 2 (e) and 2(c1).

Council resolved on the 20 April 2006 to rezone 8 lots in this precinct (1000-1026 Pacific Highway) to high density residential and the remainder was identified for further investigation.

“That the Draft Local Environmental Plan propose rezoning of lands in accordance with the map contained in Revised Attachment H which includes Precincts F, J and L (part) as sites for further investigation.”

Item 1

S04291
14 July 2006

The properties 1026 and 1012 Pacific Highway are existing strata title 2-3 storey apartment buildings and are unlikely to redevelop. The remainder of the area is occupied by single dwelling houses.

The houses on properties 1002, 1006, 1010 Pacific Highway are existing heritage items. Council's heritage consultant, City Plan Heritage, has recommended de-listing of the items as the cottages have diminished significance due to the loss of buildings from the group, intrusive alterations and additions and compromised setting. Similarly, 859 Pacific Highway demonstrates little historic value in its remaining built fabric.

To the south of Bloomsbury Avenue is an existing 2(e) zone which is built out with an apartment building and relatively new town houses. This area is unlikely to redevelop.

Issues and Opportunities

- Existing heritage listed weatherboard cottages are recommended for de-classification as heritage items;
- There is potential for site amalgamation in this precinct, though there appears to be currently no common owners;
- Should the sites be amalgamated, alternative site access may be achieved via Bloomsbury Avenue, lessened potential traffic conflict on Pacific Highway; and
- Property 1022 Pacific Highway has been isolated by past flat building developments.

Final analysis and recommendations

The draft building envelopes and controls for the site are shown in the Draft Pymble centre DCP Part 4 Precinct L. In summary they are:

- R4 - High density Residential zone;
- 5 storey apartment buildings with up to 64 new medium-density dwellings.

CAR PARKING – COMMERCIAL USES

The integrated planning process for Pymble Centre has raised the issue of car parking rates for retail and commercial uses. Council has been briefed on this issue on a number of occasions including by representatives from Sphere Property Corporation who highlighted the issue of car parking rates and economic feasibility in their report *Pymble Town Centre Economic Feasibility Report, June 2006 – Confidential Attachment 3*.

Essentially the issue is that car parking rates influence built form and economic feasibility because of the high cost of underground parking (at about \$32,000 per space). The more spaces that are required the greater the floor space ratio (FSR) required, and therefore building height and bulk, to offset the cost of parking construction.

Item 1

S04291
14 July 2006

Clearly there needs to be a balance set between economic feasibility and the desired built form outcome.

Council's DCP 43 requires parking rates for retail land uses of 1 space/17sqm of Gross Floor Area (GFA). The DCP notes that a reduction can be made for development within 400m of a railway station. In this case, the DCP allows a reduction from 1 space/17sqm to 1 space/26sqm GFA.

Two tables have been prepared to compare Council's parking rates with those of other Councils of a similar size or context as well as with the RTA's guidelines. Table 1 compares parking rates for retail developments and table 2 compares parking rates for commercial developments.

Table 1 - Comparative Parking Rates for Retail Developments

RETAIL	RTA Guide to Traffic Generating Developments	Willoughby Council DCP 22	Hurstville DCP 2	Rockdale Parking & Loading Code	Waverley Parking Code	KC DCP 43
Retail Shopping Centres (with limited access to public transport) - slow trade - fast trade - supermarkets - speciality	1:56 1:33 1:32 1:29	1:33	- - - -	1:25	1:40	1:17
Retail Shopping Centres (large centres with good access to public transport including train) - slow trade - fast trade - supermarkets - speciality	<1:56 <1:33 <1:32 <1:29	1:33	- - - -	1:35	1:80	1:26
Retail shopping Centres by GFA - 0-13,000 - 13-27,000 - 27-40,000 - >40,000	1:22 1:24 1:31 1:32.5		1:22 1:27 1:33 1:33	1:50 1:25	1:40 1:40 1:40 1:80	1:26 1:26 1:26 1:26

Notes: All rates shown as a ratio of 1 space per sqm of Gross Floor Space (GFA)

Examination of Table 1 shows that in comparison to other Council areas and to the RTA guidelines that Ku-ring-gai Council's current parking rates for retail land use are relatively high. The applicable RTA rate would appear to be around 1:33

Item 1

S04291
14 July 2006**Table 2 - Comparative Parking Rates for Commercial Developments**

COMMERCIAL	RTA Guide to Traffic Generating Developments	Willoughby Council DCP 22	Hurstville	Rockdale	Waverley	KC DCP 43
Small Offices in shopping centre with access to train	<1:110	1:110	1:40	1:40	1:100	1:26
Commercial (Outside centres)	1:40 (unrestrained)	1:60	1:50	1:60	1:60	1:33

Notes: All rates shown as a ratio of 1 space per sqm of Gross Floor Space (GFA)

Examination of Table 2 shows that in comparison to other Council areas and to the RTA guidelines that Ku-ring-gai Council's current parking rates for commercial land use are relatively high. The applicable RTA rate would appear to be around 1:40 -1:50 within commercial centres

In discussion with Council's traffic engineers and with consultants it is recommended that car parking rates for commercial development within town centres, and within 400 metres of a rail station, (therefore excluding St Ives) be reduced. The following rates are recommended to be incorporated into the Pymble Centre Draft Town Centre DCP (excluding St Ives which will retain DCP 43 rates):

Retail 1 space per 33sqm GFA (current standard 1:26 GFA)
Commercial 1 space per 45sqm GFA (current standard 1:33 GFA)

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.

Council on 6 December 2005 estimated the residential yield would be approximately 550-650 medium-density dwellings resulting in a yield of 1,000 to 1,200 new people over the life of the plan.

Table 3 shows a final proposed residential yield of 448 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 20 April 2006 which adopted a target of 300-400 new dwellings (RDS stage 2 only) within a 400 metre walking radius of the centre.

Item 1

S04291
14 July 2006**Table 3: Summary of Residential Dwellings for Pymble RDS Stage 2**

Precinct	New residential dwellings proposed in draft LEP/DCP
A	57
B	0
C	0
D	80
E	43
F	0
G	32
H	44
I	As per LEP 194
J	48
K	80
L	64
Total	448

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

Table 4 shows a total retail yield of approximately 7,000sqm NLFA of retail floor space. This represents an increase of about 1,200sqm of retail which is enough to accommodate a small supermarket of about 800sqm.

The total retail floor space proposed for Pymble centre is less than Council's resolution of 20th April 2006. Councils adopted position was that Pymble will be a Small Village comprising up to 9,000sqm of retail floor space including a supermarket.

Detailed investigations revealed that it was not possible to locate a medium sized supermarket in Pymble as the required floor space (around 1,500-2,000sqm) could not be found even through site amalgamations. For this reason a lower level of retail provision has been achieved.

The total retail floor space shown in Table 3 proposed for Pymble centre is also consistent with the Ku-ring-gai Retail Strategy adopted by Council. The strategy recommends provision of up to 4,000sqm of ground floor retail/commercial space

Table 4: Summary of Retail Floor Space

Precinct	Existing retail floor space	Proposed retail floor space Draft LEP/DCP	Variation
A	-	2727	
B	-	1620	
C	-	0	
D	-	0	
E	-	885	
F	-	0	
G	-	1763	

Item 1

S04291
14 July 2006

Precinct	Existing retail floor space	Proposed retail floor space Draft LEP/DCP	Variation
H	-	0	
I	-	0	
J	-	0	
K	-	0	
L	-	0	
Total	5,800	6995	+1195

Notes:

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

Table 5 shows the total commercial floor space proposed in the Pymble centre DCP is around 22,247sqm NFA. Councils adopted position for Pymble 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 to the rail station.

Table 5 shows there has been an overall increase (about 10,000sqm) in the overall commercial floor space proposed as part of the Draft LEP/DCP. The main area where there has been an increase is in precinct C which is to be zoned for Business Development with buildings up to 5 storeys. Capacity for small businesses and services have been retained in precincts A, B, and C.

Table 5: Summary of Changes to Commercial Floor Space

Precinct	Existing commercial floor space	Proposed commercial floor space in the Draft LEP/DCP	Variation
A	-	1200	
B	-	2000	
C	-	21000	
D	-	0	
E	-	350	
F	-	0	
G	-	835	
H	-	378	
I	-	-	
J	-	0	
K	-	0	
L	-	0	
Total	15,889	25,763	+9,874

Notes:

1. commercial areas are Gross floor area (GFA)
2. precinct references refer to precinct based built form controls in the Town Centre DCP

Item 1

S04291
14 July 2006**Draft Local Environmental Plan**

The Draft Ku-ring-gai (Town Centres) Local Environmental Plan (Draft LEP) 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 Pymble Centre, takes the form of an amendment to the base DLEP previously adopted to apply to the St Ives Centre. It will be known as Draft Ku-ring-gai (Town Centres) Local Environmental Plan (Amendment No 2). This amending DLEP will bring land in and around the Pymble Centre under the base DLEP and introduce appropriate zonings, development standards and additional provisions to implement the overall master plan that has been developed for Pymble. DLEPA2 will also apply to the Gordon Centre.

A copy of the proposed Draft Ku-ring-gai (Town Centres) Local Environmental Plan (Amendment No 2) is included as **Attachment 6**. Details of the key components are discussed below.

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 Pymble Centre Schedule No. 2 – Pymble Centre is **Attachment 11**. These required changes have been made and incorporated into the DLEP Amendment No. 2 and the relevant supporting documentation and maps as they apply to the Pymble 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.

Components of Draft Ku-ring-gai (Town Centres) LEP – (Amendment No. 2)

The DLEPA2 only contains the new provisions to be added to the base Draft LEP. All existing provisions in the Draft LEP will also apply. The includes amendments to the written LEP instrument and introduces new land application, zoning and development standard maps which cover land to which the Draft LEP is to apply.

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

Item 1

S04291
14 July 2006

uses, development standards, subdivision provisions and numerous miscellaneous provisions. The draft Standard LEP introduced by the State Government mandates certain provisions that are to be included in all future written instruments of LEPs.

DLEPA2 introduces the following additional provisions to the base Draft LEP to apply to the Pymble Centre:

- Amendments to Clause 3 and 7 to make reference to the new land application, zoning, lot size building height and FSR maps. The proposed changes to the respective maps are discussed in more detail below;
- Introduce a B5 – Business Development zone to a number of sites in Pymble between the Pacific highway and the railway line.

This includes a set of zone objectives for the zone which the Draft LEP and a set of permissible land uses to be incorporated into the land use table under clause 12.

The local Mixed Use zone will permit developments with a mix of retail, commercial, residential and associated community facilities, consistent with the Minister's direction and the master plan principles for the area

The B5 – Business Development zone will permit a range of office, business and light industrial uses along with supplementing retail, recreation and service industries. No residential development will be permitted in this zone.

DLEPA2 also proposes to make amendments to a number of the schedules contained in the Draft LEP. These amendments are as follows

Schedule 1 – Additional permitted uses

Schedule 1 of the DLEP contains a table which identifies additional permitted uses that are permissible on particular parcels of land that would not otherwise be permitted on that land. The additional permitted uses identified in schedule 1 of the Draft LEP principally relate to acknowledging existing use rights on land where the zoning is changing from its current use or to allow certain commercial uses on particular sites to be zoned residential.

Additional permitted uses to be included in are as follows:

Table 6 – Proposed additional permitted use

Site	Proposed Zoning	Additional Permitted Uses
1047 Pacific Highway, Pymble	Zone R4 – High density Residential	Office premises; Restaurant
1051 Pacific Highway, Pymble	Zone R4 – High density Residential	Business Premises; Office premises; Retail

Item 1

S04291
14 July 2006

Site	Proposed Zoning	Additional Permitted Uses
1083 Pacific Highway, Pymble	Zone R4 – High density Residential	Business Premises; Office premises; Retail
1116 Pacific Highway, Pymble	Zone R4 – High density Residential	Business Premises; Office premises
1186 Pacific Highway, Pymble	Zone R4 – High density Residential	Business Premises; Entertainment facility, Function centre, Office premises; Retail
4 Station Street, Pymble	Zone R4 – High density Residential	Car park

Schedule 4 - Classification and reclassification of public land

Schedule 4 of the DLEP includes a list of the Council own 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 DLEP 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 DLEP. On 20 April 2006 Council considered a report on the heritage study that had been undertaken for the Gordon Town Centre. A copy of the Council report and resolution are included as **Attachment 1**.

Table 7 sets out all properties reviewed and assessed within the Town Centre.

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 Clydesdale Place (also known as 1202 Pacific Highway;
- 1 Livingstone Avenue - Church
- 1116 Pacific Highway – former Police Station;
- 1186-1188 Pacific Highway – Town Hall
- 1134 Pacific Highway – Pymble Hotel;
- 1178 Pacific Highway – “Grandview”;
- 4A Park Crescent;

Item 1

S04291
14 July 2006

Table 7

Property Address	Existing Classification	Proposed Classification
1 Clydesdale (also known as 1202 Pacific Highway)	Heritage Item	Heritage Item (no change)
85, 81 Grandview Street	Not Classified	Potential Adaptive Reuse
1 Livingstone Avenue (church)	Not Classified	Heritage Item (new)
1002, 1006, 1010 Pacific Highway	Heritage Item	Removal of Item
1190 Pacific Highway	Heritage Item	Removal of Item
993-999 Pacific Highway	Not Classified	Not recommended for listing
975-985 Pacific Highway	Not Classified	Potential Adaptive Reuse
1116 Pacific Highway – Police Station	Heritage Item	Heritage Item (no change)
1186-1188 Pacific Highway – Town Hall	Heritage Item	Heritage Item (no change)
1134 Pacific Highway – Pymble Hotel	Heritage Item	Heritage Item (no change)
1178 Pacific Highway - Grandview	Heritage Item	Heritage Item (no change)
10 Park Crescent	Heritage Item	Removal of Item
4a Park Crescent	Heritage Item	Heritage Item (no change)
6 Pymble Avenue	Not Classified	Not recommended for listing
Pymble Station Group	Heritage Item	Heritage Item (no change)
5 Telegraph Road	Not Classified	Not recommended for listing -

Land Application Map (Refer Attachment 7)

This map shows which land in Pymble will be rezoned by the Ku-ring-gai (Town Centres) LEP Amendment No. 2. This includes those sites that were identified in the resolution of Council from 20 April 2006 and 9 May 2006 for inclusion in the Draft LEP for Pymble. 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 Pymble centre. All sites to be rezoned and the proposed zones of these sites are listed below under the section of the zoning map.

The DLEPA2 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

Item 1

S04291
14 July 2006

into the DCP that will address potential interface impacts from the development of these sites. This includes sites in Livingstone Avenue, Pacific Highway, telegraph Road and Park Crescent..

The DLEPA2 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 Pymble. The Department also requires the Minister's SEPP 53 sites in Pymble Avenue and Avon Road to be included in the LEP. These two sites will be rezoned to R4-High Density Residential however, the development standards under SEPP 53 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 7)

This map shows the zones that will apply to the land covered by Ku-ring-gai (Town Centres) LEP Amendment No. 2.

The DLEPA2 introduces one new zone to apply to Pymble precinct that has not been included previously in the DLEP. This is the B4- Business development zone which is to apply to certain sites between the Pacific Highway and the Railway line

The DLEPA2 also uses zones from Pymble which are already contained in the Draft LEP. These include the following:

- *B2- Local Centre' zone* - to apply to the core retail/commercial area of Pymble. 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.

High Density Residential and Medium Density Residential zone is intended to provide for medium density housing in the form of villas or townhouses and generally has a height limit of 2 to 3 storeys.

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

Item 1

S04291
14 July 2006

Site Description	Addresses	Proposed zoning	Amendments to 9 May Resolution by Council
Area bounded by Post Office Street, Park Crescent, Alma Street, Grandview Street and Pacific Highway, and including Post Office Lane. (Precinct A)	2 Alma Street, 2, 4, 4A Park Crescent 81, 85, 87, 89, 91, 93, 95-97, 99-101, 103, 105, 107 Grandview Street	Mixed Use, Medium Density Residential, High Density Residential	4A Park Crescent has been included in the B2 – Local Centre zone
(B) Area bounded by Pacific Highway and the Railway Line, opposite the junction of Pacific Highway and Livingstone Ave	939, 951-957, 959, 965, 969, 975-985 Pacific Highway	Business Development	As per Resolution
(C) Area bounded by Pacific Highway and the Railway Line	855, 859, 875-893, 895, 897, 907-909, 909A, 909B, 911, 915 Pacific Highway	Business Development	As per Resolution
(D) Area bounded by Telegraph Road, Pacific Highway, and Park Crescent	6-8, 10, 12a, 14 Park Crescent 10 Post Office Street 5, 7 Telegraph Road	Medium Density Residential, High Density Residential	10 Park Crescent has been included in the R3 – Medium Density Zone
(E) Properties fronting the Pacific highway between Telegraph Road and Post Office Street	987-989, 993, 995-997, 999, 1001, 1015, 1015A, 1017, 1035, 1039, 1047, 1051, 1081, 1083 Pacific Highway		1-3 Telegraph Road has been amended from R3 – Medium Density Residential to R4 – High Density Residential 1015, 1015A, and 1017 Pacific Highway have been amended from R4 - High Density Residential to B2- Local centre zone

Item 1

S04291
14 July 2006

Site Description	Addresses	Proposed zoning	Amendments to 9 May Resolution by Council
(F) Area bounded by Pacific Highway, Livingstone Avenue, Everton Street, and Pymble Avenue	11 Everton Street 1 Livingstone Avenue 1116 Pacific Highway	Mixed Use, High Density Residential, Infrastructure	1 Livingstone Avenue has been amended from Infrastructure to R4 - High Density Residential 1116 Pacific Highway has been amended from B2-Local centre zone to R4 - High Density Residential
(G) Area bounded by Grandview, Alma, and Station Streets	47, 49, 53, 65, 67, 71, 73, 75, 77, 79, 81 Grandview Street 1 Alma Street 2, 4 Station Street	Mixed Use, High Density Residential	As per Resolution
(H) Area bounded by Pacific Highway, Beechworth Road, and the Railway Line, and including Clydesdale Place, bound by Beechworth Road to the north	1134, 1142, 1150, 1160, 1176, 1178, 1180, 1190, 1190A, 1186, 1192, 1202, 1208-1218, 1222, 1224 Pacific Highway 1, 2, 3, 4, 5, 6, 8 Clydesdale Place	Mixed Use, High Density Residential	Sites under investigation have been included within the adjacent R4 - High Density Residential 1186 Pacific Highway (Town Hall) has been amended from B2-Local Centre zone to R4 - High Density Residential
(I, J) Area on the corner of Livingstone Avenue, Everton Street, and Pymble Avenue	2, 4, 6, 8 Pymble Avenue 2, 4 Everton Street 3, 5, 7, 9, 11A, 11 Livingstone Avenue	Medium Density Residential, High Density Residential	10 Pymble Avenue has been removed from LEP zoning
(K) Area on the corner of Pacific Highway, Livingstone Avenue, and Orinoco Street	1068, 1070-1072, 1074, 1076 Pacific Highway 2, 4, 6 Livingstone Avenue 1 Orinoco Street	High Density Residential	Sites under investigation has been included as R4 - High Density Residential
(L) Area on the corner of Pacific Highway and	1000, 1002, 1006, 1010, 1012, 1022, 1028 Pacific	High Density	Sites under investigation has

Item 1

S04291
14 July 2006

Site Description	Addresses	Proposed zoning	Amendments to 9 May Resolution by Council
Bloomsbury Avenue	Highway 1, 2A, , 2-4, 3 Bloomsbury Avenue	Residential	been included as R4 - High Density Residential 2A, 2-4 Bloomsbury Avenue have been added as R3 - Medium Density Residential

Minimum Lot Size Map (refer to Attachment 7)

The minimum lot size map identifies the minimum size of any new lot that will be created through either subdivision of 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 7)

This map shows the maximum height of buildings permitted on any parcel of land. The heights range from 2 up to 5 storeys, which is reflected by the building envelope controls contained in the Draft DCP.

Floor Space Ratio Map (refer to Attachment 7)

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 on particular sites as required by the overall planning strategy for Pymble. 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

Item 1

S04291
14 July 2006

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 Pymble 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 9B**.

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 9B**) 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;

- The intersection of Pacific Highway/Telegraph Road operates at a LOS C,
- The intersection of Pacific Highway/Livingstone fails in the PM peak (LOS E),
- Operating costs for the two signalised intersections on Pacific Highway are \$6,041/hour (\$7,328 for all Pymble intersections analysed).

Item 1

S04291
14 July 2006**Base 2 (all LEP 194 and Minister's sites) Scenario**

With the inclusion of all the proposed residential development under LEP 194 and the Minister's sites, traffic modelling was undertaken to determine what effect the traffic generation from the new residential developments would have on the existing network. The analysis highlights issues at the intersections of Pacific Highway with Telegraph Road, Livingstone Avenue and Station Street. The hourly route costs under full LEP 194 and Minister's sites development in the Pymble Centre is estimated to be \$7,862/hour, which is 7% higher than the existing scenario (\$7,328/hour).

Urban Design Option

Analysis of the Urban Design Proposal highlights the issues listed below. It should be noted that there are particular issues on Pacific Highway at its intersections with Telegraph Road, Livingstone Avenue and Station Street.

Pacific Highway/Telegraph Road

- Currently operating at close to capacity and reaches LOS C with DS 1.0, or approaching 1.0 for the Urban Design Proposal in both the AM and PM peak (0.97).

Pacific Highway/Livingstone Ave

- Currently fails in the PM peak. The Urban Design Proposal will result in a further deterioration in performance in the PM peak. For the AM peak under the Urban Design Proposal, the intersection will operate at an acceptable LOS (B).

Pacific Highway/Grandview Street/Post Office Street

- The left turn from Grandview Street, particularly when undertaken by delivery and other large vehicles, can be hazardous to traffic on Pacific Highway. The geometry of the curve and approach for vehicles on the Highway, support action to ban this movement. While it may not be essential for traffic reasons, there is merit in considering banning this left turn. Alternative routes are available for motorists.

Pacific Highway/Station Street

- Left turning traffic onto the Highway and right turning traffic from the highway currently experience major delays. The performance of these movements will deteriorate significantly under the Urban Design Proposal.

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

- Grandview Street/Alma Street
- Grandview Street/Station Street
- Everton Street/Pymble Ave/Avon Road
- Everton Street/Livingstone Ave/Orinoco Street

Item 1

S04291
14 July 2006

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 modelling of the traffic generation resulting from this planning scenario is shown in the relevant **attachment** and is referred to above. As discussed, there are capacity issues on Pacific Highway at Telegraph Road, Livingstone Avenue and Station Street. Delays to Pacific Highway traffic and traffic on the side roads would increase significantly. As a further indication of the impacts this scenario would have on the network, the hourly route costs would be \$8,439 (compared to LEP 194 costs of \$7,862). Taking only the signalised intersections of Livingstone Avenue and Telegraph Road on Pacific Highway, the economic comparisons (to the existing situation) are;

Scenario (for Highway Intersections only)	Costs	Increase 9%)
Existing scenario	6,041	Base
Future LEP 194 + Minister's Sites (Base 2)	6,426	6.4%
Urban Design Proposal	6,915	14.5%

Traffic Improvement Proposals

To improve the performance of the recommended land use planning scenario, a number of possible traffic improvement proposals have been identified:

Recommended Traffic Improvements for Pymble

The following transport upgrade options, to improve the transport operation within Pymble town centre, are recommended for further consideration as part of the current town centre planning process.

1. Capacity improvements at the Pacific Highway/Livingstone Ave intersection

The Pacific Highway/Livingstone Ave intersection is forecast to operate at LOS F in the PM peak for the Urban Design Proposal, with a degree of saturation of approximately 1.0 in the AM peak. Localised widening would be required in future to reduce congestion and provide an acceptable LOS. Widening on the southern side of the Pacific Highway is not feasible due to a number of factors, including the presence of a heritage-listed church. Widening could be achieved, however, when the sites opposite Livingstone Ave, between the Highway and the railway line, are redeveloped. Land dedication would allow the RTA, to relocate the Highway centreline northwards to provide three northbound through lanes and to slightly extend the Highway right turn bay. With such works, the intersection performance is forecast to improve to LOS B for both the AM and PM peaks for the Urban Design Proposal. Given the constraints of the bridge over the railway line, it is not intended to undertake these improvement works until the RTA widens the Pacific Highway over the railway line. However, the ability to widen the Pacific Highway at this location will be made

Item 1

S04291
14 July 2006

available through the dedication. It is intended that the RTA would need to fund the widening works. A sketch of the proposed land dedication required is **attached** to this report.

2. Capacity improvements at the Pacific Highway/Telegraph Road intersection

The Pacific Highway/Telegraph Road intersection is forecast to operate at LOS D in the AM and PM peaks for the Urban Design Option, with a degree of saturation of approximately 1.0 in the AM peak and 0.97 in the PM peak. Localised widening would be required in future to maintain an acceptable LOS. Localised widening of the Highway could provide a short left turn lane, between Reservoir Road and Telegraph Road, for the Pacific Highway to Telegraph Road movement. Land dedication for the slip lane could be pursued, with work for the road works possibly funded through Section 94 contributions or RTA funding. With this slip lane, the intersection performance is forecast to improve to LOS B for the AM peak but remain at LOS C for the PM peak for the Urban Design Proposal. The economic analysis for the slip lane indicates that it would have significant benefit for south bound traffic.

The relative hourly operating costs for this intersection for the Urban Design Proposal increase by 23% over the existing scenario. However, provision of a left turn slip lane, a minimum of 20 metres in length, would reduce the operating costs for this intersection by 13% over the existing scenario. There is therefore a strong case for the provision of this left turn slip lane into Telegraph Road.

3. New pedestrian/bicycle connection between Park Crescent and Telegraph Road

The purpose of this improvement would be to improve pedestrian and bicycle circulation. In particular, the lane would form part of a bicycle route parallel to the Highway, from Telegraph Road to Mona Vale Road. The feasibility of this link is still being investigated. The link could be dedicated with works funded through Section 94 contributions.

4. Implementation of one-way south-east bound traffic flow on Grandview Street, between Pacific Highway and Alma Street

As previously indicated, left turns out of Grandview Street, onto the Highway can be hazardous, especially for larger vehicles. More than one lane on the Highway is required for some vehicles to make this manoeuvre, with safety implications for Highway traffic. To alleviate this problem, Grandview Street could become one-way south-eastbound between Pacific Highway and Alma Street.

This improvement would also allow improvements to the public domain in Grandview Street, including increasing the parking supply on Grandview Street and improving the amenity of the street.

The main traffic impact of the works would be to force traffic currently turning left onto the highway from Grandview Street to take an alternative route. The number of vehicles currently performing this manoeuvre is approximately 60 in the AM peak hour, 60 in the PM peak hour and 50 in the weekend peak hour. This traffic would then need use Alma Street, Park Crescent and Post Office Street to access the Pacific Highway or alternatively use Station Street and the bridge for

Item 1

S04291
14 July 2006

access. These streets could accommodate the relatively small increase in traffic flows. Community benefits are mainly in terms of traffic safety and improvements to the public domain.

5. New lane connecting Grandview Lane to Station Street

The purpose of this new lane would be to improve permeability/accessibility of the road and pedestrian network. There would be no significant change to overall road network performance, particularly if the connection is only for pedestrians and cyclists. Much of the land is already in public ownership. The balance would be subject to voluntary acquisition. It is expected that the work would be funded by Section 94 contributions.

6. New one-way connecting road from end of Post Office Lane to Park Crescent

There is currently no turning facility at the end of this lane. The purpose of this new lane would therefore be to improve circulation and servicing, by allowing through access between Post Office Street and Park Avenue, in a one way movement. If a connection to Park Crescent is not provided, a turning circle in Post Office Lane would be required. The connection would be achieved through land dedication and the work through Section 94 contributions.

7. New road between Beechworth Road and Avon Road

The purpose of this new road would be to improve connectivity between Avon Road and Beechworth Road, as identified in SEPP 53, Amendment 7. Traffic movement between these two roads is currently via an indirect route involving Arilla Road, Allawah Road and Mayfield Ave. Provision of the new road is achievable, but only if it is incorporated into the Minister's site development (1-7 Avon Road + 2-8 Beechworth Road) and is not a Council obligation.

It is noted that the final development controls for the site under SEPP 53 requires this link to be a new public street linking Avon Road to Beechworth Avenue, to improve access and to provide street addresses to future development.

8. Widening Avon Road footpath near Everton Road/Pymble Avenue

The Avon Road footpath carries a significant volume of pedestrian traffic but is relatively narrow. Widening of the footpath would improve pedestrian circulation between PLC/Minister's site and the town centre. Widening of the footpath is achievable, but only if it is incorporated into the Minister's site development (1-7 Avon Road + 2-8 Beechworth Road).

9. Economic Outputs for the Urban Design Proposal

Sidra modelling economic output indicates that the total operating costs of the proposed Urban Design Proposal, including the proposed slip lane on Pacific Highway at Telegraph Road, is \$7,248/hr. This compares favourably with the existing scenario, taking all intersections modelled, including those not on Pacific Highway, where the modelled hourly operating cost is \$7,328.

10. Other issues

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

Item 1

S04291
14 July 2006

- A key constraint in the arterial road network in the Pymble area is the narrowing of Pacific Highway to two lanes in each direction at the railway line overbridge. The Pacific Highway predominantly has three lanes in each direction between the F3 and Mona Vale Road. Traffic modelling demonstrates that widening of the bridge to three lanes in each direction would result in a significant improvement in the Pacific Highway LOS. Widening of the bridge is the responsibility of the RTA but the RTA has no plans for such works. The works would not be feasible as a Council-funded project because the cost would be in excess of \$8 million and therefore considered prohibitive for Council to fund through Section 94 funding given that the level of development is unlikely to be sufficient to fund the works.
- The provision of signals at the Pacific Highway/Station Street intersection was investigated. The purpose of the signals would be to improve access to the town centre by providing controlled right turns to/from the Highway. Traffic modelling demonstrates that the signals would reduce the level of service on the highway, particularly due to the presence of nearby signals at Livingstone Avenue and Bridge Road. The RTA would therefore be unlikely to approve the provision of a new set of signals. The signals could also result in an undesirable increase in traffic on Station Street and other residential streets.
- The provision of a right turn from Pacific Highway into Beechworth Road was investigated. A right turn was previously permitted but was removed by the RTA during the early 1990s when 'S' lanes were phased out. The purpose of re-introducing a right turn would be to improve access to the Minister's site/PLC area of Pymble in conjunction with relieving pressure on the Pacific Highway/Livingstone Ave intersection. However, inspection of the site revealed that provision of a right turn bay would not be possible unless localised widening of the Highway occurred. The right turn bay for traffic turning into Bobbin Head Road is more critical than a right turn bay for traffic turning into Beechworth Road. Re-introduction of a right turn movement would also reduce the level of service for Highway through traffic. The RTA has no plans for re-introduction of a right turn bay. The cost of widening the Highway is considered to be prohibitive for Council to implement.
- The increased level of development planned for Pymble will increase the demand for train services. Increased services stopping at Pymble will therefore be required to accommodate this demand. The arrangements for taxis and buses on Grandview Street will also need to be reviewed.

Staging of Traffic Options

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

Short term

- Implement one way in Grandview Street, Pacific Highway to Alma Street.

Item 1

S04291
14 July 2006

Medium term

- New pedestrian/cycle connection between Park Crescent and Telegraph Road;
- New lane connecting Grandview Lane to Station Street;
- New One way connection from near end of Post Office lane to Park Crescent;
- Widen Avon Road footpath, alongside Minister's site.

Long term

- New road between Beechworth Road and Avon Road;
- Capacity improvements on Pacific Highway at Livingstone Avenue;
- Improvements on Pacific Highway at Telegraph Road (slip lane).

Overview of the recommended traffic improvements

Proposed traffic improvements for the Pymble town centre include:

- Land dedication from properties facing Pacific Highway, opposite Livingstone Avenue, when they develop, allowing the RTA to undertake improvements to the intersection;
- Provision of a slip lane on Pacific Highway at Telegraph Road for south bound traffic;
- New pedestrian and cycling connection between Park Crescent and Telegraph Road;
- Implement a one way traffic flow on Grandview Street, from Pacific Highway to Alma Street and improve the public domain of that section of the street;
- New lane connection between Grandview Lane and Station Street;
- New lane from Post Office Lane to Park Crescent, to improve vehicular circulation;
- New road between Beechworth Road and Avon Road;
- Widen the footpath in Avon Road near Pymble Avenue.

Reclassification of Land Council Owned Land

A report has been prepared on the various property holdings within the Pymble 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 Pymble centre is included as **Attachment 8** to this report.

Item 1

S04291
14 July 2006

In order to deliver on the planning outcomes for the recommended option, there are currently a number of Council owned sites within the Pymble 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.

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:

Item 1

S04291
14 July 2006

Item No.	Address	Property	Description
1	1 Alma Street	LOT 4 DP 307623 , LOT 19 DP 5528	Council Car park
2	2 Alma Street	LOT A DP 302332	Council Car park
3	65 Grandview Street	LOT 23 DP 791208	Council laneway
4	1192 Pacific Highway	LOT 8 DP 30236	The Secret Garden (remnant bushland)
5	1186 Pacific Highway	LOT 1 DP 86583	Town Hall
6	Part Post Office Lane	LOT 2 DP 582963	Council-acquired land, subdivided from 103 Grandview Street (LOT 1 DP 582963), with the intention of creating a rear access lane

CONSULTATION

Council will continue to engage with Pymble 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 20 April 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 Pymble postcode area
2. Consultations with two local resident groups and a retirement village,
3. Consultation workshop to develop a Character Statement for Pymble centre,
4. An email survey of interested residents/ businesses seeking feedback on a Character for Pymble.

Pymble centre - Surveys & Consultations completed:

• 2005 Pymble Residents' Survey – responses	1,600	June 2005
• Friends of Pymble	10	7 July 2006
• Northaven Pymble Retirement Village	14	13 July 2006
• Pymble Action Group for the Environment	12	18 August 2005
• Pymble Residents' / Business Workshop	50	3 April 2006
• Pymble Character Survey	58	7 April 2006

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

Item 1

S04291
14 July 2006

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

Similar to 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 20 April 2006 on planning for the Pymble Centre.

Workshop on a Character for Pymble centre

A workshop to help identify a Character for the Pymble town centre was convened at Gordon Library Meeting Room, on Monday 3 April 2006. It included 50 Pymble 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.

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 Pymble 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 the Pymble Centre Character elements shown below:

1. Pymble will be a small village centre serving the needs of local residents into the future. Pymble will have a viable mix of uses including shop-top housing, small offices, a supermarket and a variety of retail outlets that encourage local activity and vitality. These will be complemented with local community and medical services.

Agree 95%	<i>Neither 0%</i>	Disagree 5%
------------------	-------------------	-------------

2. Robert Pymble Park will be enhanced and become the focus of community life. The village will be concentrated in the area between Post Office Street and Alma Street. New cafes and restaurants will face the park and will offer outdoor dining with park views and a northerly aspect.

Agree 97%	<i>Neither 3%</i>	Disagree 0%
------------------	-------------------	-------------

3. New shops and improved footpaths on Alma Street and Post Office Street will provide better and safer links from Grandview Street to Robert Pymble Park. Street tree planting, signage and street furniture will improve pedestrian amenity and access.

Agree 95%	<i>Neither 3%</i>	Disagree 2%
------------------	-------------------	-------------

Item 1

S04291
14 July 2006

4. There will be safer pedestrian and cycle routes to the rail station, across the highway and to local residential areas and schools. The bus network access will be strengthened and bus-rail interchange streamlined and made accessible.

Agree 93%	<i>Neither 3%</i>	Disagree 3%
------------------	-------------------	-------------

5. Improvements will be made to the Pacific Highway to enhance access to Pymble Village, and to minimise impacts on the local road network. Parking for shoppers will be improved and increased in terms of quantity, safety and design.

Agree 91%	<i>Neither 5%</i>	Disagree 3%
------------------	-------------------	-------------

6. Pymble will retain much of its existing character including low density housing, heritage buildings, trees and parks, as newer higher density housing will be located within close proximity of the rail and road corridor.

Agree 84%	<i>Neither 5%</i>	Disagree 11%
------------------	-------------------	--------------

Looking at the results of this email survey, making use of the aspects to Robert Pymble Park, a village style for Pymble, and improvements proposed in the Alma and Post Office Streets area, received very high levels of agreement.

Pymble centre - Proposed Consultations & Surveys

[Pymble town centre –Council Meeting - July 2006]

Pymble town centre - Preliminary Exhibition
(Web-site, Gordon Chambers & Library) - July 2006

Pymble – Exhibition and Feedback Survey of Draft DCP /LEP
(Web-site, Gordon Chambers & Library) > July 2006

Public Hearing - reclassification of community lands to operational lands
(Council Chambers) > July 2006

Further consultation – Draft Development Control & Local Environment Plans

As part of later, formal exhibition of the Draft town centre plans for Pymble, the Council will have staffed displays at the above locations 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

Item 1

S04291
14 July 2006

informed about Pymble Centre planning. This is scheduled later in 2006, following 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 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 Pymble centre, the Gordon Library and Council Chambers as required, updates on web based information, information in local papers and the Ku-ring-gai News. Brochures will be included about the 6 town centres' planning, including Pymble, in rate notices to all Ku-ring-gai ratepayers after 1 July 2006.

Over 700 Pymble property owners (within and surrounding the study area) were notified of this report going to Council and details of where to view the Draft Report, Draft LEP & Draft DCP from Friday 14 July 2006, at the customer service centre, Council's Library and on Council's website.

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 9 December 2005, 7 February 2006 and 28 February 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 Pymble Centre are presented including a Draft LEP and Draft DCP for adoption for public exhibition. The Draft LEP

Item 1

S04291
14 July 2006

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 2 as it applies to the Pymble Centre.
- B. That Council adopt the Draft Ku-ring-gai (Town Centres) Development Control Plan for the Pymble centre including further minor amendments as necessary to ensure consistency with Council's adopted Draft Local Environmental Plan.
- 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 Pymble 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 amended 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 Council acknowledge those who have made submissions and that they be informed of Council's resolution.
- H. That the car parking rates for retail and commercial development be reduced for the town centres DCP for the Centres along the rail corridor from the current rates required in DCP 43 to the following:

Retail – 1 space per 33 sqm GFA
Commercial – 1 space per 45 sqm GFA
- I. That a Parking Management Plan be prepared and reported to Council prior to gazettal of the Draft Local Environmental Plan for the Pymble centre.
- J. That the Draft Local Environmental Plan proposed reclassification of the following sites from community land to operational land:

Item 1

S04291
14 July 2006

Item No.	Address	Property	Description
1	1 Alma Street	LOT 4 DP 307623, LOT 19 DP 5528	Council Car Park
2	2 Alma Street	LOT A DP 302332	Council Car Park
3	65 Grandview Street	LOT 23 DP 791208	Council laneway
4	1192 Pacific Highway	LOT 8 DP 30236	The Secret Garden (remnant bushland)
5	1186 Pacific Highway	LOT 1 DP 86583	Town Hall
6	Post Office Lane	LOT 2 DP 582963	Council-acquired land, subdivided from 103 Grandview Street (LOT 1 DP 582963), with the intention of creating a rear access lane

- K. 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).
- L. That, a public hearing be conducted as part of the Local Environmental Plan exhibition in accordance with the relevant provisions of the Local Government Act 1993.

Bill Royal
Senior Urban Designer

Craige Wyse
Senior Urban Planner

Steven Head
Director Open Space and Planning

Greg Piconi
Director Technical Services

Attachments: Attachment 1 - Council report and resolution 20 April 2006 - 602161, 603708
Attachment 2 - Pymble Centre Draft Development Control Plan - 639947, 639948, 639949, 639950
Attachment 3 - Pymble Centre Precinct Map - 639943
Attachment 4 - Confidential Economic Feasibility Assessment, Sphere Property Corporation (circulated separately) -
Attachment 5A - Heritage Assessment - additional research for selected heritage item :1190 Pacific Highway -639944
Attachment 5B - Heritage Assessment - additional research for selected heritage item 10 Park Crescent, Pymble -639945
Attachment 6 - Draft Ku-ring-gai Local Environmental Plan (Town Centres)- Amendment No 2 - written instrument -639942
Attachment 7 - Draft Local Environment Plan (Town Centres) - Amendment No. 2 - Maps - Pymble Centre - 639941
Attachment 8 - Council land holdings and land proposed for classification - 639936
Attachment 9A - Pymble traffic information Improvement measures - 639923
Attachment 9B - Traffic Urban Design Analysis - 639922
Attachment 9C - Traffic - Intersection operating costs -639946
Attachment 10 - Riparian Guidelines - 639938
Attachment 11 - Copy of section 54(4) - Schedule 2 - Pymble Centre from DCP - 619360

PYMBLE CENTRE RECOMMENDED DRAFT LAND USE PLAN

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To have Council consider the consultation and planning outcomes for the Pymble Centre and to seek Council's endorsement of the recommended land use plan and to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Pymble 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 centres 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 Pymble Centre as the first planning stage for this centre.

COMMENTS:

Council has adopted an integrated place based approach to planning for Pymble. 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 prepare a Local Environmental Plan and a Development Control Plan for Pymble Centre in line with the recommendations included in this report.

PURPOSE OF REPORT

To have Council consider the consultation and planning outcomes for the Pymble Centre and to seek Council's endorsement of the recommended land use plan and to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Pymble 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 town centre to cater for the needs of the local community. In line with this direction, Council has completed the planning for St Ives town centre and Pymble centre and commenced the planning work for the Gordon, Pymble, Lindfield and Roseville centres.

This report represents a comprehensive summary of the first stage of the integrated planning process for the Pymble Commercial Centre. It provides an outline of the extensive stakeholder consultation 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 Pymble is expected to have an additional 528 dwellings with an estimated additional population of approximately 1,481 persons. The rezoned areas are generally in proximity to the Pymble centre although some sites are dispersed further along the Pacific Highway.

