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## URBAN PRECINCT AND SITES (CONTINUED)

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- 14K.1 Urban Precinct
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- 14K.4 Built Form
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### **14M 47 Warrane Road, Roseville Chase**

- 14M.1 Urban Precinct
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### **14R References**

- 14R.1 Lindfield Village Green Masterplan
- 14R.2 Lindfield Library Site Masterplan
- 14R.3 Turramurra Community Hub Masterplan

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## INTRODUCTION

### Further controls that may apply:

#### SECTION A

**PART 7 - Residential Flat Building**

**PART 8 - Mixed Use Development**

**PART 9 – Non-Residential and Office Buildings**

#### SECTION C

**PART 23 – General Access and Parking**

Part 14 provides guidance for development on land identified as an *urban precinct* or *site* to meet the aims and objectives within the KLEP. This part also relates to the provisions in the *Ku-ring-gai Contributions Plan 2010* and, the *Ku-ring-gai Public Domain Plan 2010* (KPDP). This Part applies to new buildings located within a urban precinct or site.

A number of components within each precinct/site are considered. These are:

- Urban Precincts
- Public Domain and Pedestrian Access
- Community Infrastructure
- Building Setbacks
- Built Form
- Heritage
- Environmental Protection and Bushfire Protection.

For each of the urban precincts or sites, a set of site-specific performance-based provisions are provided to guide development in addition to the development controls in Section A, B and C of this DCP .

**Note:** Refer to *Ku-ring-gai Contributions Plan 2010*.

**Note:** Refer to *Ku-ring-gai Public Domain Plan*.

### **Urban Precincts**

A set of performance-based provisions is provided comprising:

- Development objectives
- A Planned Future Character statement describing the desired form and function of the precinct.
- Controls to support the objectives

A development proposal within an identified precinct is to respond to the precinct’s objectives and controls, and demonstrate how the provisions are addressed.

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

This section identifies works that will either extend the publicly accessible areas or improve the amenity of public areas within a precinct. While it is expected that, in most cases, these lands will remain in private ownership and control, a high degree of public access will be required.

This work will be funded privately as part of the costs of redevelopment of a site. The type of work may include, among others, awnings or colonnades; new pedestrian access ways; building entrance forecourts; or new lane ways.

## INTRODUCTION

The *Ku-ring-gai Public Domain Plan 2010* (KPDP) provides guidelines and concept plans to guide the implementation of this work to ensure it is fully integrated within the broader public domain in terms of finishes and materials as well as accessibility.

Council may seek the dedication of these lands, at no cost, depending on the circumstances. Such works will generally not be offset against development contributions unless specifically valued by the Contributions Plan.

### **Community Infrastructure**

An important aspect of the DCP identification of new key community infrastructure to be provided within precincts or sites. The intention is to identify these elements upfront to assist with the site planning process of a Development Application. Community infrastructure is defined as those works listed in the *Ku-ring-gai Contributions Plan 2010* (KCP 2010) Works Programmes.

Within each *precinct* or *site* there is a range of new community infrastructure works proposed. These include works such as footpath embellishment, road works and traffic management works, creation of new urban spaces, construction of new community buildings and the like.

This Part of the DCP provides information to assist applicants determine how each of the proposed community works are to be funded and how they may affect site planning. There are a number of identified funding sources for the proposed infrastructure. These are colour coded with symbols as follows:

- a. **Land Acquisition for public purposes** – this Part makes reference to areas of land for new roads or new parks. These lands are to be acquired by Council with funds from the KCP 2010.
- b. **Provision of community facilities** – this Part identifies new community facilities including library buildings and multi-purpose community buildings. The construction and fit out of these facilities are partially funded by the KCP 2010. The facilities themselves may be constructed by Council where they are freestanding on Council land or alternatively constructed as part of a private development and funded as in-kind development contributions or provided through a Voluntary Planning Agreement (VPA).
- c. **Embellishment works on public land** – this Part identifies public domain areas, footpaths and parks that will be upgraded and embellished by Council. These lands include those areas that are currently owned by Council; lands that are to be acquired by Council in the future; or lands that are to be dedicated to Council. The construction works are proposed to be funded by the KCP 2010 and all materials and finishes are undertaken in accordance with the guidelines within the *Ku-ring-gai Public Domain Plan 2010* (KPDP 2010).

## INTRODUCTION

### ***Building Setbacks***

Parts 4 to 11 of this DCP contains detailed provisions that apply to the main building types that are likely to be developed. These provisions include standard setbacks for building types such as mixed use buildings, residential flat buildings and non-residential buildings.

Within each precinct, variations to the standard building type setbacks are proposed for a range of reasons including, but not limited to the following:

- To provide opportunities for street tree plantings or footpath widening in appropriate locations
- To allow widening of lanes and streets in identified locations
- To provide for an increase in the area of the public domain
- To enable a consistency of built character

The Building Setbacks Plan identifies where there is a requirement for land, within a setback area, to be dedicated to Council at no cost in accordance with the KCP 2010. Where necessary this Part makes allowance for the relaxation of development controls such as in deep soil requirements across the development site. The intent is to ensure there is no loss of development potential on the sites where dedication is required. Typically a setback may be required to allow for footpath widening, roadway widening or a new pedestrian access way through the site. It is noted that where the works to the land to be dedicated are costed in the KCP 2010, the works may be provided as works-in-kind (ie. as an offset to development contributions).

The Building Setbacks Plan makes reference to areas of land for new roads or new parks. In most cases specific setback requirements are applicable to these lands.

### ***Built Form***

This section provides objectives and controls relating to site specific built form requirements within a precinct or site.

The development controls in this section must be read in conjunction with the relevant development controls relating to building design contained in Parts 4 to 11 of this DCP. Where there is an inconsistency between this Part and another control in the DCP then **this Part will prevail to the extent of the inconsistency.**

## INTRODUCTION

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

This section provides site specific requirements for the design of buildings in relation to building foyers and lobbies, vehicle access, and circulation to and from a site.