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, providing new open space (where appropriate), improving public domain, improving safety, improving accessibility of each

Item 10

S04291
6 April 2006

centre etc. Parallel to this work Council and community facilities will be reviewed to identify opportunities for upgrading facilities and / or including new facilities. 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 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 Pymble 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 Pymble 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 Pymble Centre.

The Pymble 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, LEP194 and DCP55, 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 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 new a new Development Contribution Strategy, and action plans for Public Domain, Traffic & Parking, and Community Facilities.

Item 10

S04291
6 April 2006

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

Development of Principles and Objectives for Pymble Centre

The planning principles for Pymble 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 design 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 vision.
- Councillors issues and opportunities.
- Issues, constraints and opportunities identified by Council staff and consultants.

Attachment A – Urban Design Principles illustrates the key principles

Urban Design Principles

The existing character of Pymble Centre is village-like, low-density and green - with a focus on Robert Pymble Park and tall tree canopies interspersed with heritage buildings. The existing shopping strip adjacent to the station is valued, as are the railway station and parks. Housing is generally low density. Amenity in the area is generally good, but could be improved.

Pymble Centre has all the fundamental attributes needed to create a vibrant and diverse village centre character. However improvements in amenity, access and diversity of shopping will increase patronage and could also increase the number of people walking to and from the centre.

The urban design principles for the centre are to maintain and enhance this existing village-like character. This could be achieved by improving:

- the variety and mix of retail, including a small supermarket and cafes and outdoor dining
- public transport amenity through implementation of adequate street furniture, kiss and ride areas, signage and lighting
- traffic and parking amenity
- Public domain amenity and visual appearance, possibly in Grandview, Post Office and Alma Streets

The following new elements will play a major part in improving the Pymble Centre

- Creating a village street 'hub' in Post Office Street and Alma Street which links through to Robert Pymble Park.

Item 10

S04291
6 April 2006

- New development to respect the existing ‘fine grain’ subdivision pattern to retain the village scale.
- Robert Pymble Park could become a focus for the Centre, with new development facing the park including café and outdoor dining.
- Creating mid-block linkages to increase pedestrian access and amenity through the centre from the railway station through to the park.
- Resolve interface between single residential and existing high density zoned sites through sensitive scaled medium density redevelopment.

Surveys and Consultations

As part of the consultation strategy a major household survey for Pymble town centre was posted to some 4700 households in Pymble in June 2005 – some 1600 responses were received.

Consultations/ smaller surveys were also completed with:

- Resident groups from Pymble
- Pymble Shoppers
- Persons in retirement villages

Key elements - Surveys/Consultation

Asked to identify 2 good points about shopping in Pymble, the largest group of respondents suggested proximity to home was good. *Parking* rated highly as being good. Also well noted were *convenient* and *friendly shops*.

The most noted bad point about the Pymble centre, reported by householders, was that that it is a *sub standard shopping* location. *Parking* was second highest as a bad point then *lack of choice/variety* of shops and merchandise.

West Pymble then Pymble, at a slightly lesser number, were the shops indicated as closest to home by householders. St Ives and Gordon were very notably less numbers. The high number of West Pymble responses indicates it is a relatively central, accessible location to much of the Pymble postcode area.

Unlike Turramurra and St Ives, Pymble householders do not have a major supermarket in their area.

As a result, St Ives, Gordon and Macquarie centres feature prominently in their supermarket shopping. Hornsby, Turramurra and West Pymble were at notably lesser levels. Butchers, Fruit and Vegetable, Gifts/ Homewares, Banks, Clothing, and Travel, followed generally similar patterns of location choices.

However, Pymble centre was a notable destination for some shopping by local householders. This pattern of location preference included Florist, Hairdressing, Post Office, Dentist, Liquor Shop, Bakery, Chemist, and Video/DVD Hire. A more mixed pattern was apparent for Takeaway/fish, Cafes, Restaurants, Hardware, and Doctor.

Item 10

S04291
6 April 2006

This reflects a willingness by Pymble residents to use local shops where they provide attractive and competitive standard of goods or services. An appropriate size supermarket would also appear desirable given the results above.

Consistent with the shopping location choice responses for Pymble, there was a notably higher level of disagreement (and strong disagreement) than agreement to this proposition. Pymble *car parking and traffic flow, footpaths and cycle ways* received a similar low level of agreement to positive statements about them.

There were very high levels of car use to access the Pymble centre. Of particular interest, was the notable level of walking access reported by households responding to the survey. With lower levels of use for staple goods, the regularity of household access was obverse to St Ives and Turramurra – higher levels of weekly access and relatively low levels of daily use. (Some 800 accessed the centre on a weekly basis, whilst only 200 reported using the centre on a daily basis.)

Passive recreations reflected high levels of use of *cafes* and *cinemas*. Of interest, are the overall higher levels of use of *cinemas* reported by householders, compared to cafes, although cafes is a higher first choice. Cinemas use may reflect a choice by numbers of families, and possibly numbers of older persons.

Many comprehensive responses were given by Pymble residents to this question. The above is a summary of the areas they identified. Prime amongst these was *parking* in and around the shopping area – exacerbated by limited space and by parents collecting students from Pymble Ladies' College. Shopping variety, poor access and cafes were notably less mentioned by householders. These all reinforce much of the responses given earlier in the survey.

Residents/Business/Shopper Workshop > Character Statement

A workshop was convened in Gordon Library on Monday 3 April 2006. It included some 65 Pymble householders, business and local resident group nominees. The workshop commenced with a summary of the 2005 Household survey results and presentation by the urban design consultant Habitation. Participants then worked in small groups to document issues about Pymble, with a member of Council's planning staff to assist.

These results have been distilled into a Character Statement for Pymble:

- Pymble will be small village centre serving the needs of local residents into the future. Pymble will have a viable mix of uses including shop top housing, small offices, a supermarket and a variety of retail outlets that encourage local activity and vitality. These will be complemented with local community and medical services.
- Robert Pymble Park will be enhanced and become the focus of community life. The village will be concentrated in the area between Post Office Street and Alma Street. New cafes and restaurants will face the park and offer outdoor dining with park views and a northerly aspect.

Item 10

S04291
6 April 2006

- New shops and improved footpaths on Alma Street and Post Office Street will provide better and safer links from Grandview Street to Robert Pymble Park. Street tree planting, signage and street furniture will improve pedestrian amenity and access.
- There will be safer pedestrian and cycle routes to the rail station, across the highway and to local residential areas and schools. The bus network access will be strengthened and bus-train interchange streamlined and made accessible.
- Improvements will be made to the Pacific Highway to enhance access to Pymble Village and to minimise impacts on the local road network. Parking for shoppers will be improved and increased in terms of quantity, safety and design.
- Pymble will retain much of its existing character including low density housing, heritage buildings, trees and parks as new higher density housing will be located within close proximity to the rail and road corridor.

Further Information/Community Feedback

An email survey to Pymble householders and businesses is being 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, 3D models and information in local papers (including the Ku-ring-gai News). Regular information about relevant Planning Committee and other Council meetings will also be provided.

COMMENTS

A range of background studies have been prepared by specialist consultants to assist the planing process. Consultants have been engaged to evaluate traffic and transport issues, heritage, retail and economic factors and community facilities related to the Pymble Centre. The following is a summary of the key findings.

References to precincts in the following discussions refer to precincts identified in Attachment C – Pymble Centre Precinct Plan.

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 letable area”) 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. Refer attachment D – excerpts from the Ku-ring-gai Retail Centres Study – Hill PDA consultants

Item 10

S04291
6 April 2006

Pymble currently has approximately 6,000sqm of ground floor shop front space. A high proportion of these (38%) are being used for non-retail commercial uses such as real estate agencies. The high proportion of non-retail uses is an indicator of lower than average rents. The study notes this is partly due to the location of Pymble between Turramurra and Gordon.

The retail strategy recommends the best outcome for Pymble would be to gain a medium to large supermarket (1500-3000sqm) as an “anchor” to attract people and provide for the daily food and grocery needs of residents.

Heritage Review

City Plan Heritage has been engaged to undertake a review of the existing and potential heritage items within the town centre areas. Attachment E is an excerpt from the full report detailing the consultant’s recommendations. The following table lists the existing and potential items identified by Council for review by the consultant.

Table 1 - Pymble Village Existing and Potential Heritage Items for review

<i>Existing Heritage Item Properties</i>		
5 Alma Street	19 Alma Street	9 Graham Avenue
1002 Pacific Highway	1006 Pacific Highway	1010 Pacific Highway
1116 Pacific Highway	1134 Pacific Highway (Pymble Hotel)	1178 Pacific Highway
1186-1188 Pacific Highway	1190 Pacific Highway	1202 Pacific Highway
4A Park Crescent	10 Park Crescent	34-36 Park Crescent
14 Pymble Avenue	3 Taunton Street	15 Telegraph Road
17 Telegraph Road	21 Telegraph Road	23-29 Telegraph Road
<i>Potential Heritage Item Properties</i>		
18 Park Crescent	20 Park Crescent	22 Park Crescent
24 Park Crescent	40 Park Crescent	5 Taunton Street
7 Taunton Street		
<i>Heritage Item Properties Under Investigation</i>		
Nil		

Item 10

S04291
6 April 2006

Heritage considerations

- Pymble Park is a visually distinct area. There are some Heritage Items to Park Crescent but most of the dwellings are either altered buildings from earlier periods of development or mid to late 20th century infill.
- The northern (eastern) side of the railway features a higher proportion of heritage items than the southern (western) side. Many of these items are also rather substantial and relatively good examples of their period and style.
- As most of the heritage items are substantial in size with a reasonable curtilage they have the potential to accommodate some nearby development provided it is sympathetic in form, siting and scale.
- The Grandview Street shops have limited heritage significance as most buildings have been heavily altered or replaced. The streetscape may be considered to have a 'village character' although this is not of heritage significance. The remnant Inter War period buildings are very typical in character and quality, are dispersed, and are of compromised integrity. Well designed infill will be able to retain the character of the streetscape with no loss of heritage significance.
- The two buildings on the corner of Grandview and Alma Streets are reasonably significant for their representative and aesthetic streetscape qualities and act as a contextual gateway into the park area. There is an opportunity to adapt the frontages of these buildings.
- The Inter War Georgian Revival house on the corner of Post Office Street and Park Crescent is a Heritage Item. Preliminary and anecdotal research indicates it was designed by a well known architectural firm and a prominent garden designer. This site is a potential opportunity site and a more detailed assessment of the building should occur.
- The cottages along Pacific Highway have diminished significance due to the loss of buildings from the group, intrusive alterations and additions and compromised setting.
- The commercial buildings along the northern (eastern) side of the Highway are typical for their period and style and are not of high significance. The corner building, possibly a former Hotel and designed in the Inter War Functionalist style, has some potential for adaptation.
- Any redevelopment should respond to surrounding context where significant eg, Station Street, Pymble Park, Graham Street.
- There has been a reasonable amount of residential infill throughout the study area with relatively little impact to the character of the area. The character of the area is considered to be just as much related to the patterns of development in the streetscapes (form, setback, scale, siting) and the vegetation as the actual period and style of the building stock.

Heritage Categories

The consultant has identified 5 categories, they are as follows.

Potential Heritage Item

A potential heritage item is an item that has not been identified in previous studies which is likely to demonstrate a high level of significance subject to further investigation.

Heritage Item

Heritage Items are those items that are either currently listed or have been identified as Draft or Potential Items in previous studies. The listings or recommendations were retained or supported if it was clearly visible that:

Item 10

S04291
6 April 2006

- The place maintained a high degree of integrity, particularly of its significant features.
- If changes had occurred they needed to be reasonably reversible or sympathetic.
- An aesthetically significant building had to be evident of a particular style, demonstrate the key characteristics of that style or be a significant and high quality variation of the style.
- The form and detailing had to be of a very high quality. Form or detailing which is common to buildings of a style or period did not satisfy the threshold for listing.
- Typical examples, often confused with representative significance, must feature a significant context to be considered as a group or item. Individually they do not satisfy the threshold for listing.

Further Research

These are items which were either not visible, the potential significance was unclear or extensive alterations may have occurred. Generally they are located within areas that have been rezoned and may potentially constrain the potential of the site. Further research will identify whether they demonstrate the high level of significance required for conservation as a Heritage Item and the formulation of alternative solutions to meet the requirements of Ministers Direction.

Potential Adaptive Reuse

These are items which demonstrate some significance and owing to their form and siting have the potential to be sympathetically adaptively reused as part of a larger redevelopment of a site. These are commonly the commercial buildings along the Town Centre retail strips.

Retain if in lower density context:

Mostly existing heritage items which are not of the highest quality but as they are likely be located away from the higher density areas there is the potential that they will not be affected by any redevelopment, in which case the listing of the building may be retained.

Potential Item not to be listed (draft or existing)

Generally heritage items were removed where they were typical examples of their type and/or period or they have been heavily altered and their significance compromised.

Some heritage items have been listed in the past due to the use of a particular material such as timber or sandstone. However the use of a particular material that is not as prevalent as other materials, yet certainly not rare, on a building that is commonplace in all other aspects is does not satisfy the threshold for listing.

Buildings that only contribute to a streetscape or an area are not considered to reach the threshold for individual listing. A significant Heritage Item is not dependant upon its context for its significant values.

Usually the items within the lower density zones that are not recommended to be heritage items no longer demonstrated a high degree of integrity or their quality was more akin to a contributory building in a conservation area rather than an individually significant heritage item.

Table 2 - Proposed Heritage classification

Addresses	Existing classification	Proposed classification
-----------	-------------------------	-------------------------

Item 10

S04291
6 April 2006

Addresses	Existing classification	Proposed classification
3-5, 19 Alma	Heritage Item	Heritage Item
21 Alma	Not classified	Potential Heritage Item
1 Clydesdale (also 1202 Pacific Highway)	Heritage Item	Heritage Item
85, 81 Grandview	Not classified	Potential Adaptive Reuse
9 Graham	Heritage Item	Potential Removal of Item
1 Livingstone (church)	Not classified	Potential Heritage Item
966 (fire station), 982 (substation) Pacific Highway	Not classified	Potential Heritage Item
1002, 1006, 1010, 1190, 999-993 Pacific Highway	Heritage Item	Potential Removal of Item
975-985 Pacific Highway	Not classified	Potential adaptive reuse
22 Park Crescent	Potential Heritage Item	Heritage Item
10, 18, 20, 24, 36, 40 Park Crescent	Potential or Heritage Item	Potential removal of Item
4a Park Crescent	Heritage Item	Further research
14 Pymble	Heritage Item	Further research
6 Pymble	Heritage Item	Potential removal of Item
Pymble Station Group	Heritage Item	Heritage Item
5 Telegraph	Not classified	Further research
29, 21 (former stables only), 17, 15 Telegraph	Heritage Item	Heritage Item
3, 7 Taunton	Heritage/Potential	Heritage Item

Urban Design Analysis

The following is a summary of the physical conditions of Pymble Centre. Refer Attachment F – Urban Design Analysis Drawings prepared by HABITATION.

Item 10

S04291
6 April 2006**Location**

Pymble Town Centre is a Village Centre located on the Pacific Highway midway between the Town Centres of Gordon and Turramurra. Pymble is geographically defined by the ridges aligned with Telegraph Road and the Pacific Highway.

The railway station is located at the intersection of the Pacific Highway and the north shore rail line. Pymble Ladies College defines the western boundary. The eastern boundary is defined by Commonwealth land and a commercial industrial area adjacent Ryde Road. The northern boundary is defined by the ridge of Telegraph Road.

Topography

Pymble is made up of three topographic zones. The steep southern slopes are characterised by large stands of eucalypts remaining within the public and private domain.

The form of the ridge is reinforced by the position of the Pacific Highway separating the northern and southern zones. The railway traverses the landscape, emerging on grade at the station, and traversing the steep landscape through cuttings on the western side of the station. Together the road and railway create a physical barrier. To the north the land falls away into a small valley centred on Robert Pymble Park, and rises steeply to the ridge of Telegraph Road.

The steep southern topography reveals district views from the Pacific Highway over the Sydney Basin, south towards Botany Bay and west towards the Blue Mountains.

The topography has strongly influenced the subdivision patterns and street layout.

Generally the majority of streets run from the ridges to the valleys. The streets around Robert Pymble Reserve preserve the outline of the valley in this area.

Watercourses

The Pymble Village is located on a ridge that separates the Lane Cove Rivers from Middle Harbour. Bobbin Head road marks the east – west ridge that separates middle harbour from the Cowan Creek Catchments. Land to the north falls towards Middle Harbour, and Land to the south falls towards the lane Cove River. The water courses create sharp depressions within the landscape; these are in many cases still visible even in the most re-developed areas.

Built character

The area is characterised by a mix of individual and attached dwellings nestled on undulating slopes rising around and up to the Pacific Highway Spine. Unlike other centres, the steep topography has greatly influenced the subdivision pattern and subsequent street layout. A regular grid is absent from the Pymble Village centre, and is substituted by large blocks, where the streets run perpendicular to the contours from the ridge to the valley creating an irregular settlement pattern.

The village centre is concentrated around the railway station, where the Pacific Highway intersects the railway line. The core area of Pymble contains fewer streets than other centres due to the street layout and the constrained proportions of the western sector.

Item 10

S04291
6 April 2006

To the west of the Town centre fronting the highway multi-unit development has occurred to increase densities around the railway station from the 1970 to present. Some of these developments are surrounded by highly manicured landscapes consistent with the larger dwellings in the area. Walk-up style units are located to the east of the town centre. The area between Alma Street and Telegraphy Road is characterised by grand and often two storey individual dwellings with vertical proportion set on allotments ranging from 800sqm to over 1500sqm.

Commercial Centre

The commercial centre is concentrated around the railway station. Business activities are limited to commercial services intermixed with some speciality retail and local shops, such as take-away food and newsagents. Some remnant commercial space is also located at the corner of Telegraph Road and Pacific Highway.

More recent commercial office development is located in the land bounded by the railway and Pacific Highway. The only community facility within the Pymble Village Centre is the Pymble Town Hall, a converted church accessible from the Highway.

Open Space

Pymble Village is the only centre other than Wahroonga to contain a large central park bordering the commercial centre. The park is concealed from major viewing lines and almost 'hidden' from the view of many non-residents. There is opportunity to provide a better connection and allow it to become a major focus for the village centre.

Public domain facilities within the streets are minimal, there is very little attention made to the quality of the public spaces with minimal street furniture, undulating footpaths and poor amenity – particularly within the 'main street' Footpaths are generally of a standard width but are serviceable.

Two small pocket parks are located along the edge of the highway. 'Secret Garden' is a small and poorly accessible lot with no improvements. The other park is located between Bloomsbury and Livingstone Ave and is highly vegetated with very limited access.

Landscape

The landscape is dominated by a stands of remnant eucalypts that provide much of the vertical scale and distinctiveness along the edges and within the back gardens of many of the properties.

In the area bounded by Livingstone Ave and Pymble Avenue landscape gardens are characterised by larger front setback with buildings set under a dense canopy of tall mature hardwoods and evergreen trees.

The landscape character in remainder of the village centre consists of grassed footpaths, ornamental trees, shrubs and manicured hedges. The narrow streets around Robert Pymble Park, Alma Road and Station Street result in limited street tree planting creating quite closed streetscapes. Apart from the avenues are to be found in Orinoco Street, Pymble does not contain any significant regular street tree planting.

Access and circulation

Item 10

S04291
6 April 2006

Access to the Village Centre from outer residential areas is generally quite acceptable considering the large blocks. Access and amenity of pedestrians travelling from the north – west (Telegraph Road) could be improved by some cross site links that provide access from Telegraph Road to Robert Pymble Park. Access from the south to the station could be enhanced by improved footpath widths around Livingstone Ave and Everton Street. The pedestrian tunnel under the highway could also benefit from an upgrade.

Vehicle access is considerably limited to both the northern and southern precincts of the village centre. Access to the south is available only at the intersection of Livingstone Ave and the Pacific Highway. Access to the northern precinct is constrained by narrow streets and a limited road network. Station Street currently provide a local link between the Pacific Highway and Telegraph Road.

Pymble Town Centre Preliminary Traffic Analysis

Existing Traffic and Transport Issues Summary

The existing transport situation within Pymble town centre can be summarised as follows:

- High traffic volumes on the 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/enter the highway.
- Pymble is served by a good train service, with regular services to the city and Hornsby.
- The provision of feeder bus services to the town centre/station is poor.
- The Pacific Highway and railway line represent a barrier to pedestrian movement within the town centre, despite the presence of various controlled pedestrian crossing points.
- Parking within the town centre is limited and typically operates at high occupancy levels during peak shopping periods.
- The Pacific Highway, between Grandview Street and Livingstone Ave, was identified as an accident 'blackspot'.

Council's traffic consultant has undertaken counts for the major intersections for the Pymble Town Centre and has undertaken an analysis for the likely traffic generation for development of the area based on approved LEP 194 development 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 Ministers site where no DA has been approved to date (Base 2).

The net increase in traffic generation for the two scenarios is given below:

Scenario	No. of Dwellings	Vehicle Trips – AM Peak			Vehicle Trips – PM Peak		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Base 1	166	17	66	83	62	21	83
Base 2	697	70	279	349	261	87	349

The analysis highlighted the following issues at the various intersections:

Pacific Highway/Telegraph Road

Item 10

S04291
6 April 2006

This intersection was found to be operating at capacity for the Base 1 scenario and LOS F for the Base 2 scenario for both the AM and PM Peak traffic.

Pacific Highway/Livingstone Avenue

This intersection was found to be operating at LOS F for both scenarios for both the AM and PM Peak. The right turn movement from the Pacific Highway into Livingstone Avenue is a critical movement providing access to the southern area of Pymble and is heavily impacted upon by the traffic generated from the school.

Pacific Highway/Grandview Street/Post Office Street

The analysis indicated that the left turning traffic onto the Pacific Highway will continue to face major delays at peak periods for both scenarios.

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

- Grandview Street/Alma Street
- Grandview Street/Station Street
- Everton Street/Pymble Avenue/Avon Road
- Everton Street/Livingstone Avenue/Orinoco Street

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 into the Draft LEP and DCP.

Pymble Town Centre Study - Sidra Runs

Intersection	Control	AM/PM	Scenario	DS	AVD (s)	LOS*	HMD (s)	Worst Mvt Queue (m)	Worst Mvt LOS
Pacific Hwy									
Pacific Hwy / Telegraph Rd	Signals	AM	Existing	0.97	31	C	75	638	F
			3 - Base 2	0.99	37	C	78	750	F
		PM	Existing	0.93	33	C	82	601	F
			3 - Base 2	0.94	40	C	93	650	F
Pacific Hwy / Livingstone Ave	Signals	AM	Existing	0.88	17	B	48	215	D
			3 - Base 2	0.98	16	B	84	220	F
		PM	Existing	1.04	60	E	113	1016	F
			3 - Base 2	1.07	71	F	123	1126	F
Pacific Hwy / Grandview St / Post Office St	Priority	AM	Existing	*	*	F (1)	*	*	F
			3 - Base 2	*	*	F (1)	*	*	F
		PM	Existing	*	*	F (1)	*	*	F
			3 - Base 2	*	*	F (1)	*	*	F
Pacific Hwy / Station St	Priority	AM	Existing	*	*	F (2)	*	*	F
			3 - Base 2	*	*	F (2)	*	*	F
		PM	Existing	*	*	F (2)	*	*	F
			3 - Base 2	*	*	F (2)	*	*	F
North of Pacific Hwy									
Grandview St / Alma St	Priority	AM	Existing	0.18	5	A	9	7	A
			3 - Base 2	0.19	5	A	9	7	A
		PM	Existing	0.16	4	A	9	5	A

Item 10

S04291
6 April 2006

Grandview St / Station St (north)	Priority	AM	3 - Base 2	0.16	4	A	9	6	A
			Existing	0.40	8	A	13	20	A
			3 - Base 2	0.40	8	A	13	21	A
		PM	Existing	0.15	7	A	11	7	A
			3 - Base 2	0.15	7	A	11	7	A
South of Pacific Hwy									
Everton St / Pymble Ave / Avon Rd	Priority	AM	Existing	0.32	8	A	12	19	A
			3 - Base 2	0.40	8	A	12	26	A
		PM	Existing	0.19	7	A	11	10	A
			3 - Base 2	0.26	7	A	12	14	A
Everton St / Livingstone Ave / Orinoco St	Priority	AM	Existing	0.38	6	B	19	16	B
			3 - Base 2	0.50	7	B	23	33	B
		PM	Existing	0.21	5	A	12	8	A
			3 - Base 2	0.30	6	B	16	10	B

Terms

DS - Degree of Saturation

AVD - Average Delay (s)

LOS - Level of Service

HMD - Highest Movement Delay (s) - Highest average delay for any movement at an intersection

Notes

* LOS for signals and roundabouts is based on average overall delay, and based on highest movement delay for priority intersections. Note that there are other methods of determining LOS - Degree of Saturation or Delay/Degree of Saturation.

1. Major delay to Post Office Street and Grandview Street left turn onto Pacific Highway. These turns can generally only be made by considerate Pacific Highway motorists allowing gaps in queued traffic streams for turning vehicles, or by motorists accepting critical gaps in the highway traffic stream that are lower than usual values.

2. Major delay to Pacific Highway > Station Street right turn and Station Street > Pacific Highway left turn. These turns can generally only be made by considerate Pacific Highway motorists allowing gaps in queued traffic streams for turning vehicles, and when a gap in traffic arises from the nearby Livingstone Ave signals.

Item 10

S04291
6 April 2006

Community services and facilities

The Ku-ring-gai Town Hall was formerly a Catholic Church, which was purchased in 1989 and converted into a Town Hall. The site is heritage listed, and the total area is 4,647sq m, which includes a car park of 30 spaces.

The covenant on the site restricts the use of the building to Community or Municipal Council purposes, (Community purposes includes public health, recreation, enjoyment or any public purpose of the like nature)

Usage of the Town Hall has dropped significantly over the past 3-5 years, especially by groups that require quality performance space. The facility was not built as a performance or function centre, and because it was not purpose built, and also due to its close proximity to the Pacific Highway, the Town Hall has very poor acoustic qualities, which are generally inadequate for performance or concerts.

There are a number of community groups, however, that hire the facility on a permanent basis these include Kindy Gymbaroo, Martial Arts groups, the Blood Bank, dance lessons and workshops, music groups for music examinations, tuition, and orchestra rehearsals, and Church groups.

The Town Hall is also hired on a casual basis for a variety of celebrations including weddings, birthdays and engagement parties, for sales and exhibitions, and for fund raising events.

Three rooms in the Town Hall are currently used as storage by Kindy Gymbaroo, Martial Arts, and the Ku-ring-gai Philharmonic Orchestra, and there is a meeting room located within the building which is also available for hire.

The adjoining facility, the Presbytery, referred to as the Performing Arts Resource Centre, (PARC), was purchased in 1989 from the Catholic Church, with the same restrictions as the Town Hall. The general intent for the usage of the PARC was predominantly for arts/cultural purposes. The total area is 709sq, and is currently occupied on a permanent basis by Suzuki Talent Education, Australian Dance Vision, and the Ku-ring-gai Art Society. There is also a meeting room within the building which is available for hire and for use by the tenants of the building.

Of relevance to the Pymble Centre Study is Council's recently commissioned Cultural Centre Feasibility Study which recommends that a suitable site be identified within the Gordon Town Centre for a Community Cultural Centre that will incorporate flexible multi purpose space including exhibition space, small scale performance space, arts workshops and studios, café and meeting rooms.

A purpose built Community Cultural Centre, incorporating contemporary exhibition techniques including new media technologies, would create a cultural resource centre for both the community and for visitors. It would also provide space for small scale performances, and civic functions and receptions. Alternative community or other appropriate uses could therefore be investigated for future use of the town hall.

Table 3: Summary of land / facilities owned by Council

<i>Existing Community Facilities and Land Owned by Council</i>				
Property Name	Property Location	Current Zoning	Size	Function
The Ku-ring-gai Town Hall and Car Park	1186 Pacific Highway	Special Uses 5(a) (Municipal Purposes)	4647m ²	It is an old Church building and is heritage listed. Council hires the building to the community for a variety of commercial and community purposes. Whilst the building is used as a Town Hall, it is unsuitable for public meetings and other functions that would normally be carried out in a Town Hall. There is a car park at the rear of the Town Hall that caters for approximately 30 spaces.
Performing Arts Resource Centre (The Presbytery)	1188 Pacific Highway	Special Uses 5(a) (Municipal Purposes)	709m ²	The building is heritage listed and is used as office accommodation for performing arts and arts related groups. It is the old presbytery for the church which is now the Town Hall.
Vacant Land Alma Street Pymble	1 Alma Street	2(d3)	1409m ²	It was acquired by Council in 1995 and intended to be used for public car parking. A concept plan has been prepared for the commercial development of the land which included retail/commercial/residential and underground parking. At this stage the land remains vacant.
Car Park – 2 Alma Street	2 Alma Street	3(a)-(A2) Retail Services	622m ²	It is used for public car parking with 14 car parking spaces provided.
Robert Pymble Park	1 Park Crescent	Recreation Existing 6(a)	19276m ²	It is used for public recreation purposes.
Grandview Lane Car Park	Grandview Lane	3(b)-(B2) Commercial Services	1693m ²	It is used for public car parking. 49 car parking spaces.

<i>Existing Community Facilities and Land Owned by Council (cont.)</i>				
Property Name	Property Location	Current Zoning	Size	Function

Item 10

S04291
6 April 2006

Secret Park	1192 Pacific Highway	2(d3)	974m ²	No information available.
<i>Other Land and Area Owned by Council</i>				
Property Name	Property Location	Current Zoning	Size	Function
Pathway	65 Grandview Street	3(b)-(B2) Commercial Services	104m ²	No information available.
<i>Proposed Changes to Existing Community Facilities</i>				
Property Name	Comment			
Town Hall/Civic Centre and Performing Arts Resource Centre (PARC)	The existing Town Hall is not purpose built for civic functions and Council is required on a number of occasions to find alternative locations for large public meetings. Similarly the PARC is not purpose built and the Cultural Centre Feasibility Study recommends that a suitable site be identified within the Gordon Town Centre for a Community Cultural Centre			
Meeting Rooms	Community feedback has outlined support for some smaller scale community facilities to be included within an appropriate location in the Pymble Centre.			
Car Parks	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.			

Open Space public domain

Pymble Centre along with Wahroonga Centre are very well served for local open space as both have large Village green style parks located close to the retail areas. Pymble is particularly fortunate with Robert Pymble Park being only a short stroll from Grandview Street. Given this situation the provision of new parks is not of a high priority within the centre, rather the strategy is to enhance, improve and build on the existing resources.

The Open Space acquisition strategy is also seeking other opportunities for local open space acquisition within the Pymble area.

Attachment G – Land Use Concept highlights the key opportunities for Pymble Centre.

Key Opportunities for parks are:

- Undertake improvements to enhance and build on the existing character of Robert Pymble Park to make it a major focus for the Pymble Centre.

Item 10

S04291
6 April 2006

- Possible expansion and improvements to the Creswell O'Reilly Lookout Park to make it more useable for residents

Key opportunities for public domain improvements are:

- Enhance the main street character of Grandview Street – redesign the street to be pedestrian orientated while retaining on street car parking this work could include narrowing the carriage way, reducing traffic volumes, reorganising parking, broad footpaths and street trees, new street furniture and undergrounding power lines.
- Create Village nodes – utilise the quieter side streets (Alma Street and Post Office Street) for cafes and small boutique shops
- Create a link to Robert Pymble Park – encourage cafes and restaurants on Park Crescent (between Alma Street and Post Office Street) to add vitality and life to the area. This area could become a local attractor bringing more people to Pymble and improving its economic viability as a centre.
- Street tree planting and undergrounding of powerlines along the Pacific Highway

RECOMMENDED LAND USE SCENARIO

Recommended Scenario

The recommended land use Plan is shown in Attachment G. In summary the recommended scenario is as follows.

Pymble will be a Small Village comprising:

- up to 9,000sqm of retail floor space including a small supermarket;
- 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 to the rail station;
- Between 300-400 new dwellings (RDS stage 2 only) within a 400 metre walking radius of the centre;
- New cafes and restaurants on Park Crescent looking over Robert Pymble Park;
- widened footpaths and street trees along Grandview Street; and
- at-grade public parking in the vicinity of Grandview Lane

Detailed Description of Recommended Scenario

Retail

It is recommended that Pymble Centre increase the retail floor space from an existing 6,000sqm to approximately 9,000sqm NFA of retail. This represents an increase of approximately 3,000sqm to allow for the future inclusion of a small - medium sized supermarket.

It is proposed to reduce the extent of the potential retail area by rezoning the retail/commercial zone to the north along the highway for residential. In the long term this will consolidate retail into Grandview Street with the core being the block defined by Grandview Street, Post Office Street, Alma Street and Park Crescent.

Item 10

S04291
6 April 2006

New speciality shops/cafes and restaurants will be encouraged along Park Crescent between Post Office Street and Alma Street. The area is ideal for such uses as it has a north-east aspect and views over Robert Pymble Park. The existing house on the corner of Post Office Street and Park Crescent is a potential heritage item undergoing further research to determine its status. A mixed use zone will support the ongoing retention of this building through encouraging adaptive re-use for a restaurant or a similar retail/commercial use.

There are a number of reasons for the proposal to consolidate and concentrate retail activity:

- Currently the Pymble retail area stretches over a distance of approximately 400 metres along Grandview Street and the Pacific Highway. This is a considerable distance for a small Village and is near the upper limit for the optimal length of a main street in most suburban situations. In addition the shops are only one side of the street. The result is that most of the retail activity is concentrated on Grandview Street. In contrast the Pacific Highway area is dominated by estate agents and other non-retail commercial uses.
- Pymble Centre is difficult to access particularly from the south where its main catchment resides. To overcome these difficulties Pymble Centre needs to provide a supermarket as an “anchor” and to orientate itself to Robert Pymble Park to provide an “attractor”. Concentrating the centre will facilitate such changes.

Commercial/employment

The recommended scenario for Pymble Village is for it to continue to provide a minor role in the provision of commercial space. Within the retail zone the 2nd storey will be available for commercial to cater for small professional offices and other services

The recommended scenario encourages the renewal of the existing commercial areas along the highway to the south of the village by providing for increased development capacity.

Residential

Pymble Centre is a minor centre within the Ku-ring-gai LGA and therefore will provide fewer new dwellings than other larger centres. It is proposed to provide approximately 300-500 new dwellings as part of RDS Stage 2. A comparison with the other centres planned to date is as follows:

Pymble – New dwellings
RDS Stage 2 300-400

Turramurra - New dwellings
Stage 2 592

St Ives - New dwellings
Stage 2 596

Gordon - New dwellings
Stage 2 1000-1300

It can be seen that Gordon and St Ives, based on current planning, will provide the greatest number of dwellings, followed by Turramurra and then Pymble. Pymble is estimated at this stage to provide a potential of up to 1140 dwellings (including RDS Stage 1, Ministers sites and Stage 2) which is

Item 10

S04291
6 April 2006

consistent with the Metropolitan Strategy recommended dwelling range for Small Villages of 800 – 2,700 dwellings.

PYMBLE CENTRE PLANNING**Zoning**

Rezoning of land in the Pymble 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 centre.

Table 4 below outlines proposed zonings for the Pymble Centre required to implement the recommended future land use plan. These zones are mapped in Attachment H. It should be noted that these are proposed underlying zoning only. Nominated development standards for the various zones and individual sites within zones will be identified following the development of the built form controls.

Table 4 – Proposed Pymble Centre Zoning Scheme

Precinct Description	Existing Use	Existing Zones	Proposed Zones
Area bounded by Pacific Highway, south east boundary of Town Hall (No.1186), North Shore Railway, south east boundary of No.1208 Pacific Highway (Precinct H)	Dwelling houses	2(c), 2(d3)	Residential density (B4)
	Town hall / community buildings	5(a) – Special Uses A	Local centre (B2)
Area bounded by south east boundary of Town Hall (No.1186), Pacific Highway, North Shore Railway (Precinct G)	Residential units	2(f)	Further investigation
	Hotel	3(a)-(A2) Business Retail Services	Local Centre (B2)
Area bounded by Pacific Highway, North Shore Railway (Precinct B)	Shops, commercial premises	3(a)-(A2) Business Retail Services	Business Development (B5)
Area bounded by Pacific Highway, Livingstone Avenue, Everton Street, south east boundary of 1116 Pacific Highway (Precinct I)	Residential units, commercial premises, church	3(a)-(A2) Business Retail Services, 2(e), 5(a) – Special Uses A	Residential High Density (R4)
Lands north east of 19 Livingstone Avenue and 14 Pymble Crescent bounded by Pymble Avenue, Everton Street, Livingstone Avenue (Precinct J)	Dwelling houses	2(c), 2(c2)	Residential High Density (R4)
	Dwelling house	2(d3)	Residential Medium Density (R3)

Precinct Description	Existing Use	Existing Zones	Proposed Zones
Area bounded by Pacific Highway, Livingstone Avenue, Orinoco Street, northern boundary of 1A Orinoco Street, western boundary of 1062 Pacific Highway (Precinct K)	Residential dwelling houses	2(d3)	Residential High Density (R4)
	Residential units	2(d)	Further investigation
Area bounded by Pacific Highway and North Shore Railway being No's. 855-915 (Precinct C)	Commercial premises, motor showroom, motor services	3(b)-(B1) Business Commercial Services	Business Development (B5)
Area bounded by Telegraph Road, Pacific Highway, north west boundaries of 1085 Pacific Highway and 12 Park Crescent, Park Crescent, western boundary of 14 Park Crescent and eastern boundaries to 5 and 7 Telegraph Road (Precinct D)	Commercial premises, shops, residential units	3(a)-(A2) Business Retail Services, 2(e)	Residential Medium Density (R3)
	Residential dwelling houses and units	2(d3), 3(a)-(A2), Business Retail Services	Residential High Density (R4)
	Commercial premises, shops		
Area bounded by north western boundaries of 1085 Pacific Highway and 12 Park Crescent, Pacific Highway, Grandview Street, north and western boundaries of 49 Grandview Street, rear boundary of 4 Station Street and the line being the western continuation of its northern boundary to Alma Street, Park Crescent (Precinct A)	Commercial premises, shops, residential dwelling houses and units	2(d3), 2(c), 2(d), 3(a)-(A2) Business Retail Services, 3(b)-(B2) Business Commercial Services	Part Residential High Density (R4) and Part Local Centre (B2)
Area bounded by Station Street, northern side boundary of 10 Station Street, rear boundaries of Station Street allotments, southern side boundaries of 4A and 6 Station Street (Precinct F)	Dwelling houses	2(c2)	Further investigation

Existing Medium Density sites

The Minister's Directive requires Council to review all existing medium density zones including 2d, 2e and 2h to determine which areas are appropriate for rezoning to higher densities similar to

Item 10

S04291
6 April 2006

those under the 2(d3) zone in LEP 194. The sites identified in Table 5 below have been identified for further assessment of their potential to rezone for a high density, as required by the Ministers directive. The assessment of the potential of these properties for higher densities will cover a range of planning matters including:

- Economic viability;
- Heritage assessment and potential impacts on heritage items within the areas or adjoining;
- Traffic impacts;
- Potential interface impacts on adjoining low density zones.

Councillors will be consulted on any recommendation for rezoning of these existing medium density sites via Council's Planning Committee. Final recommendations on rezoning of these sites will be subject to a further Council resolution before incorporating them into the draft LEP

Table 5 – Existing medium density sites for further investigation for rezoning

Precinct	Address	Current Zoning
Part of Precinct G	1160-1180 Pacific Highway	2(f)
Part of Precinct I	Part 1082-1084 Pacific Highway	2(e)
Part of Precinct K	1068-1072 and 1076 Pacific Highway	2(d)
Pacific Highway north of Bloomsbury Avenue (Precinct L)	1000-1028 Pacific Highway	2(e)
Area bounded by Grandview Street, Station Street, northern and rear boundary of 4 Station Street, northern and western boundaries of 49 Grandview Street (Precinct E)	47-49 Grandview Street and 2 and 4 Station Street	2(d)

Interface Sites

Council has identified the following sites within Pymble Centre study area that are defined as interface sites. Council resolved on 18 October 2005 that the following sites be investigated as part of the Stage 2 Pymble Centre Study:

- 14A and 16B Park Crescent, Pymble.
- 10 Park Crescent, Pymble.
- 3-5 Alma Street, Pymble.

Council further resolved to undertake an inspection of No's 6-8 Pymble Avenue and 7-11 Livingstone Avenue, Pymble before considering them for potential rezoning. This inspection was undertaken on 3 December 2005. These sites fall within the area of Precinct J.

It is recommended as appropriate that all sites be dealt with in the context of the current Pymble Centre study and not separately considered in the Interface Sites Study.

Item 10

S04291
6 April 2006

The assessment of all the abovementioned sites for potential rezoning is yet to be completed. In addition to these sites already nominated by Council, other sites which are currently zoned 2(c) or 2(c2) with potential interface implications from the final planning option are being identified and assessed. The interface properties identified within Precinct F in Station Street are to be the subject of further assessment. 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 Pymble Centre study area via Council's Planning Committee. Final recommendations on rezoning of interface sites will be subject to a further Council resolution before incorporating them into the Draft LEP.

Reclassification of Land 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:

- 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 DLEP.

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

Item 10

S04291
6 April 2006**Table 6 – Council Owned Land under consideration for reclassification**

Item No.	Address	Property	Description
1	1186 Pacific Highway, Pymble	Part Lot 1, DP86583	Pymble Town Hall and Car Park Performing Arts Resource Centre
2	1 Alma Street, Pymble	Lot 19, DP5528 Lot 4, DP307623	Vacant Land – Alma Street Pymble
3	2 Alma Street, Pymble	Lot A, DP302332	Car Park – 2 Alma Street
4	Grandview Lane, Pymble	Lot 4, DP521871 Lot 1, DP510597 Lot 1, DP236137	Grandview Lane Car Park
5	1192 Pacific Highway, Pymble	Lot 8, DP30236	Secret Park
6	65 Grandview Street, Pymble	Lot 23, DP791208	Pathway

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 Ku-ring-gai Town Hall and car park and Performing Arts Resource Centre site where the potential future use and redevelopment options remain to be resolved.