These controls are particularly applicable to areas of high pedestrian activity where the objective is to minimise pedestrian and vehicle conflicts in streets, and to activate the main commercial streets.

The development controls in this Part must be read in conjunction with the relevant development controls relating to vehicle access and parking contained in Parts 7, 8 and 9 of this DCP. Where there is an inconsistency between a control in this Part and another control in the DCP then **this Part will prevail to the extent of the inconsistency.**

### ***Other Design Controls***

This section includes:

- Controls where there are site-specific issues relating to Heritage Items or Heritage Conservation Areas;
- Controls where there are site-specific issues relating to an Area of Biodiversity Significance;
- Controls where there are site-specific issues relating to Bush Fire Prone Land.

The development controls in this section must be read in conjunction with the relevant general development controls contained in Parts 14-20 of this Section. Where there is an inconsistency between this Part and another control in volumes A or C of this DCP then **this Part will prevail to the extent of the inconsistency.**

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**14A St Ives Local Centre**

- 14A.1 St Ives Local Centre Context
- 14A.2 Public Domain and Pedestrian Access
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- 14A.8 Precinct S2: Stanley Street Shops
- 14A.9 Precinct S3: Buildings in R4 zones



## 14A.1 ST IVES LOCAL CENTRE CONTEXT

### Further controls that may apply

#### SECTION A

##### Part 7 - Residential Flat

Buildings

##### Part 8 - Mixed Use

Development

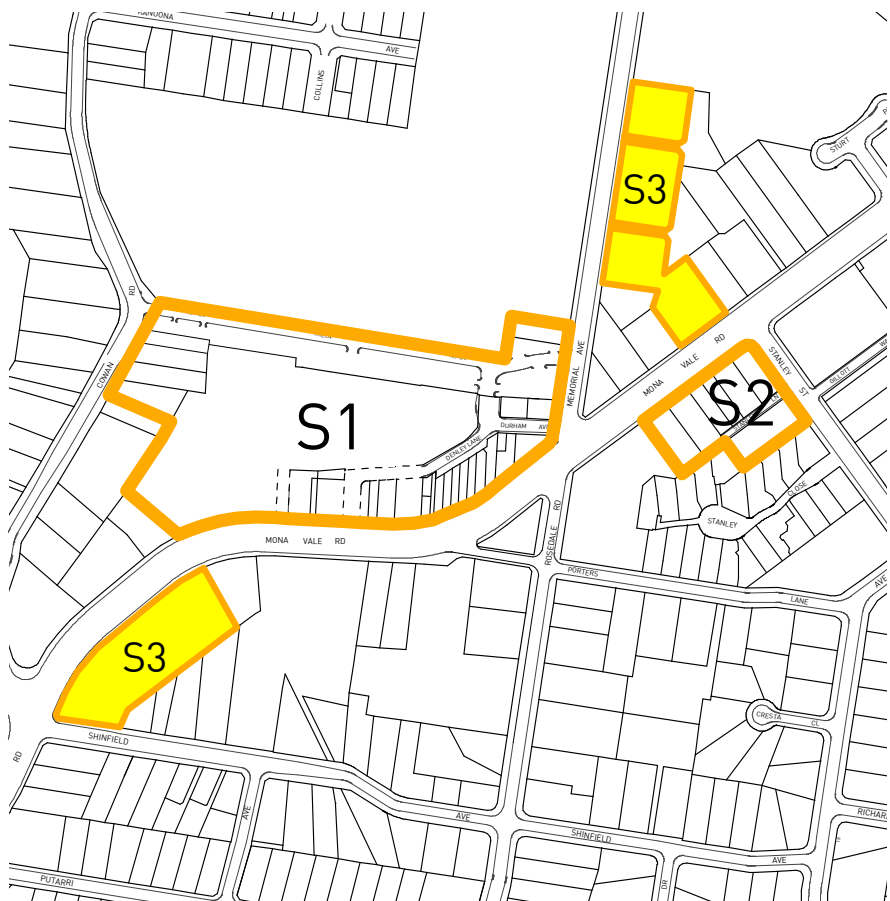
### Objectives

- 1 To create distinct precincts that provide a range of services, facilities and experiences.
- 2 To create a vibrant local centre with distinct and memorable characters.
- 3 To create an improved interface between the St Ives Village Shopping Centre and the Village Green.
- 4 To protect and enhance the St Ives Village Green for both active and passive recreation uses.
- 5 To meet the diverse social needs of the local population by providing a range of activities including education, professional services and medical services.
- 6 To support the viability of the strip shops along Mona Vale Road and Stanley Street.
- 7 To create a leisure area for St Ives supporting outdoor cafes and late night activities such as restaurants and bars.
- 8 To enhance the community area on Porters Lane.
- 9 To encourage restaurants, cafes, outdoor dining and offices fronting on to rear lanes to contribute to increased activity and passive surveillance.

### Controls

- 1 All development within the St Ives local centre, as outlined in *Figure 1A.1-1*, is to be designed to support and enhance the planned future character of the centre. This is to be done through the general requirements and Precinct specific requirements as stipulated in this DCP.

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



**Figure 14A.1-1:**  
St Ives Urban Structure plan.

### Legend

- Core Urban Precinct (B2 and B4 zones)
- Fringe Urban Precinct (R4 zone)

## 14A.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

- 1 To provide opportunities for new supermarkets to support and anchor the local centre.
- 2 To increase the pedestrian permeability of the local centre.
- 3 To encourage new shopping arcades; pedestrian laneways; new footpaths; and new street connections.
- 4 To improve pedestrian amenity by providing continuous sun and rain protection to footpath areas.
- 5 To provide a consistently high quality and visually pleasing streetscape environment.
- 6 To improve and enhance accessibility of the commercial precincts particularly for pedestrians, pram walkers, people with disabilities, cyclists and public transport users.
- 7 To improve commercial activity in the local centre by promoting street-level activity.
- 8 To facilitate opportunities for outdoor dining in quiet locations away from the main roads and highways.
- 9 To improve the safety and passive surveillance of the public domain by encouraging street level activity.

### Controls

- 1 All development within the St Ives local centre, as outlined in Figure 14A.2-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Public Domain and Pedestrian Access requirements for each Precinct as stipulated in this DCP.

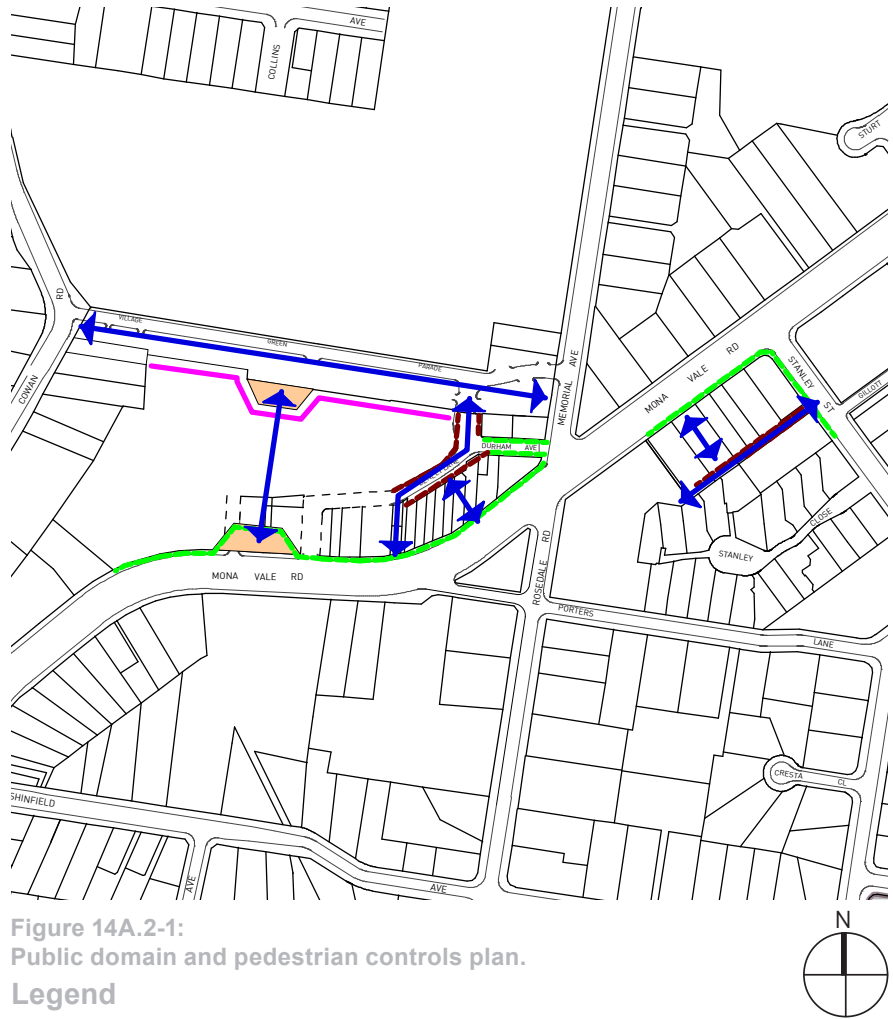


Figure 14A.2-1: Public domain and pedestrian controls plan.

### Legend

- Pedestrian through site link
- Entry plaza/forecourt
- Awnings
- Awnings where possible
- Colonnade

## 14A.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Objectives

- 1 To promote mid-block and through-site links as a way of improving permeability of the local centre.
- 2 To meet the objectives and strategies of Council's Town Centre Public Domain Plan 2010.
- 3 To implement the work programs within the Ku-ring-gai Contributions Plan 2010.
- 4 To identify locations for new local parks in accordance with the requirements of Council's Open Space Acquisition Strategy 2007.
- 5 To implement the St Ives Village Green Master Plan.

### Controls

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

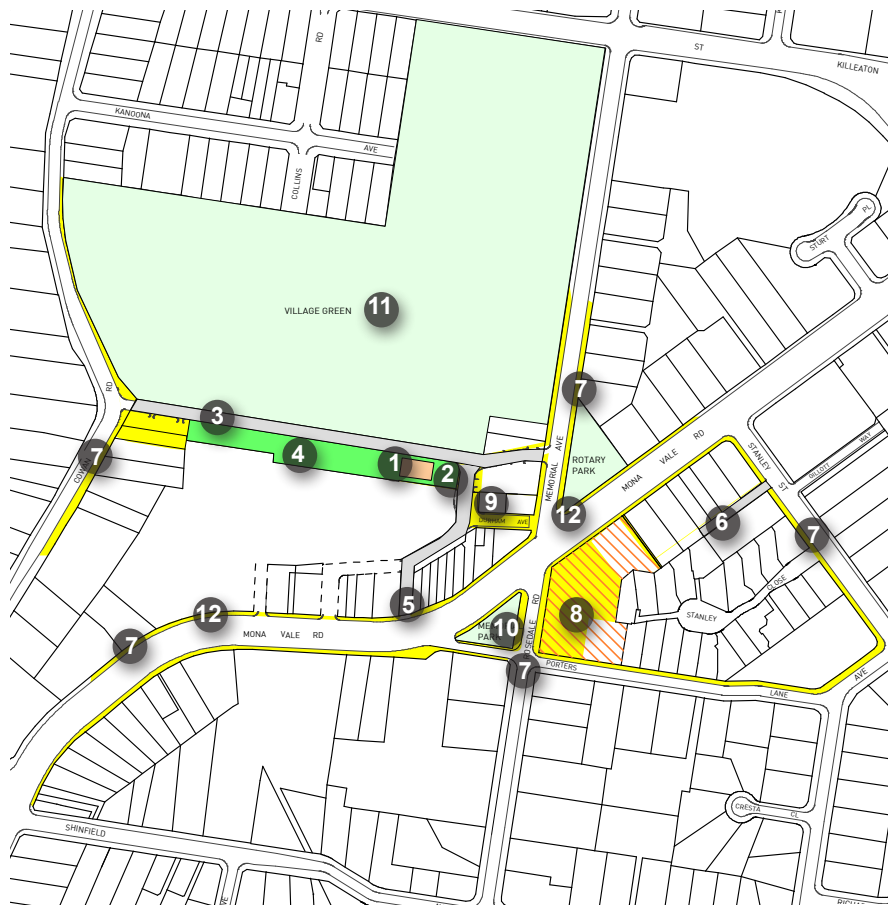


Figure 14A.3-1: Key community infrastructure plan.