The report to Council on the draft LEP for Pymble 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

A draft Town Centre Development Control Plan (DCP) template has been prepared for all 6 town centres in Ku-ring-gai, including Pymble. However, the overall structure and contents of this DCP may require further review as the standard LEP template was gazetted on 31 March, 2006.

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 anticipated development yields for the residential component of the redevelopment based on building envelopes as proposed.

Item 10

S04291
6 April 2006

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 preliminary urban design analysis the potential dwelling increase in Pymble will be approximately 300 - 400 dwellings resulting in a potential population yield of 550 – 700 people over the life of the plan. It should be noted this is a preliminary estimate only.

CONSULTATION

Surveys and Consultations

As part of the consultation strategy a major household survey for Pymble town centre was posted to some 4700 households in Pymble in June 2005 – some 1600 responses were received.

Consultations/ smaller surveys were also completed with:

- Resident groups from Pymble
- Pymble Shoppers
- Persons in retirement villages

Key elements - Surveys/Consultation

Asked to identify 2 good points about shopping in Pymble, the largest group of respondents suggested proximity to home was good. *Parking* rated highly as being good. Also well noted were *convenient* and *friendly shops*.

The most noted bad point about the Pymble centre, reported by householders, was that that it is a *sub standard shopping* location. *Parking* was second highest as a bad point then *lack of choice/variety* of shops and merchandise.

West Pymble then Pymble, at a slightly lesser number, were the shops indicated as closest to home by householders. St Ives and Gordon were very notably less numbers. The high number of West Pymble responses indicates it is a relatively central, accessible location to much of the Pymble postcode area.

Unlike Turramurra and St Ives, Pymble householders do not have a major supermarket in their area. As a result, St Ives, Gordon and Macquarie centres feature prominently in their supermarket shopping. Hornsby, Turramurra and West Pymble were at notably lesser levels. Butchers, Fruit and Vegetable, Gifts/ Homewares, Banks, Clothing, and Travel, followed generally similar patterns of location choices.

However, Pymble centre was a notable destination for some shopping by local householders. This pattern of location preference included Florist, Hairdressing, Post Office, Dentist, Liquor Shop, Bakery, Chemist, and Video/DVD Hire. A more mixed pattern was apparent for Takeaway/fish, Cafes, Restaurants, Hardware, and Doctor.

Item 10

S04291
6 April 2006

This reflects a willingness by Pymble residents to use local shops where they provide attractive and competitive standard of goods or services. An appropriate size supermarket would also appear desirable given the results above.

Consistent with the shopping location choice responses for Pymble, there was a notably higher level of disagreement (and strong disagreement) than agreement to this proposition. Pymble *car parking and traffic flow, footpaths and cycle ways* received a similar low level of agreement to positive statements about them.

There were very high levels of car use to access the Pymble centre. Of particular interest, was the notable level of walking access reported by households responding to the survey. With lower levels of use for staple goods, the regularity of household access was obverse to St Ives and Turramurra – higher levels of weekly access and relatively low levels of daily use. (Some 800 accessed the centre on a weekly basis, whilst only 200 reported using the centre on a daily basis.)

Passive recreations reflected high levels of use of *cafes* and *cinemas*. Of interest, are the overall higher levels of use of *cinemas* reported by householders, compared to cafes, although cafes is a higher first choice. Cinemas use may reflect a choice by numbers of families, and possibly numbers of older persons.

Many comprehensive responses were given by Pymble residents to this question. The above is a summary of the areas they identified. Prime amongst these was *parking* in and around the shopping area – exacerbated by limited space and by parents collecting students from Pymble Ladies' College. Shopping variety, poor access and cafes were notably less mentioned by householders. These all reinforce much of the responses given earlier in the survey.

Residents/Business/Shopper Workshop > Character Statement

A workshop was convened in Gordon Library on Monday 3 April 2006. It included some 65 Pymble householders, business and local resident group nominees. The workshop commenced with a summary of the 2005 Household survey results and presentation by the urban design consultant Habitation. Participants then worked in small groups to document issues about Pymble, with a member of Council's planning staff to assist.

These results have been distilled into a Character Statement for Gordon:

- Pymble will be small village centre serving the needs of local residents into the future. Pymble will have a viable mix of uses including shop top housing, small offices, a supermarket and a variety of retail outlets that encourage local activity and vitality. These will be complemented with local community and medical services.
- Robert Pymble Park will be enhanced and become the focus of community life. The village will be concentrated in the area between Post Office Street and Alma Street. New cafes and restaurants will face the park and offer outdoor dining with park views and a northerly aspect.

Item 10

S04291
6 April 2006

- New shops and improved footpaths on Alma Street and Post Office Street will provide better and safer links from Grandview Street to Robert Pymble Park. Street tree planting, signage and street furniture will improve pedestrian amenity and access.
- There will be safer pedestrian and cycle routes to the rail station, across the highway and to local residential areas and schools. The bus network access will be strengthened and bus-train interchange streamlined and made accessible.
- Improvements will be made to the Pacific Highway to enhance access to Pymble Village and to minimise impacts on the local road network. Parking for shoppers will be improved and increased in terms of quantity, safety and design.
- Pymble will retain much of its existing character including low density housing, heritage buildings, trees and parks as new higher density housing will be located within close proximity to the rail and road corridor.

Further Information/Community Feedback

An email survey to Pymble householders and businesses is being 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, 3D models and information in local papers (including the Ku-ring-gai News). Regular information about relevant Planning Committee and other Council meetings will also be provided.

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

Item 10

S04291
6 April 2006

Council has adopted an integrated planning approach to planning of the Pymble 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 Pymble 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 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 Pymble 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 Pymble 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 Pymble 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 Pymble land use plan as outlined in this report and in Attachment G to guide future development of retail, residential, community and commercial activity within the Pymble Centre.

Item 10

S04291
6 April 2006

- 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 H.
- E. That Council prepare a Draft Development Control Plan for the Pymble 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 Pymble centre.
- H. That the following be prepared for the Pymble 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 a new roads 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 Pymble 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.
- L. That the report considering the draft LEP for the Pymble Centre include an assessment of the potential to rezone properties currently zoned residential 2d, 2e and 2f to higher densities similar to those under the 2(d3) zone in LEP 194. This report is to specifically address the properties identified in the table below and include recommendations on which properties should be included for rezoning in the draft Pymble Centre LEP.

Item 10

S04291
6 April 2006

Precinct	Address	Current Zoning
Part of Precinct G	1160-1180 Pacific Highway	2(f)
Part of Precinct I	Part 1082-1084 Pacific Highway	2(e)
Part of Precinct K	1068-1072 and 1076 Pacific Highway	2(d)
Pacific Highway north of Bloomsbury Avenue (Precinct L)	1000-1028 Pacific Highway	2(e)
Area bounded by Grandview Street, Station Street, northern and rear boundary of 4 Station Street, northern and western boundaries of 49 Grandview Street (Precinct E)	47-49 Grandview Street and 2 and 4 Station Street	2(d)

- M. That a further report be brought back to Council on the assessment of interface properties and include recommendations on which properties should be included for rezoning in draft Pymble LEP.

Antony Fabbro
Manager Urban Planning

Craige Wyse
Senior Urban Planner

Bill Royal
Senior Urban Planner

Steven Head
Director Open Space &
Planning

Greg Piconi
Director Technical Services

Attachments:

- Attachment A - Urban Design Principles (601916).**
- Attachment B - Consultation Report (601918).**
- Attachment C - Precinct Plan (601920).**
- Attachment D - Ku-ring-gai Retail Study excerpt (601921 & 601923).**
- Attachment E - Heritage Review excerpt (601926).**
- Attachment F - Urban Design Analysis (601928).**
- Attachment G - Recommended land use (601931 & 601932).**
- Attachment H - Proposed zoning scheme (601933).**

RESOLUTION OF ORDINARY MEETING OF COUNCIL

20 APRIL 2006

137

Pymble Centre Recommended Draft Land Use Plan

File: S04291

The following members of the public addressed Council:

Councillor Bennett returned

**G Hunter
P Dobrijevic
J Hill**

To have Council consider the consultation and planning outcomes for the Pymble Centre and to seek Council's endorsement of the recommended land use plan and to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Pymble Centre to set more detailed planning and development controls for the area.

**Council adjourned for a short interval at 9.05pm
after a Motion moved by Councillors Lane & Ryan was CARRIED
and the Chairperson ruled accordingly.
The Meeting resumed at 9.20pm**

Those present were:

The Mayor, Councillor Malicki
Councillor Andrew
Councillor Bennett
Councillor Hall
Councillor Ebbeck
Councillor Lane
Councillor Ryan
Councillor Shelley
Councillor Anderson

Resolved:

(Moved: Councillors Ryan/Shelley)

- A. That Council adopt in principle and, as amended, the preferred Pymble land use plan as outlined in this report and in Attachment G to guide future development of retail, residential, community and commercial activity within the Pymble 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 Revised Attachment H which includes Precincts F, J and L (part) and 10 Park Crescent as sites for further investigation, subject to the following amendments:
 - (i) That the reference to Zone B4 – Mixed Use be changed to Zone B2 – Local Centre.
 - (ii) That land at 1082 – 1084 Pacific Highway, Pymble be included as Zone SP2 – Infrastructure (Place of Public Worship).
- E. That Council prepare a Draft Development Control Plan for the Pymble 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 the report consider reclassification of community land within the Pymble centre.
- H. That the following be prepared for the Pymble 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 and a briefing be supplied to interested councillors.
- J. That creation of a new roads 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 Pymble 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.

- L. That the report considering the draft LEP for the Pymble Centre include an assessment of the potential to rezone properties currently zoned residential 2d, 2e and 2f to higher densities similar to those under the 2(d3) zone in LEP 194. This report is to specifically address the properties identified in the table below and include recommendations on which properties should be included for rezoning in the draft Pymble Centre LEP.

Precinct	Address	Current Zoning
Part of Precinct G	1160-1180 Pacific Highway	2(f)
Part of Precinct K	1068-1072 and 1076 Pacific Highway	2(d)

For Parts A to L of the Resolution: Councillors Andrew, Ebbeck, Hall, Lane, Ryan, Shelley & Anderson

Against Parts A to L of the Resolution: The Mayor, Councillor E Malicki

- M. That a further report be brought back to Council on the assessment of interface properties and include recommendations on which properties should be included for rezoning in draft Pymble LEP.

CARRIED UNANIMOUSLY by those present

**Councillor Bennett was not present
for the voting on Parts A to M**

- N. That Clause N in the Motion be deleted.

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

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

- O. That 4A Park Crescent be identified as low density retaining the existing house with consideration given to allowing additional uses such as cafes and restaurants.

For the Resolution: Councillors Andrew, Hall, Lane, Ryan, Shelley & Anderson

Against the Resolution: The Mayor, Councillor E Malicki & Councillors Bennett & Ebbeck

- P. That appropriate building envelopes respecting the scale and character of the Robert Pymble Park Precinct be developed for areas to be rezoned on Park Crescent and Telegraph Road.

CARRIED UNANIMOUSLY

- Q. That Precinct J bounded by Pymble Avenue and Livingstone Avenue (identified as grey on the Revised Attachment H) be zoned Medium Density Residential and that building controls consider topography, existing trees and drainage.

For the Resolution: Councillors Hall, Lane, Ryan, Shelley & Anderson

Against the Resolution: The Mayor, Councillor E Malicki, Councillors Andrew, Bennett & Ebbeck

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

(Moved: Councillors Bennett/ Ryan

- A. *That Council adopt in principle and, as amended, the preferred Pymble land use plan as outlined in this report and in Attachment G to guide future development of retail, residential, community and commercial activity within the Pymble 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 Revised Attachment H which includes Precincts F, J and L (part) and 10 Park Crescent as sites for further investigation, subject to the following amendments:*
 - (i) *That the reference to Zone B4 – Mixed Use be changed to Zone B2 – Local Centre.*
 - (ii) *That land at 1082 – 1084 Pacific Highway, Pymble be included as Zone SP2 – Infrastructure (Place of Public Worship).*
- E. *That Council prepare a Draft Development Control Plan for the Pymble 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 the report consider reclassification of community land within the Pymble centre.*

- H. *That the following be prepared for the Pymble 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 and a briefing be supplied to interested councillors.*
- J. *That creation of a new roads 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 Pymble 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.*
- L. *That the report considering the draft LEP for the Pymble Centre include an assessment of the potential to rezone properties currently zoned residential 2d, 2e and 2f to higher densities similar to those under the 2(d3) zone in LEP 194. This report is to specifically address the properties identified in the table below and include recommendations on which properties should be included for rezoning in the draft Pymble Centre LEP.*

Precinct	Address	Current Zoning
Part of Precinct G	1160-1180 Pacific Highway	2(f)
Part of Precinct K	1068-1072 and 1076 Pacific Highway	2(d)

- M. *That a further report be brought back to Council on the assessment of interface properties and include recommendations on which properties should be included for rezoning in draft Pymble LEP.*
- N. *That planning for the Pymble Centre identify Council properties at 1 Alma Street and Grandview Lane for at grade car parking and as a landscaped interface to the adjoining residential properties on Alma and Station Streets.*
- O. *That 4 and 4A Park Crescent be identified as low density retaining the existing houses with consideration given to allowing additional uses such as cafes and restaurants.*
- P. *That appropriate building envelopes respecting the scale and character of the Robert Pymble Park Precinct be developed for areas to be rezoned on Park Crescent and Telegraph Road.*

3.1.2 POST OFFICE STREET PRECINCT

Design Objectives

- to enhance the access from the commercial precinct into Robert Pymble park.
- to provide an extension to the Robert Pymble park public domain.
- reduce vehicular thoroughfare and develop a pedestrian relationship with the street
- Suggested Street trees: Platinus x hybrida (London Plane tree)
- Bio-swale Trees: Corymbia maculata (Spotted Gum)

Design Controls

1. Convert Grandview st end of Post office street into a shared vehicle/ pedestrian zone through interesting road pavements, planting, lighting and traffic management devices.
2. Soften street with additional street trees in the footpath and planting in a central island bio-swale.
3. Permeable off street parallel parking spaces
4. Widen footpaths for cafe/restaurant use. ("al fresco" dining)
5. Retain Existing heritage house and garden including street trees.
6. Rear lane/linear public open space area to be created between heritage site and Precinct A development. Lane to provide buffer between development typologies. Space to include widened footpath with street trees, paving, lighting and car parking spaces.
7. Public Access to be created between Heritage House and new development area. Terminate the shared pedestrian/vehicular zone in Park crescent at the access entry.
8. Shared pedestrian/car zone from Alma Street into rear lane.
9. Soften rear lane area with lawn and planting where possible. Tree planting to be Deciduous to allow light into Northern side of Grandview street development.
10. Carparking to be broken up with planting areas. Car space surfaces to be permeable paving.

3.1.2 POST OFFICE PRECINCT

1. SHARED PEDESTRIAN/VEHICLE.
2. HERITAGE BUILDING AND GARDEN TO BE RETAINED.
3. POCKET PARK WITH CANOPY TREES AND SEATING.
4. LARGE FEATURE TREE AND PLANTING.
5. EXISTING STREET TREES TO BE RETAINED.
6. PARALEL PARKING WITH PERMEABLE PAVING AND LARGE CANOPY TREES.
7. PEDESTRIAN LINK PATHS BETWEEN DEVELOPMENT.
8. STREET TREES IN WIDENED FOOTPATH AREA.
9. BIOSWALE.
10. ROBERT PYMBLE PARK.



3.1.3 GRANDVIEW LANE

Design Objectives

- Create Additional car parking for town centre
- Improve access between streets and Robert Pymble park
- Additional Public open space

Design Controls

1. Provide car parking bays (approx 68 Spaces)
2. Shade tree planting where possible(1 tree per 4 spaces)
3. Create 1.5m wide pedestrian link path adjoining car park linking Alma street and Station Street.
4. Create linear pocket park on the Station street end of the Grandview lane precinct. Pocket park to have grassed areas, high canopy trees, buffer planting to existing residential development and a sandstone block maze area to be used for childrens play and seating. Pocket park may form part of the Stormwater detention system.
5. Incorporate a swale into planting that adjoins the pedestrian link path. Swale to be in the form of a dry creek bed, with feature minor rockwork, pebbles, grasses and tall Eucalyptus sp. planting.
6. Screen planting at minimum 3m height along boundary fence.Eg: Eleocarpus reticulatus(Blueberry Ash)

3.1.3 GRANDVIEW LANE

1. VEHICLE ENTRY/EXIT POINT.
2. PEDESTRIAN PATH (1.5m WIDTH).
3. WIDE PAVED FOOTPATH WITH LARGE STREET TREES.
4. CAR PARK SHRUB AND SHADE TREE PLANTING.
5. DRAINAGE SWALE ALONG FOOTPATH WITH SCREEN PLANTING TO BOUNDARY.
6. OPEN GRASSED AREA.
7. STONE MAZE AREA.
8. BUFFER VEGETATION TO EXISTING DEVELOPMENT.
9. ENTRY/EXIT POINT FROM STREET.



3.1.4 PYMBLE TOWN HALL

Design Objectives

- Create a large public open space to the Town Hall entry
- Incorporate car park area and future development into a landscape setting
- Enhance views of the Sydney basin and provide a break out area from the Pacific Highway.
- Screen proposed development from surrounding residential areas

Design Controls

1. Allow vehicle access to Town Hall entry to create shared pedestrian/ vehicle “drop off zone”
2. Connect vehicle entry with driveway that ramps down to car park.
3. Construct slab over lower car park to create additional area for public park
4. Large open grassed and garden areas to surround Town Hall and adjoining buildings.
5. Viewing/photograph deck to be created at south western end of park area. Pedestrian path to connect Town Hall with viewing deck.
6. Large native trees to be planted between Railway line and proposed development to screen building from residents.
7. Native trees and shrubs are to be planted to the base of both development envelopes to create landscape setting and help reduce building bulk and scale.
8. Entry and exit points off the Pacific highway to be created
9. Planting to the entry of the Town Hall to be refurbished and restored.

3.1.4 TOWN HALL

1. EXISTING TOWN HALL HERITAGE BUILDINGS.
2. VEHICLE EXIT POINT.
3. VEHICLE ENTRY POINT.
4. CANOPY TREE PLANTED IN PAVED AREA.
5. DRIVEWAY TO CARPARK.
6. SHARED PEDESTRIAN/VEHICLE ZONE.
7. TURFED AREAS.
8. VIEWING PLATFORM/ SEATING AREA.
9. BLUE GUM HIGH FOREST BUFFER PLANTING. MIN 10m HIGH TREES.
10. VEGETATION BUFFER TO PROPOSED DEVELOPMENT.
11. VEGETATION BUFFER TO PACIFIC HIGHWAY.
12. REFURBISH EXISTING TOWN HALL GARDENS.
13. LAWN AREA ON SLAB OVER CARPARK.
14. STREET TREE PLANTING.



3.1.5 CRESWELL O'REILLY RESERVE

Design Objectives

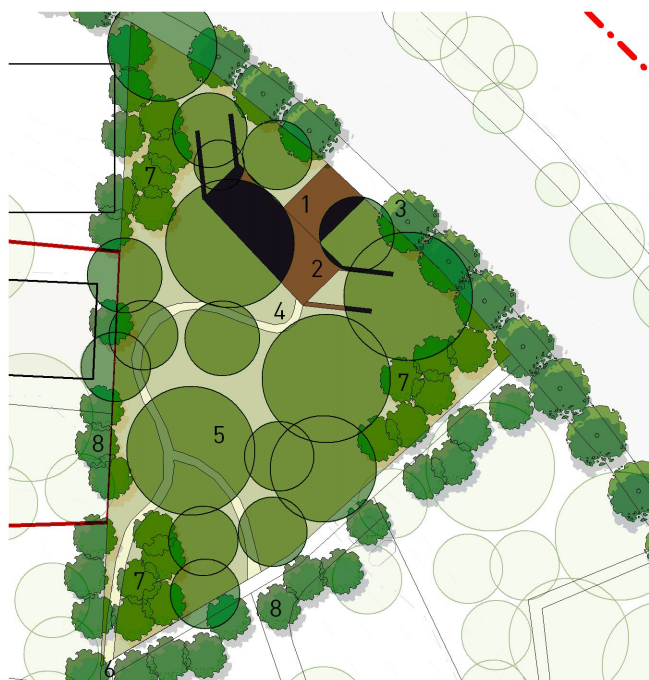
- Regenerate and rehabilitate the existing remnant vegetation
- Improve community useability and access
- Provide “green relief” from the Pacific Highway and continuity of development typologies

Design Controls

1. Create level terraces with stair access from the Pacific highway. Incorporate soft materials such as recycled timber decks and decomposed granite.
2. Top level terrace to incorporate viewing deck into valley
3. Existing native vegetation to be retained. Bush regeneration including removal of exotic species and weeds to be implemented.
4. Additional Blue Gum high forest vegetation to be planted as part of a re-vegetation strategy.
5. Adjoining land owners to be informed and educated about using Blue gum high forest plant species only in rear yards to contain weeds and the spread of exotic species in this area.
6. Access path for pedestrians to filter through site to link Bloomsbury Avenue and other proposed regional walking tracks.

3.1.5 CRESWELL LOOKOUT

1. STONE DECK ENTRY AREA TO PARK
2. LOWER DECOMPOSED GRANITE WITH SEATING
3. STREET TREE PLANTING TO PACIFIC HIGHWAY
4. PEDESTRIAN PATH WITH STEPS TO MEANDER DOWN THROUGH EXISTING VEGETATION
5. REMNANT VEGETATION TO BE REGENERATED
6. PATH CONNECTIONS
7. ADDITIONAL PLANTING AND REGENERATION WORKS
8. BLUE GUM HIGH FOREST SPECIES PLANTED IN PRIVATE PROPERTIES AS BUFFER TO PARK



3.2 STREETS AND PUBLIC ACCESS

Streets and Public Access

Streets are an integral part of the public domain. They provide linkages between commercial and residential precincts to infrastructure and recreational areas. The street can also be a place for social interaction and help define the character of an area.

Each street within the town centre will be designed to vary in scale, character and use. Their location, regional significance, local function, history and traffic capacity will inform the design objectives.

A number of different street types are proposed for the Pymble Town Centre as follows:

- Retail and Commercial Streets: Grandview Street
- Highway: Pacific Highway (North and South)
- Parkside Street: Park Crescent and Alma Street
- Laneways: Post Office Lane
- Residential Streets: Everton Street, Livingstone Ave, Bloombury Ave, Pymble Ave

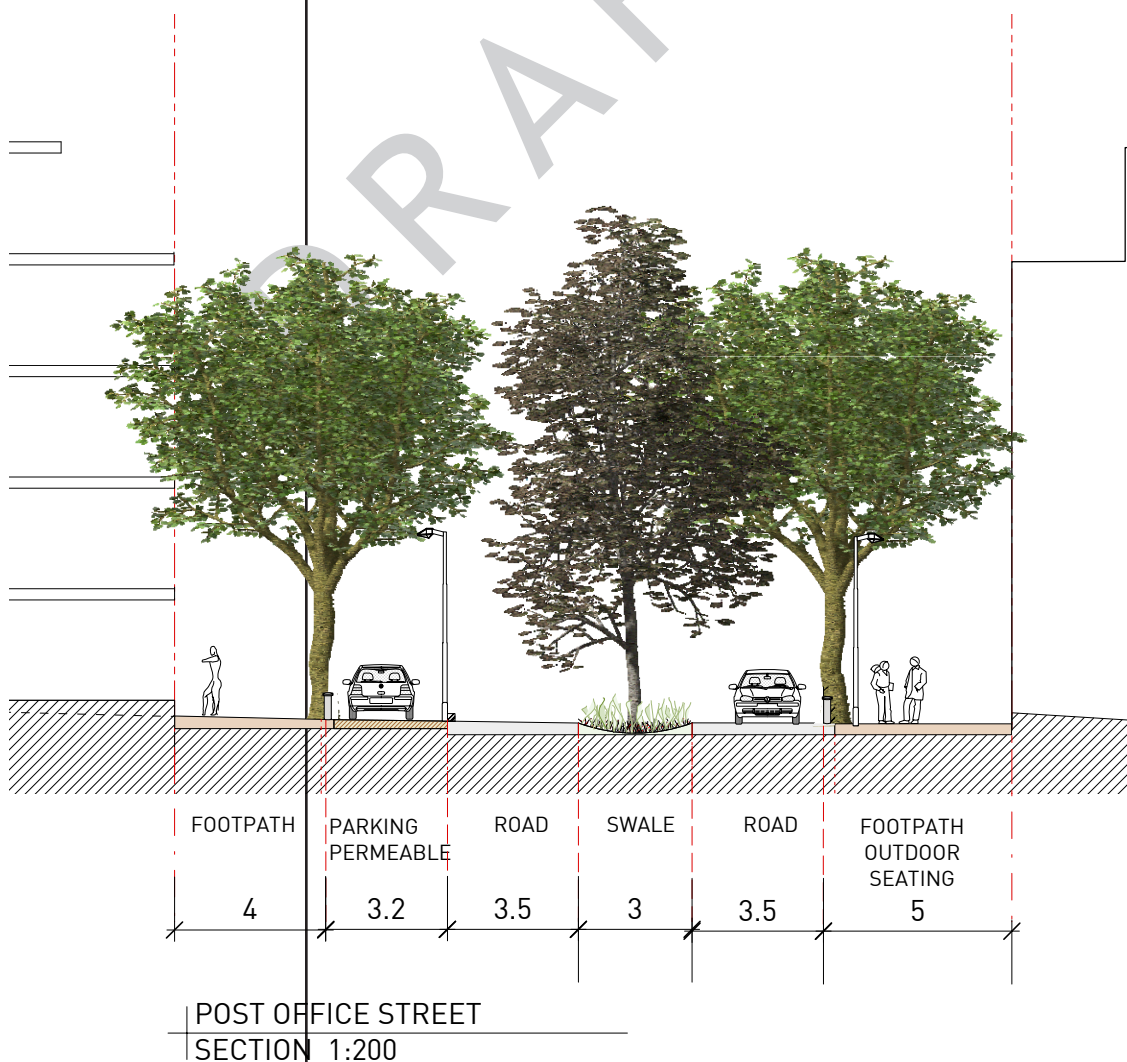
3.2.1 RETAIL AND COMMERCIAL: GRANDVIEW ST

Design Objectives

- improve traffic flow through the street and around the Pacific highway junction
- Enhance the commercial character of the street and its connection with car parking and the railway station
- soften new development edge
- Suggested Street Tree: *Lophostemon confertus* (Brushbox)

Desired Future Character

- Convert into one way street
- Provide 45 degree angled parking opposite retail/commercial shops (in front of Railway)
- Create Pedestrian crossing
- Continue avenue of Brushbox trees up to Pacific highway junction
- Widen footpath
- Parallel parking on commercial/retail side of street to be permeable. Spaces to be separated by street trees
- Provide connection through to Grandview Lane and new car park area
- Improve connection and flow for pedestrians into Post Office street precinct



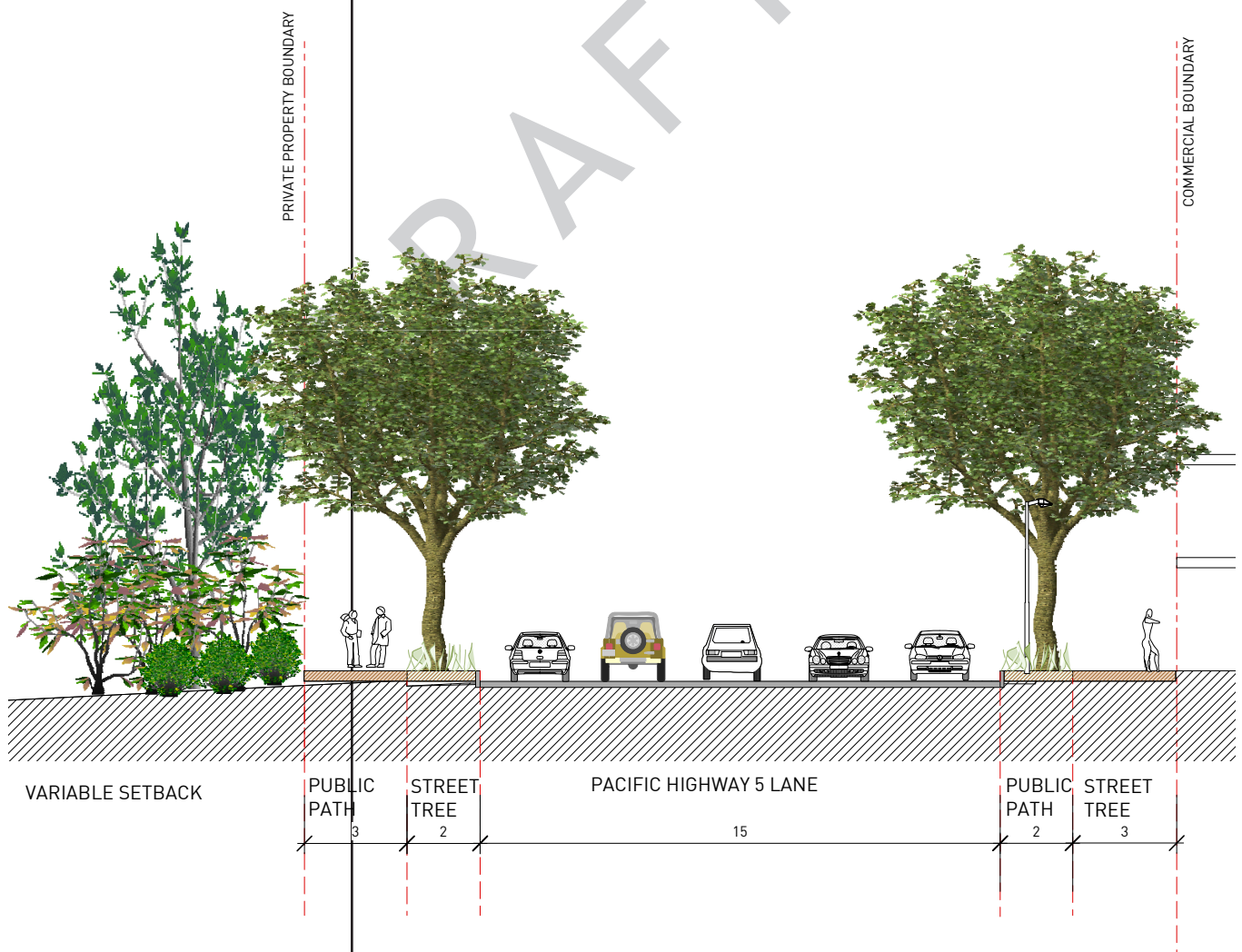
3.2.2 HIGHWAY: PACIFIC HIGHWAY(NORTH AND SOUTH)

Design Objectives

- create strong avenue with selected tree planting
- soften commercial/ residential development fronting the Highway
- provide a safer and more comfortable pedestrian environment
- Suggested Street tree: Eucalyptus saligna (Blue Gum)

Desired Future Character

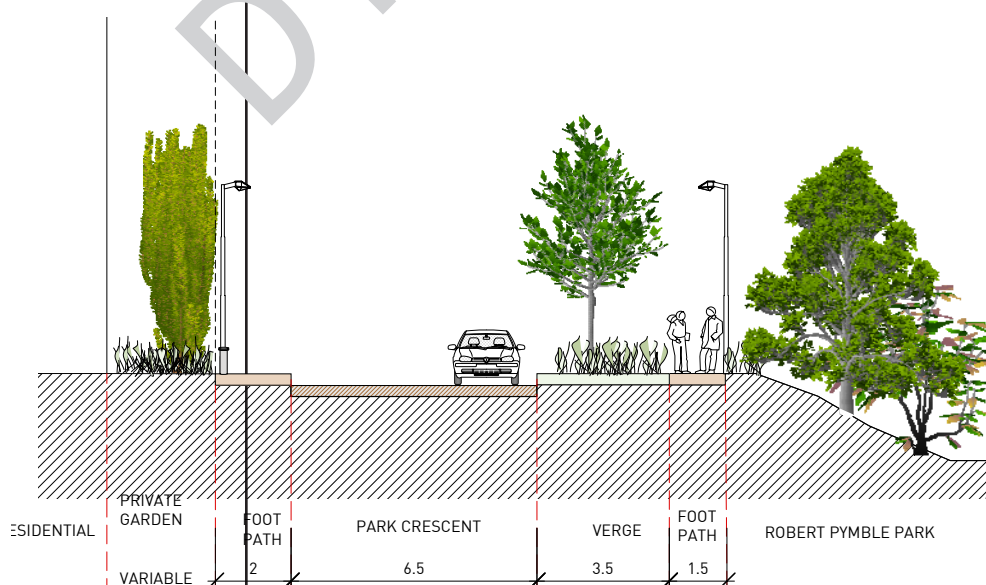
- New development setback from the street
- Footpath Widened
- Tall Eucalyptus saligna(Blue Gum) street tree planting in structural soil at 8m centres
- Provide seating rest areas along the street as relief from the steep topography and opportunity to admire Sydney Basin views beyond
- Power lines to be located underground



3.2.3 PARKSIDE STREETS: PARK CRESCENT AND ALMA ST

Design Objectives

- retain existing informal residential “village” character
- create transitional public streetscape between park corner and proposed precinct A development
- enhance the commercial ends of both streets
- Suggested Street tree: Park Crescent (commercial end) Platinus x hybrida (London Plane Tree)
- No additional street trees on the majority of Park crescent. Retain existing informal residential interface
- Create a shared pedestrian/vehicular zone at the southern end of Park crescent as a transitional environment between Robert Pymble Park and proposed future development. Footpath in front of development to be widened to allow for street trees between permeable car parking spaces
- Park edge (opposite new development) to have wide footpath along kerb to integrate with shared zone pavement
- Shared zone to terminate at Post office street intersection
- Park planting in area opposite new development to remain informal and not reflect formal edge opposite.
- No distinct street tree planting proposed for most of Alma street to preserve informal character
- Footpath widened at Grandview street end of Alma street in front of proposed new development. Street trees to be installed in this area only. Tree species to be Platinus x hybrida (London Plane tree) for a continuation of the Park crescent commercial area and to balance the Post Office street character nearby.



3.2.4 RESIDENTIAL STREETS: LIVINGSTONE AVE, PYMBLE AVE, BLOOMSBURY AVE.

Design Objectives

- retain and enhance the existing informal character of residential streets
- Improve pedestrian paths and overall suburban links to public open space
- ensure private properties have sufficient landscape setbacks for a variety of vegetation that contributes to the overall character of the area

Desired Future Character

- 1200mm wide footpath to be installed or refurbished on residential streets.
- Additional street trees shall be planted in turf verge. Street trees to be selected from a list and will be installed at a minimum 200Litre pot size or 3.5m height. 4 trees to be randomly spaced per 30m length of street
- Retain all existing street trees.
- Retain trees within 3m from the property boundary setback over 3m in height

DRAFT

4.2.1 MIXED USE PRECINCTS A1, A2, A3, A4

DESIRED FUTURE CHARACTER

4.2.1.1 Grandview Street

- To retain and enhance the fine grained village like character of the local shopping strip while permitting new mixed use development.

OBJECTIVES

Grandview Street

- Retain the distinctive character of Grandview Street as a local shopping street.

- Improve cross site access by introducing mid-block linkages, introducing a new laneway and providing visual and direct physical connections between Robert Pymble Park and the railway station.
- Encourage a mix of uses.
- Encourage new infill development which respects the existing characteristics of the street including the setbacks, heights and rhythm of facades and that are sympathetic to the materials and detailing of the earlier facades.
- Provide uses that activate the street level built form and public open space.

CONTROLS

Building Uses and Ground Floor Activities

- Provide mixed use development with ground floor retail/commercial and residential above. Mixed use - active shopfronts at ground level with office or residential uses above

Site Amalgamation

- Refer to Section 4.1.1 for preferred lot amalgamations.
- Building design on amalgamated sites should reinforce the prevalent lot width within the block.

Building Heights

- The maximum building heights are shown on Figure [?]
- Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

- Maximum three storey facades with parapets of varying height. Setback upper level(s) to maintain three storey street frontage. Horizontal parapets and awning lines stepping down in response to the sloping street.
- Facades divided into horizontal zones by awnings and cornices with high solid to void ratio above awning level.

Building Envelope and Separation

- Building depth and separation requirements for residential buildings are indicated on Figure [?]
- Fine grain rhythm to the streetscape as a result of narrow subdivision pattern and vertically emphasised facades.
- Building alignment with the front property boundary.

Setbacks

- New mixed use building are hard edge to Grandview Street with awnings above.
- Buildings setback from the Pacific Highway and from Post Office Lane as shown.

Fine Grained Character

- Maintain the character of the local shopping street through ensuring that the articulation of new buildings reflects the existing narrow lot pattern.

4.2.1 BUILDING ENVELOPES - SITE A

3

HEIGHT IN STOREYS

RECOMMENDED SITE AMALGAMATION

FOOTPRINT OF SUPERMARKET BELOW

HOME OFFICE ON GROUND FLOOR

EXISTING BUILDINGS

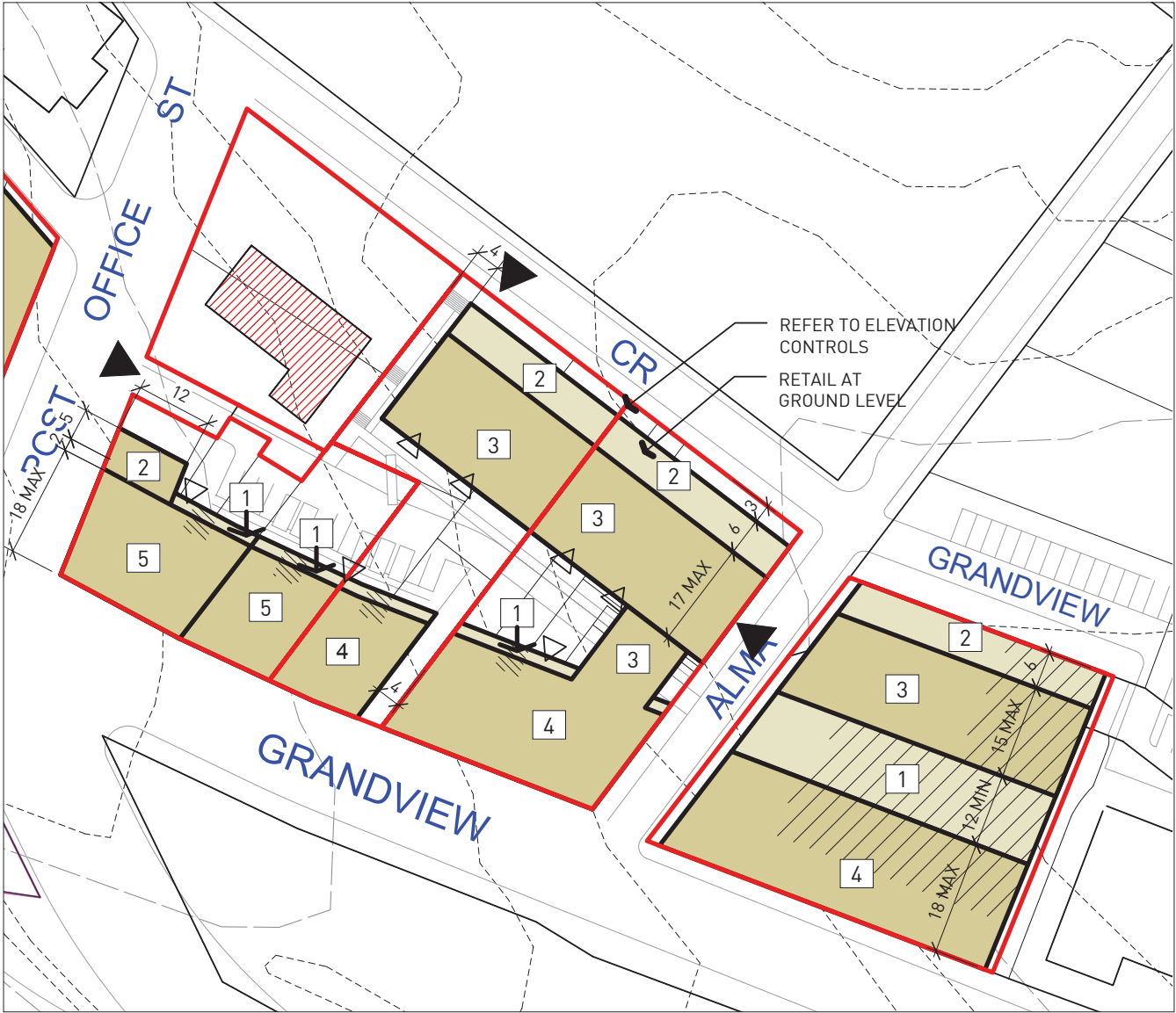
EXISTING HERITAGE BUILDINGS

CARPARK ENTRY

RESIDENT ENTRY

NOTE: DIAGRAM SHOWS BUILDING ENVELOPES NOT BUILDING FOOTPRINTS. BUILDING TO BE ACCOMMODATED WITHIN THIS AREA

FOR BUILDINGS 3 STOREYS OR MORE THE TOP FLOOR AREA = MAX 60% FLOOR BELOW



4.2.1 MIXED USE PRECINCTS A1, A2, A3 AND A4

DESIRED FUTURE CHARACTER

4.2.1.2 Post Office Street

- To create built form which frames Post Office Street as the main civic street for Pymble Town Centre and to reinforce the visual and physical link to Robert Pymble Park.