### Legend

- |                                                                                                                           |                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
|  - Footpath embellishment              |  - New/realigned road                |
|  - New or existing park to be upgraded |  - Proposed pedestrian promenade     |
|  - Heritage affected site              |  - New community facility            |
|                                                                                                                           |  - Proposed Community Infrastructure |

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

#### Controls

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism (refer to individual precincts 14A.7 to 14A.9):
  - 1 A new town square between the shopping centre and the Village Green. The town square will be generously proportioned (a minimum dimension of 30m x 30m or 900sqm) located so as to be level, with a northern aspect and views across, and direct access to, the Village Green.
  - 2 A new freestanding Council owned multi-purpose facility incorporating a branch library, neighbourhood centre, youth facility and childcare centre and located at the north-eastern corner of the St Ives Shopping Village adjoining Denley Lane/ Village Green Parade intersection but on land additional to the 900sqm town square.
  - 3 Reconstruction of Village Green Parade as a one way street with on street parking and avenue tree planting.
  - 4 A broad pedestrian promenade (minimum width 8 metres) and tree lined along the northern edge of shopping centre. Public car parking relocated to basement parking under the promenade.
  - 5 A modified Denley Lane to connect with Mona Vale Road (in a new location) as a two way lane with footpaths.
  - 6 Reconstruction of Stanley Lane as a two way lane with footpaths.
  - 7 Embellishment of the footpath areas on Mona Vale Road, Cowan Road, Memorial Avenue, Stanley Street, Rosedale Road and Porters Lane including underground power lines, new lighting, high quality paving, furniture and street tree planting.
  - 8 Improvement works to the old school area including the creation of a new public square, parking modifications, and upgrading of the community buildings.
  - 9 Closure of Durham Lane and creation of a new civic space.
  - 10 Upgrade works to Memorial Park and Rotary Park on Mona Vale Road.
  - 11 Upgrade works to St Ives Village Green in accordance with Village Green Master plan.
  - 12 A range of traffic and transport improvements including new traffic signals on Mona Vale Road; new bus facilities; and modifications to existing streets and lanes. These have all been modelled and will support improved traffic access and circulation around the centre.

## 14A.4 SETBACKS

### Objectives

- 1 To enhance service and infrastructure provisions for existing and planned residential communities.
- 2 To create cohesive streetscapes.
- 3 To require building setbacks in appropriate locations to provide opportunities for street tree plantings or footpath widening.
- 4 To require building setbacks in appropriate locations to allow widening of roads, lanes and streets.

### Controls

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

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

- 2 All properties within the R4 zone will have a 10-12 metre front setback (refer to Part 7 of this DCP for further detail) with the following exceptions:
  - i) Properties 6 and 8-10 Stanley Street are to provide a 6 metre front setback.
  - ii) Property 6 Stanley Street is to provide a 3 metre setback to Gillot Way.
  - iii) Properties 162 Mona Vale Road and 1-19 Cowan Road are to provide a 6 metre front setback.

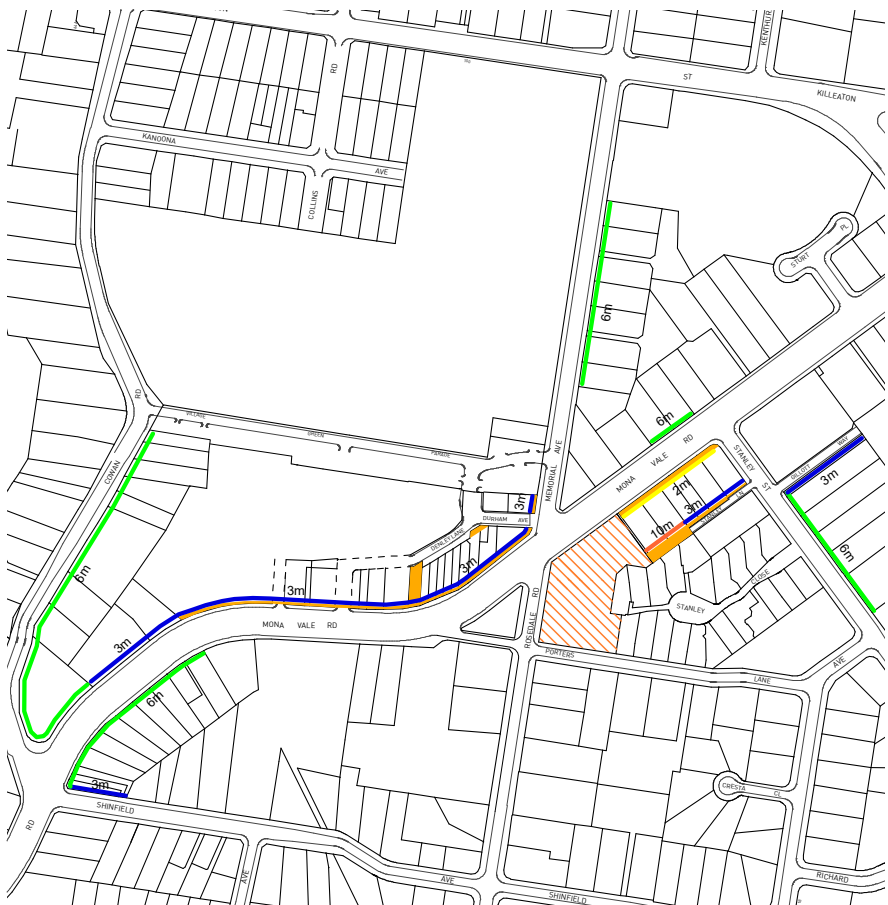


Figure 14A.4-1:  
Building setbacks plan.