OBJECTIVES

- To create a civic character for the street with new built form hard edge to the street and with uses that activate this edge and spill out onto widened footpaths
- To creat a new laneway ‘Park Lane” within Block A framed by the exisitng heritage item at 4A Park Crescent and a new mixed use building at the corner of Grandview and Post office Streets
- To provide new awnings to built form within the street for pedestrian amenity.

CONTROLS

Building Uses and Ground Floor Activities

- Provide street level retail/commercial uses with residential uses above ground which address the street. Encourage cafe and outdoor uses.

Site Amalgamation

- i) Refer to Section 4.1.1 for preferred lot amalgamations.
- ii) Building design on amalgamated sites should reinforce the prevalent lot width of the same urban block.

Building Height

- i) The maximum building heights are shown on Figure [?].
- ii) Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

Building Envelope and Separation

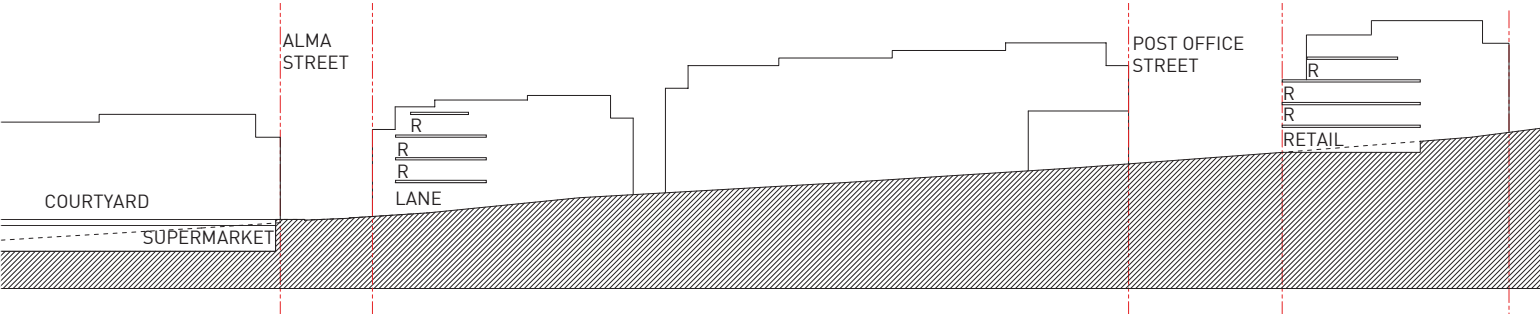
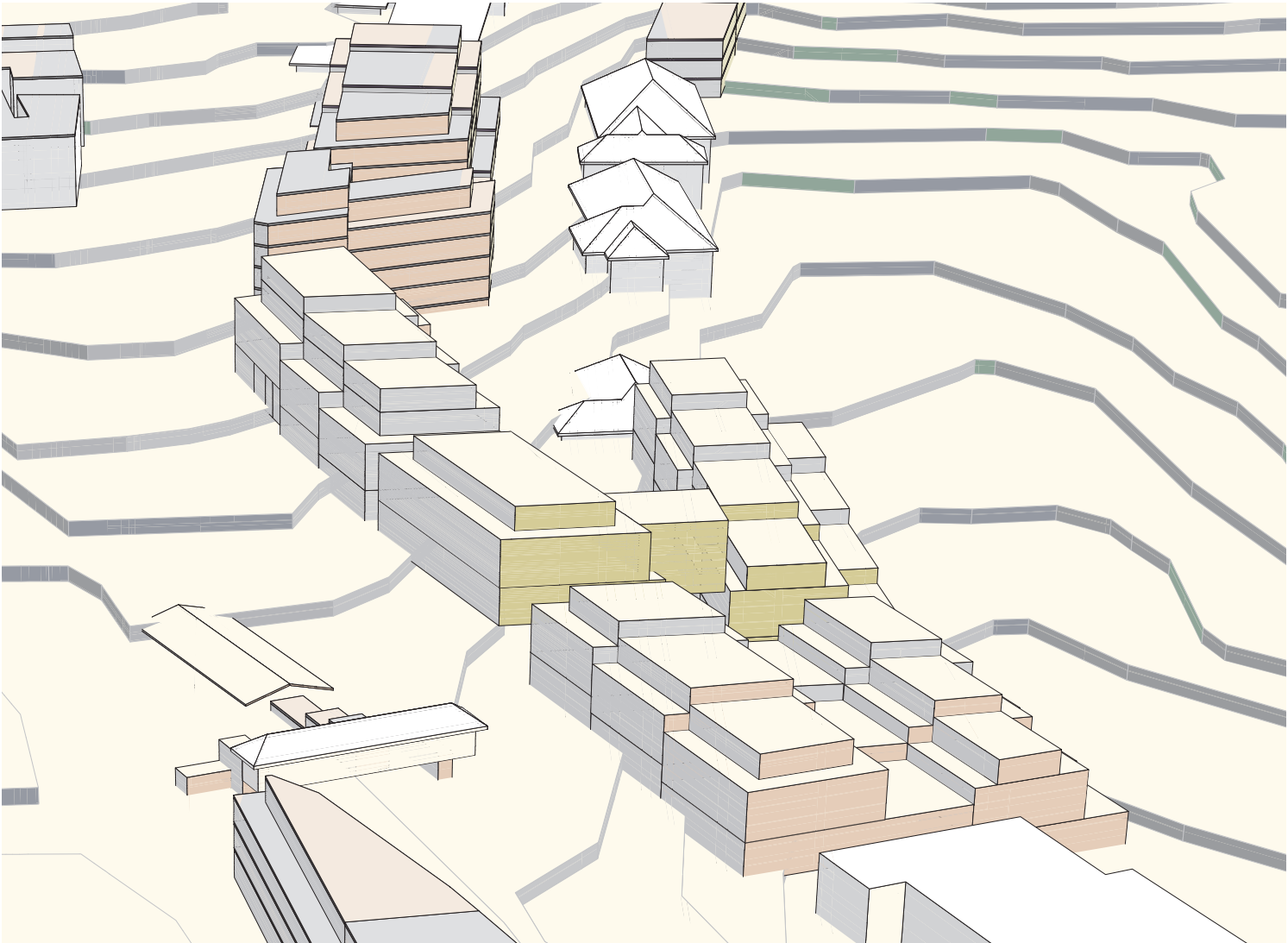
- i) Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

- i) Setbacks are shown on the control drawing below. Generally A2 is hard edge to the street alignment in Post office Street.

Fine Grained Character

- i) Maintain the character of the local shopping street through ensuring that the articulation of new buildings reflects the exisitng narrow lot pattern.



4.2.1 MIXED USE PRECINCTS A1, A2, A3 AND A4

DESIRED FUTURE CHARACTER

4.2.1.3 Park Crescent + Grandview Lane

- To create new stepped, mixed use built form which provides address to Robert Pymble Park, Park Crescent and Grandview Lane.

OBJECTIVES

- To provide new mixed use and residential built form which provides address to Robert Pymble Park, (the Park).
- To provide new mid-block pedestrian linkages through to the Park from the station.
- Create an immediate address with new built form to the Park and Park Crescent that reinforces the Park edge and provides new active uses which frame the Park and provide surveillance.
- Provide new residential development which addresses the Park and has entries from Park Crescent to encourage activity on this street.

CONTROLS

Building Uses and Ground Floor Activities

- Provide street level retail/commercial uses with residential uses above ground which address the Park. Encourage cafe and outdoor uses.
- Within the sground floor of A4 provide a new mini mart with retail uses.

Site Amalgamation

- Refer to Section 4.1.1 for preferred lot amalgamations.
- Building design on amalgamated sites should reinforce the prevalent lot width of the same urban block.

Building Height

- The maximum building heights are shown on Figure [?].
- Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

Building Envelope and Separation.

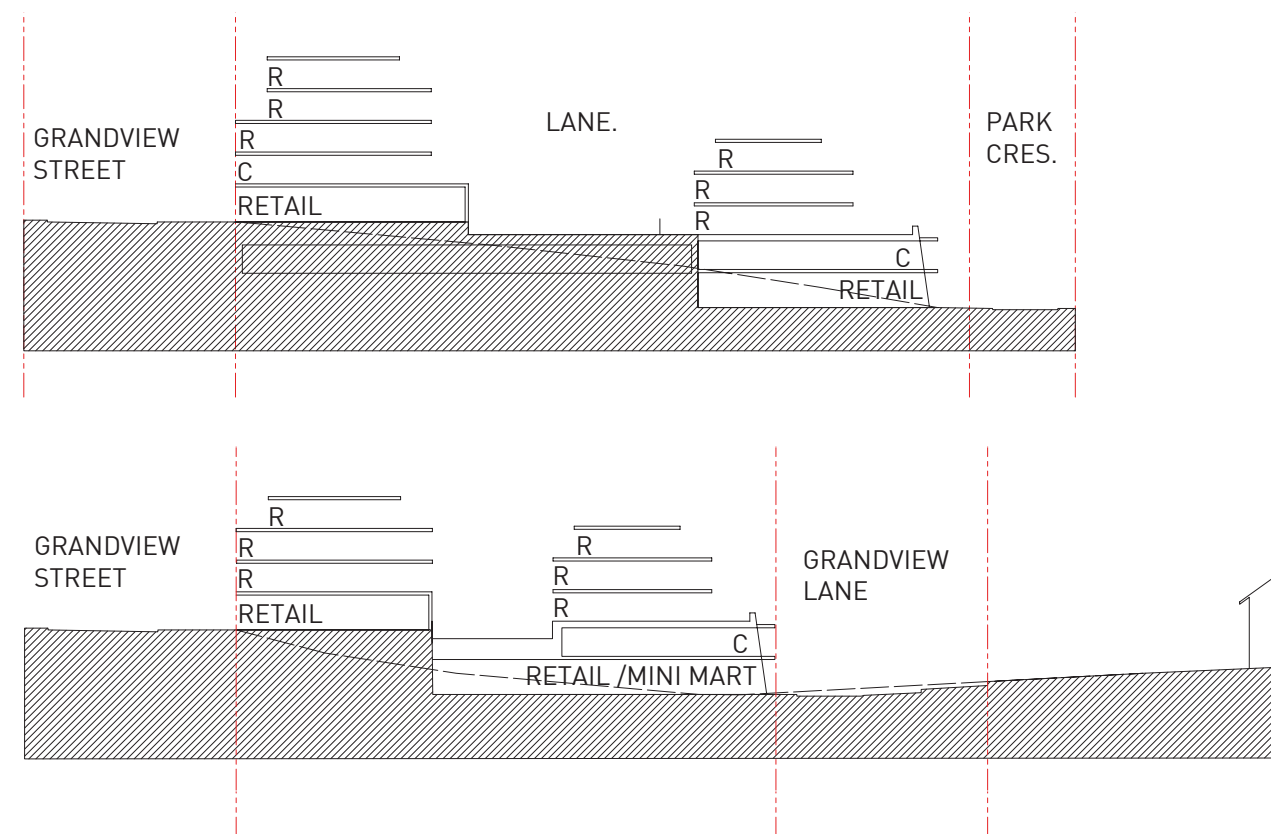
- Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

- Setbacks are shown on the control drawing below. Generally the alignment is hard edge to Grandview Lane and a setback of 3m in Park Crescent to provide for a new footpath.

Fine Grained Character

- Maintain the character of the local shopping street through ensuring that the articulation of new buildings reflects the existng narrow lot pattern.



BLOCK PLAN

4.2.1 MIXED USE PRECINCTS A1, A2, A3 AND A4

DESIRED FUTURE CHARACTER

4.2.1.4 Alma Street

- To create new mixed use built form which accommodates the slope in Alma Street and provides a hard edged built address which frames this street.

OBJECTIVES

- To provide new mixed use and residential built form which provides address to Alma Street and entry to the public space within Block A.
- To create new mixed use built form on the southern side of Alma Street which is hard edge but given relief through a new podium separating the buildings.

CONTROLS

Building Uses and Ground Floor Activities

- Provide street level retail/commercial uses with residential uses above ground which address the street. Encourage cafe and outdoor uses.

Site Amalgamation

- Refer to Section 4.1.1 for preferred lot amalgamations.
- Building design on amalgamated sites should reinforce the prevalent lot width of the same urban block.

Building Height

- The maximum building heights are shown on Figure [?].
- Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

Building Envelope and Separation

- Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

- Setbacks are shown on the control drawing below. Generally A4 is hard edge to Alma Street.

Fine Grained Character

- Maintain the character of the local shopping street through ensuring that the articulation of new buildings reflects the existing narrow lot pattern.

4.2.3 COMMERCIAL PRECINCTS B +C

DESIRED FUTURE CHARACTER

- To provide some development potential for the existing two storey commercial buildings on the Pacific Highway.

OBJECTIVES

- To reinforce and enhance the existing commercial buildings by permitting an additional storey.

CONTROLS

Building Uses and Ground Floor Activities

- Commercial uses.

[Site Amalgamation]

- i) Refer to Section 4.1.1 for preferred lot amalgamations.

Building Height

- i) The maximum building heights are shown on Figure [?].

Building Envelope and Separation

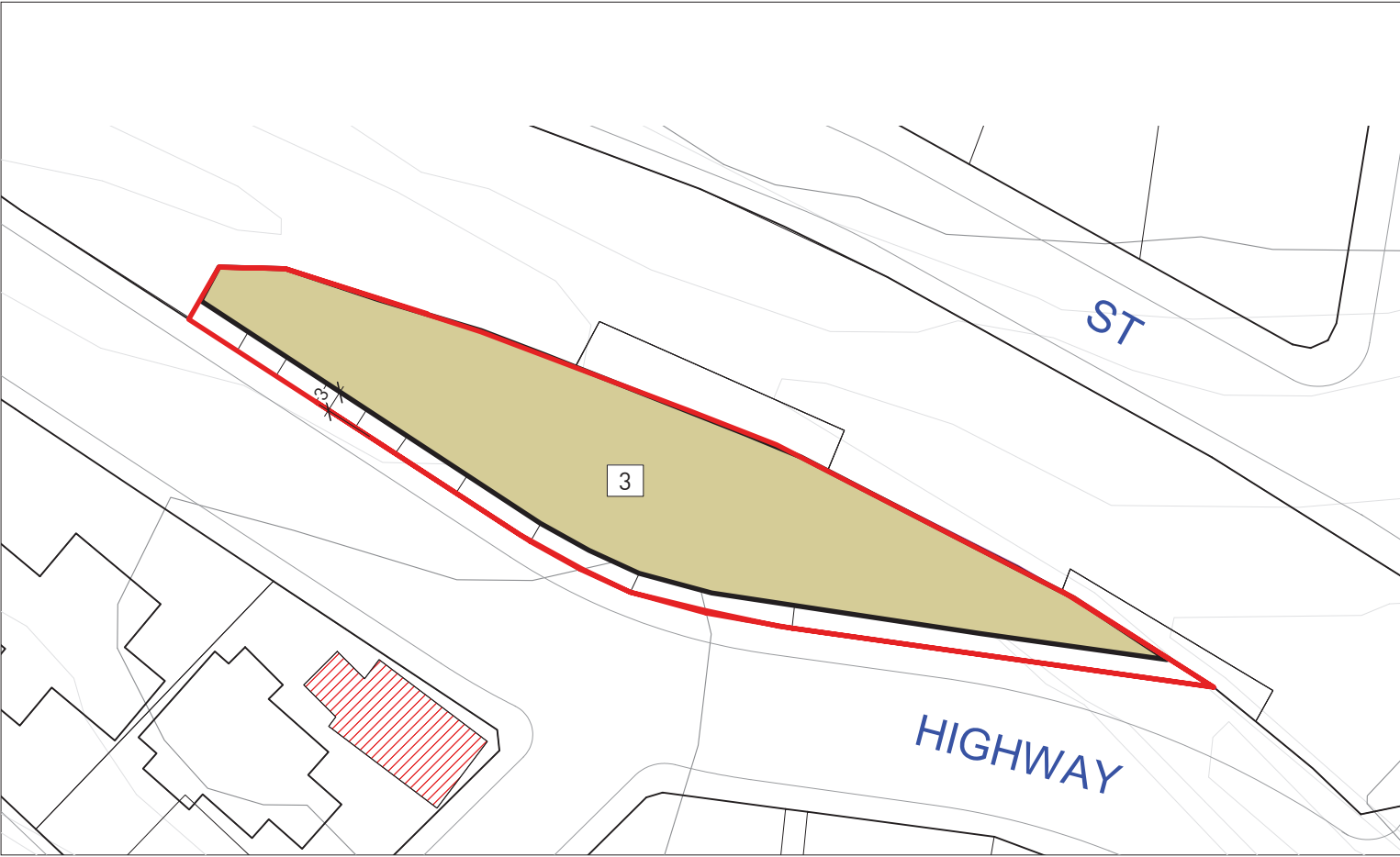
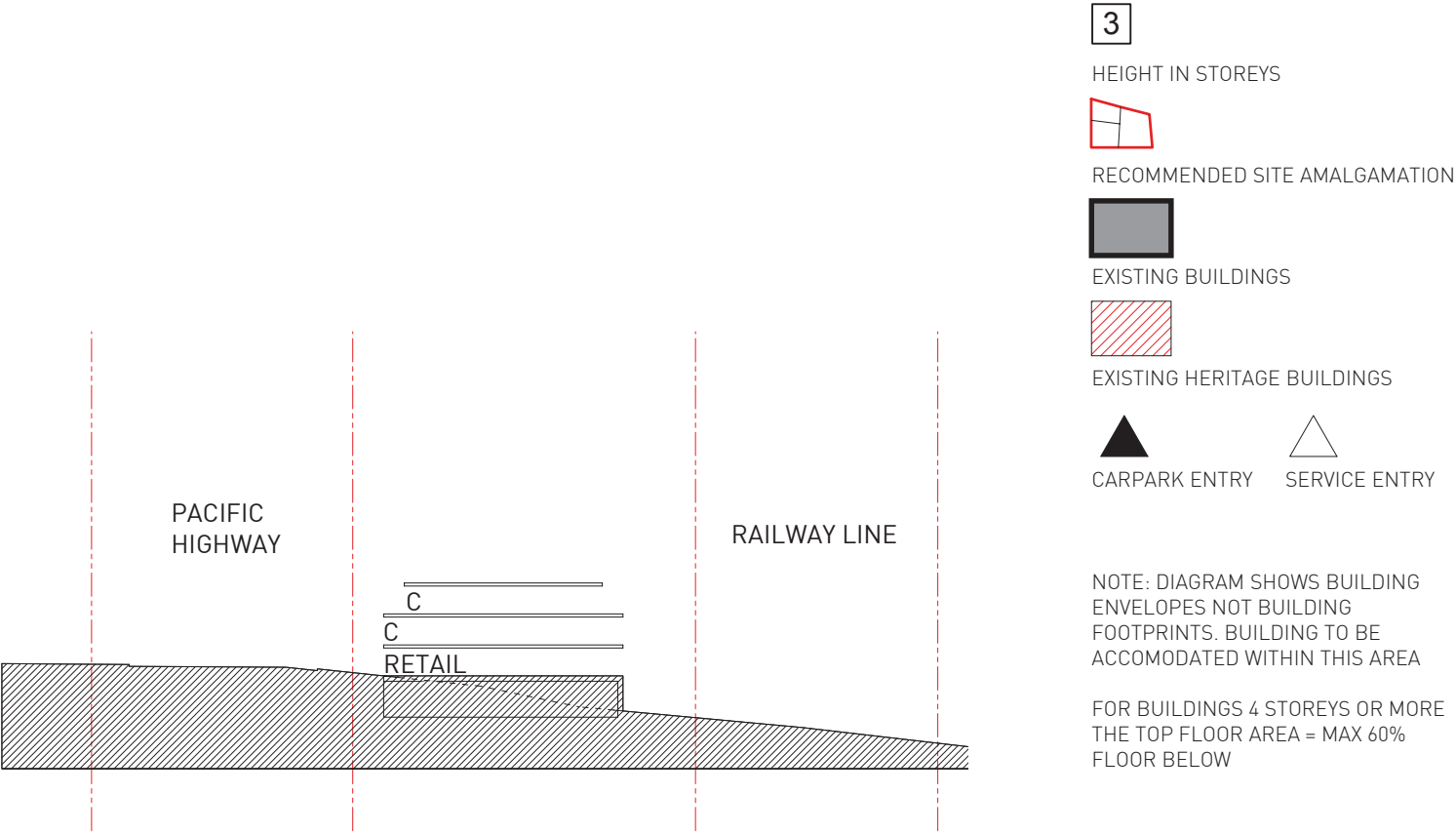
- i) Defined by built form.

Setbacks

- Setback from the pacific Highway 3 metre in Block B and nil setnack in Block C.

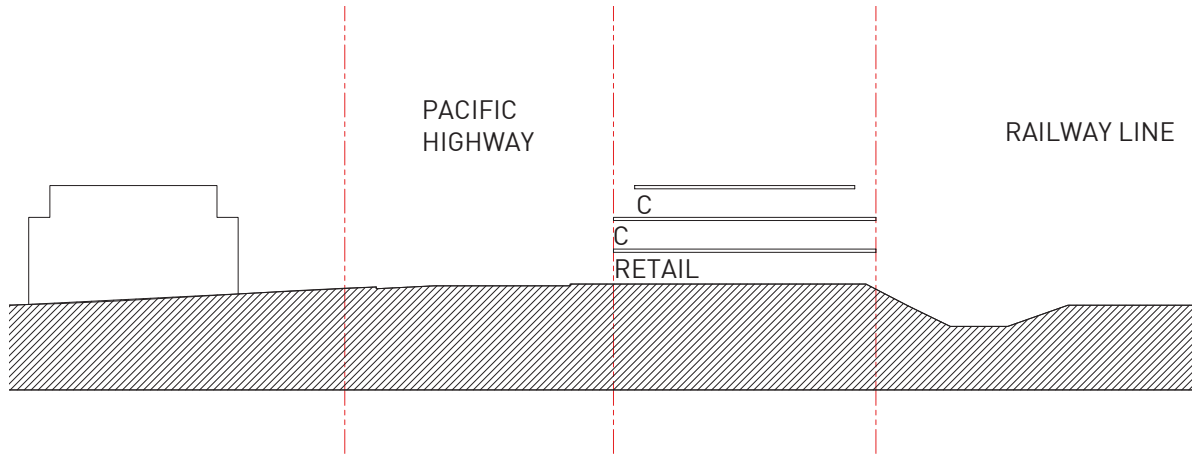
Character Item

- Within Block C, 859 Pacific Highway is a character item which should be readapted in any redevelopment proposal.



BLOCK PLAN

4.2.3 COMMERCIAL PRECINCTS B +C

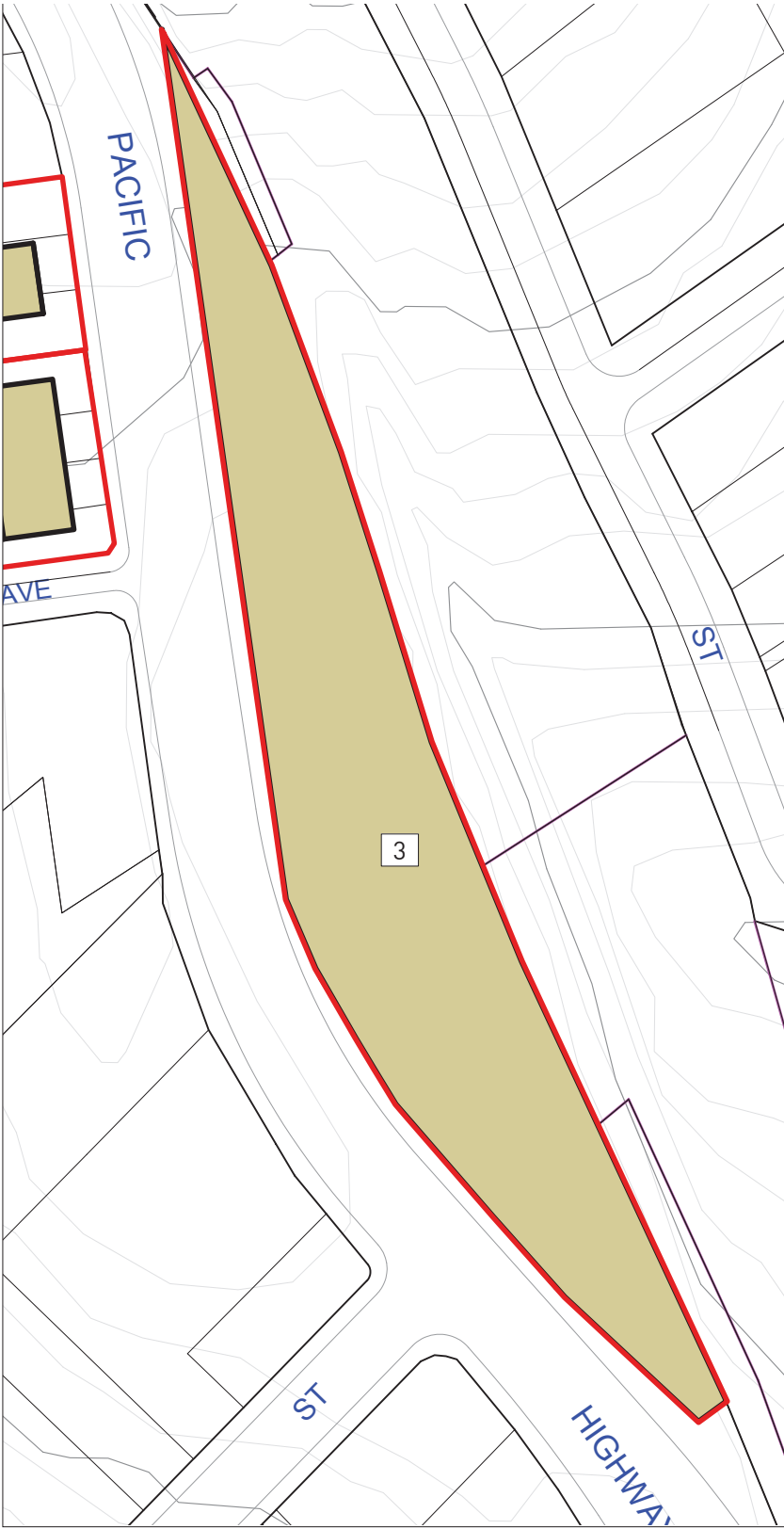


4.2.3b BUILDING ENVELOPE - SITE C

- 3
HEIGHT IN STOREYS
- RECOMMENDED SITE AMALGAMATION
- EXISTING BUILDINGS
- EXISTING HERITAGE BUILDINGS
- CARPARK ENTRY
- SERVICE ENTRY

NOTE: DIAGRAM SHOWS BUILDING ENVELOPES NOT BUILDING FOOTPRINTS. BUILDING TO BE ACCOMMODATED WITHIN THIS AREA

FOR BUILDINGS 4 STOREYS OR MORE THE TOP FLOOR AREA = MAX 60% FLOOR BELOW



BLOCK PLAN

4.2.4 RESIDENTIAL PRECINCTS D1 AND D2

DESIRED FUTURE CHARACTER

- To create new residential development that sits in context with the leafy open and predominantly residential character of Telegraph Road.
- To create new stepped residential development that sits within the topography and landscape, and provides address to Robert Pymble Park.

OBJECTIVES

- To provide for new residential development which provide high amenity for new and existing residents
- To create new residential developments which address streets, step with the topography, maintain high amenity and have adequate separation from existing properties.
- To provide for new mid-block linkages from Telegraph Road through to Park Crescent and Robert Pymble Park.

CONTROLS

Site Amalgamation

- i) Refer to Section 4.1.1 for preferred lot amalgamations.

Building Height

- i) The maximum building heights are shown on Figure [?].
- ii) Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

Building Envelope and Separation

- i) Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

- Setbacks are shown on the control drawing below.

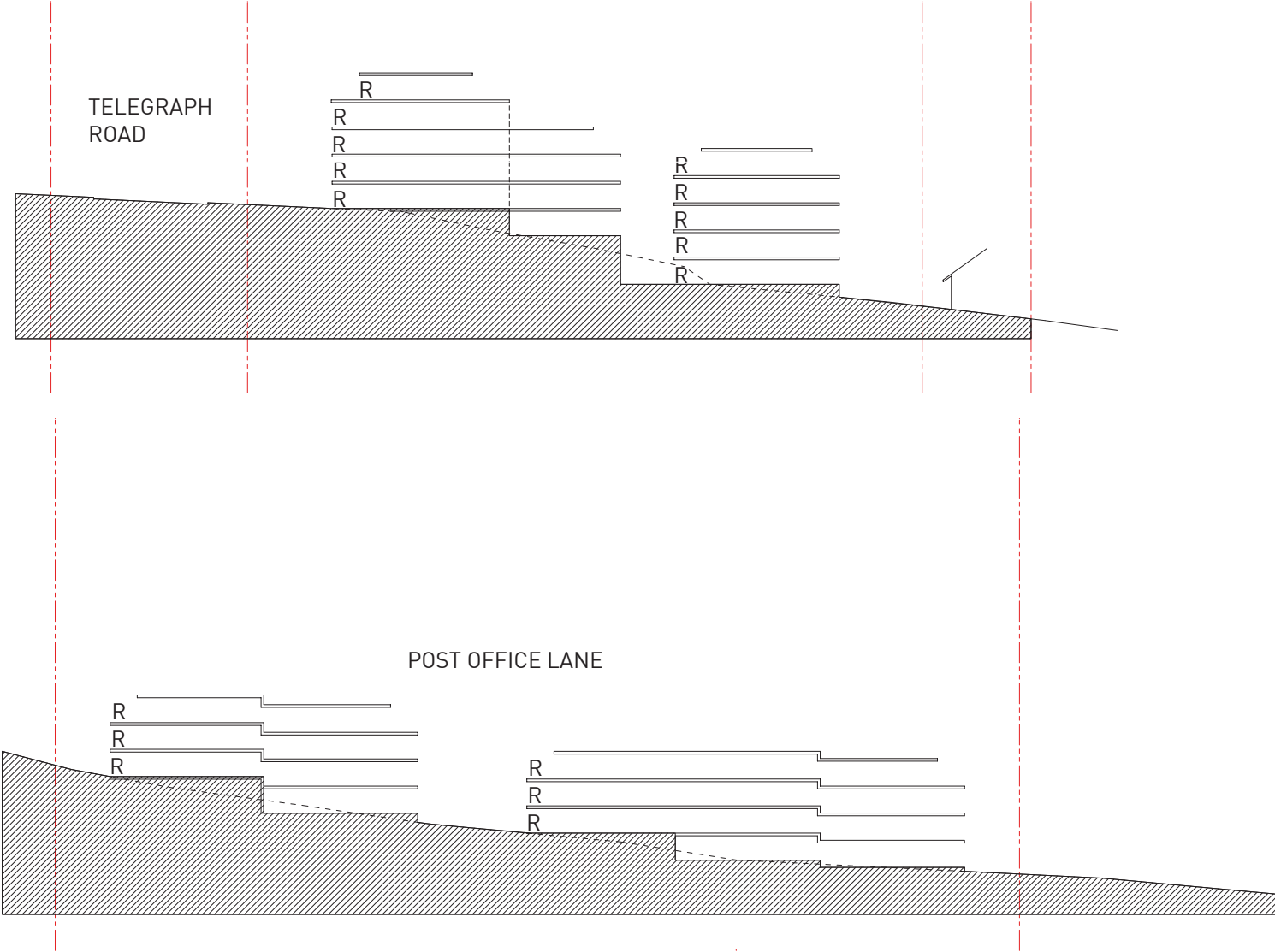
Landscaped front setback

- All front setbacks to comply with 4.1.6.



BLOCK PLAN

4.2.4 RESIDENTIAL PRECINCTS D1 AND D2



BLOCK PLAN

4.2.2 MIXED USE PRECINCT E

DESIRED FUTURE CHARACTER

Pacific Highway + Post Office Lane

- To provide for a new mixed use building that acts as a transition between new hard edge built form on the corner of Post Office Street and the Pacific Highway and the existing setback commercial and residential buildings along the Pacific Highway.
- To provide for a commercial/retail address to the Pacific Highway frontage which is setback to provide some amenity to users.
- To provide a residential building address to Post Office lane.

OBJECTIVES

- To create a new mixed use building which provide commercial retail uses to the highway and a new residential buiolding address to post Office Lane.
- To crete a new mid-block pedestrian linkage through the site to encourage permeability.

CONTROLS

Building Uses and Ground Floor Activities

- Provide street level retail/commercial uses with residential uses above ground which address the street.

Site Amalgamation

- i) Refer to Section 4.1.1 for preferred lot amalgamations.

Building Height

- i) The maximum building heights are shown on Figure [?].
- ii) Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

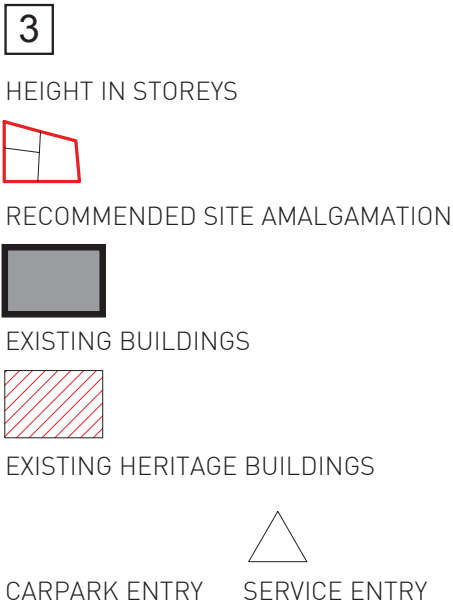
Building Envelope and Separation

- i) Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

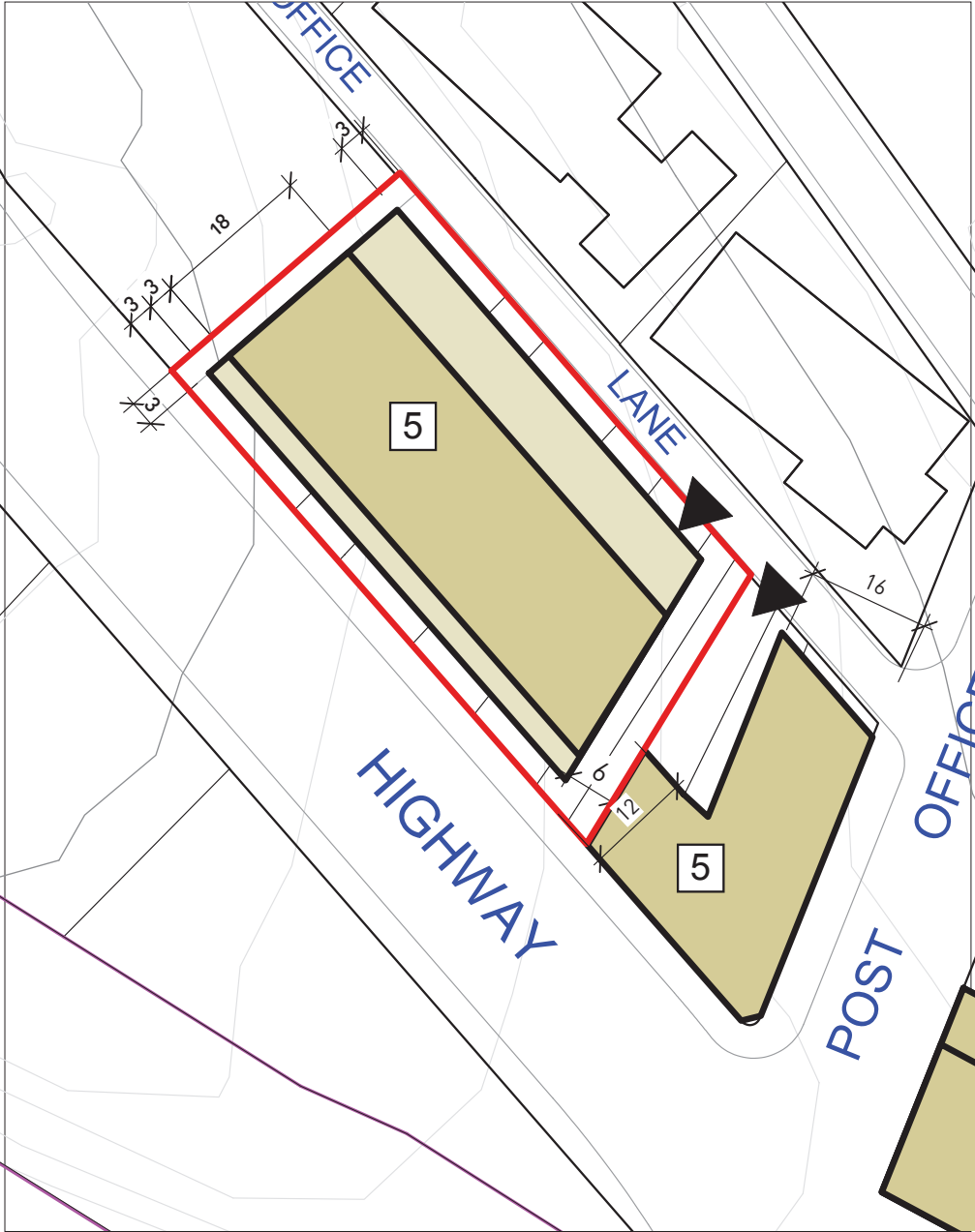
- Setbacks are shown on the control drawing below. Generally Block E is setback 3m from the Highway and Post office Lane.

4.2.2 BUILDING ENVELOPES - SITE E



NOTE: DIAGRAM SHOWS BUILDING ENVELOPES NOT BUILDING FOOTPRINTS. BUILDING TO BE ACCOMODATED WITHIN THIS AREA

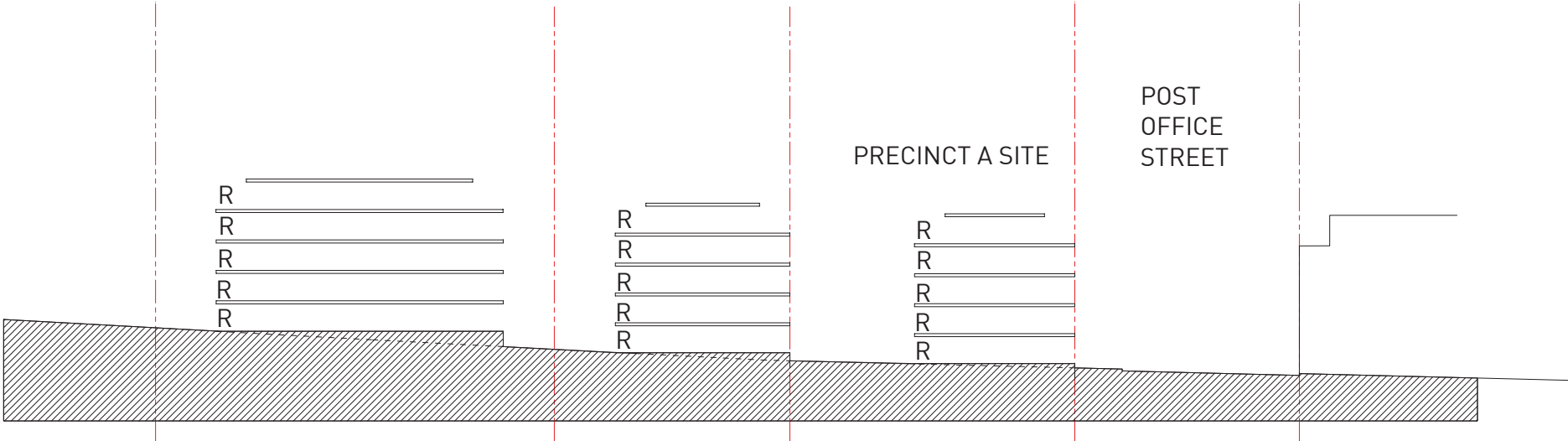
FOR BUILDINGS 4 STOREYS OR MORE THE TOP FLOOR AREA = MAX 60% FLOOR BELOW



BLOCK PLAN

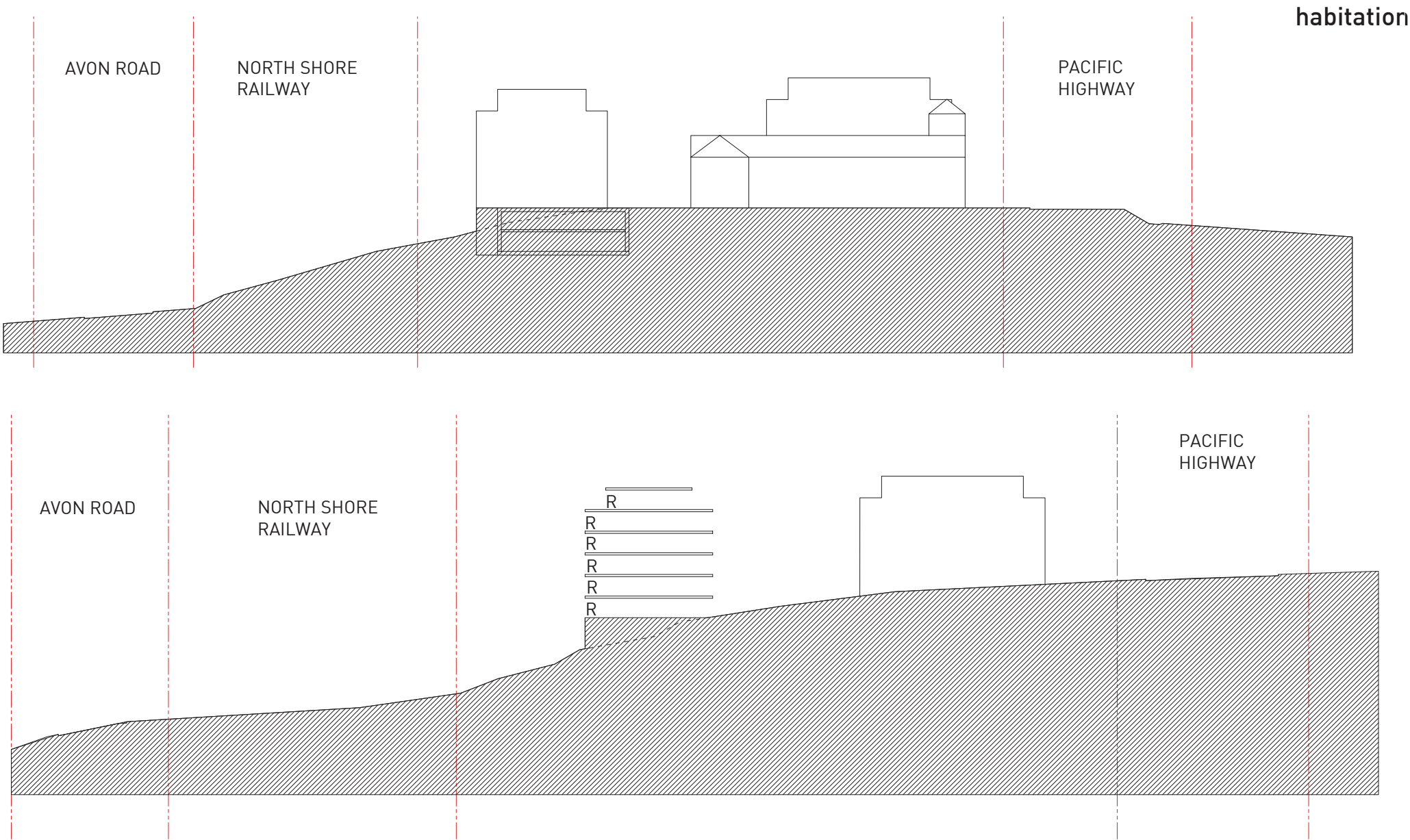
4.2.2 MIXED USE PRECINCT E

habitation



BLOCK PLAN

4.2.8 SPECIAL USES PRECINCTS F AND H



BLOCK PLAN

4.2.5 RESIDENTIAL PRECINCT J

DESIRED FUTURE CHARACTER

- To create new apartments that are consistent with the desired future character (DFC) for new apartments set within landscape. The area for this DFC is located at the northern end of the residential block fronted by Pymble Avenue, Everton Street and Livingstone Avenue. To the southern end of the block are existing detached houses set in landscape.
- To create new townhouse development clustered amongst existing landscape.