### Legend

<span style="color: red;">—</span> 10m	- 10m setback	<span style="color: yellow;">—</span> 2m	- 2m setback
<span style="color: green;">—</span> 6m	- 6m setback		- Land dedication
<span style="color: blue;">—</span> 3m	- 3m setback		- Heritage affected site

## 14A.5 BUILT FORM

### Objectives

- 1 To allow for visual and acoustic privacy between residential zones.
- 2 To maintain a consistent street wall height with reference to existing buildings along the main streets within the centre.
- 3 To encourage new infill development which respects the strip shop character of the street including the setback, height, and rhythm of facades.
- 4 To create buildings with a fine grained rhythm that reflect the original narrow subdivision pattern.
- 5 To ensure building facades are well designed, articulated and address public streets, public spaces, footpaths, parks and reserves.
- 6 To provide active frontages to all streets, lanes and public open spaces.
- 7 To minimise the visual bulk and scale of new buildings when viewed from public areas.
- 8 To enhance the quality and character of the public domain in the commercial precincts.
- 9 To promote development that responds to the pedestrian scale of the street.

### Controls

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

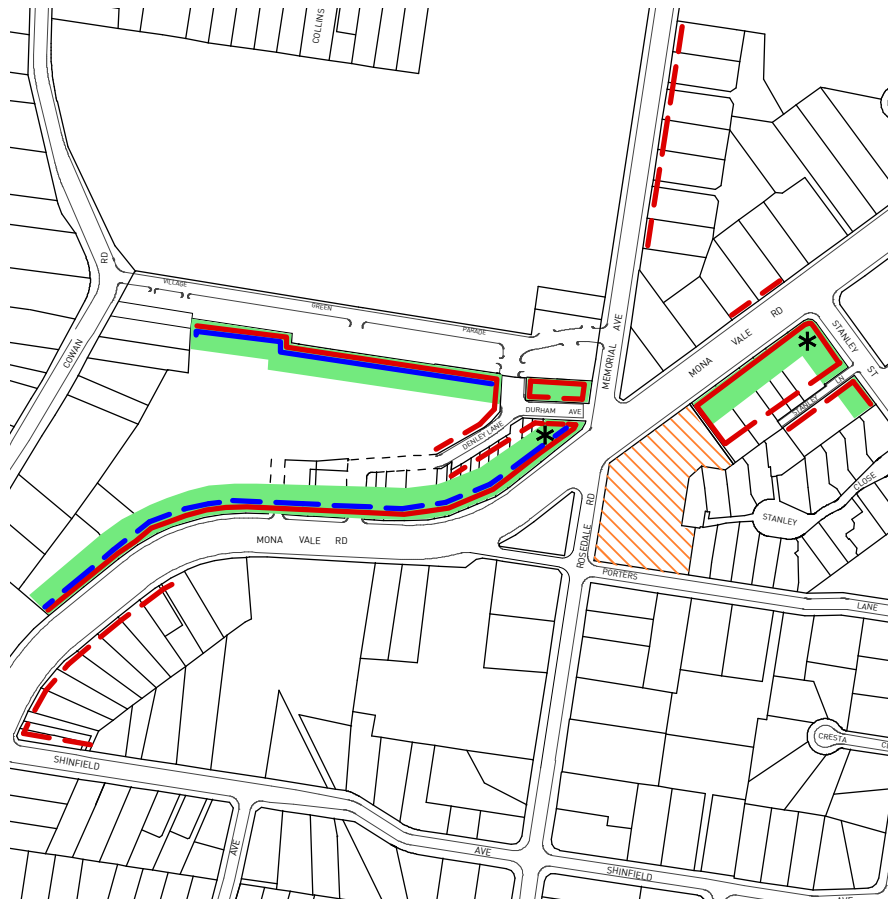


Figure 14A.5-1:  
Built form plan.

#### Legend

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 2m upper level setback above street wall height
- 4m upper level setback above street wall height
- \* - Landmark building
- Heritage affected site

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

### Objectives

- 1 To ensure that buildings are designed to interact and engage with pedestrians at the street level.
- 2 To encourage design excellence in all new development.
- 3 To locate building foyers and lobbies in areas of high pedestrian activity.
- 4 To activate the main commercial streets.
- 5 To minimise pedestrian and vehicle conflicts.
- 6 To improve vehicle access and circulation and enhance associated services and infrastructure.
- 7 To ensure vehicular access points do not visually detract from the streetscape.
- 8 To promote pedestrian safety and ease of movement through the local centre.

### Controls

- 1 All development within the St Ives local centre, as outlined in *Figure 14A.6-1*, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Building Entries, Car Parking and Service Access requirements for each Precinct as stipulated in this DCP.

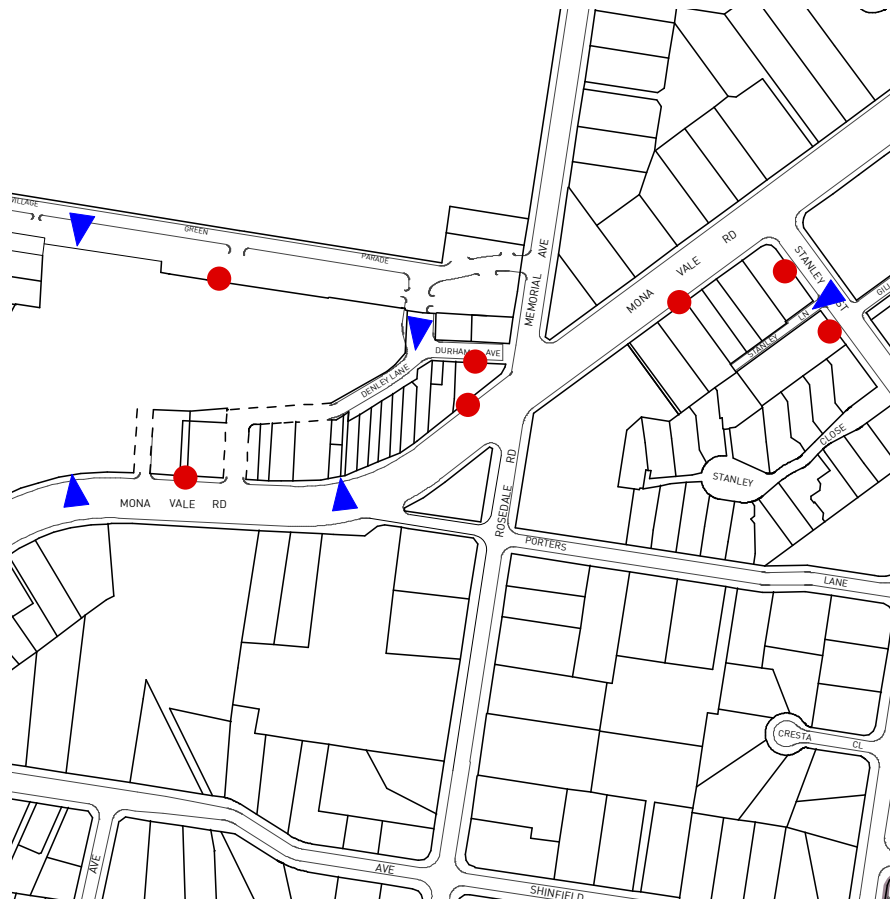




Figure 14A.6-1:  
Building entries, car parking and service access controls plan

### Legend

-  - Vehicular access to site
-  - Pedestrian access to site





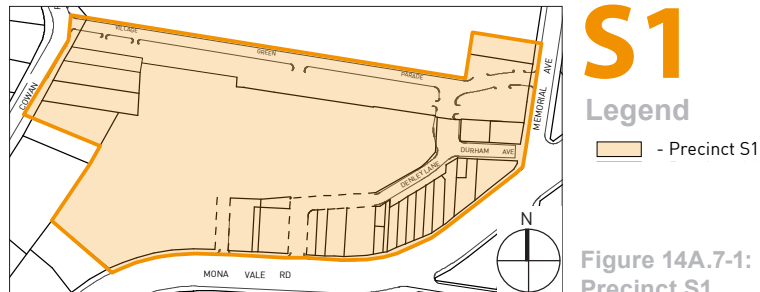
## 14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE

### Objectives

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

### Controls

#### *Planned Future Character*



St Ives Shopping Village is a large retail “mall” type shopping centre located between Monna Vale Road and the St Ives Village Green. The precinct also supports a group of shops fronting Monna Vale Road and Memorial Avenue.

- 1 Development is to be designed to support and enhance the planned future character as following:
  - i) The St Ives Shopping Village will be encouraged to expand to provide a greater range of retail and commercial services.
  - ii) A new style of shopping centre is envisaged where the centre is open and permeable, and provides a “main street” style shopping experience. This will involve new pedestrian lanes and gallerias lined with shops.
  - iii) The most significant opportunity for the centre is for it to be re-orientated so that it faces north towards the Village Green. A leisure precinct will be developed between the shopping centre and the Village Green in the form of a long urban promenade with new active street frontages. This improved interface area will allow people to move easily and safely between the commercial shopping centre and the Village Green.
  - iv) Within the shopping centre precinct, a town square is proposed which will be centrally located and in close proximity to the Village Green and Memorial Avenue. The new town square will become a community hub with the co-location of new community facilities, including library, neighbourhood centre, youth and childcare centre. Late closing cafes and restaurants overlooking the Village Green will assist with improving the safety of the area at night.
  - v) Redevelopment of the centre will facilitate relocation of car parking in new basement public parking areas. The Village Green Parade will become a low speed one-way street with some on-street parking to provide access to the Village Green and to ensure activities around the shopping centre remain viable and active.

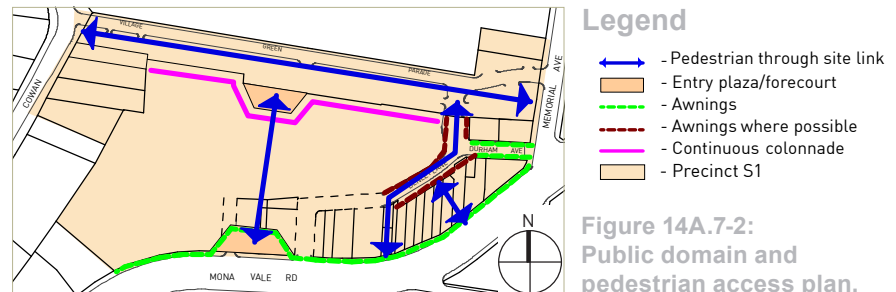
## 14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE (continued)

### Objectives

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

### Controls

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



- 2 Lot amalgamations are to support pedestrian permeability.
- 3 Provide a new public pedestrian laneway between Monna Vale Road and the Village Green Parade. The access way is to be lined with shops, open to the sky or form a galleria type access-way with natural light. The arcade is to be publicly accessible.
- 4 Provide an entry plaza or forecourt on Monna Vale Road and Village Green Parade as a public address to the building.
- 5 Provide an internal shopping arcade linking Monna Vale Road and Denley Lane.
- 6 Provide new footpaths to Denley Lane connecting Monna Vale Road with Village Green Parade.
- 7 Provide a continuous pedestrian promenade along the northern edge of the St Ives Shopping Village between Cowan Road and Memorial Parade.
- 8 Provide continuous awnings to Monna Vale Road, Durham Avenue and Memorial Avenue.
- 9 Provide a continuous colonnade along the northern edge of the shopping village.
- 10 Provide awnings to Denley Lane where possible.