OBJECTIVES

- To provide for new residential development - apartments which address Pymble and Livingstone Avenue and townhouses which sit within the topography and amongst existing trees within Block J.
- To create new residential apartments which address streets, step with the topography, capture views, maintain high amenity and have adequate separation from existing properties.
- To create new townhouse development set within landscape and the topography, maintaining existing trees.

CONTROLS

Site Amalgamation

- Refer to Section 4.1.1 for preferred lot amalgamations.

Building Height

- The maximum building heights are shown on Figure [?].
- Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

Building Envelope and Separation

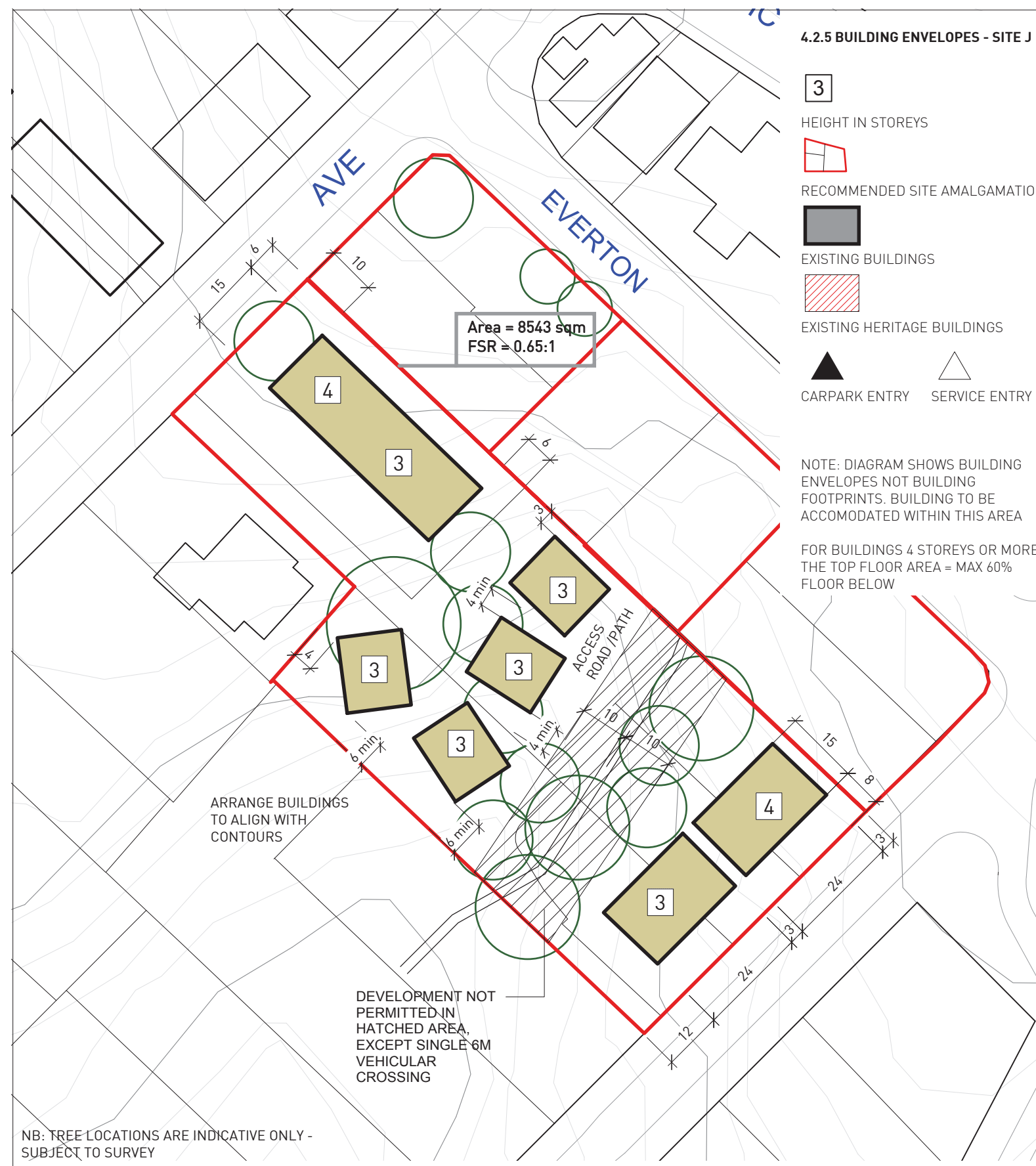
- Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

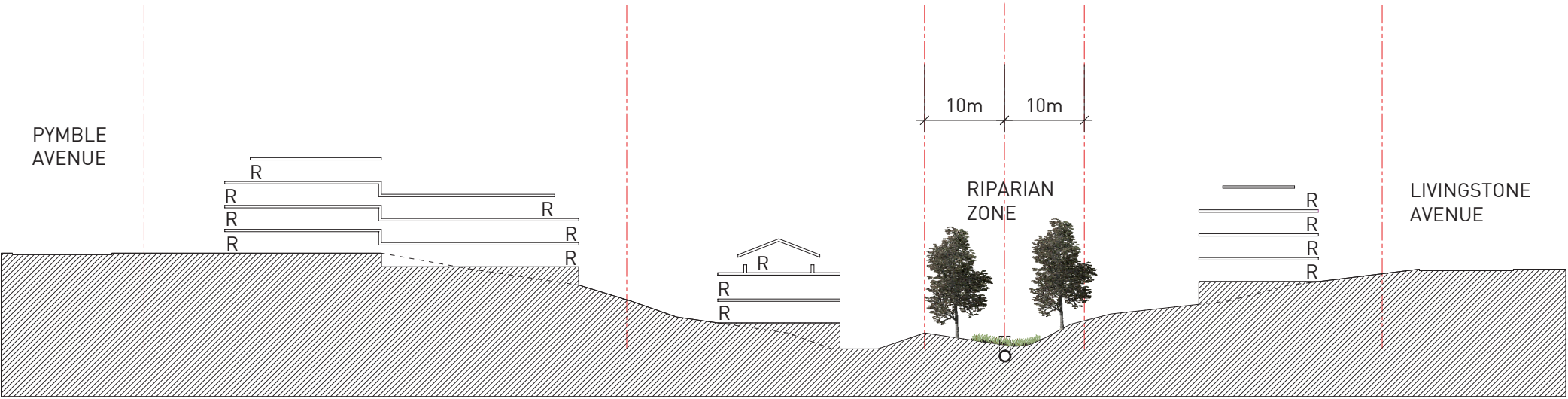
- Setbacks are shown on the control drawing below.

Landscaped front setback

- All front setbacks to comply with 4.1.6.



4.2.5 RESIDENTIAL PRECINCT J



BLOCK PLAN

4.2.6 RESIDENTIAL PRECINCT K

habitation

DESIRED FUTURE CHARACTER

- To create new residential apartments that sit in context with existing apartments and landscape character, frame Livingstone Street and the Pacific Highway and respect the amenity of adjoining properties.

OBJECTIVES

- To create new residential apartments which address streets, step with the topography, maintain high amenity, capture views and have adequate separation from existitng properties.

CONTROLS

Site Amalgamation

- i) Refer to Section 4.1.1 for preferred lot amalgamations.

Building Height

- i) The maximum building heights are shown on Figure [?].
- ii) Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

Building Envelope and Separation

- i) Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

- Setbacks are shown on the control drawing below.

Landscaped front setback

- All front setbacks to comply with 4.1.6.

4.2.6 BUILDING ENVELOPES - SITE K

3

HEIGHT IN STOREYS



RECOMMENDED SITE AMALGAMATION



EXISTING BUILDINGS



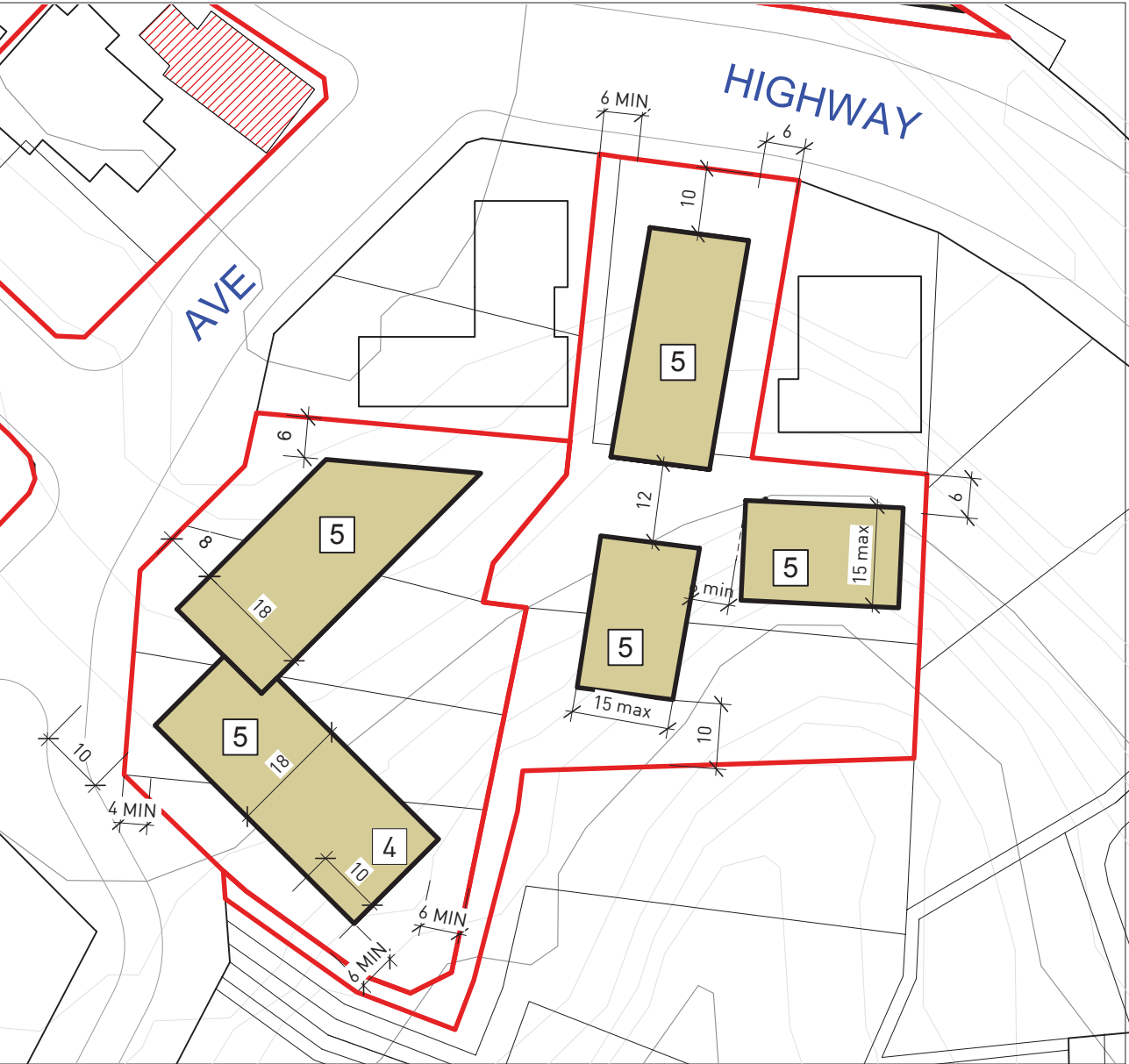
CARPARK ENTRY



SERVICE ENTRY

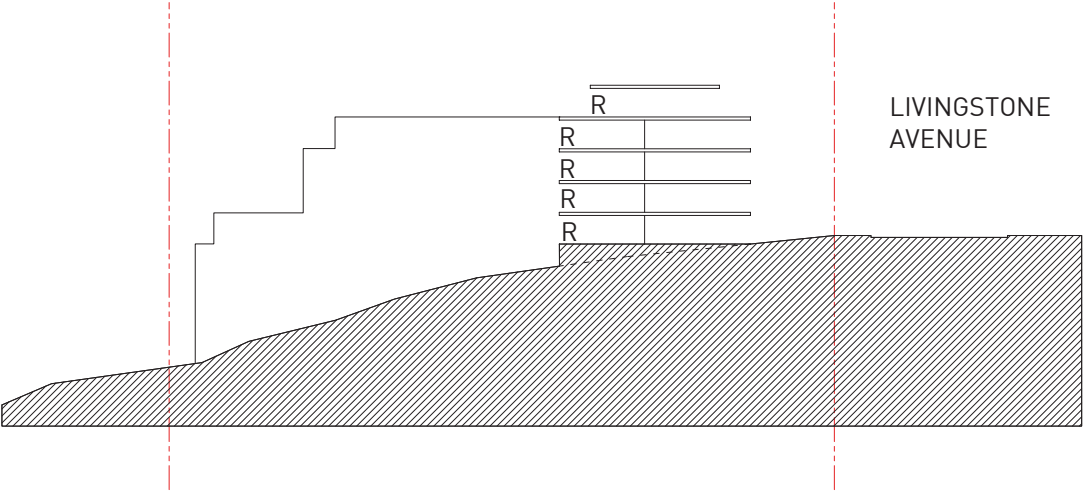
NOTE: DIAGRAM SHOWS BUILDING ENVELOPES NOT BUILDING FOOTPRINTS. BUILDING TO BE ACCOMODATED WITHIN THIS AREA

FOR BUILDINGS 4 STOREYS OR MORE THE TOP FLOOR AREA = MAX 60% FLOOR BELOW



BLOCK PLAN

4.2.6 RESIDENTIAL PRECINCT K



BLOCK PLAN

4.2.7 RESIDENTIAL PRECINCT L

habitation

DESIRED FUTURE CHARACTER

- To create new residential development which is consistent with the landscape-building-landscape character along the Pacific Highway, that respects the topography and landscape, provides address to Bloomsbury Avenue and which provide high amenity for new and existing residents.

OBJECTIVES

- To create new residential apartments which address streets, step with the topography, maintain high amenity and have adequate separation from existing properties.
- To capture views to the CBD and ensure that new apartment buildings are within a landscaped setting.

CONTROLS

Site Amalgamation

- i) Refer to Section 4.1.1 for preferred lot amalgamations.

Building Height

- i) The maximum building heights are shown on Figure [?].
- ii) Where a building is 4 storeys or greater the top floor area should be no greater than 60% of the floor area immediately below.

Building Envelope and Separation

- i) Building depth and separation requirements for residential buildings are indicated on Figure [?]

Setbacks

- Setbacks are shown on the control drawing below.

Landscaped front setback

- All front setbacks to comply with 4.1.6.

4.2.7 BUILDING ENVELOPE - SITE L

3

HEIGHT IN STOREYS



RECOMMENDED SITE AMALGAMATION



EXISTING BUILDINGS



CARPARK ENTRY



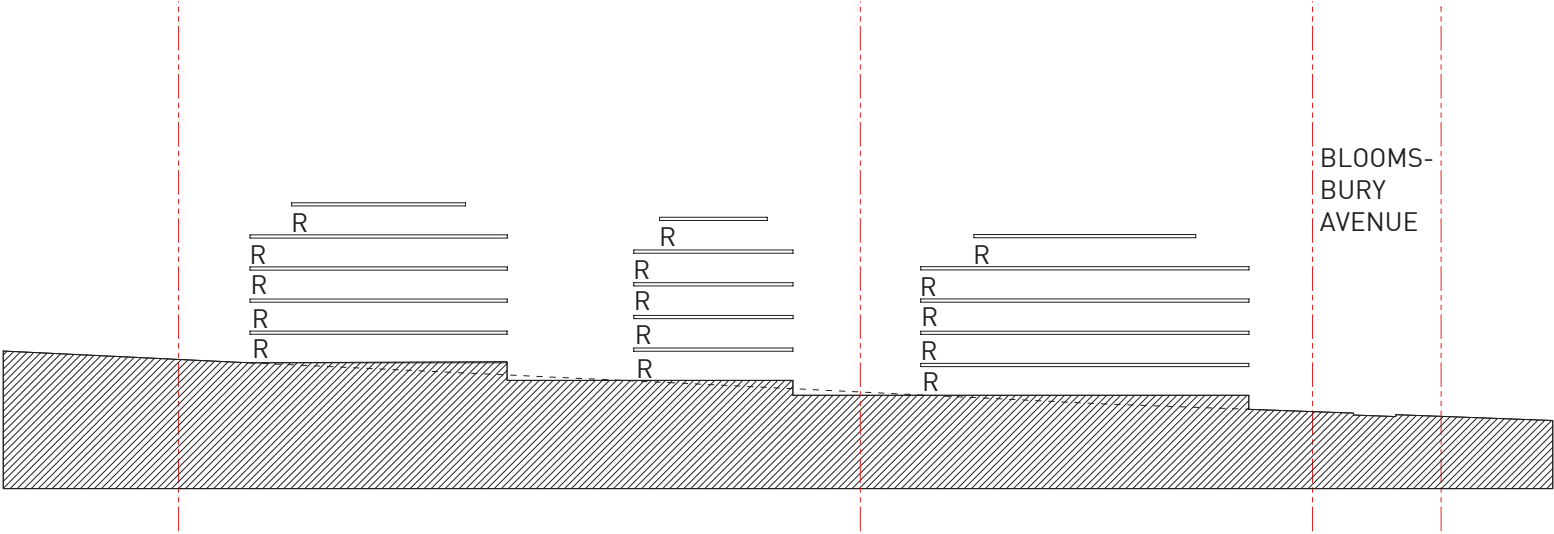
SERVICE ENTRY

NOTE: DIAGRAM SHOWS BUILDING ENVELOPES NOT BUILDING FOOTPRINTS. BUILDING TO BE ACCOMMODATED WITHIN THIS AREA

FOR BUILDINGS 4 STOREYS OR MORE THE TOP FLOOR AREA = MAX 60% FLOOR BELOW



4.2.7 RESIDENTIAL PRECINCT L



BLOCK PLAN

2.1 Vision and Structure

2.1.1 Vision Statement

2.1.2 Structure

2.1.3 Land Use

2.1.4 Open Space and Links

2.1.5 Landscape

2.2 Objectives & Strategies

2.2.1 Built Form

2.2.2 Street Character

2.2.3 Heritage

2.2.4 Biodiversity

2.2.5 Water Management

2.2.6 Pedestrian Access and Circulation

2.2.7 Bicycle Access and Circulation

2.2.8 Public Transport

2.2.9 Vehicle and Service Access and Carparking

2.2.10 Bushfire Strategy

2.1.1 VISION STATEMENT

The existing character of Pymble Town Centre is village-like, low-density, green - with a focus on Robert Pymble Park and tall tree canopies, while interspersed with heritage buildings. The existing shopping strip adjacent to the station is valued, as are the railway station and parks. Housing is generally low density. Amenity in the area is generally good, but could be improved.

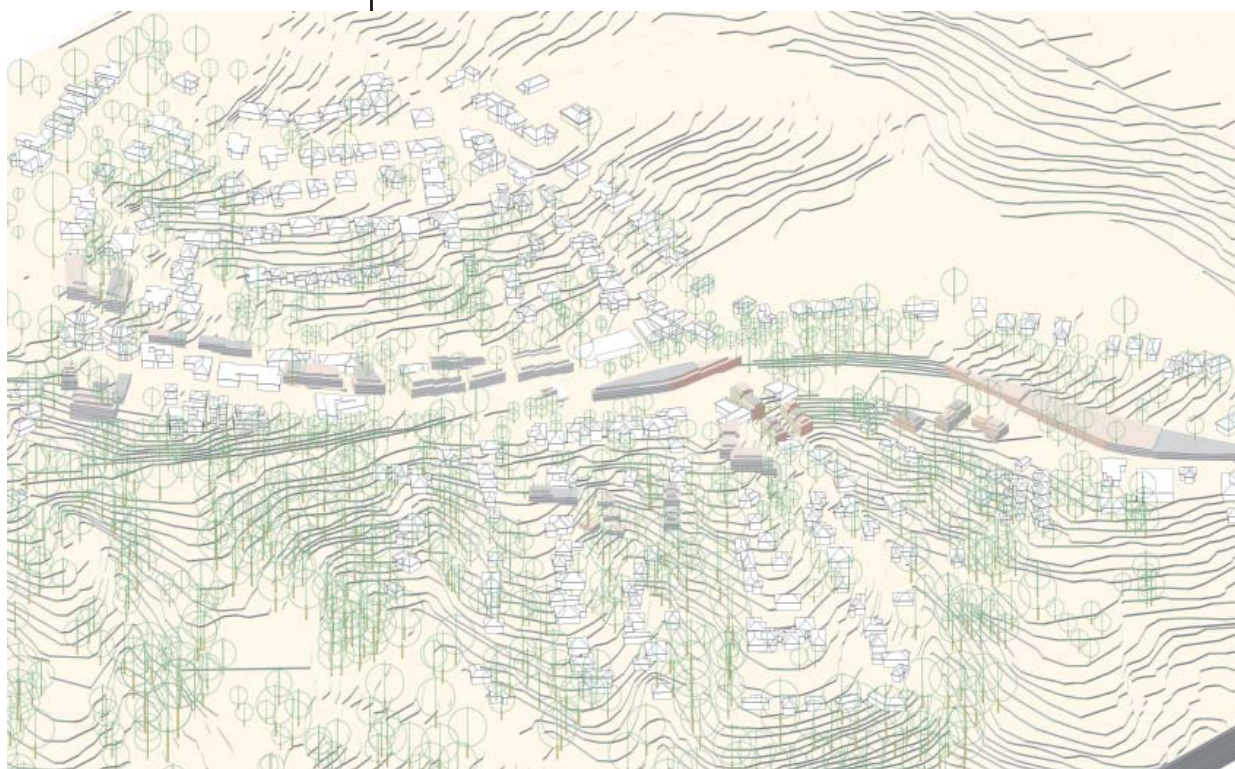
Pymble Town Centre has all the fundamental attributes needed to create a vibrant and diverse village centre character. However improvements in amenity, access and diversity of shopping will increase patronage and could also increase the number of people walking to and from the centre.

The desired future character for the centre is to maintain and enhance this existing village-like character. This could be achieved by improving:

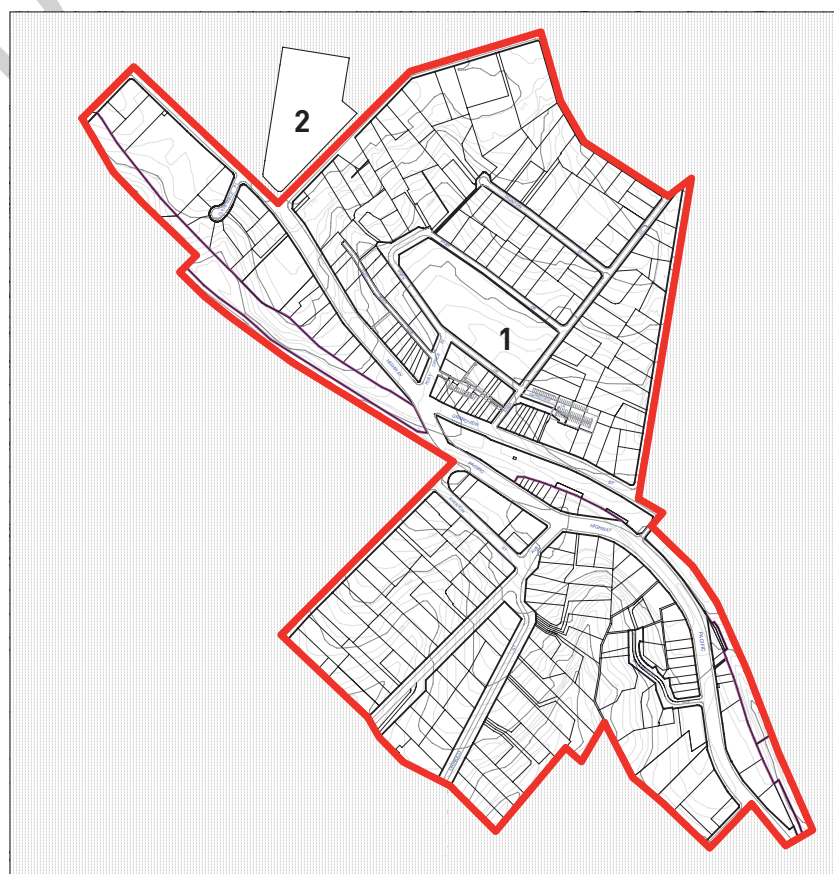
- the variety and mix of retail, including a small supermarket and cafes and outdoor dining
- public transport amenity through implementation of adequate street furniture, kiss and ride areas, signage and lighting
- traffic and parking amenity
- Public domain amenity and visual appearance, possibly in Grandview, Post Office and Alma Streets

ARTIST IMPRESSION:
Grandview Street





ARTIST IMPRESSION:
Park Crescent



2.1.1 DCP AREA

1. PYMBLE TOWN CENTRE
2. RELATED OPEN SPACE





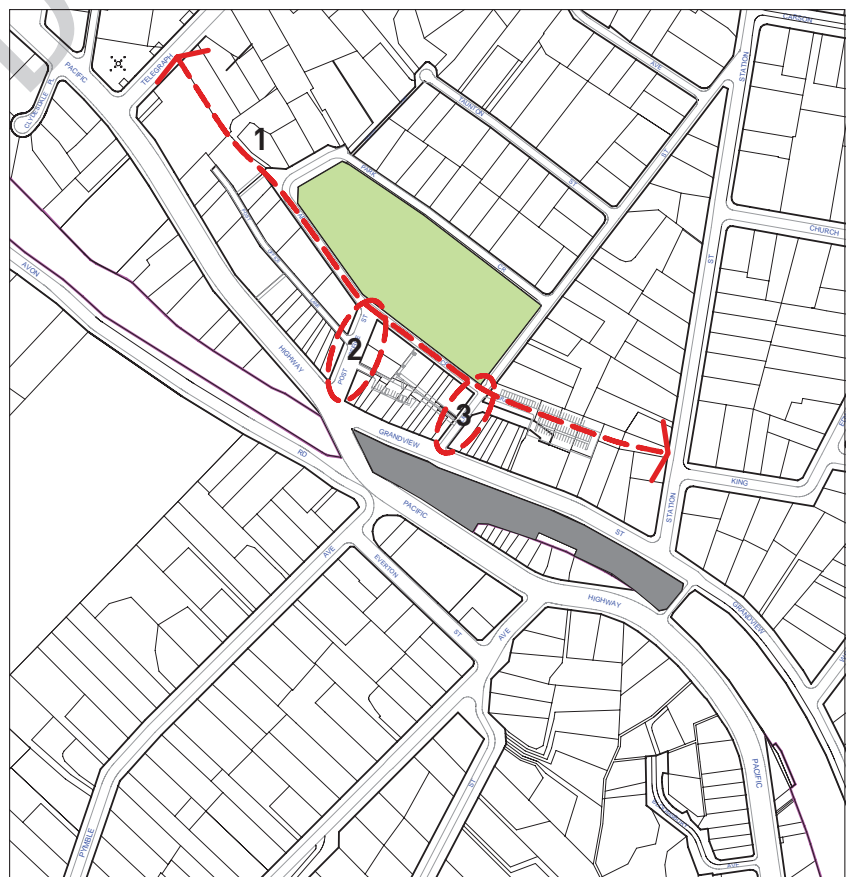
2.1.2 STRUCTURE

For Pymble to become a vibrant local village, every opportunity must be taken to reinforce its role as a destination, and to differentiate its experience from other areas. Pymble remains a local village centre, the railway station makes it a destination, while elements of its architectural heritage and remnants of previous development are key elements of Pymble's unique quality. Two distinct landscapes exist - the northern 'gardenesque' and the blue gum high forest on the steep southern slopes.

The development within Pymble must therefore aim to reinforce these unique qualities.

There are key new elements in this plan which are both catalysts for redevelopment and play a major part in resolving some of the existing shortcomings. These are:

- i. Creating a village street 'hub' in Post Office Street and Alma Street which links through to Robert Pymble Park.
- ii. New development to respect the existing 'fine grain' subdivision pattern to retain the village scale.
- iii. Robert Pymble Park could become a focus for the Centre, with new development facing the park including café and outdoor dining.
- iv. Creating mid-block linkages to increase pedestrian access and amenity through the centre from the railway station through to the park.
- v. Resolve interface between single residential and existing high density zoned sites through sensitive scaled medium density redevelopment.



2.1.2 NEW ELEMENTS

1. PEDESTRIAN LINK
2. SHARED WAY
3. PEDESTRIAN IMPROVEMENTS

2.1.3 STRUCTURE - LAND USE

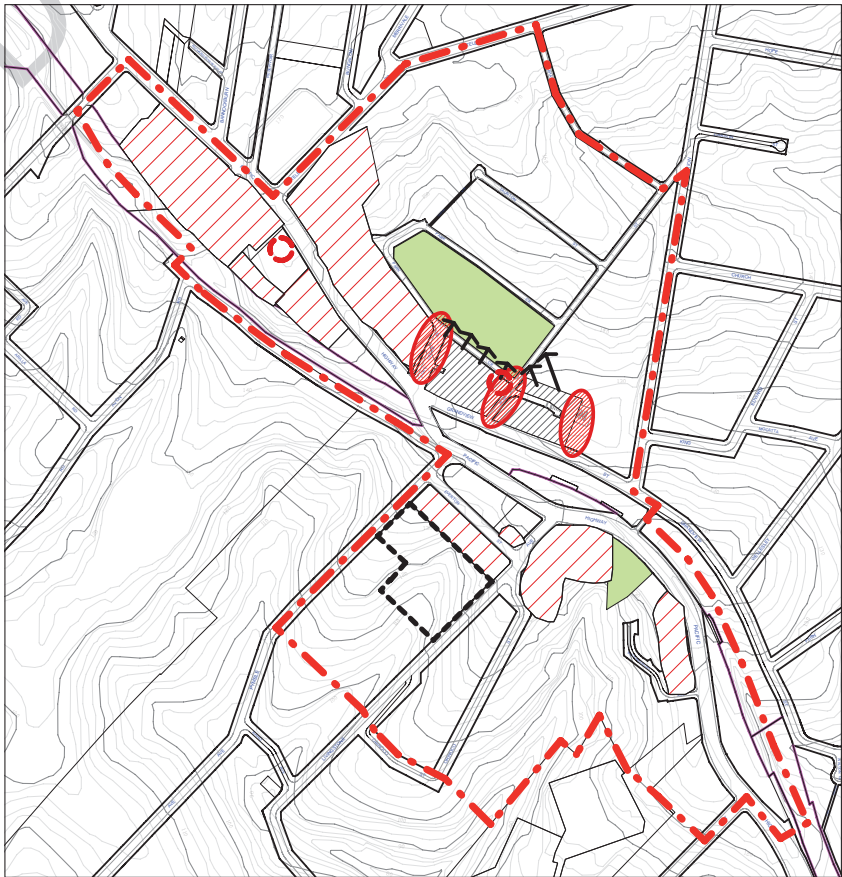
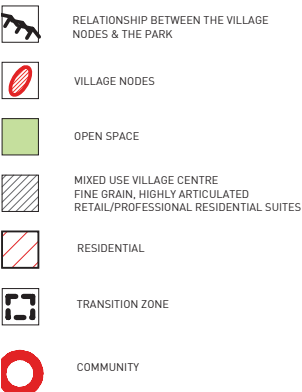
Objectives

- To provide a range of housing types to increase housing choice in the area.
- To provide greater housing densities to make the best use of services and amenities of the village centre such as the new public spaces, public transport, shops, schools and community facilities
- To provide for retail, commercial and community activities that will cater for the local community and future residents.
- To revitalise existing retail and commercial areas
- To provide a range of facilities to service the needs of the community.

Strategies

- Allow the moderate expansion of the retail centre to allow greater diversity of shopping and meet the needs of local residents
- Consolidate the existing retail centre centres around Grandview, Park Cresc, Alma and Post Office Streets.
- Encourage commercial space for small scale businesses, professional services and medical consulting rooms adjoining the retail core.
- Provide active frontages to all streets and lanes in the retail core.
- Provide a variety of housing types within easy walking distance of the town centre.
- Provide shop-top multi-unit housing in the central areas above retail and commercial uses.
- Provide low density residential detached dwellings on the fringes of the town centre.
- Provide a new community facility facing Robert Pymble Park community services. New facility should orientate towards the park and have a visible 'shop front' presence. The architecture should integrate with the surrounding retail but provide a strong public presence.

2.1.3a LAND USE STRATEGY



DRAFT

2.1.3b

LAND USE



OPEN SPACE



LOCAL CENTRE
(MIXED USE (RETAIL/
COMMERCIAL ON LOWER
FLOORS AND RESIDENTIAL
ABOVE - SHOP TOP HOUSING))



COMMERCIAL



RESIDENTIAL APARTMENT
BUILDING (3-4.6 STOREY)



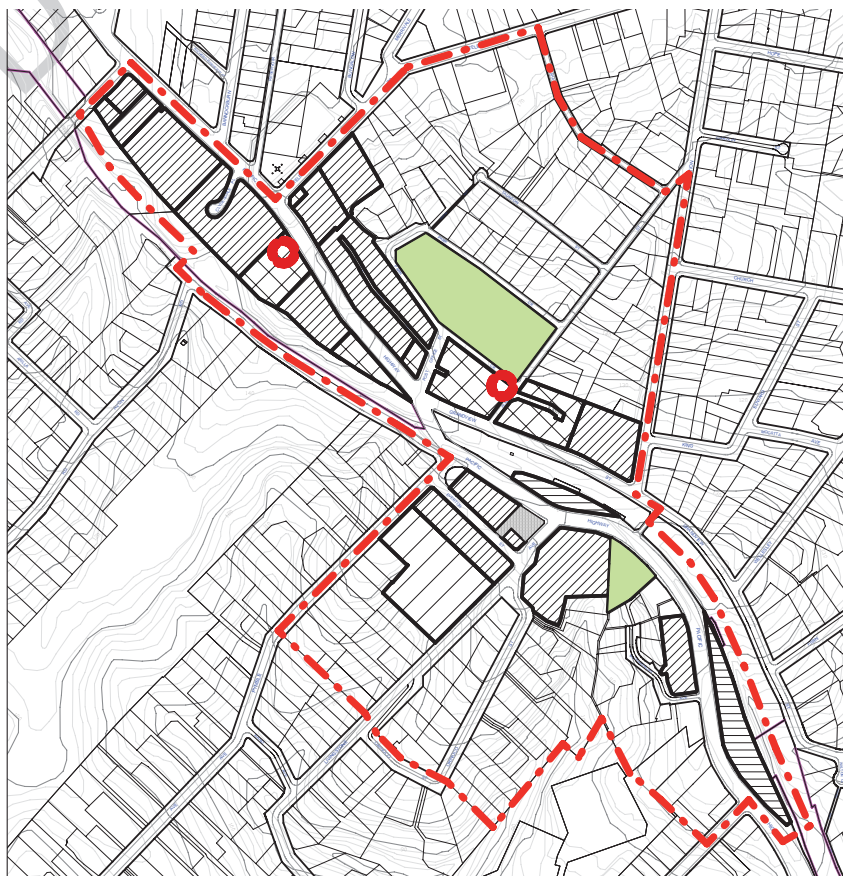
MEDIUM DENSITY TRANSITION
DEVELOPMENT



SPECIAL USES - CHURCH



COMMUNITY CENTRE



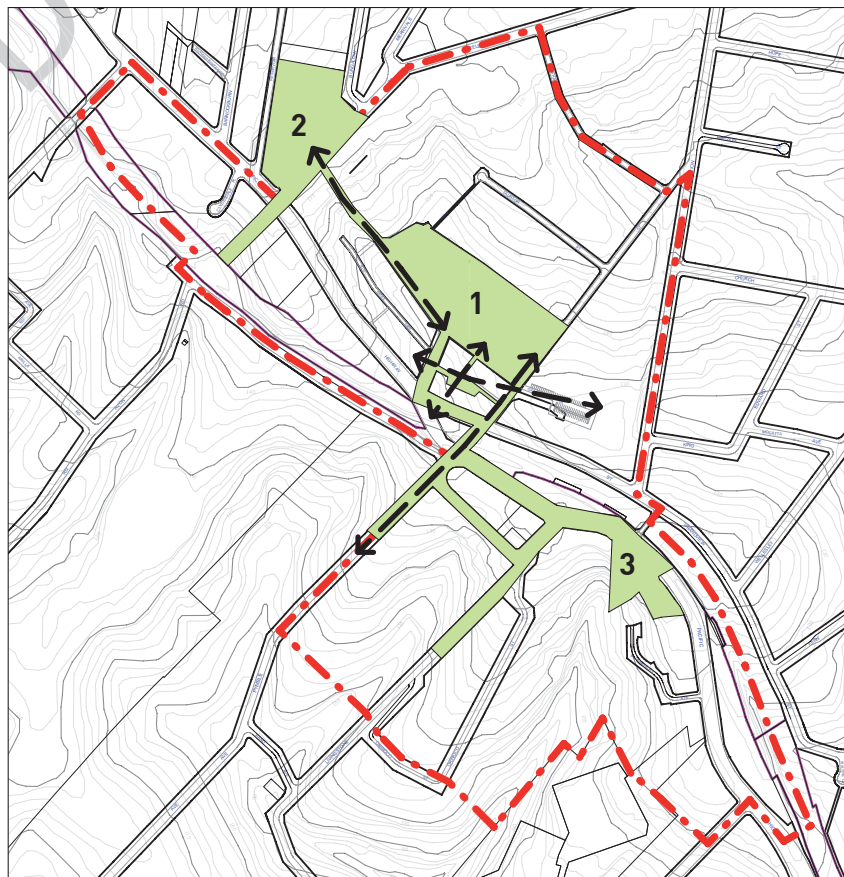
2.1.4 STRUCTURE - OPEN SPACE & LINKS

Objectives

- Provide a network of high quality parks and urban spaces catering for the recreational and leisure needs of existing and future residents in the area.
- Ensure all parks are of a high quality design and provide high levels of safety, accessibility and amenity.
- Increase the amount of passive recreation space within the village centre.

Strategies

- Improve the connection to existing bushland at the perimeter of the town centre.
- Provide open space that links the key public spaces by widening footpaths or increasing lane widths.
- Enhance existing parks and reserves where appropriate to provide improved access and safety and amenity.
- Provide increased opportunities for passive and active recreation in the area including children's playgrounds, dog walking informal games, tennis, basketball, cycling etc. particularly within the Robert Pymble Park.
- Increase footpath widths in primary circulation areas such as the Highway and Grandview Street to allow for street planting and reduce impacts of highway traffic.
- Provide a new squares at Alma Street that provide a high level of activity and interaction as a focal point or meeting place for people.
- Provide new mid-block connections to provide a pedestrian link between Station Street and Telegraph Road.



2.1.4 OPEN SPACE AND LINKS

1. ROBERT PYMBLE PARK
2. BOWLING GREEN
3. CRESSWELL O'REILLY LOOKOUT

2.1.5 STRUCTURE - LANDSCAPE

Objectives

- Integration of the planning and design of buildings with the site's landscaping.
- Retain the existing landscape character
- Provide shade and shelter through the use of canopy planting.
- Establish bio-linkages through continuous tree canopy.
- Minimise visual impact of hard building surfaces and paved areas by vegetation

Strategies

- Retain and rehabilitate existing stands of blue gum high forest
- Retain and strengthen the existing landscape character - being the Blue Gum High forest on the southern side of the highway and the 'gardenesque' style planting on the north.
- Provide street tree planting and canopy planting within public spaces to provide shade and stabilise the micro climate
- Retain and strength the indigenous planting in mid block that provide canopy linkages.
- Reinforce existing street tree planting themes.