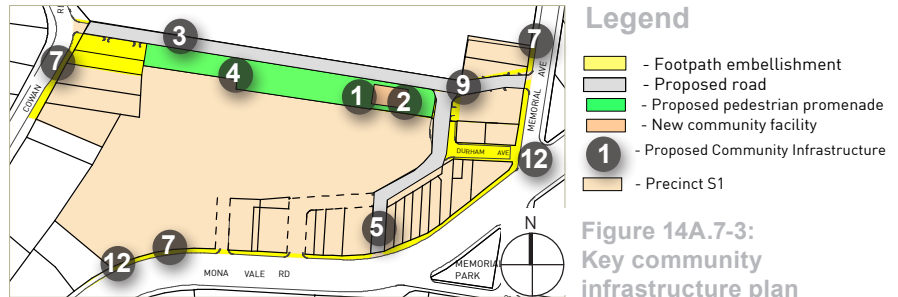
## 14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure



11 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism:

- 1** A new town square between the shopping centre and the Village Green. The town square will be generously proportioned (a minimum dimension of 30m x 30m or 900sqm) located so as to be level, with a northern aspect and views across, and direct access to, the Village Green.
- 2** A new freestanding Council owned multi-purpose facility incorporating a branch library, neighbourhood centre, youth facility and childcare centre and located at the north-eastern corner of the St Ives Shopping Village adjoining Denley Lane/ Village Green Parade intersection but on land additional to the 900sqm town square.
- 3** Reconstruction of Village Green Parade as a one way street with on street parking and avenue tree planting.
- 4** A broad pedestrian promenade (minimum width 8 metres) and tree lined along the northern edge of shopping centre. Public car parking relocated to basement parking under the promenade.
- 5** A modified Denley Lane to connect with Monna Vale Road (in a new location) as a two way lane with footpaths.
- 7** Embellishment of the footpath areas on Monna Vale Road, Cowan Road, Memorial Avenue, Stanley Street, Rosedale Road and Porters Lane including underground power lines, new lighting, high quality paving, furniture and street tree planting.
- 9** Closure of Durham Lane and creation of a new civic space.
- 12** A range of traffic and transport improvements including new traffic signals on Monna Vale Road; new bus facilities; and modifications to existing streets and lanes. These have all been modelled and will support improved traffic access and circulation around the centre.

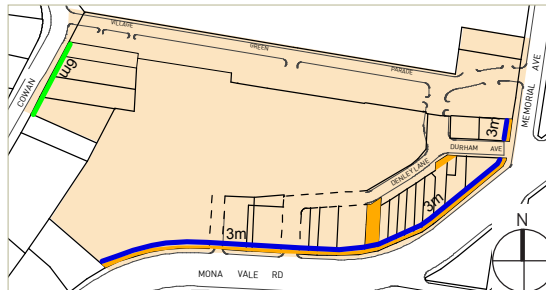
## 14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE (continued)

### Objectives

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

### Controls

#### Setbacks



#### Legend

- 6m - 6m setback
- 3m - 3m setback
- Land dedication
- Precinct S1

Figure 14A.7-4  
Building alignment and  
setbacks plan.

- 12 Building setbacks are to be in accordance with *Figure 14A.7-4*, and all buildings within the B2 zone are required to have a zero setback with the following exceptions:
- i) 3m setbacks to Monna Vale Road and Memorial Avenue applying to the properties Nos.164-200 Monna Vale Road and No.2 Memorial Avenue. Land is to be dedicated to Council at no cost.
  - ii) 10m setback from the western boundary of No.190 Monna Vale Road incorporating part or all of a Council owned access way, No.1 Denley Lane and No.188 Monna Vale Road. Setback to allow provision of a new two way lane (10m right-of-way) with footpaths. Land is to be dedicated to Council at no cost.
  - iii) 6m building setback to Cowan Road applying to the properties Nos.11-21 Cowan Road.

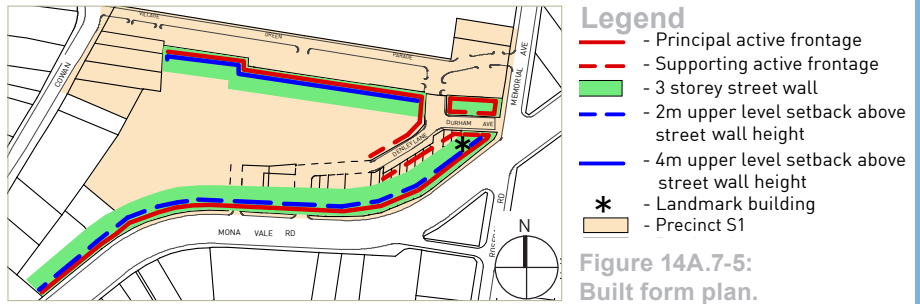
14A.7 PRECINCT S1:  
ST IVES SHOPPING VILLAGE (continued)

Objectives

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

Controls

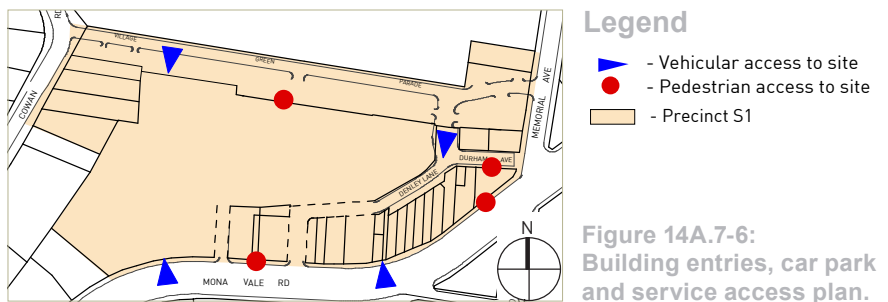
**Built Form**



- 13 Buildings are to be designed in accordance with the control plan, *Figure 14A.7-5*, and as follows:
- Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Mona Vale Road. All levels above the street wall height are to have a 2 metre setback.
  - Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of the Village Green Parade. All levels above the street wall height are to have a 4 metre setback.
  - Provide active street frontages along Mona Vale Road, the Village Green Parade and Durham Avenue.
  - Provide a corner building with distinct articulation addressing the Mona Vale Road and Durham Ave intersection.