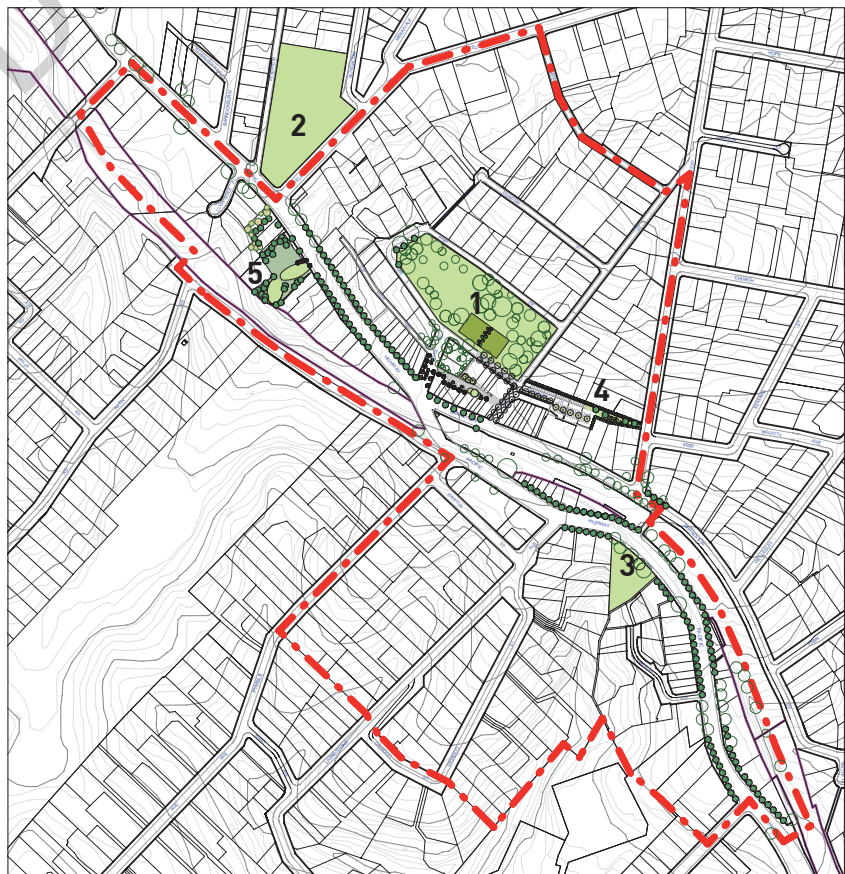
2.1.5 LANDSCAPE STRUCTURE

PARKS

- ROBERT PYMBLE PARK
- BOWLING CLUB?
- CRESSWELL O'REILLY LOOKOUT
- STATION STREET WALK [NEW]

CIVIC SPACES

- TOWN HALL [NEW]



2.2.1 BUILT FORM

Objectives

- To promote well designed buildings.
- To protect the green character of the area.
- To ensure the built form responds to streets and open space areas.

Strategies

- Restrict building heights to between 2 and 5 storeys so that they are within or below the dominant tree canopy of the area.
- Provide 10m wide landscaped front setbacks to all residential streets.
- To restrict building heights to ensure village character is maintained within the central retail core.
- Restrict building footprints to allow large deep soil zones for planting of canopy trees in residential areas.
- Provide setbacks along the northern and southern sides of Pacific Highway to allow for tree planting and road widening
- Ensure significant vegetation and items of heritage are protected.
- The built form should define and address the public spaces.
- Allow the built form to step with the natural topography
- Prevent unacceptable levels of overshadowing of open space or public domain areas.

2.2.1 URBAN FORM



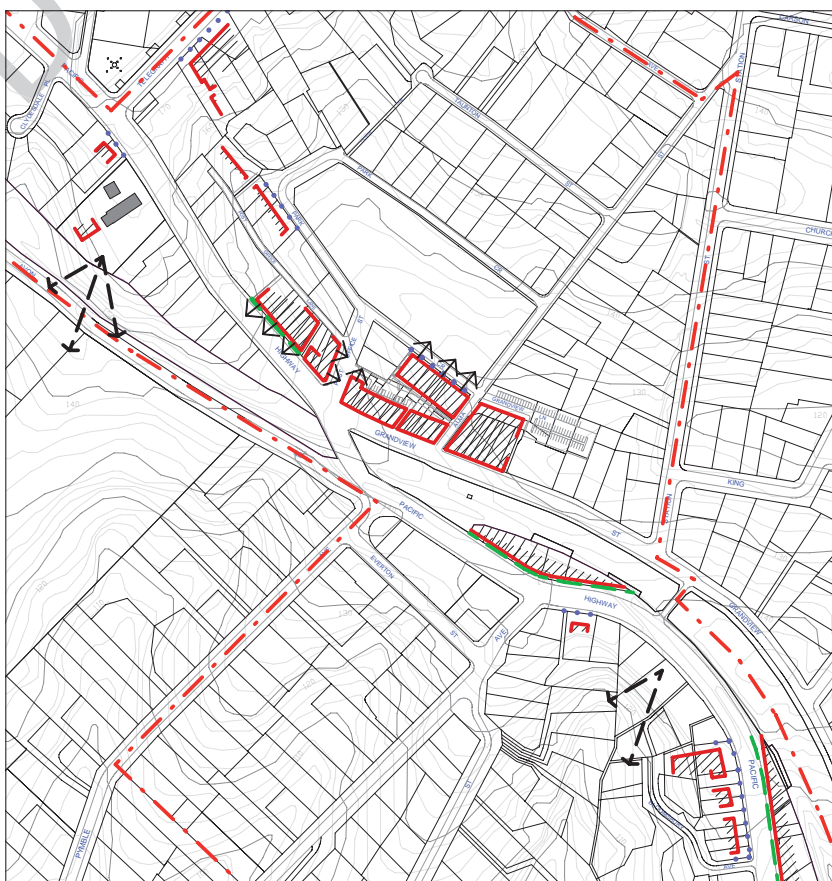
LANDSCAPE SETBACK



ALIGNMENT OF IMPORTANT BUILT FORM



SETBACK FOR STREET TREE PLANTING



2.2.2 STREET CHARACTER

Objectives

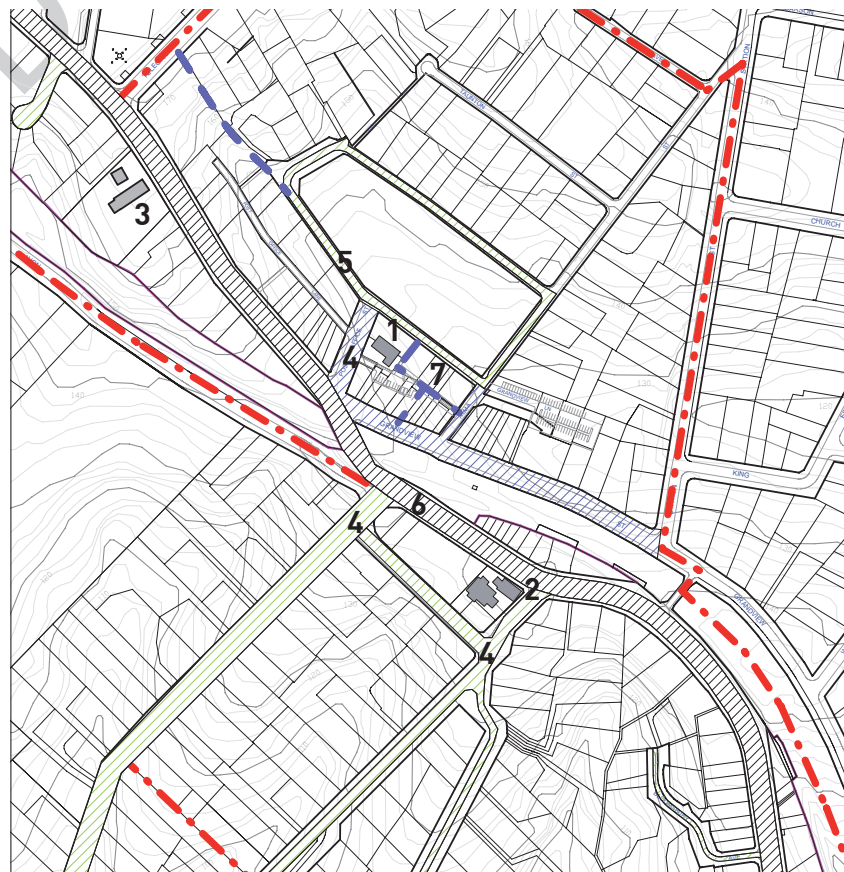
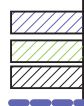
- To protect and enhance the landscape and visual character of the streets within the area.
- Improve the quality of residential streets in the local centre.
- To ensure that Pymble retains its own individual village character.
- To create a series of 'places' within the Village Centre each with their own character
- To preserve items of character unique to Pymble

Strategies

- Retain the existing fine grain urban fabric. New development should step with the topography.
- Retain the scale and 'village appearance' of Grandview, Alma, Post Office and Park Cresc street through high quality public domain works, street tree planting, fine grain small scale buildings and consistent architectural style.
- Retail and commercial uses along Park Cresc are to be set within a visually heavy base, clad with sandstone.
- Widen existing lane ways to provide greater pedestrian amenity.
- Provide active uses such as shops or commercial spaces that open onto the lane ways.
- All existing overhead power lines are to be relocated underground as part of the redevelopment process.
- Landscape setbacks within the residential streets to enhance the existing 'gardenesque' landscape.
- Enhance the pedestrian experience on the Pacific Highway by widening footpaths, street furniture, landscape and tree planting.

2.2.3 CREATING PLACES

- HERITAGE HOUSE
- CHURCH
- TOWN HALL
- VILLAGE STREETS
- RESIDENTIAL STREETS
- HIGHWAY
- LANEWAY



2.2.3 HERITAGE

Objectives

- To ensure new development is undertaken in a manner that is sympathetic to, and does not detract from, the heritage significance of identified items, their settings and the streetscape in which the items are located.

Strategies

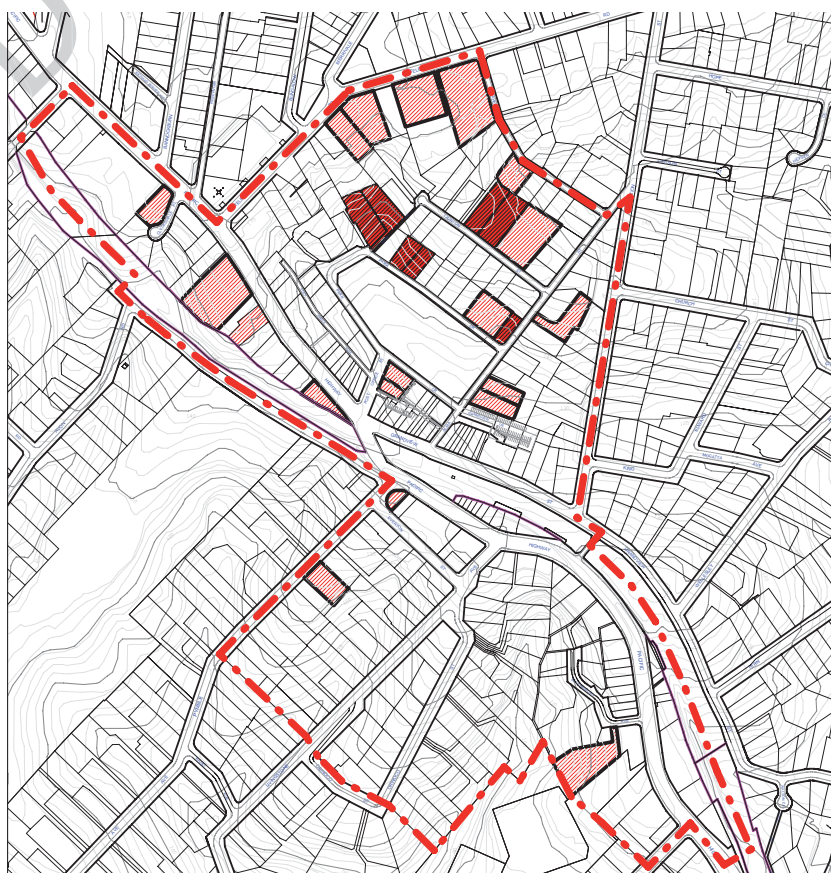
- New development shall respect the aesthetic character of the item and not dominate it.
- Colours and building materials are to be complementary to the heritage building or character item
- An applicant's statement of environmental effects shall discuss the effect that the proposed development will have on a heritage item (including its garden and setting).
- Development within the Park Crescent area is to respect the character and scale of the residential development that faces the park through the use of complimentary materials and detailing.

2.2.3 HERITAGE

HERITAGE ITEMS UNDER KPSO



POTENTIAL HERITAGE ITEMS
UNDER INVESTIGATION



2.2.4 BIODIVERSITY

Objectives

- To protect and enhance the natural systems and the high forest landscape character of the area.
- To promote sustainable design principles in urban development and infrastructure.
- To strengthen the blue gum high forest community.

Strategies

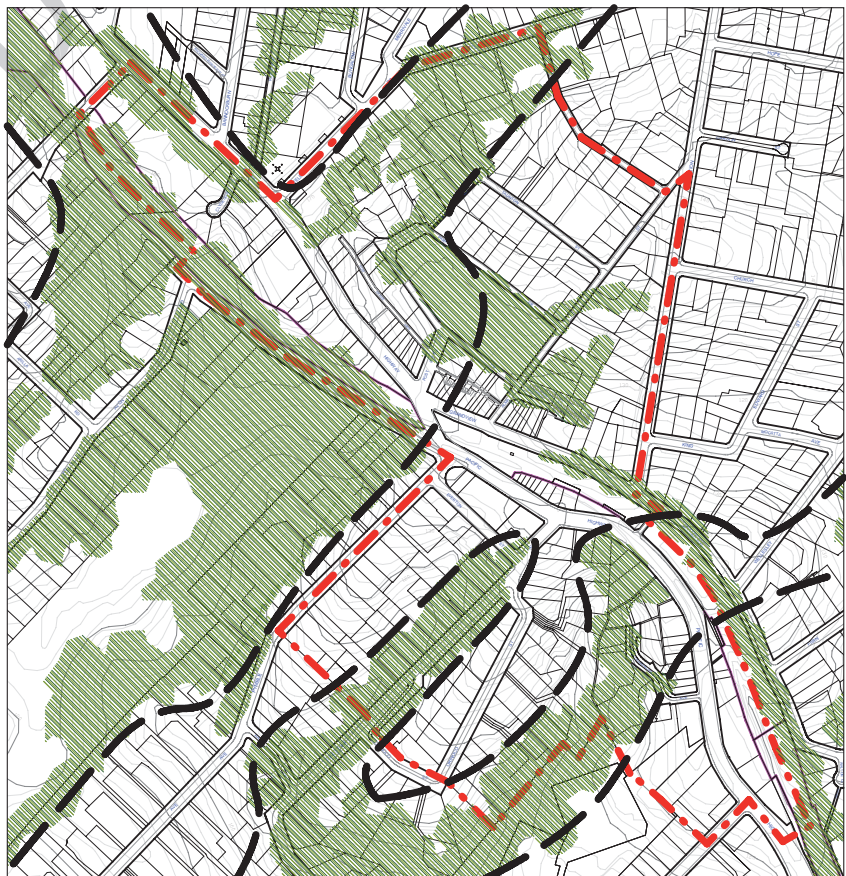
- Reinforce bio-linkages by joining the corridors from Bobbin Head and Lane Cove River National park through the village centre
- Protect and enhance the existing remnant vegetation in the area on both public and private land
- New trees planting should be local endemic species where possible.
- Encourage roof top garden in the local centre zones.
- Ensure implementation of sustainable storm water management programs are integrated into all new developments minimising flows and pollutants.
- Restore existing and former riparian corridors as part of the bio-links

2.2.4 BIODIVERSITY

- EXISTING VEGETATION (LARGE AREAS)



- REGIONAL VEGETATION CORRIDORS



2.2.5 WATER MANAGEMENT

Objectives

- To reduce pollutants and contaminants being discharged into the local water system.
- To ensure that development controls its own stormwater quality and quantity.
- Reduce quantity of discharge to mitigate against erosion and flooding.
- Enhance and re-establish riparian corridors
- Increase community awareness of stormwater issues through demonstration projects

Strategies

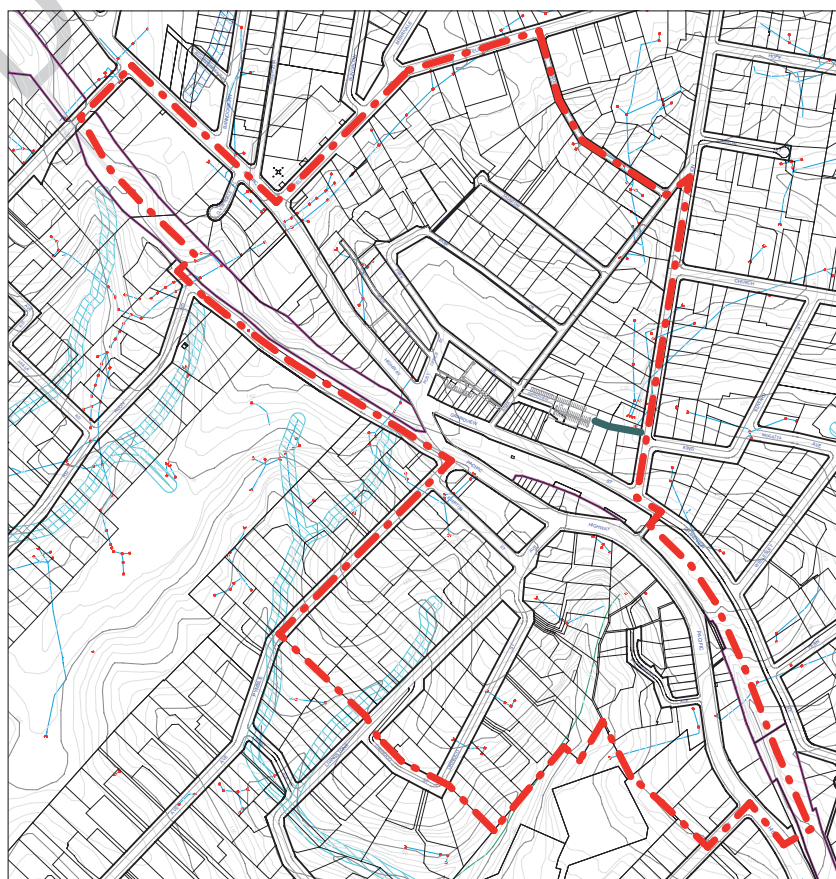
- On-site water retention / detention and reuse to minimise discharge from site.
- Provide primary and tertiary treatment of stormwater discharged from paved public areas prior to entering riparian zones.
- Enhance and re-establish riparian zones through appropriate vegetation, landscaping and bank stabilisation.
- Include visible water treatment systems such as in-line wetlands and swales in the public domain.

2.1.5 PUBLIC WATER MANAGEMENT

- SWALES - INLINE TREATMENT
- RIPARIAN REHABILITATION



EXG. RIPARIAN ZONES



2.2.6 PEDESTRIAN ACCESS AND CIRCULATION

Objectives

- To improve pedestrian access, safety and amenity within the town centre

Strategies

- Provide new footpaths and ramps to all residential streets
- Provide street furniture and lighting along the main pedestrian routes to Australian Standards
- Establish new mid block links to reduce walking distances.
- Mid block links should provide a clear line of sight from one street to the next to improve security and ease of use.
- Where mid block links are provided on private property they are to remain publically accesible.
- Improve pedestrian priority on residential streets with new traffic calming measures including pedestrian crossings or other measures such as road narrowing and pedestrian refuges.
- Increase footpath widths in the retail core and on main pedestrian paths.
- New works to comply with AS1428 to allow access for people with disabilities and for strollers /prams

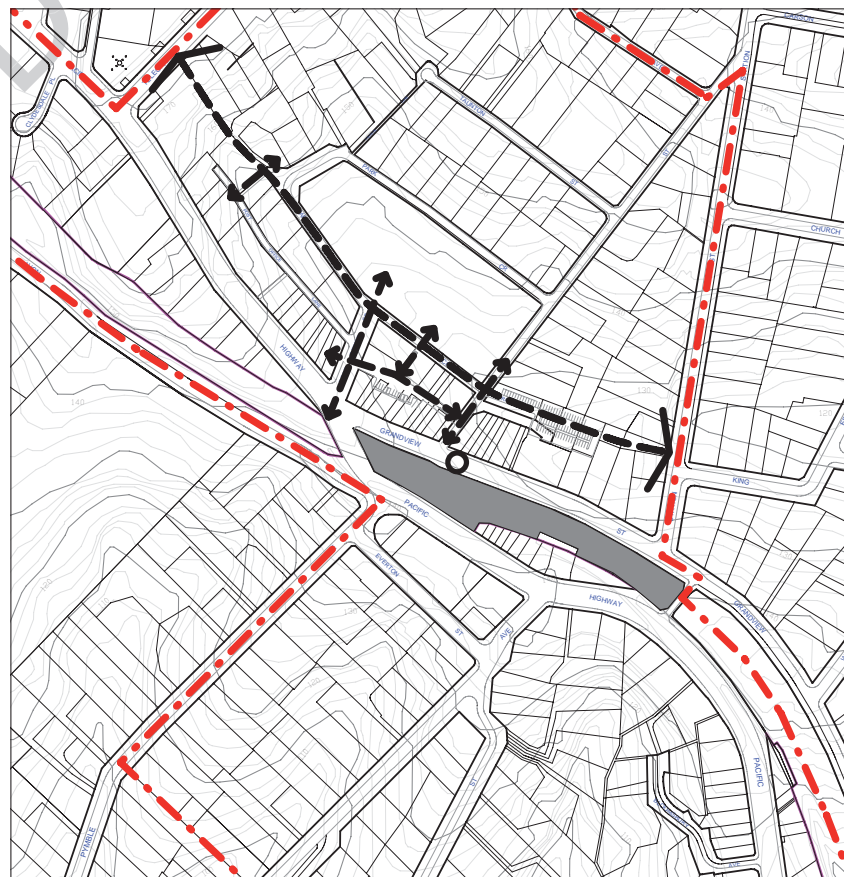
2.2.6 PEDESTRIAN ACCESS



PUBLIC ACCESS



PEDESTRIAN CROSSING = ROAD NARROWING



2.2.7 BICYCLE ACCESS AND CIRCULATION

Objectives

- To improve cycle accessibility and safety around the town centre

Strategies

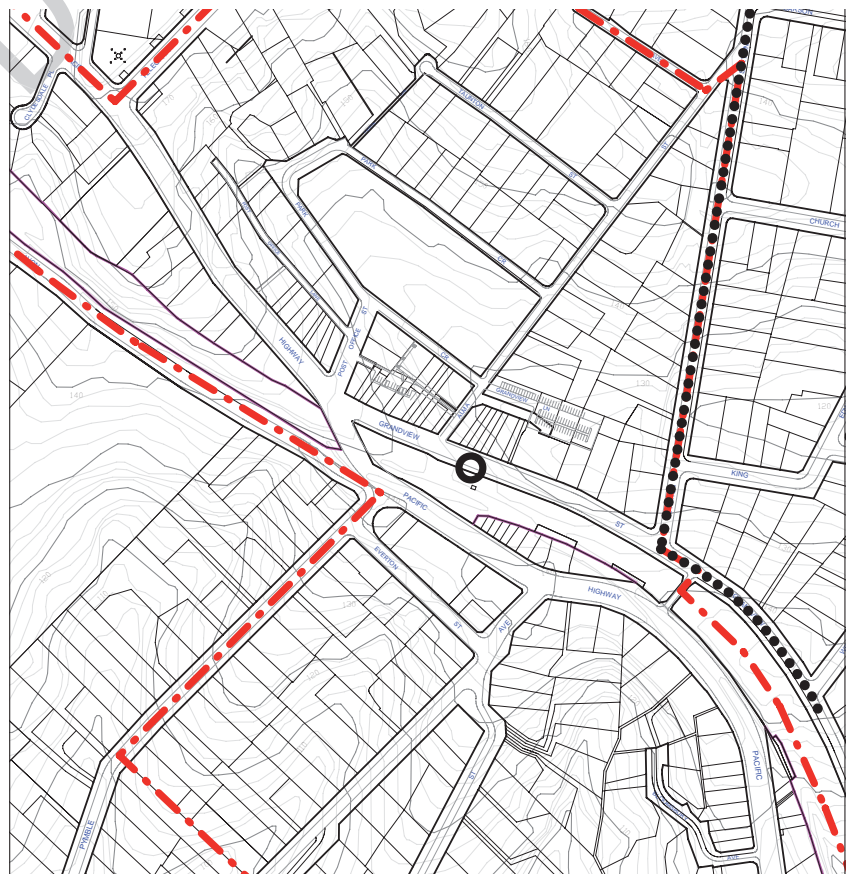
- Provide linkages to regional and local on-road cycle ways
- Off road recreational cycle ways for younger children to be provided at Robert Pymble Park
- Require secure bicycle parking for residents and visitors in all new residential buildings
- Provide secure bicycle storage near railway stations, and bicycle rails evenly distributed throughout the public domain.

2.2.7 BICYCLE

.....
OFF ROAD SHARED BICYCLE ROUTES



BICYCLE STORAGE - LOCKERS / RACK



2.2.8 PUBLIC TRANSPORT

Objectives

- To encourage public transport use by providing improved access and facilities

Strategies

- Upgrade existing bus stop to Council standards
- Provide shade and shelter for people leaving and entering the station and bus interchange.
- Provide new 'kiss and ride' and taxi ranks within close proximity to the station.
- Retail and community facilities within the town centre to be located within close proximity to the train station and bus interchange.

2.1.8 PUBLIC TRANSPORT

- RAIL
- STATION
- COVERED WALKWAY
- BUS ROUTE
- TAXI



2.2.9 VEHICULAR & SERVICE ACCESS, CARPARKING

Objectives

- To improve vehicle access and circulation within the town centre
- To minimise delays at intersections

Strategies

- Traffic to be restricted to travel in one direction from Post Office Street to Alma Street to reduce impacts of acute corner and provide additional carparking.
- Loading areas and docks are to be integrated into the overall design of the building.
- Locate loading and service areas for retail and commercial separate from general public /private parking.
- Expand existing carparking at Grandview Lane. Re-align Grandview lane to increase parking efficiency.
- Provide short term public carparking behind Grandview Street shops near Post Office Street.
- Public on street parking to be provided on all streets and lanes for short-stay visitors.

2.2.9 VEHICLE ACCESS PUBLIC CARPARK AND SERVICING



VEHICULAR THROUGH ROUTES



SIGNALISED INTERSECTIONS



NEW BELOW GROUND PARKING STRUCTURE



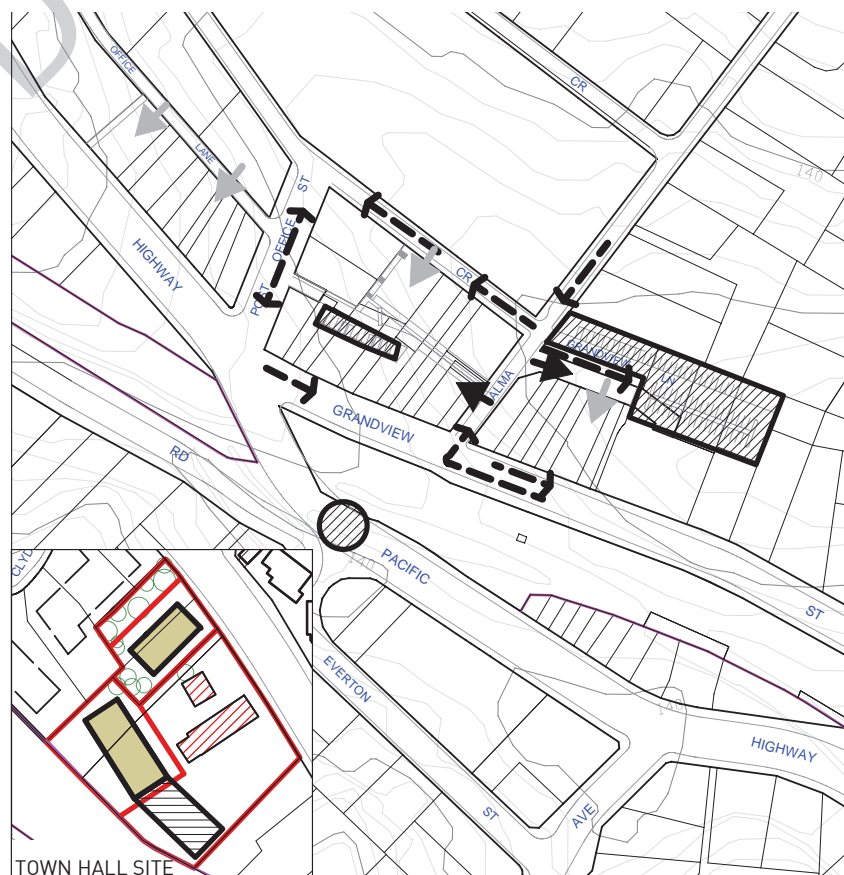
SURFACE PUBLIC CARPARKING



CARPARK ENTRY



LOADING ENTRY / EXIT



2.2.10 BUSHFIRE STRATEGY

Objectives

- To ensure adequate protection from bushfire is maintained.
- To reduce bushfire hazard

Strategies

- i. On sites affected by bushfire hazard comply with the relevant requirements of AS 4959 - Construction of Buildings in Bushfire prone areas.
- ii. On sites prone to bushfire hazard, landscape design and planting shall incorporate measures to minimise potential hazard ie planting endemic species, minimising planting of shrub undergrowth.

DRAFT

Project:	Pymble Town Centre Heritage Review
To:	Ku-ring-gai Municipal Council
Attention:	Bill Royal
From:	Ben Pechey
Date:	29 June 2006
Pages including this one:	2

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

1190 Pacific Highway, Pymble

- The subject site is listed as a heritage item. The State Heritage Inventory Database describes the reason for listing as simply, 'architectural, municipal significance.'
- During the streetscape survey for the Town Centres Review it was recommended that the listing was not required to be retained on the basis that the place had been very heavily altered and was not a high quality aesthetic or representative example of late Victorian/early Federation or Inter War architecture.
- The dwelling was inspected on 8 June 2006. This inspection demonstrated that the building had indeed been heavily altered. The following alterations were apparent:
 - The building was originally constructed c.1890, on the cusp of the Victorian and Federation periods. The roof form, remanent leadlight windows, corbelled chimney brickwork, shingled gable ends and some remanent pieces of internal cornices are typical of 1920s-1930s architecture. This demonstrates extensive alterations and a search of the Council's Building Application Register also records changes to the building in 1938 and 1939.
 - The only remaining early Federation elements are the small section of ceiling with cornice in the entry hall and some timber floor boards.
 - Attic level additions have been inserted into the roof.
 - Internal detailing from the 1890s and the 1920s/30s has largely been removed, that which remains is piecemeal and altered. For example, later ceilings removed most of the cornices.

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 dwelling was constructed c.1890 and is associated with the early Federation period of development in the area. The place is considered to have an incidental connection to this phase of history and it has been heavily altered to the point where the ability to interpret its period of construction been compromised. Therefore it does not fulfil this criterion.

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**
 - Originally the dwelling would have been a typical early Federation double fronted cottage. Substantial alterations during the mid twentieth century to important features and fabric of the place such as to the roof, internal ceilings, internal and external joinery and room spaces has eroded the aesthetic integrity of the place. It is not considered to demonstrate a high degree of aesthetic achievement or to be an excellent example of a particular architectural style.
- 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 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**
 - Due to major alterations that have occurred to the dwelling over time it is not considered to be an excellent example of a late Victorian dwelling. The changes to the dwelling during the mid twentieth century are not of sufficient excellence to for the dwelling to meet the threshold of significance to be a representative example of Inter War residential architecture.

Conclusion

- The building no longer demonstrates the integrity or quality to meet the threshold for listing as a Heritage Item. It does not exhibit the aesthetic achievement to be considered an excellent example of either a late Victorian or Inter War period dwelling because of its unremarkable quality and the degree of change that has occurred. Furthermore, it does not demonstrate the key characteristics of a particular architectural style. The building therefore does not exhibit the cultural values that warrant conservation.

Benjamin Pechey
Senior Heritage Consultant
City Plan Heritage

Project:	Pymble Town Centre Heritage Review
To:	Ku-ring-gai Municipal Council
Attention:	Bill Royal
From:	Ben Pechey
Date:	29 June 2006
Pages including this one:	6

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

10 Park Crescent, Pymble

- The subject site is listed as a heritage item. The State Heritage Inventory Database describes the reason for listing as simply, 'architectural, municipal significance. Note: garden.'
- During the streetscape survey for the Town Centres review it was recommended that the listing was not required to be retained on the basis that the place exhibited marginal aesthetic and representative qualities, it is surrounded by 2(d), 2(d3) and 3(a)-(A2) zones and that side of Park Crescent (west) north of Post Office Street has been heavily changed with town house development adjacent to the subject site.
- Attempts were made by Council Officers to contact the owners in order to inspect the property however, contact could not be established and the interior of the site was not inspected.

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

- Historically, the subject dwelling is associated with the Inter War phase of residential development that occurred throughout the local area. The association with this phase of development in the local area is considered to be incidental and therefore it does not fulfil this criterion.

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

- Council's Building Application Register records the firm Morrow and Gordon as the building designers. Morrow and Gordon was an established architectural firm of the period. They are recognised for their commercial building projects in the Art Deco and Gothic style of the Inter War period and even Free and Warehouse styles of the Federation period (Morrow and De Putron). The subject dwelling does not compare favourably to the architectural excellence set by buildings such as:
 - The Grace Hotel (formerly Grace Building), York, King and Clarence Streets, Sydney.
 - The AWA Building, York Street, Wynyard
 - Greenway Flats, Kirribilli
 - The Grace Brothers Building (Morrow and DePutron), Broadway, Ultimo
 - Goulburn Street Warehouse (Morrow and DePutron), Surry Hills
 - Babworth House (Morrow and DePutron), Darling Point

Due to the comparative quality of the subject dwelling it is not considered to be an excellent representative example of the work of Morrow and Gordon, nor is the dwelling of sufficient architectural quality to be considered a significantly rare example of their work.

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 considered to be a relatively simple example of the Inter War Old English style of architecture. The building is considered to be a reasonably nice example of its type, however, comparatively its architectural resolution and use of materials and details is not of excellent quality. In contrast to other excellent quality buildings of the style and period the massing and proportions are unimaginative and simple while detailing such as gable ends, brickwork, leadlight windows and joinery is not dissimilar to commonplace speculative dwellings of the period.
- Council's Building Application register records an application for the site in 1935 for a brick residence and garage. The construction date places the building towards the end of the principal period of this style of architecture. Consequently it should represent a culmination of stylistic precedents to be considered significant. However, the building does not demonstrate the degree of quality and resolution seen in dwellings of this style that were constructed in the 1920s.

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. The site featured no significant structures or uses prior to the existing structure.

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 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**
- The subject dwelling does not fulfil this criterion. For reasons described above, then subject dwelling is not an excellent representative example of the work of architectural firm Morrow and Gordon and it is not aesthetically representative of a significant style of architecture.

Conclusion

- It is concluded that while the dwelling is a reasonably nice and largely intact example of the period it is not of such high quality that it requires conservation given its context is already partially compromised and is to be compromised even further. If the dwelling was not in a comprised context then it may be reasonable to retain the listing if desired, however, as noted the dwelling is not of such significance that it should constrain the current replanning of the area if required.
- The images below demonstrate many other examples of comparable or higher quality in the immediate vicinity. Only a small area of Pymble was surveyed to identify these places

and it is highly likely that more of similar quality exist in Pymble while others are also known throughout the LGA. The places surveyed include:

- 6 Carson Street: Not Listed
- 10 Carson Street: Not Listed
- 13 Station Street: Listed
- 10 King Edward Street: Not Listed
- 19 Station Street: Listed
- 11 Graham Street: Not Listed
- 7 Taunton Street: Listed
- 20A Park Crescent: Not Listed
- 3-5 Alma Street: Listed
- 33 Church Street: Listed
- 11 Station Street: Listed
- 40 Hope Street: Not Listed
- 39 Hope Street: Not Listed
- 19 Alma Street: Not Listed
- 5 Taunton Street: Listed
- 12 Orinoco Street: Not Listed

Benjamin Pechey
Senior Heritage Consultant
City Plan Heritage



6 Carson Street: Not Listed



3-5 Alma Street: Listed



10 Carson Street: Not Listed



33 Church Street: Listed



11 Station Street: Listed



10 King Edward Street: Not Listed



40 Hope Street: Not Listed



19 Station Street: Listed



39 Hope Street: Not Listed



11 Graham Street: Not Listed



19 Alma Street: Not Listed



7 Taunton Street: Listed



5 Taunton Street: Listed



20A Park Crescent: Not Listed



12 Orinoco Street: Not Listed



The Subject Item -
10 Park Crescent

**Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres)
(Draft Amendment No 2)**

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 2)

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 2)*.

2 Aims of plan

The aim of this plan is to make local environmental planning provisions for land in Gordon and Pymble 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 2) 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 2) 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 2) 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 2) 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 2) Floor Space Ratio Map.’

[6] Land Use Table

In the 'Land Use' table insert the following additional zones after 'Zone B2 Local Centre':

'Zone B4 Mixed Use

1 Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To provide for a range of retail and business activities which complement and support the viability of adjoining local centres.
- To ensure that development contributes to efficient traffic and transport network.
- To provide a vibrant and pleasant environment for residents.

2 Permitted without consent

Home occupations; Public utility undertakings; Utility installations

3 Permitted with consent

Advertising structures; Amusement centres; Backpackers' accommodation; Bed and breakfast accommodation; Boarding houses; Business premises; Car parks; Child care centres; Community facilities; Drainage; Earthworks; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Filming; Function centres; Group homes; Home-based child care or family day care home; Home businesses; Hospitals; Hotel accommodation; Information and education facilities; Medical centres; Mixed use development; Multi dwelling housing; Neighbourhood shops; Office premises; Passenger transport facilities; Places of public worship; Pub; Public administration buildings; Public hall; Rainwater tanks; Recreation areas; Recreation facilities (indoor); Registered clubs; Residential care facilities; Residential flat buildings; Restaurants; Retail premises; Roads; Seniors housing; Serviced apartment; Service stations; Shop top housing; Signage; Spa pools; Swimming pools; Telecommunications facilities; Temporary structures; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals

4 Prohibited

Any use not otherwise permitted with or without consent.'

Zone B5 Business Development

1 Objectives of zone

- To enable a mix of office, retail and warehouse uses in locations which are close to, and which support the viability of centres.
- To provide a range of community facilities, recreation and services industries to meet the needs and demands of employees within centres.

2 Permitted without consent

Public utility undertakings; Utility installations

3 Permitted with consent

Advertising structures; Business premises; Car parks; [Child care centres](#); Community facilities; Drainage; Earthworks; Educational establishments; Entertainment facilities; Filming; Function centres; Hospitals; Hotel accommodation; Information and education facilities; Light industry; Medical centres; [Office premises](#); [Passenger transport facilities](#); Places of public worship; Pub; Public administration buildings; Public hall; Rainwater tanks; Recreation areas; Recreation facilities (indoor); Registered clubs; [Retail premises](#); Roads; Service stations; Sex service premises; Signage; Spa pools; Swimming pools; Telecommunications facilities; Temporary structures; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; [Warehouse or distribution centres](#)

4 Prohibited

Any use not otherwise permitted with or without consent.'

[7] Schedule 1 Additional permitted uses

Insert in the table under Schedule 3 the following:

Lot Description	Address	Additional Permitted Uses
LOT B DP 945897 LOT 1 DP 940309 LOT 1 DP 178704 LOT 8 DP 15724	30, 32, 34, 36 Henry Street, Gordon	Business premises; Medical centre; Office premises.
LOT 3 DP 655549	1047 Pacific Highway, Pymble	Office premises; Restaurants
LOT SP 22387 , LOT 12 DP 706021	1051 Pacific Highway, Pymble	Business premises; Office premises; Retail

LOT A DP 101723 , LOT C DP 101724 , LOT SP 11535	1083 Pacific Highway, Pymble	Business Premises; Office premises; Retail
PT.LOT 1 DP 3085	1116 Pacific Highway, Pymble	Business Premises; Office premises
LOT 1 DP 86583	1186 Pacific Highway, Pymble	Business Premises; Entertainment facility, Function centre, Office premises; Retail
LOT DP 951518	4 Station Street, Pymble	Car park

[8] 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
818 Pacific Highway, Gordon	Lot 2, DP786550	Council Chambers and car park
2 Moree Street, Gordon	Lot 4 DP3965	Moree Street car park
4 Moree Street, Gordon	Lot 5 DP3965	Moree Street vacant land
1 Wade Lane, Gordon	Lot 1 DP233688, Old system land part of land in conveyance No.483 Book 2027	Wade lane car park
1 Alma Street, Pymble	Lot 19 DP5528, Lot 4 DP307623	Vacant Land purchased for car parking
2 Alma Street, Pymble	Lot A DP302332	Council car park
Grandview Lane, Pymble	Lot 4 DP521871, Lot 1 DP510597, Lot1 DP236137	Grandview Lane car park
65 Grandview Street, Pymble	Lot 23 DP 791208	Pathway
Part Post Office Lane , Pymble	Lot 2 DP582963	Land subdivided from 103 Grandview Street (Lot 1 DP582963) for the purpose of creating rear lane access.
1186 Pacific Highway, Pymble	Lot 1 DP86583	Ku-ring-gai Town Hall, former presbytery and car park
1192 Pacific Highway, Pymble	Lot 8 DP30236	Secret garden

[9] Schedule 5 Environmental Heritage

Insert in the table under Schedule 5 the following:

Item No.	Item Name	Address	Property Description	Significance
	Tulkiyan	707 Pacific Highway, Gordon	LOT 3 SEC.1 DP 3267	State
	Dwelling-house	738 Pacific Highway, Gordon	LOT A DP 337904	Local
	Former Gordon Post Office	741 pacific highway, Gordon	LOT 1 DP 120856	Local
	Commonwealth Bank	747 Pacific Highway, Gordon	LOT 1 DP 668842 , LOT 4 DP 222415	Local
	Dwelling-house	748 Pacific Highway, Gordon	LOT A DP 350224	Local
	St Johns Church and Cemetery	750-754 Pacific Highway, Gordon	LOT 3 DP 449441 , LOT 2 DP 449441 , LOT 1 DP 449441 , LOT 853 DP 752031	Local
	Old Gordon Primary School	799 Pacific Highway, Gordon	LOT 5 DP 825602 , LOT 4 DP 825602 , LOT SP 49925 , LOT 3 DP 825602	Local
	Council Chamber	818 Pacific Highway, Gordon	LOT 2 DP 786550	Local
	Pre-school	2A Park Avenue; Gordon	LOT 12 DP 852087	Local
	Dwelling/ House	8 Pearson Avenue, Gordon	LOT A DP 316799	Local
	Dwelling/House	1 Clydesdale (also 1202 Pacific Highway Pymble)	LOT 1 DP 30236	Local
	Church	1 Livingstone Ave Pymble	LOT 100 DP 1003889	Local
	Police Station	1116 Pacific Highway	PT.LOT 1 DP 3085	Local
	Town Hall	1186-1188 Pacific Highway Pymble	LOT 1 DP 86583	Local
	Pymble Hotel	1134 Pacific Highway Pymble	PT.LOT 8 DP 83967	Local
	Grandview	1178 Pacific Highway Pymble	LOT SP 73824 , LOT A DP 87226 , LOT 101 DP 1075407	Local
	Dwelling/House	4a Park Crescent Pymble	LOT 22 DP 7427 , LOT 21 DP 7427	Local



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 (TOWN CENTRES) LOCAL ENVIRONMENTAL PLAN
AMENDMENT NO.2 - SHEET 2
Land Application Map

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 12 July 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

Recreation Zones

RE1 - Public Recreation

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 (TOWN CENTRES) LOCAL ENVIRONMENTAL PLAN

AMENDMENT NO.2 - SHEET 2

Land Zoning Map

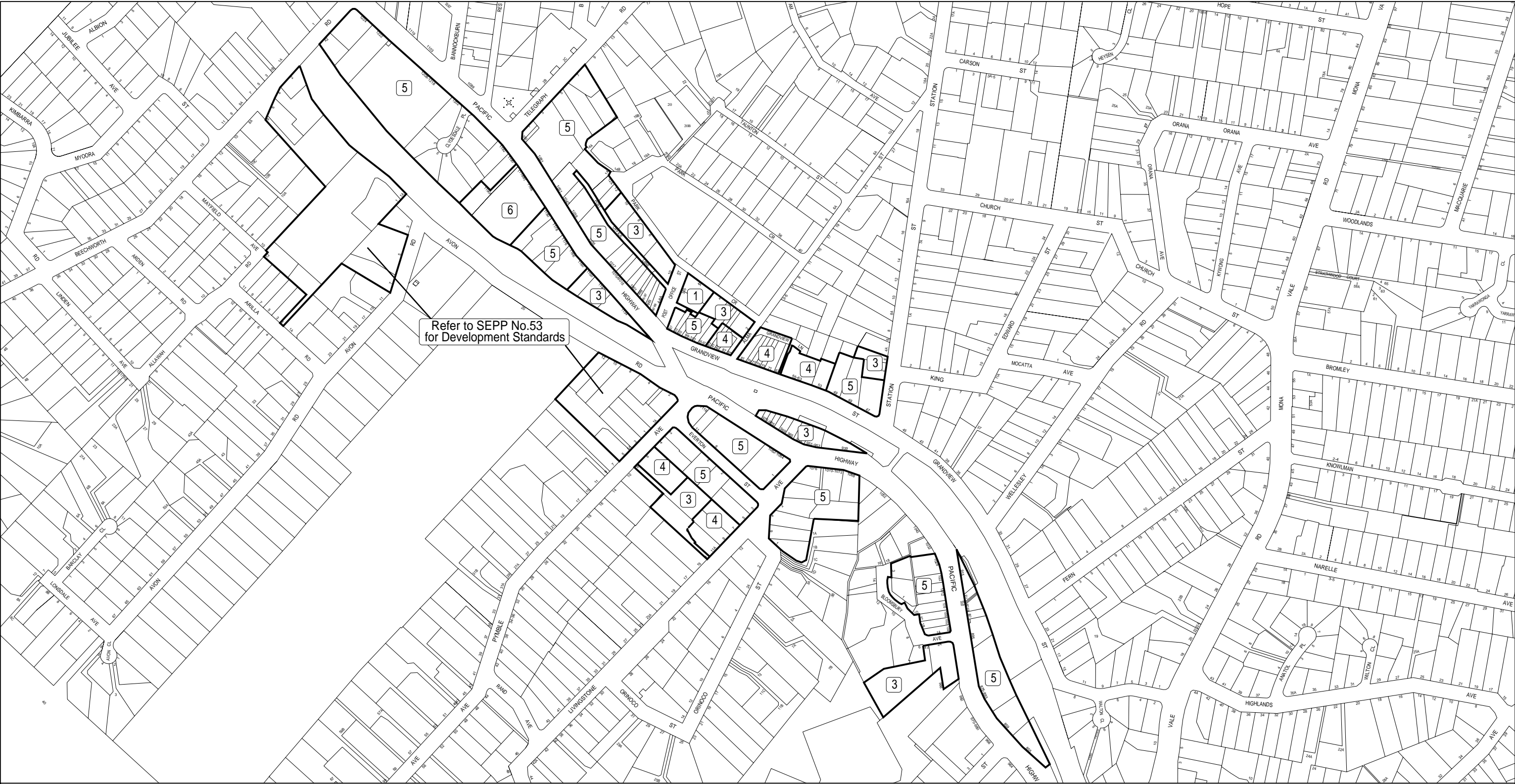
STATEMENT OF RELATIONSHIP WITH OTHER PLANS

AMENDS THE KU-RING-GAI PLANNING SCHEME

CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979, AND REGULATIONS.

GENERAL MANAGER

DATE 12 July 2006



SCALE:1:5000



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 (TOWN CENTRES) LOCAL ENVIRONMENTAL PLAN
AMENDMENT NO.2 - SHEET 2
Height of Buildings Map

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 12 July 2006

Extract from

**Ku-ring-gai
Property Portfolio**

July 2006

7. PYMBLE TOWN CENTRE

The Pymble shopping centre is considered to be a smaller type shopping centre and mainly centred around Grandview Street and the railway line. While there are some retail outlets along the Pacific Highway, it is not regarded as a major shopping strip and mainly caters for local shoppers.

There are several car parks at the rear of the Grandview Street shops that seem to cater for the needs of the shoppers and the business community.

Council has recently upgraded the shopping centre from Alma Street to the commercial centre and around the railway line.



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 Pymble 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.

7.1 Pymble Town Hall and Car Park – (Map Reference No. 79)

Background

The Pymble Town Hall is located at 1186 Pacific Highway Pymble. The building is an old Church building and is heritage listed. Council hires the building to the community for a variety of commercial and community purposes. Whilst the building is used as a Town Hall, it is unsuitable for public meetings and other functions that would normally be carried out in a Town Hall.

There is a car park at the rear of the Town Hall that caters for approximately 30 spaces.



Site Characteristics

The building is located on land that is classified as community land and zoned Special Uses 5(a) – Municipal Purposes. The site area including the car park land is 4,647 square metres. The land is owned by Council and used for community activities. This site operates under the Generic Community Halls and Meeting Rooms Plan of Management adopted in October 2000.

There is a covenant on the site that restricts the use of the building to community or Municipal Council purposes with community purposes including public health, recreation, enjoyment or any public purpose of the like nature.

The building is considered to be within the designated area for the Stage 2 Residential Development Strategy but Council will need to consider the future of the Town Hall and the adjoining car park and the effect of the covenant.

7.2 Performing Arts Resource Centre – (Map Reference No. 80)

Background

The Performing Arts Resource Centre is located at 1188 Pacific Highway, Pymble. The building is Heritage listed and is used as office accommodation for performing arts and arts related groups.

The building is the old presbytery for the church which is now the Town Hall.



Site Characteristics

The site operates under the Performing Arts Resource Centre Plan of Management adopted 20 March 2001. There is a covenant on the site that restricts the use of the building to community or Municipal Council purposes with community purposes including public health, recreation, enjoyment or any public purpose of the like nature.

The building is currently occupied by Suzuki Dance Vision, Australian Dance Vision, Ku-ring-gai Philharmonic Orchestra & Ku-ring-gai Art Society via letters of agreement.

The building is located on land classified as Community Land and zoned Special Uses 5(a) – Municipal Purposes. The site area is 709 square metres.

This building is within the area identified under the Integrated Planning for the Stage 2 Residential Development Strategy.

7.3 Vacant Land Alma Street Pymble – (Map Reference No. 81)

Background

The vacant land at 1 Alma Street, Pymble was acquired by Council in 1995 for the intention of adding to the car park in Grandview Lane and increasing the parking spaces by an additional 40 spaces.

A specific fund was created for the creation of the car park under part of the 1993 Section 94 plan. Council proposed to collect \$514,493 to pay for the purchase of 1 Alma Street and to date contributions received total \$51,337.

A concept plan has been prepared for the commercial development of the land which included retail/commercial/residential and underground parking. At this stage the land remains vacant



Site Characteristics

The land is classified as Community Land and zoned Residential 2(d3) under LEP 194. The site area is 1,409 square metres. The land is owned by Council and intended to be 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.

7.4 Car Park – 2 Alma Street – (Map Reference No. 82)

Background

The Alma Street Car Park is located at 2 Alma Street, Pymble at the rear of the shops in Grandview Street. The car park provides for 14 car parking spaces and has a utilisation rate of 86% with about 4 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.



Site Characteristics

The car park land is classified as Community Land and zoned Business 3(a) – (A2) Retail Services. The site area is 622 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 under stage 2 of the Residential Development Strategy.

7.9 Grandview Lane Car Park – (Map Reference No. 88)

Background

The Grandview Lane Car Park is located at the end of Grandview Lane Pymble and directly behind the Grandview Street shops. The car park provides for 49 car parking spaces and has a utilisation rate of 59% with a high number of 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.



Site Characteristics

The car park land is classified as Community Land and zoned Business 3(b) – (B2) Retail Services. The site area is 1,693 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 under stage 2 of the Residential Development Strategy.

2. 1192 Pacific Highway Vacant Site

Background

The site Lot 8 DP 30236 is located at 1192 Pacific Highway, Pymble and is vacant land with a frontage onto the Pacific Highway.

Site Characteristics

The land is classified as Community Land and zoned Residential 2(d3) under the KPSO. The site area is approximately 973 square metres. The land is owned by Council and locally known as the Secret Garden. The site has a drainage easement and is affected by a Sydney Water pipe. The site slopes to the west and also contains some plantings that are representative of the Blue Gum High Forest Vegetation Community.

Pymble Centre - Land for Re-classification

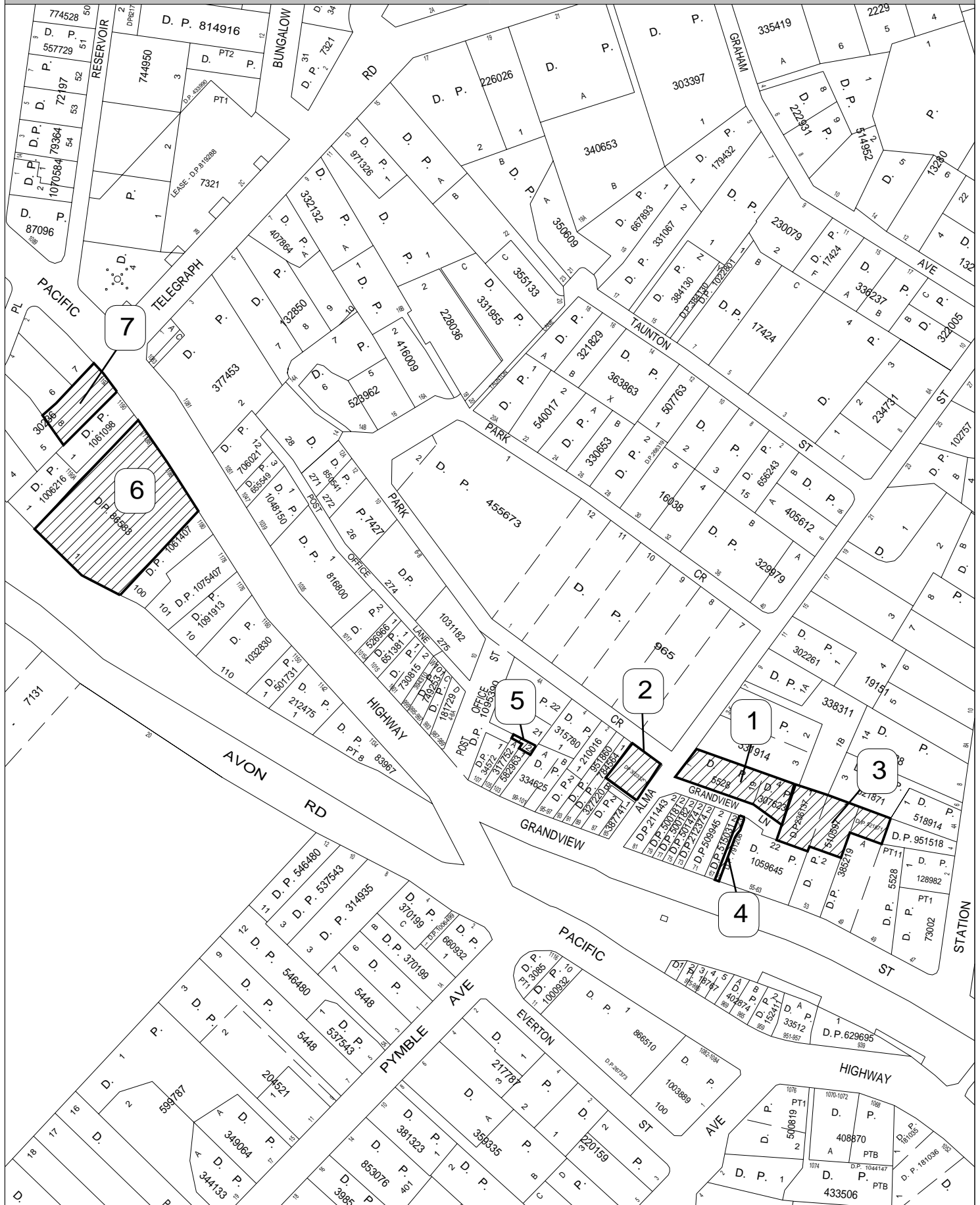
Map Ref.	Property Name	Property Location	Legal Documents	Property Description	Current Zoning	Classification	Area	Current Leases	Acquisition Details	Restrictions on use
1	Vacant Land	1 Alma Street Pymble		Lot 19 DP5528, Lot 4 DP307623	Residential 2(d3) under KPSO	Community	1409m2			POM
2	Car Park No.9	2 Alma Street Pymble	LD4802 - Certificate of Title - Car Park No 39	Lot A DP302332	Business 3(a)-(A2) Retail Services under the KPSO	Community	622m2			POM
3	Car Park No.16	Grandview Lane Pymble	LD3760 - Certificate of Title & Deed granting easement - Part Car Park No 16, LD3359 - CT, LD3655 - Certificate of Title & Letter dated 1967 re access property 31 Grandview Street - Part Car Park No 16	Lot 4 DP521871, Lot 1 DP510597, Lot 1 DP236137	Business 3(b)-(B2) Commercial Services under the KPSO	Community	1692.8m2			POM
4	Pathway	65 Grandview Street Pymble		Lot 23 DP791208	Business 3(b)-(B2) Commercial Services under the KPSO		104m2			
5	Part Post Office Lane	Part Post Office Lane		Lot 2DP582963	Business 3(a)-(A2) Retail Services	Community	63.6m2		Land subdivided from 103 Grandview St (lot 1 DP582963) for purpose of creating rear lane access	

Pymble Centre - Land for Re-classification

Map Ref.	Property Name	Property Location	Legal Documents	Property Description	Current Zoning	Classification	Area	Current Leases	Acquisition Details	Restrictions on use
6	Pymble Town Hall and Car Park	1186 Pacific Highway Pymble	LD5344 - CT	Part Lot 1 DP86583	Special Uses 5(a) (Municipal Purposes) under KPSO	Community	4647m2			Heritage Listed, POM, Halls and Meeting Rooms, Restrictive Covenant
6	Performing Arts Resource Centre-former presbytery	1188 Pacific Highway Pymble	LD5344 - CT	Part Lot 1 DP86583	Special Uses 5(a) (Municipal Purposes) under KPSO	Community	709m2	Council Car Parking within site, Currently occupied by Suzuki Dance Vision, Australian Dance Vision, Ku-ring-gai Philharmonic Orchestra & Ku-ring-gai Art Society via letters of agreement		Heritage Listed, POM, Halls and Meeting Rooms, Restrictive Covenant
7	Secret Park	1192 Pacific Highway Pymble		Lot 8 DP30236	Residential 2(d3) under KPSO	Community	973.8m2			POM

LOCATION SKETCH

PYMBLE CENTRE - LAND FOR RE-CLASSIFICATION



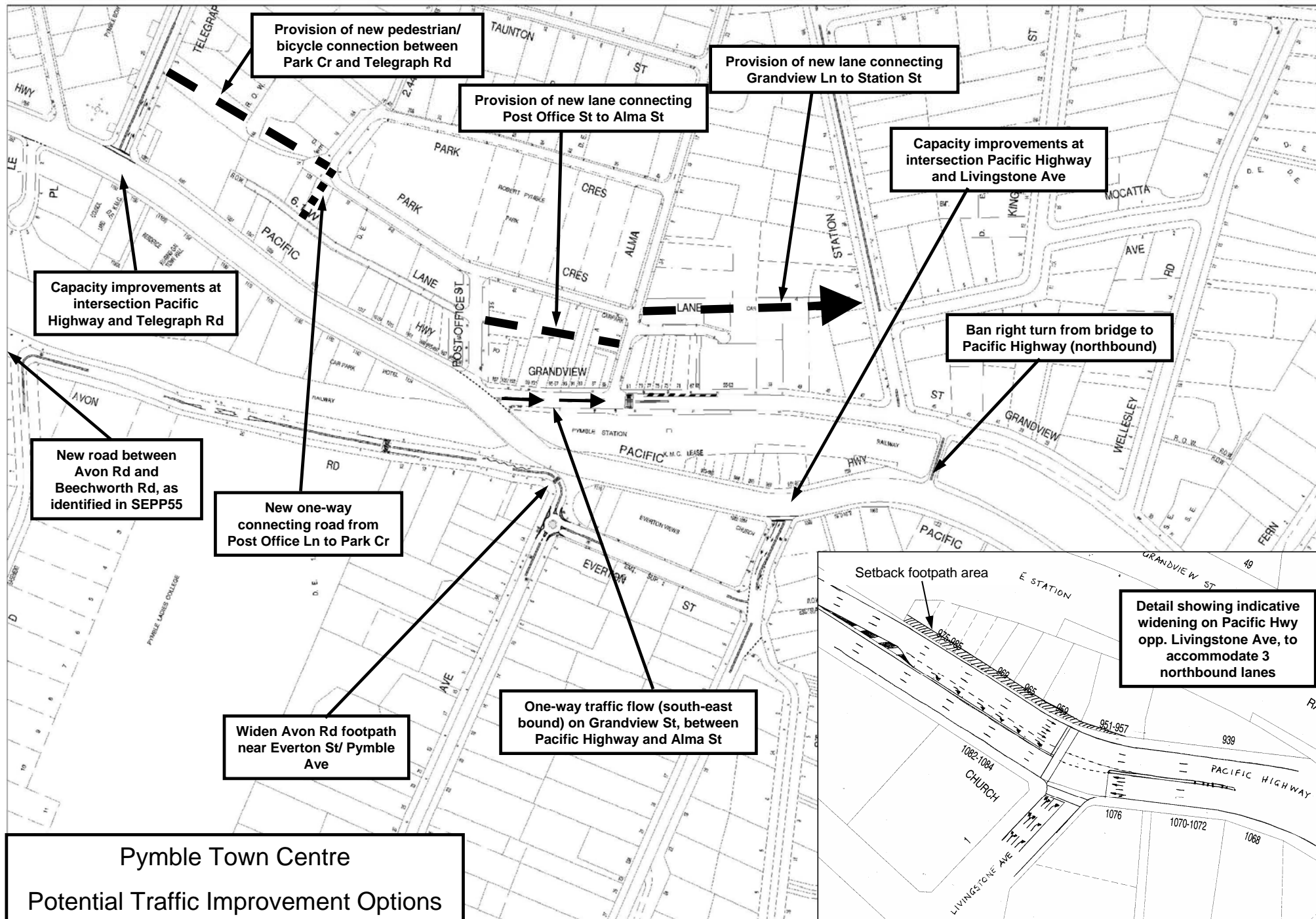
SCALE: 1:3000

DATE: 14-07-2006



LAND TO BE RE-CLASSIFIED





Pymble Town Centre Traffic & Parking Study – Urban Design Traffic Analysis

Note: The purpose of this issues paper is to summarise the results of the traffic analysis from the full build out of the LEP 194 / Minister's Sites / Urban Design Final Option.

SCENARIOS

Three future case scenarios were assessed:

Scenario	Approved DA's		No DA's at This Stage		
	LEP 194	Minister's Sites	LEP 194	Minister's Sites	Urban Design Option
Base 1	√	√			
Base 2	√	√	√	√	
Urban Design Option	√	√	√	√	√

The number of dwellings, retail floorspace and commercial floorspace in each scenario is given below.

RESIDENTIAL					RETAIL		COMMERCIAL	
Number of Dwellings					Net Floor Area (m ²)		Gross Floor Area (m ²)	
Approved DA's		No DA's at This Stage		Urban Design Option 1	Existing	Proposed (Urban Design Option)	Existing	Proposed (Urban Design Option)
LEP 194 [1]	Minister's Sites [2]	LEP 194	Minister's Sites [3]					
63	103	321	210	392	5,800	6,996	15,889	27,663
Provided by Council April 06				Based on Habitation/Council Data	Provided by Council July 06	Based on Habitation/Council Data		

Notes:

1. Approved LEP194 DA's at Pymble are - 6 Clydesdale Place (34 units), 2 Everton Street (29 units)
2. Approved DA Minister's Site at Pymble is 2-12 Avon Rd (Site 1) - 103 units
3. No DA Minister's Site at Pymble is 1-7 Avon Rd + 2-8 Beechworth Rd (Site 2) - 210 units
4. 'Community' land uses are very small and have been excluded from traffic analysis

The Urban Design Option (including LEP 194 and Minister's sites) involves the following land use increases:

Land Use Increase	Location (refer to precinct plan appended to this report)
+ 1,089 dwellings	Urban Design Option - A1(17 dwellings), A3(10), A4(28), A5(31), A6(39), D3(13), E1(20), E2(15), H1(50), H2(16), H3(38), K1(38), L1(56), L2(21) LEP194 – D1, D2, J1, J2, K2
+ 1,196m ² net floor area retail	A + 1,196m ²
+ 11,774m ² gross floor area commercial	A + 989m ² B + 1,885m ² C + 8,900m ²

TRAFFIC GENERATION

The traffic generation rates adopted for the analysis were as follows:

Land Use	Peak Hour Trip Rate (veh/hr)	
	AM	PM
Residential	0.5 trips per dwelling (inbound/outbound 0.2/0.8)	0.5 trips per dwelling (inbound/outbound 0.75/0.25)
Retail	3 trips per 100m ² GLFA (inbound/outbound 0.6/0.4)	12.3 trips per 100m ² GLFA (inbound/outbound 0.4/0.6)
Commercial	2.0 trips per 100m ² GFA (inbound/outbound 0.85/0.15)	2.0 trips per 100m ² GFA (inbound/outbound 0.15/0.85)

Notes:

1. Residential rate previously agreed with Council
2. Retail PM rate based on RTA Guide to Traffic Generating Developments, Table 3.1, for shopping centre 0 – 10,000m² GLFA. AM rate assumed to be 20% of PM rate
3. Commercial rate based on RTA, s3.5

The net increase in traffic generation (vehicles per hour) for the three scenarios is given in the table below.

Scenario	Vehicle Trips – AM Peak			Vehicle Trips – PM Peak		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Base 1	17	66	83	62	21	83
Base 2	70	279	349	261	87	349
Urban Design Option	331	485	816	503	425	927

INTERSECTION PERFORMANCE

Sidra analysis was conducted for each of the key intersections for the following four scenarios:

1. Existing
2. Base 1
3. Base 2
4. Urban Design Option

Note that, for example, Base 2 includes Existing and Base 1, and Urban Design Option includes Existing, Base 1 and Base 2.

Base 1 and Base 2 assumes no change to the existing road network. The Urban Design Option assumes the following:

- Grandview Street would become one-way south-eastbound between Pacific Highway and Alma Street. This effectively bans the existing left turn access onto the highway from Grandview Street. Vehicles currently using this access would be redistributed between left turns onto the highway from Post Office Street and Station Street.

The results of the analysis are presented in the table on the following page. Results are presented in terms of Level of Service (LOS), which 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 DS of 1 indicates that the intersection is operating at capacity, but the desirable (and practical) degree of saturation is less than 1.

The analysis highlighted the following issues:

Pacific Highway / Telegraph Road

- Currently operating at close to capacity and reaches LOS D with DS 1.0 for the Urban Design Option in both the AM and PM peak.

Pacific Highway / Livingstone Ave

- Currently fails in the PM peak. The Urban Design Option will result in a further deterioration in performance in the PM peak. For the AM peak under the Urban Design Option, the intersection will operate at an acceptable LOS.

Pacific Highway / Grandview Street / Post Office Street

- For the Urban Design Option, left turning traffic from Post Office Street would continue to face major delays during peak periods, due to a lack of gaps in highway traffic.

Pacific Highway / Station Street

- Left turning traffic onto the highway and right turning traffic from the highway currently experience major delays. The performance of these movements will deteriorate significantly under the Urban Design Option.

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

- Grandview Street / Alma Street
- Grandview Street / Station Street
- Everton Street / Pymble Ave / Avon Road
- Everton Street / Livingstone Ave / Orinoco Street

Pymble Town Centre Study - Results of SIDRA Analysis

Intersection	Control	AM/PM	Scenario	DS	AVD (s)	LOS*	HMD (s)	Worst Mvt Queue (m)	Worst Mvt LOS
Pacific Hwy									
Pacific Hwy / Telegraph Rd	Signals	AM	Existing	0.97	31	C	75	638	F
			2 - Base 1	0.98	32	C	75	654	F
			3 - Base 2	0.99	37	C	78	750	F
			4 - Urban Design Option	1.00	44	D	89	844	F
		PM	Existing	0.93	33	C	82	601	F
			2 - Base 1	0.94	34	C	84	616	F
			3 - Base 2	0.94	40	C	93	650	F
			4 - Urban Design Option	0.97	48	D	95	777	F
		WE	Existing	0.87	25	B	48	332	D
Pacific Hwy / Livingstone Ave	Signals	AM	Existing	0.88	17	B	48	215	D
			2 - Base 1	0.92	14	A	69	217	E
			3 - Base 2	0.98	16	B	84	220	F
			4 - Urban Design Option	0.96	16	B	88	218	F
		PM	Existing	1.04	60	E	113	1016	F
			2 - Base 1	1.05	62	E	113	1035	F
			3 - Base 2	1.07	71	F	123	1126	F
			4 - Urban Design Option	1.09	79	E	139	1208	F
		WE	Existing	0.89	17	B	60	437	E
Pacific Hwy / Grandview St / Post Office St	Priority	AM	Existing	*	*	F (1)	*	*	F
			2 - Base 1	*	*	F (1)	*	*	F
			3 - Base 2	*	*	F (1)	*	*	F
			4 - Urban Design Option	*	*	F (1)	*	*	F
		PM	Existing	0.73	1	C	37	11	C
			2 - Base 1	0.73	1	C	37	11	C
			3 - Base 2	0.73	1	C	37	11	C
			4 - Urban Design Option	0.77	1	F (1)	50	19	F
		WE	Existing	1.00	4	F (1)	352	47	F
Pacific Hwy / Station St	Priority	AM	Existing	*	*	F (2)	*	*	F
			2 - Base 1	*	*	F (2)	*	*	F
			3 - Base 2	*	*	F (2)	*	*	F
			4 - Urban Design Option	*	*	F (2)	*	*	F
		PM	Existing	0.86	3	F	94	63	F
			2 - Base 1	0.86	3	F	94	38	F
			3 - Base 2	0.86	3	F	94	38	F
			4 - Urban Design Option	1.83	49	F (2)	*	*	F
		WE	Existing	1.00	9	F (2)	*	*	F
North of Pacific Hwy									
Grandview St / Alma St	Priority	AM	Existing	0.18	5	A	9	7	A
			2 - Base 1	0.18	5	A	9	7	A
			3 - Base 2	0.19	5	A	9	7	A
			4 - Urban Design Option	0.22	7	A	9	7	A
		PM	Existing	0.16	4	A	9	5	A
			2 - Base 1	0.16	4	A	9	5	A
			3 - Base 2	0.16	4	A	9	6	A
			4 - Urban Design Option	0.25	7	A	9	10	A
		WE	Existing	0.08	4	A	9	3	A
Grandview St / Station St (north)	Priority	AM	Existing	0.40	8	A	13	20	A
			2 - Base 1	0.40	8	A	13	20	A
			3 - Base 2	0.40	8	A	13	21	A
			4 - Urban Design Option	0.44	8	B	15	24	B
		PM	Existing	0.15	7	A	11	7	A
			2 - Base 1	0.15	7	A	11	7	A
			3 - Base 2	0.15	7	A	11	7	A
			4 - Urban Design Option	0.22	6	B	13	12	B
		WE	Existing	0.14	9	A	10	8	A
South of Pacific Hwy									

Pymble Town Centre Study - Results of SIDRA Analysis

Intersection	Control	AM/PM	Scenario	DS	AVD (s)	LOS*	HMD (s)	Worst Mvt Queue (m)	Worst Mvt LOS
Everton St / Pymble Ave / Avon Rd	Roundabout	AM	Existing	0.32	8	A	12	19	A
			2 - Base 1	0.34	8	A	12	21	A
			3 - Base 2	0.40	8	A	12	26	A
			4 - Urban Design Option	0.40	8	A	12	26	B
		PM	Existing	0.19	7	A	11	10	A
			2 - Base 1	0.21	7	A	11	10	A
			3 - Base 2	0.26	7	A	12	14	A
			4 - Urban Design Option	0.26	7	A	12	14	B
		WE	Existing	0.12	6	A	9	5	A
Everton St / Livingstone Ave / Orinoco St	Priority	AM	Existing	0.38	6	B	19	16	B
			2 - Base 1	0.42	6	B	20	21	B
			3 - Base 2	0.50	7	B	23	33	B
			4 - Urban Design Option	0.80	8	E	35	33	E
		PM	Existing	0.21	5	A	12	8	A
			2 - Base 1	0.23	5	A	12	8	A
			3 - Base 2	0.30	6	B	16	10	B
			4 - Urban Design Option	0.30	6	C	16	10	C
		WE	Existing	0.22	5	A	10	8	A

Terms

DS - Degree of Saturation
HMD - Highest Movement Delay (s) - Highest average delay for any movement at an intersection
LOS - Level of Service (RTA definition, Delay only)
AVD - Average Delay (s)

Notes

* LOS for signals and roundabouts is based on average overall delay, and based on highest movement delay for priority intersections. Note that there are other methods of determining LOS - Degree of Saturation or Delay/Degree of Saturation.

1. Major delay to Post Office Street and Grandview Street left turn onto Pacific Highway. These turns can generally only be made by considerate Pacific Highway motorists allowing gaps in queued traffic streams for turning vehicles, or by motorists accepting critical gaps in the highway traffic stream that are lower than usual values.
2. Major delay to Pacific Highway > Station Street right turn and Station Street > Pacific Highway left turn. These turns can generally only be made by considerate Pacific Highway motorists allowing gaps in queued traffic streams for turning vehicles, and when a gap in traffic arises from the nearby Livingstone Ave signals.

UPGRADE OPTIONS

The following is a discussion regarding transport upgrade options available to accommodate the impacts of the Urban Design Option. It should be noted that a number of key intersections are already operating at capacity, as described above, and improvements are warranted now, if an acceptable level of service is to be attained, regardless of the future development of Pymble.

1. Recommended Improvements

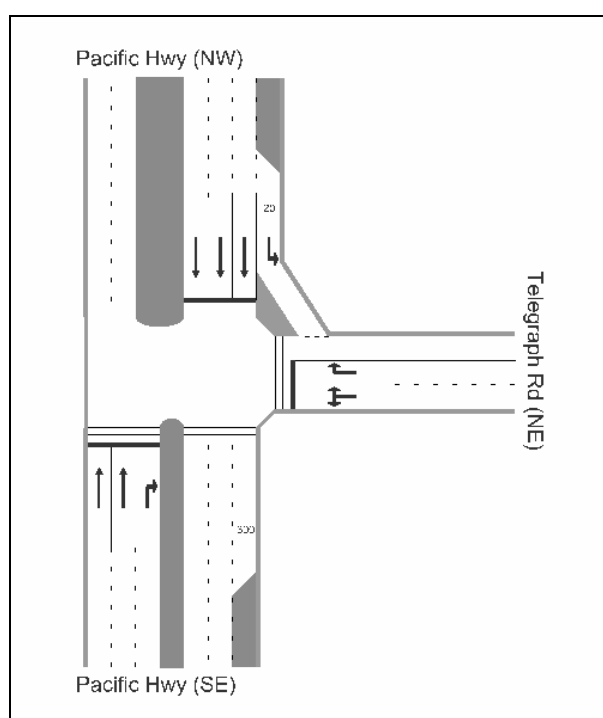
The following transport upgrade options, to improve the transport operation within Pymble town centre, are recommended for further consideration as part of the current town centre planning process.

Capacity improvements at the Pacific Highway/Livingstone Ave intersection

The Pacific Highway/Livingstone Ave intersection is forecast to operate at LoS E in the PM peak for the Urban Design Option, with a degree of saturation of approximately 1.0 in the AM peak. Localised widening would be required in the future to provide an acceptable level of service. Widening on the southern side of the highway is not feasible due to a number of factors, including the presence of a heritage-listed church. Widening could be achieved, however, when the sites opposite Livingstone Ave, between the highway and the railway line, are redeveloped. Land dedication could allow the highway centreline to be slightly shifted northwards to provide three northbound three lanes and to slightly extend the highway right turn bay. However, analysis showed that such widening would result in only marginal improvement in the performance of the intersection.

Capacity improvements at the Pacific Highway/Telegraph Road intersection

The Pacific Highway/Telegraph Road intersection is forecast to operate at LoS D in the AM and PM peaks for Urban Design Option 1, with a degree of saturation of approximately 1.0 in the AM peak. Localised widening would be required in the future to maintain an acceptable level of service. Localised widening of the highway could provide a short left turn slip lane, approximately 20m in length, between Reservoir Road and Telegraph Road, for the Pacific Highway > Telegraph Road movement (see figure below). This could be achieved via land dedication if the reservoir site is redeveloped. With such works, the intersection performance is forecast to improve to LoS B for the AM peak but remain at LoS D for the PM peak (Urban Design Option).



Provision of new pedestrian/bicycle connection between Park Crescent and Telegraph Road

The purpose of this improvement would be to improve pedestrian and bicycle circulation. In particular, the lane would form part of a bicycle route parallel to the highway, from Telegraph Road to Mona Vale Road. The urban design consultant is investigating the feasibility of this link.

Implementation of one-way south-east bound traffic flow on Grandview Street, between Pacific Highway and Alma Street

The purpose of this improvement would be to reduce conflict at the Pacific Highway/Grandview Street intersection, increase parking supply on Grandview Street and improve the amenity of the street. The main traffic impact of the works would be to force traffic currently turning left onto the highway from Grandview Street to take an alternative route. The number of vehicles currently performing this manoeuvre is approximately 60 in the AM peak hour, 60 in the PM peak hour and 50 in the weekend peak hour. The improvement would not result in a major negative impact on vehicular connectivity because Park Crescent-Post Office Street and Station Street could be used as alternative routes. These streets could accommodate the relatively small increase in traffic flows. The one-way scheme is considered to be achievable by Council, but not considered to have benefits to traffic flow. Benefits do arise, however, in terms of traffic safety and the public domain.

Provision of new lane connecting Grandview Lane to Station Street

The purpose of this new lane would be to improve permeability/accessibility of the road and pedestrian network. There would be no significant change to overall road network performance. The works are considered to be achievable by Council.

Provision of new one-way connecting road from end of Post Office Lane to Park Crescent

The purpose of this new lane would be to improve permeability/accessibility of the road and pedestrian network. There would be no significant change to overall road network performance. The works are considered to be achievable by Council but may require land dedication.

Provision of new road between Beechworth Road and Avon Road

The purpose of this new road would be to improve connectivity between Avon Road and Beechworth Road. Traffic movement between these two roads is currently via an indirect route involving Arilla Road, Allawah Road and Mayfield Ave. Provision of the new road is achievable, but only if it is incorporated into the Minister's site development (1-7 Avon Road + 2-8 Beechworth Road) and is not a Council obligation.

Widening Avon Road footpath near Everton Road/Pymble Avenue

The Avon Road footpath carries a significant volume of pedestrian traffic but is relatively narrow. Widening of the footpath would improve pedestrian circulation between PLC/Minister's site and the town centre. Widening of the footpath is achievable, but only if it is incorporated into the Minister's site development (1-7 Avon Road + 2-8 Beechworth Road).

2. Other Issues

The following issues were also investigated as part of the town centre planning process:

- A key constraint in the arterial road network in the Pymble area is the narrowing of the Pacific Highway to two lanes in each direction at the railway line overbridge. The highway typically has three lanes in each direction between the F3 and Mona Vale Road. Traffic modelling demonstrates that widening of the bridge to three lanes in each direction would result in a significant improvement in the highway level of service. Widening of the bridge is the responsibility of the RTA but the RTA has no plans for such works. The works would not be feasible as a Council-funded project because the cost would be prohibitive and the level of development is unlikely to be sufficient to fund the works.

- The provision of signals at the Pacific Highway/Station Street intersection was investigated. The purpose of the signals would be to improve access to the town centre by providing controlled right turns to/from the highway. Traffic modelling demonstrates that the signals would reduce the level of service on the highway, particularly due to the presence of nearby signals at Livingstone Ave and Bridge Road. The RTA would therefore be unlikely to approve the provision of a new set of signals. The signals could also result in an undesirable increase in traffic on Station Street and other residential streets.
- The provision of a right turn from Pacific Highway into Beechworth Road was investigated. A right turn was previously permitted but was removed by the RTA during the 1990s when 'S' lanes were phased out. The purpose of re-introducing a right turn would be to improve access to the Minister's site/PLC area of Pymble in conjunction with relieving pressure on the Pacific Highway/Livingstone Ave intersection. However, inspection of the site revealed that provision of a right turn bay would not be possible unless localised widening of the highway occurred. The right turn bay for traffic turning into Bobbin Head Road is more critical than a right turn bay for traffic turning into Beechworth Road. Re-introduction of a right turn movement would also reduce the level of service for highway through traffic. The RTA has no plans for re-introduction of a right turn bay. The cost of widening the highway would be too prohibitive for Council to implement.
- The increased level of development planned for Pymble will increase the demand for train services. Increased services stopping at Pymble will therefore be required to accommodate this demand. The arrangements for taxis and buses on Grandview Street will also need to be reviewed.

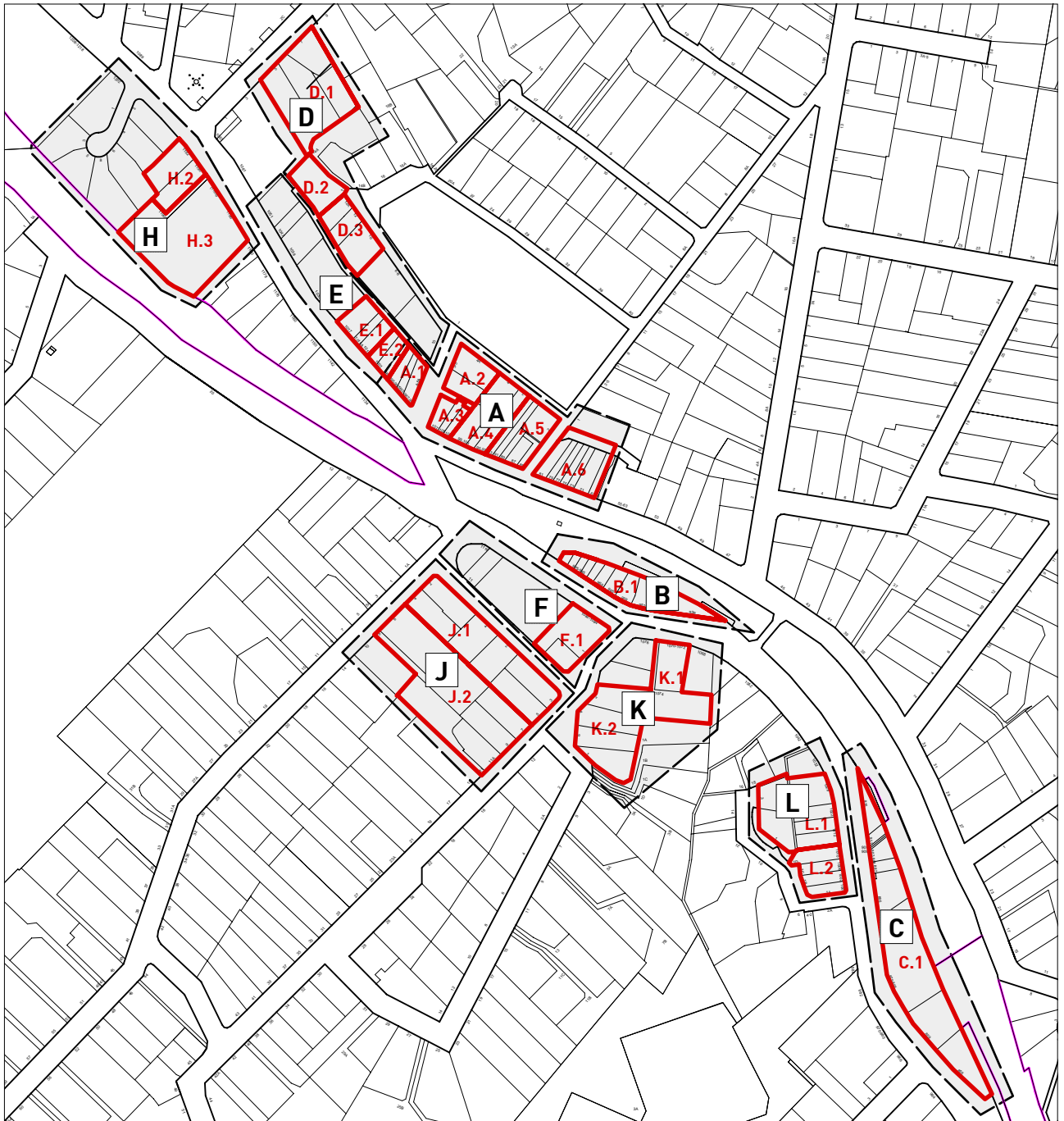
4.5.1 PRECINCT PLAN

A

PRECINCT NO:

A.1

SITE No



DRAWING TITLE

PRECINCTS

CLIENT

KU-RING-GAI COUNCIL

PROJECT

PYMBLE TOWN CENTRE

DATE

11 06 06

ISSUE

A

DRAWING NUMBER

06_012 4.5.1

Comparison of Operating Costs for Pymble Intersections

Intersection	Scenario	Operating Cost (\$/hr)	% Increase
Grandview St / Alma St	Existing	\$148	-
	Base 1	\$159	7%
	Base 2	\$162	9%
	Urban Design	\$177	20%
Grandview St / Station St	Existing	\$269	-
	Base 1	\$269	0%
	Base 2	\$269	0%
	Urban Design	\$300	12%
Pacific Hwy / Livingstone Ave	Existing	\$2,681	-
	Base 1	\$2,742	2%
	Base 2	\$2,701	1%
	Urban Design	\$2,799	4%
Pacific Hwy / Telegraph Rd	Existing	\$3,360	-
	Base 1	\$3,412	2%
	Base 2	\$3,725	11%
	Urban Design	\$4,116	23%
	Urban Design with 20m slip lane configuration	\$2,925	-13%
Everton St / Pymble Ave	Existing	\$438	-
	Base 1	\$460	5%
	Base 2	\$503	15%
	Urban Design	\$509	16%
Everton St / Livingstone Ave	Existing	\$432	-
	Base 1	\$456	6%
	Base 2	\$502	16%
	Urban Design	\$538	25%
All Intersections	Existing	\$7,328	-
	Base 1	\$7,498	2%
	Base 2	\$7,862	7%
	Urban Design	\$8,439	15%
	Urban Design with 20m slip lane configuration	\$7,248	-1%

Notes:

1. Operating costs are based Sidra output with default cost configuration for the AM peak hour.
2. Sidra outputs for operating costs for the intersections Pacific Highway/Station St and Pacific Highway/Post Office St/Grandview St are misleading due to overestimation of delays and therefore have not been included in this analysis

Ecologically significant trees – Pymble Avenue, Livingstone Avenue, Pymble.



Legend

- # Blue Gum High Forest Canopy tree (indigenous to the site)
- # Exotic or planted tree (not naturally occur on the site)
- Survey Area

Note:

- All locations are approximate only and subject to final survey.
- It is recommended that an arborist examines of all trees for structural integrity prior to development occurring.
- Works within close proximity to trees are likely to result in root damage. Tree protection recommendations should be sought from a qualified arborist prior to development.
- Blue Gum High Forest is an Endangered Ecological Community

Tree schedule

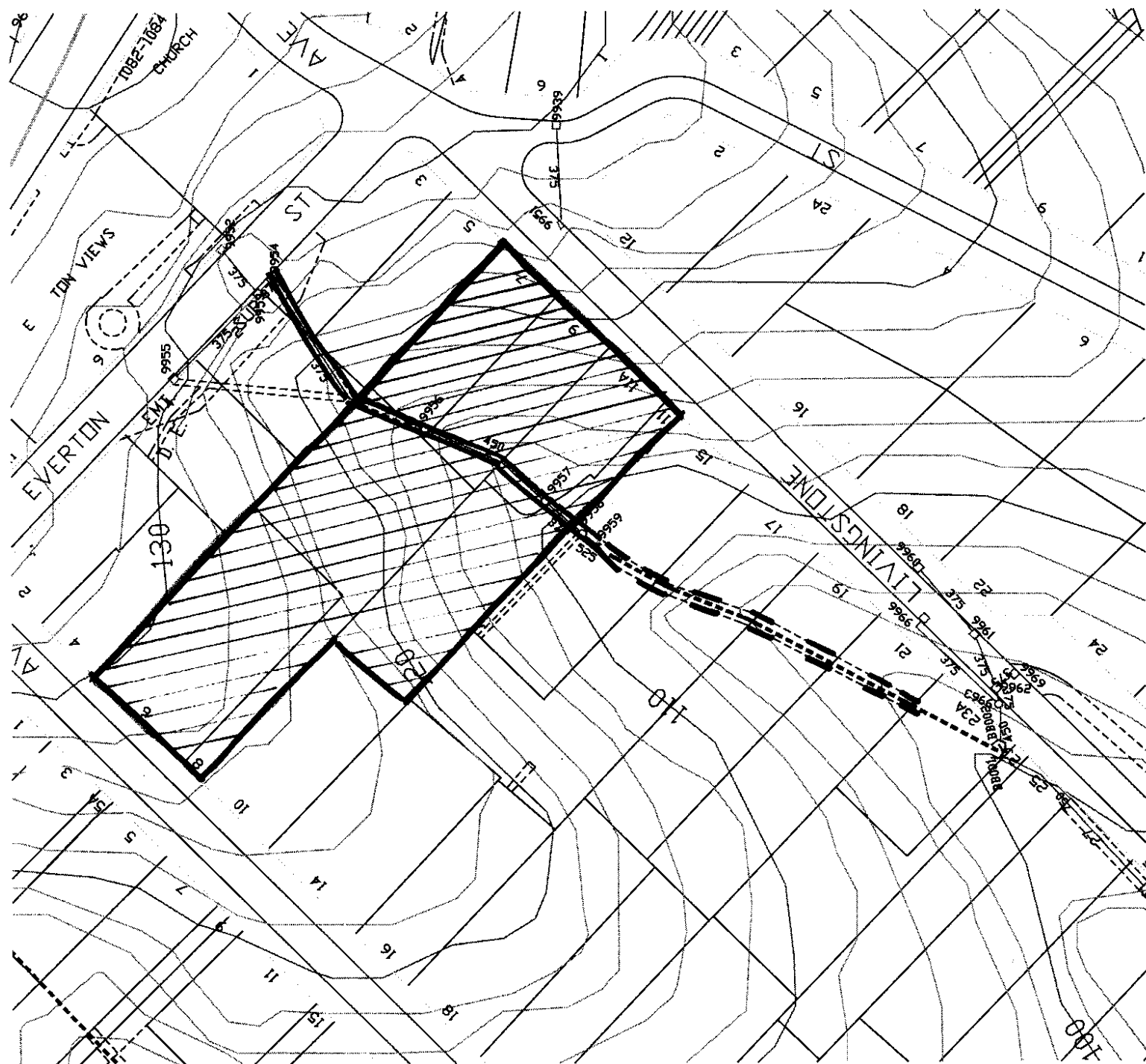
Tree ID	Species	Comment
A	<i>Eucalyptus saligna</i> Blue Gum	Ecologically significant tree Canopy spread N 13m

		S 8m E 7m W 8m
B	<i>Eucalyptus saligna</i> Blue Gum	Ecologically significant tree, trunk defect at 4m Canopy spread N 8m S 8m E 6m W 4m
C	<i>Eucalyptus saligna</i> Blue Gum	Ecologically significant tree Canopy spread N 7m S 2m E 7m W 12m
D	<i>Eucalyptus saligna</i> Blue Gum	Ecologically significant tree
E	<i>Angophora floribunda</i>	Ecologically significant tree
F	<i>Angophora floribunda</i>	Ecologically significant tree
G	<i>Angophora floribunda</i>	Ecologically significant tree
H	<i>Angophora floribunda</i>	Ecologically significant tree
I	<i>Angophora floribunda</i>	Ecologically significant tree
J	<i>Angophora floribunda</i>	Ecologically significant tree
K	<i>Pittosporum undulatum</i>	May have significant landscape values
L	<i>Angophora floribunda</i>	Poor condition and vitality. Recommended for removal/ replacement
M	Exotic conifer	Not indigenous to site, may have significant landscape values
N	Jacaranda	Not indigenous to site, may have significant landscape values
O	Exotic conifer	Not indigenous to site, may have significant landscape values
P	Camphor Laurel	Not indigenous to site, may have significant landscape values
Q	Lilly Pilly	Not indigenous to site, may have significant landscape values
R	Brush Box	Not indigenous to site, may have significant landscape values
S	Exotic conifer	Not indigenous to site, may have significant landscape values
T	Plane tree	Not indigenous to site, may have significant landscape values
U	Exotic conifer	Not indigenous to site, may have significant landscape values
V	Jacaranda	Not indigenous to site, may have significant landscape values
W	Plane Tree	Not indigenous to site, may have significant landscape values
X	Unidentified exotic	Not indigenous to site, may have significant landscape values
Y	Exotic conifer	Not indigenous to site, may have significant landscape values
Z	Plane Tree	Not indigenous to site, may have significant landscape values

1	Plane Tree	Not indigenous to site, may have significant landscape values
2	Plane Tree	Not indigenous to site, may have significant landscape values
3	Camphor laurel	Not indigenous to site, may have significant landscape values

DYMBLE: RIPARIAN ZONE
(EVERTON/LIVINGSTONE)

PIPED
ABOVE-GROUND



OPTION A

MOST DESIRABLE OUTCOME
Open Channel

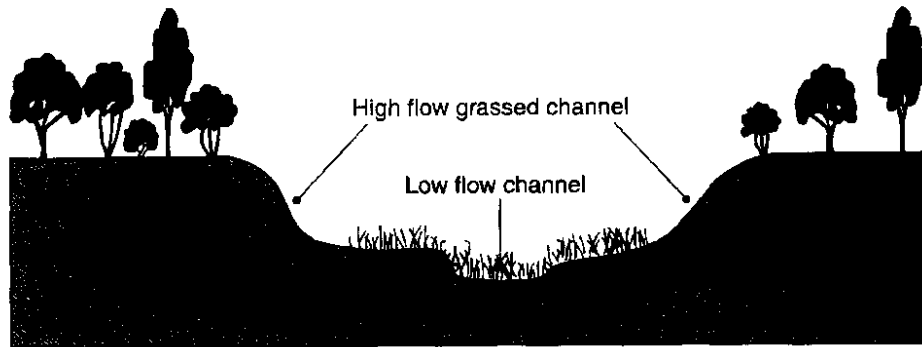


Figure 7.52 Provision of a natural low-flow channel within a hydraulically efficient urban waterway.

OPTION B

MODERATELY DESIRABLE OUTCOME
Partially Open, Partially Piped

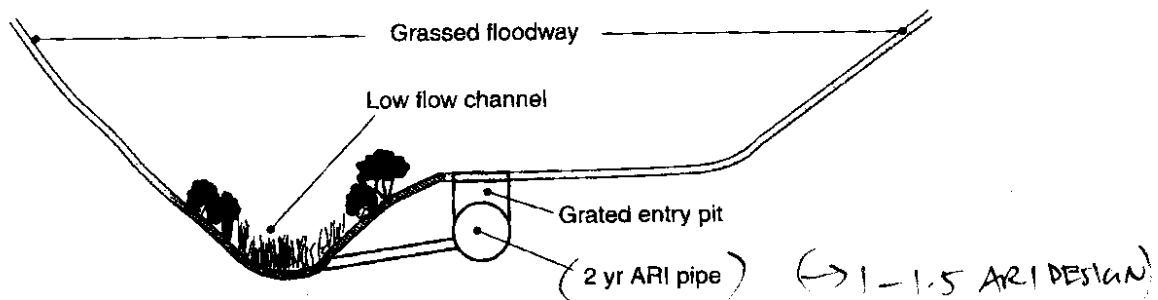


Figure 7.54 Cross-section of a grassed floodway combined with a re-established natural low flow channel.

Antony Fabbro

S04091 & S04291
23 May 2006

Mr Peter Goth
Regional Director
North West Region
Department of Planning
Level 6 Tower 2
1 Lawson Square
Redfern NSW 2016

Attn: Peter Adrian: Team Leader North

Dear Sir,

**SECTION 54(4) NOTIFICATION DRAFT KU-RING-GAI (TOWN CENTRES)
LOCAL ENVIRONMENTAL PLAN 2006- GORDON TOWN CENTRE &
PYMBLE CENTRE, KU-RING-GAI COUNCIL**

Please see attached a copy of the Section 54(4) Notification Advice for the Draft Ku-ring-gai (town centres) Local Environmental Plan 2006- Gordon Town Centre & Pymble Centre, Ku-ring-gai council.

Council, has commenced preparation of the **Draft Ku-Ring-Gai (Town Centres) Local Environmental Plan** to apply to the St Ives and Turramurra centres, this DLEP is a further amendment to this base Draft LEP- modelled on the Standard Instrument 2006.

Please Find attached;

1. Copy of the Section 54(4) notification Advice Cover Sheet & LEP proforma criteria for a category 3: Precinct LEP.
2. Two (2) Copies of aerial photo, Ministers direction (s55) existing zoning, reports to Council and background material,
3. 2 Copies of the above information on CD- ROM.

The key staff contact for this project is Craige Wyse, Senior Urban Planner on 9424-0855.

Yours sincerely

Antony Fabbro
**Manager
Urban Planning**

**Section 54(4) Notification Advice
Cover Sheet**

LOCAL GOVERNMENT AREA: KU-RING-GAI COUNCIL

NAME OF DRAFT LEP: DRAFT KU-RING-GAI (TOWN CENTRES) LOCAL ENVIRONMENTAL PLAN 2006.

ADDRESS OF LAND: GORDON TOWN CENTRE & PYMBLE, KU-RING-GAI COUNCIL

MAPS

- Please see attached the Location map for Gordon & Pymble showing the land affected by the proposed draft plan in the context of the LGA (tagged 'location map')
- **Existing zoning** map under the Ku-ring-gai Planning scheme showing the existing zoning of the sites and surrounding land and **proposed zoning** change for the site/s (tagged 'comparative existing/proposed zoning')

PHOTOS and other visual material

- Aerial photos of land affected see attached
- Urban Design Analysis material – see attached

PURPOSE OF LEP:

The Minister for Planning 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 community. The centres are St Ives, Turrumurra, Gordon, Pymble, Lindfield and Roseville. Plans must be completed by 31 December 2006. Council, has commenced preparation of the **DRAFT KU-RING-GAI (TOWN CENTRES) LOCAL ENVIRONMENTAL PLAN** to apply to the St Ives and Turrumurra centres. This DLEP is a further amendment to this base Draft LEP- modelled on the Standard Instrument 2006.

Studies have been completed to provide the initial information for planning the centres these include the Ku-ring-gai Retail Strategy (Hill PDA 2005), SGS Economics Advice on Retail/Commercial development Gordon (2006), Baseline Traffic modelling, Heritage review (City Plan – Heritage), community facilities and open space & recreation studies.

Consultation to date has included a householder survey of Gordon (2,100 responses) and Pymble (1,600 responses) and community/landholders workshops to prepare vision statements to guide development. A resident feedback register has been used to gain feedback and test initial land use plans

JUSTIFICATION FOR LEP:

1. The proposed Gordon/Pymble centres LEP (Precinct LEP) is
 - Consistent with Council's management Plan 2006 and RDS stage 2- Town centres

- Consistent with the Section 55 Direction of the Minister
- Consistent with the metropolitan Strategy and Gordon's role as a town centre and Pymble role as a small village in the North Sydney Sub region and the Sub-regional plan

2. Location context

Gordon

The plan provides for increased residential, retail and commercial development consistent with Gordon's role as a Town centre- on a transport corridor (North Shore rail line/Pacific Highway)

Pymble

The plan provides for appropriate increased residential, retail and commercial development consistent with Pymble's role as small village located on the North Shore rail line/Pacific Highway

3. Council has been directed to prepare the plans under a section 55 Direction and Council has resolved to have all centres finalised by 31 December 2006.

EVALUATION AGAINST CRITERIA:

LEP Pro-forma Evaluation Criteria

Category 3: Precinct LEP

1.	<p>Will the LEP be compatible with agreed State and regional strategic direction for development in the area (eg land release, strategic corridors, development within 800m of a transit node)?</p> <p><i>Explanation: The Minister has issued a Section 55 Direction to complete the RDS stage 2 Town Centres project. The proposed plans are consistent with this Direction and the Metropolitan strategy- Sydney North Sub Region. Development is located within 800m of the Gordon Railway station and involves new retail, commercial, residential high density (shop top) development, complemented by new community facilities, open space, public domain, traffic and transport initiatives. Pymble provides an appropriate local level of retail, commercial and housing growth, consistent with its small village classification.</i></p>	Yes
2.	<p>Will the LEP be consistent with agreed centres and sub-regional planning policy for development in the area?</p>	Yes

	<i>Explanation: The Draft plans are consistent with the Town centre classification of Gordon and its regional role in Ku-ring-gai in terms of employment, retail, services and residential area and Pymble's small village classification. Ku-ring-gai is part of the North Subregional plan with Hornsby Council and the proposed New LEP will be consistent with the Gordon's regional role as a Town Centre.</i>	
3.	<p>Is the LEP located in a regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/sub-regional strategy?</p> <p><i>Explanation: Yes See above</i></p>	Yes
4.	<p>Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?</p> <p><i>Explain: Gordon will provide increased employment opportunities through retail and commercial development consistent with the SGS Metropolitan Strategy Subregional Employment profiles. Gordon is a Town centre with employment capacity – aligned with up to 45,000sqm of retail development and associated commercial development 32,000sqm. Pymble will have a minor increase in local employment.</i></p>	Yes
5.	<p>Will the LEP facilitate the provision of public transport?</p> <p><i>Explain: Yes through improved access and interchange at the Gordon Station with Bus- Rail and Taxi, and cycle planning. The plans provides for new dwellings located within easy walking distance to the Gordon and Pymble railway station. New and improved public domain and safety in design will also improve linkages and accessibility.</i></p>	Yes
6.	<p>Will the LEP implement studies and strategic work consistent with State and regional policies?</p> <p><i>Explain: Yes consistent with the Metropolitan Strategy and the NSROC regional studies including Economic Contribution of the NSROC Region (Centre for International Economics 2004) NSROC Regional Special Report (GML Social Research 2005) & Potential environmental Impacts of population growth in Northern Sydney Region (The Middleway Pty Ltd 2005)</i></p>	Yes

GORDON GOLF COURSE WATER SUSTAINABILITY OPTIONS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

For Council to authorise the expression of interest and selective tender process for the implementation of sustainable water options for Gordon golf course and to commence formal discussion with Killara Golf Club in relation to partnership in this project.

BACKGROUND:

In 2002 Council adopted a Plan of Management for Gordon and North Turramurra golf courses. Since this period the capital works programs have been directed towards building up the golf course reserves to fund the upgrade of the irrigation systems and find a sustainable water source. Earlier this year Council received \$831,500 from the NSW Government under the Water Savings Fund to implement a sewer mining and stormwater project.

COMMENTS:

This project will require planning and operational approval from Council, Sydney Water Corporation and the Department of Energy, Utilities and Sustainability. There is also a need to formally involve Killara Golf Club Limited if a collaborative partnership is formed.

RECOMMENDATION:

That Council support an open expression of interest and selective tender process to select a tenderer to undertake the project and to commence formal discussions with Killara Golf Club Limited as a potential project partner.

PURPOSE OF REPORT

For Council to authorise the expression of interest and selective tender process for the implementation of sustainable water options for Gordon Golf Course and to commence formal discussion with Killara Golf Club in relation to partnership in this project.

BACKGROUND

In 2002 Council adopted a Plan of Management for Gordon and North Turramurra Golf Courses. As part of implementing the capital works related to this plan and the associated golf course master plans, funds have been collected from user fees as part of the golf course improvement levy. The amount paid to this levy varies, but on average it is approximately \$250,000 per year. On 6 November 2002, Council considered a report on the infrastructure and open space assets. Within this report it was noted, there was a need to gradually build up the golf course reserve to finance substantial improvements, most notably to upgrade and automate the irrigation systems across both courses and to find more sustainable water supply options.

In June 2003 Council submitted a grant application to the NSW Environmental Trust to rehabilitate Falls Creek (runs east west through the golf course and joins Blackbutt Creek). A part of this project was to harvest stormwater, provide irrigation to the greens and tees and, at the same time, manage the hydraulic and water quality impacts of the low to moderate rain events. Whilst this grant was unsuccessful, a detailed study was commissioned to develop concept designs for both the stormwater harvesting and creek rehabilitation. This was completed in September 2004 and recommended that stormwater harvesting would be able to provide for a lean watering regime and that alternative options such as sewer mining be investigated to make up the irrigation shortfall.

In October 2004 a further report was completed to review the sustainable water options to supply Gordon and Killara golf courses. This study assumed that the existing supply from Sydney Water would not be available for irrigation in the foreseeable future. Supply options investigated sewer, stormwater and groundwater, with demand focusing on irrigation for greens and tees at both courses and for the future North Turramurra recreation area. The key learning's from this study were that:

- Sewer mining should be investigated at both sites;
- Sewer mining at North Turramurra should integrate the leachate as part of the supply options; and
- Supply of sewerage for irrigation would meet the expected demands at North Turramurra while at Gordon supplementary supply would be needed via either groundwater or stormwater to meet demands.

In October 2005 Council submitted a grant application to the Australian Government Water Fund to assist in the stormwater harvesting and sewer mining project at Gordon golf course. While this grant was unsuccessful, it further refined the project direction and in September 2005 a risk analysis was undertaken for the project. This workshop was held in response to and involved various stakeholders including Sydney Water, Department of Health, Department of Commerce, Gordon Golf Club, Killara Golf Club, University of Western Sydney and Macquarie University. As part of

Item 2

S04265
30 June 2006

this exercise, various options for the supply and demand of water were investigated including irrigation, non-potable use in the club house and workshop, non-potable use by neighbouring residents and sharing water with Killara Golf Club.

At that time, there was little in the way of contemporary guidelines or standards to inform a project such as this and as a consequence standards of treatment and approvals would likely involve many government agencies. In turn it was foreseen that any approval would be contingent on meeting very conservative standards relating to health and environmental concerns. Since then, the Department of Energy, Utilities and Sustainability (DEUS) and Sydney Water Corporation (SWC) have released two critical documents to streamline the process for the implementation of such schemes, 'Management of private decentralised recycling water systems – regulatory framework' (DEUS draft March 2006) and 'Sewer mining – how to establish a sewer mining operation' (SWC May 2006). In effect, these documents seek to adopt a whole of government approach and have incorporated nationally accepted water quality standards addressing health and environmental issues.

Following the outcomes of the risk planning workshop, Council sought quotations in September 2005 to undertake a detailed feasibility study in partnership with Killara Golf Club. A report was completed in April 2006 and recommended:

- Upgrade the irrigation infrastructure for Gordon golf course;
- Optimise the operation of the Killara dam storage;
- Construct a sewer mining facility for irrigation with a 3ML storage at Gordon, 3ML at Killara and a transfer line to allow pumping from Gordon to Killara;
- Construct a stormwater harvesting scheme for irrigation at Gordon including 2ML storage;
- Install a 20kL rain tank at Gordon to supply Gordon Golf Club administration building which would provide an estimated 50% reduction mains water demand;
- Undertake detailed design of the above works; and
- Optimise the operation of the water conservation strategy to minimise pumping from the Lane Cove River to Killara golf course.

During the preparation of the feasibility study, Council successfully obtained \$831,500 from DEUS under the Water Saving Fund to implement the sewer mining and stormwater harvesting project at Gordon and Killara golf courses.

COMMENTS

This project requires a number of approval processes and other hold points to ensure the project is economically, socially and environmentally feasible. These include:

1. **Council:**
 - A. To approve the procurement process (the focus of this report) and subsequent appointment of a contractor to undertake the necessary works; and
 - B. To approve the development application and issue a construction certificate for the works.

Item 2

S04265
30 June 2006

2. ***Department of Energy, Utilities and Sustainability:***
 - A. To approve the system management plan;
 - B. To approve the operation capability of the facility in particular the treatment systems and commissioning; and
 - C. To approve the ongoing operations incorporating maintenance, audits, updates to the system management plan and quality assurance controls.
3. ***Sydney Water Corporation:***
 - A. To enter into agreement with Sydney Water to construct the connection and discharge points to their sewerage system, trade waste agreements etc.
4. ***Killara Golf Club Limited:***
 - A. To enter into an agreement in relation to the construction and operation of the sewer mining and water sharing arrangements.

The recommendations of this report focus on two issues, the approval of the procurement process and to enter into formal discussions with Killara Golf Club Limited as to their involvement in this project.

Given the complexity of this project, an absence of planning and approval precedent in NSW and the relative new emergence of this technology in Australia, it is believed that a two stage open expression of interest (EOI) followed by a selective tendering process be utilised. It would be envisaged that up to 25 responses could be received in relation to the supply of the sewer mining component of this project, being the critical element to the overall cost benefit. However, as part of the EOI process, it would be required that consortiums be formed to undertake all elements of the project including irrigation and stormwater harvesting. From the EOI up to six (6) companies would then be invited to tender to undertake the project as follows:

- Prepare detailed designs and obtain Council approval;
- Obtain other government approvals from Sydney Water Corporation, Department of Energy, Utilities and Sustainability and others;
- Construct the works as approved;
- Commission the system; and
- Operate.

Following an evaluation of the tender submissions, a report will be prepared for Council to select the suitable qualified organisations to undertake the works as identified. As part of this recommendation, it would be envisaged that Stages 1 to 4, would fall under a design, approval and construction contract, and Stage 5 under a separate operation contract.

A unique element of this project is the potential to share the treated water with Killara Golf Club. This arrangement has the benefit of reducing the financial risk to Council, but more importantly recognises the broader sustainability outcomes in terms of managing Sydney's water supply. If this water sharing agreement is to be realised formal discussions will need to commence with Killara Golf Club Limited. To date, Council and Killara Golf Club have agreed on a staged basis to progress this project, initially to co-fund the feasibility study. More recently Killara Golf Club has

Item 2

S04265
30 June 2006

agreed in principle to proceed with a joint venture between the Club and Ku-ring-gai Council on the Sustainable Water Options Project. Future arrangements including and beyond the selective tender process will need to be based on a clearly defined contract or agreement between both parties, with particular focus on cost sharing of capital equipment and later the operation and maintenance of the sewer mining facility. All of these will require formal consideration by Council.

CONSULTATION

During the development of this project there have been a number of stakeholder workshops and meetings. These have included Gordon Golf Club, Department of Energy Sustainability and Utilities, Sydney Water Corporation, Department of Environment and Conservation (previously Environment Protection Authority), NSW Department of Health, NSW Department of Commerce, Macquarie University, University of Western Sydney, Cooperative Research Centre for Irrigation Futures and various Councils that are investigating similar schemes.

As part of the community consultation a newsletter was sent in February 2006 to residents adjoining both golf courses, discussing the project and the options that were being identified. In addition, there have been various mentions of the project in the local newspapers following the announcement of the grant in February 2006. Feedback to date has been very positive.

In July 2006 a survey of residents will be undertaken in conjunction with the Cooperative Research Centre for Irrigation Futures to ascertain the community views, concerns and other matters related to water reuse and recycling.

Specific updates of the project have been provided to Gordon Golf Club as part of Council's regular meetings with the Club. The General Manager of Killara Golf Club similarly has informed the Killara Golf Club Board of the project and has written to Council on two occasions, to give their staged support to pursue this initiative.

FINANCIAL CONSIDERATIONS

In 2006 Council received \$831,500 from the NSW Government under their Water Savings Fund. In addition, Council has \$687,000 in the Golf Course Reserve. As part of the water sharing arrangement with Killara Golf Club, additional funding will be available for this project, the amounts will be subject to a formal agreement with the Club. As part of the report to Council following the selective tender process, further financial information will be provided in relation to the staging and affordability of works within current and future budgets.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Finance and Business have been involved in the development of the financial planning for this report. Planning have assisted in the approval and zoning requirements.

SUMMARY

This report seeks Council's approval to utilise an expression of interest then selective tender process to identify the preferred organisation or consortium to undertake the sewer mining, stormwater harvesting and irrigation upgrade project. It also seeks to commence formal discussions with Killara Golf Club Limited in relation to a contractual arrangement as to the cost and water sharing related to the sewer mining component of this project.

This project has been in development since 2003 and through this process the options and feasibility have been carefully considered and it is believed that the combination of works as identified will meet the long term water needs of Gordon and also Killara golf courses. Further the innovative nature of this project in its development, water sharing and combination of water reuse and recycling options, will demonstrate leadership in sustainability for Council as well as in the recreation industry.

RECOMMENDATION

- A. That Council receives and note the report.
- B. That an expression of interest and selective tender process be used to identify and recommend a suitably qualified organisation or consortium to implement the project as outlined.
- C. That a further report be referred to Council to consider the selective tender submissions, the preferred tenderer and associated funding implications in December 2006.
- D. Council commence to develop a formal agreement with Killara Golf Club Limited in relation to the tendering process and ongoing operation of the sewer mining facility and that a further report be referred to Council to consider the proposal.

Peter Davies
**Manager Sustainability & Natural
Environments**

Steven Head
Director Open Space & Planning

ENVIRONMENTAL LEVY SMALL GRANTS SCHEME - ROUND TWO

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To seek Council's support to fund the second round of the community small grants scheme funded by the Environmental Levy.

BACKGROUND:

The community small grants scheme is designed to assist the Ku-ring-gai community to fund small community based environmental projects at the neighbourhood level. As part of a review process an independent small grants panel has been established, as resolved by Council.

COMMENTS:

16 applications were received under round two of the program. Of these, the small grants panel recommended funding 12 applications with a combined contribution of \$52,249.

RECOMMENDATION:

That Council supports the decision to fund the 12 projects recommended by the small grants panel as part of the Environmental Levy.

PURPOSE OF REPORT

To seek Council's support to fund the second round of the community small grants scheme funded by the Environmental Levy.

BACKGROUND

The community small grants scheme is designed to assist the Ku-ring-gai community to fund small community based environmental projects at the neighbourhood level. The scheme was identified in the development of the Environmental Levy with strong support by the residents and Councillors as being an opportunity to invest at the local level into projects of direct community benefit.

As part of the scheme, it was identified that an independent panel be established to provide a community and peer review of grant applications and funding protocols. This panel would then make recommendations to Council for the funding of projects, the subject of this report. Membership on this panel was previously considered and supported by Council on 26 September 2005.

Under the first round of applications 3 projects were funded to a total value of \$12,500. Many of the projects are nearing completion and will be reported to Council separately with project outcomes included on Council's website.

COMMENTS

The second round of funding was promoted through advertisements in local papers, the Mayor's column, bus shelters, website and through the Out in the Open and Bushcare News. Letters to schools were also sent by the Environmental Levy Program Leader inviting them to apply. Applications closed on 31 May, 2006.

Applications were then distributed to panel members electronically for review and comment, coordinated by Council's Natural Areas Environmental Levy Program Leader. The panel met on 27 June, 2006 to discuss the applications and make recommendations.

Table 1 provides a summary of the applications received including the recommendation of the panel. As part of the deliberations of the panel, additional information was requested by most applicants to clarify their project to ensure it conformed with the grant guidelines as set. A summary of the review and recommendation by the panel is provided as Attachment 1.

Table 1: Summary of applications and recommendations by the small grants panel

Applicant	Project summary	Funding sought
Christchurch St Ives Preschool	Rainwater tank, drip irrigation & sensory garden	\$9,557
Lindfield Public School	Native plants galore	\$4,220
Peter Rabbit Preschool	Enviro garden	\$2,110
Ku-ring-gai Little Athletics	Bank restoration & beautification	Up to \$7,305
Eryldene Historic House	Stormwater & recycling projects	\$5,000
Kindergarten Union Killara Park Preschool	Water tank project	\$2,000
Kindergarten Union Fox Valley Preschool	Water tank and mulcher	\$3,350
St Ives High School	Stage one water plan	\$8,000
St Ives Park Primary	Erosion eradication	\$4,840
	Our classroom in the bush	\$4,097
	Operation Lop	\$3,300
St Ives North Primary	Embankment rehabilitation project	\$3,769
St Ives Primary	Sensory herb garden	\$5,000
Lower Blackbutt Creek	Weed control	\$3,870
Turramurra Public School	Rainwater supply to toilets	Up to \$10,000
Lindfield Montessorri Preschool	Environmental literacy program	\$2,220
TOTAL		\$78,638

It should be noted that of the 16 applications 9 required slight variations as detailed in attachment 1 to meet the guidelines for the Environmental Levy small grants. We are currently seeking acceptance from these applicants in relation to the suggested variations of their application. The applications were from the following sources:

- 13 applications were from local schools (including primary and secondary);
- 3 applications from St Ives Park Primary School have been joined together as one application. "Operation Lop" was not successful in meeting the criteria for the application guidelines;
- 1 Historic house;
- 1 Sporting body; and
- 1 Bushcare group.

Two applications were not successful but are encouraged to apply for the third round of small grants which closes 7 December 2006.

CONSULTATION

Consultation on the review and selection of grant projects has been undertaken by the small grants panel. This comprises of 5 local residents, with experience in:

- Government policy and guidelines;
- Writing skills;
- Community projects;
- Local issues;
- Reviewing projects; and
- Environmental issues.

Correspondence was through email, post and face to face meetings. 3 Council representatives were present at the meeting on 27 June 2006.

FINANCIAL CONSIDERATIONS

\$80,000 per year has been allocated for the community small grants scheme each year as part of the Environmental Levy. The first round of grants a total of \$12,500 was awarded. The recommended allocation in this round is \$52,249. The balance will be utilised for round 3.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Due to the focus of the applications on the natural environment and bushland, consultation was only undertaken within Open Space.

SUMMARY

This report seeks Council's endorsement for the following projects to be funded from the Environmental Levy as part of the community small grants scheme:

- Christchurch St Ives Preschool - *rainwater tank, drip irrigation & sensory garden (\$4,000).*
- Lindfield Public School - *native plants galore (\$2,500).*
- Peter Rabbit Preschool - *enviro garden (\$2,110).*
- Ku-ring-gai Little Athletics - *bank restoration & beautification (\$5,000).*
- Eryldene Historic House - *stormwater & recycling projects (\$5,000).*
- Kindergarten Union Killara Park Preschool - *water tank project (\$2,600).*
- Kindergarten Union Fox Valley Preschool - *water tank and mulcher (\$2,400).*
- St Ives High School - *stage one water plan (\$8,000).*
- St Ives Park Primary - *erosion eradication, our classroom in the bush (\$8,000).*
- St Ives North Primary - *embankment rehabilitation project (\$3,769).*
- Lower Blackbutt Creek - *weed control (\$3,870).*
- Turramurra Public School - *rainwater supply to toilets (\$5,000).*

RECOMMENDATION

That Council supports the following applications for funding under round two of the community small grants scheme:

a)	Christchurch St Ives Preschool	\$4,000
b)	Lindfield Public School	\$2,500
c)	Peter Rabbit Preschool	\$2,110
d)	Ku-ring-gai Little Athletics	\$5,000
e)	Eryldene Historic House	\$5,000
f)	Kindergarten Union Killara Park Preschool	\$2,600
g)	Kindergarten Union Fox Valley Preschool	\$2,400
h)	St Ives High School	\$8,000
i)	St Ives Park Primary	\$8,000
j)	St Ives North Primary	\$3,769
k)	Lower Blackbutt Creek	\$3,870
l)	Turrumurra Public School	\$5,000
TOTAL		\$52,249

Mary-Lou Lewis
**Natural Areas &
Environmental Levy Program
Leader**

Peter Davies
**Manager Sustainability &
Natural Environments**

Steven Head
**Director Open Space &
Planning**

Attachments: **Detailed summary of applications received - 639015.**

Environmental Levy Small Grants - Round Two Detailed Summary of Applications

Applicant	Name of project	Price requested	Allocated funding	Recommendations
Christchurch St Ives Preschool	Rainwater tank Drip irrigation & sensory garden	\$9,557.00	Yes - \$4,000	Project Manager too expensive. Landscape design could be inhouse. Inappropriate plant choice.
Lindfield Public School	Native plants galore	\$4,220.00	Yes partial - \$2,500	Tree surgery work seen as part of schools maintenance program.
Peter Rabbit Preschool	Environmental garden	\$2,110.00	Yes - \$2,110	A useful garden for education purposes.
Ku-ring-gai Little Athletics	Bank restoration & beautification	\$4,305.00- \$7,305.00	Yes - Needs more information - \$5,000	Inappropriate plant selection. Inadequate design layout. Requires interpretive signage to meet educational guidelines.
Eryldene Historic House	Stormwater & recycling projects	\$5,000.00	Yes - \$5,000	This grant is dependant upon a number of other grants being sought.
Kindergarten Union Killara Park Preschool	Water tank project	\$2,000.00	\$2,600.00	Price for a bigger tank has greater benefits. Lacking educational components.
Kindergarten Union Fox Valley Preschool	Water tank and mulcher	\$3,350.00	\$2,400.00	The preschool may benefit from technical advice by our Council staff. Mulcher was seen as dangerous
St Ives High School	Stage one - water plan	\$8,000.00	\$8,000.00	Lacking a quote.
St Ives Park Primary	Erosion eradication	\$4,840.00		Put together 3 applications into 1. "Operation Lop" sets a precedent. Education component requires attention.
	Our classroom in the bush	\$4,097.00	\$8,000.00	
	Operation Lop	\$3,300.00	No	
St Ives North Primary	Embankment rehabilitation project	\$3,769.00	Yes - \$3,769	Plant selection requires support. Proof of the benefits of rehabilitation by photographs required at end of project.
St Ives Primary	Sensory herb garden	\$5,000.00	Resubmit with more thought to sensory garden	No sense of Environmental education within the school.

Environmental Levy Small Grants - Round Two Detailed Summary of Applications

Applicant	Name of project	Price requested	Allocated funding	Recommendations
Lower Blackbutt Creek	Weed control	\$3,870.00	Yes - \$3,870	Very worth while project.
Turramurra Public School	Rainwater supply to school toilets	\$5,000.00- \$10,000.00	\$5,000.00	Environmentally committed school. This grant is part of a number of projects the school has investigated.
Lindfield Montessori Preschool	Environmental Levy Literacy Program	\$2,220.00	No	Purchase of books are not within the Environmental levy guidelines.
TOTAL				\$52,249

Members in attendance - 27 June 2006

Bob Whitticker
 Joesph Piccoli
 Margaret Booth
 Peter Davies
 Mary-Lou Lewis

Apologies

John Mack
 Mark Taylor
 Andy Pittman

Comments

Many applications were for water tanks. State government grant option for multiple school applicants. Council to act as a facilitator and small grants. Clarify broaden guidelines.
 What does council generally fund?
 What other buckets of money are there? Community services have established groups Heritage bucket.
 Ask Sydney water to contribute financially to some of the water tank projects To get rebate.

Meeting closed 8.11pm

NOTICE OF MOTION

WAHROONGA SHOPPING CENTRE ADDITIONAL PARKING

Notice of Motion from Councillor N Ebbeck dated 7 July 2006.

I move:

- "A. That the provision of car parking in the Wahroonga Shopping Centre be included in the brief of the Town Centre Facilities sub committee to examine ways of improving and increasing the car parking provisions for the Wahroonga Shopping Centre.
- B. That any funding for the feasibility study be made available from the Business Centres Levy funds".

RECOMMENDATION

That the above Notice of Motion as printed be adopted.

Cr Nick Ebbeck
Councillor for Wahroonga Ward

Attachments: Background Information (circulated separately)

Background Information

Wahroonga Shopping Centre - Additional Parking

Notice of Motion by Councillor N Ebbeck dated 7 July 2006

The Wahroonga Shopping Centre is currently undergoing improvements with new footpaths and street furniture. The centre is attracting a number of people to the area and conversely placing a high demand on the parking needs of the area.

Wahroonga Shopping Centre is not included in the town centre planning and therefore some focus needs to be placed on the provision of additional parking. This matter was raised at Council's February Workshop when the future of Council's facilities in the town centres was considered.

Council has previously received funding from the Business Centres levies which I understand was for the purpose of car parking.

The parking in the area is in high demand and additional parking is considered necessary. Consequently, a feasibility study needs to be carried out to determine the best ways in which Council can improve and increase the amount of parking in the centre. I suggest that this matter be included in the brief of the Town Centre Facilities sub committee and that funding be made available from the Business Centres Levy funds to undertake the feasibility study. The study should also take into consideration what rezoning may be necessary in order to achieve additional public parking provisions.