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

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



- Locate access to retail parking and the main service and loading areas on Mona Vale Road in conjunction with a proposed new signalised intersection.
- Provide vehicle access to retail/residential car parking and secondary service areas, off the Village Green Parade (western end only) and/or Denley Lane.
- Residential foyers and lobbies are to be located on the Village Green Parade, Mona Vale Road and Durham Avenue.

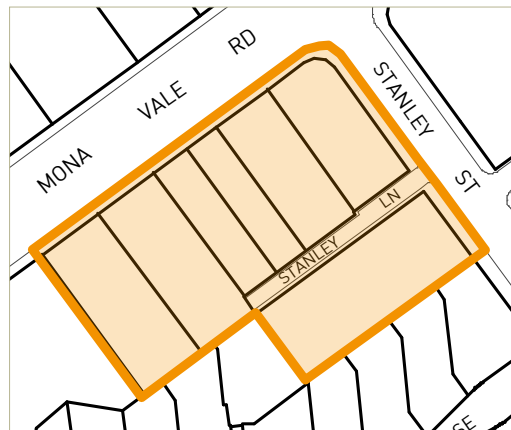
## Objectives

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

## 14A.8 PRECINCT S2: STANLEY STREET SHOPS

### Controls

#### Planned Future Character



# S2

#### Legend


 - Precinct S2



Figure 14A.8-1:  
Precinct S2

This precinct consists of a small group of shops fronting Mona Vale Road and Stanley Street serviced from the rear via Stanley Lane. While small, the shops provide a valuable local function servicing the day-to-day needs of local residents and passers-by.

- 1 Development is to be designed to support and enhance the planned future character as following:
  - i) In the future the important local function of this retail precinct will be consolidated by allowing the expansion of the area to include more small shops, professional offices and apartments in the form of shop-top housing. Buildings will be required to be set back from Mona Vale Road and Stanley Street to provide an improved footpath area that will allow outdoor dining, street tree planting and the like.
  - ii) The properties fronting Mona Vale Road will be set back at the rear of the sites to allow for the widening of Stanley Lane. This strategy would allow the provision of additional on-street parking to replace any loss resulting from the extension of the Mona Vale Road clearway in the future (subject to RMS). Stanley Lane will be further upgraded with street trees and new footpaths.

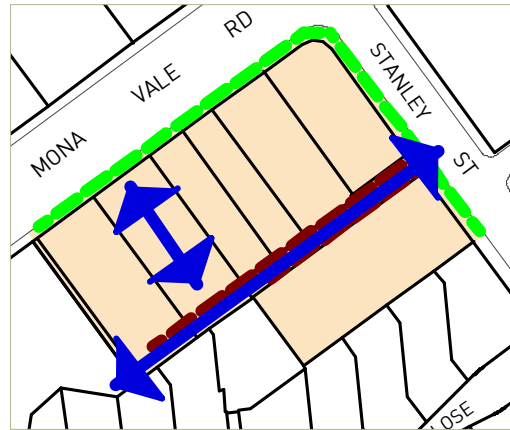
## 14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

### Objectives

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

### Controls

#### *Public Domain and Pedestrian Access*



#### Legend

- Pedestrian through site link
- Awnings
- Awnings where possible
- Precinct S2



Figure 14A.8-2:  
Public domain and pedestrian  
access plan.

- 2 Lot amalgamations are to support pedestrian permeability.
- 3 Provide an internal shopping arcade linking Stanley Lane and Mona Vale Road.
- 4 Provide continuous awnings to Mona Vale Road and Stanley Street.
- 5 Provide new pedestrian footpaths to Stanley Lane.
- 6 Provide awnings to Stanley Lane where possible.

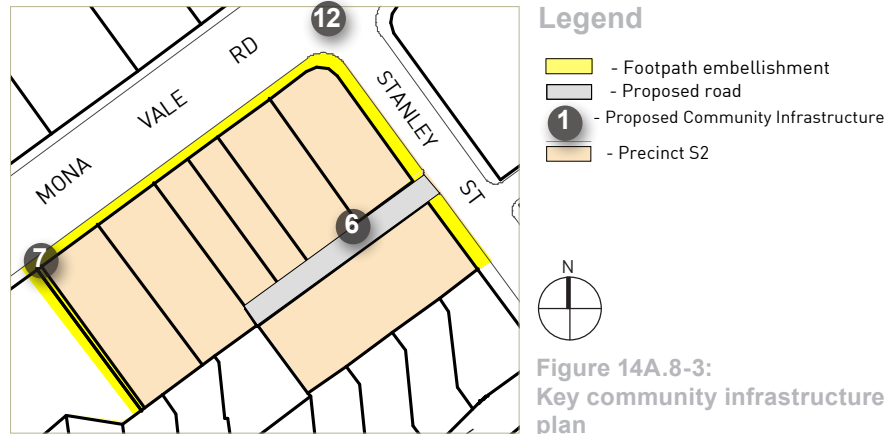
## 14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure



- 7 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism:
- 6 Reconstruction of Stanley Lane as a two way lane with footpaths.
  - 7 Embellishment of the footpath areas on Mona Vale Road, Cowan Road, Memorial Avenue, Stanley Street, Rosedale Road and Porters Lane including underground power lines, new lighting, high quality paving, furniture and street tree planting.
  - 12 A range of traffic and transport improvements including new traffic signals on Mona Vale Road; new bus facilities; and modifications to existing streets and lanes. These have all been modelled and will support improved traffic access and circulation around the centre.



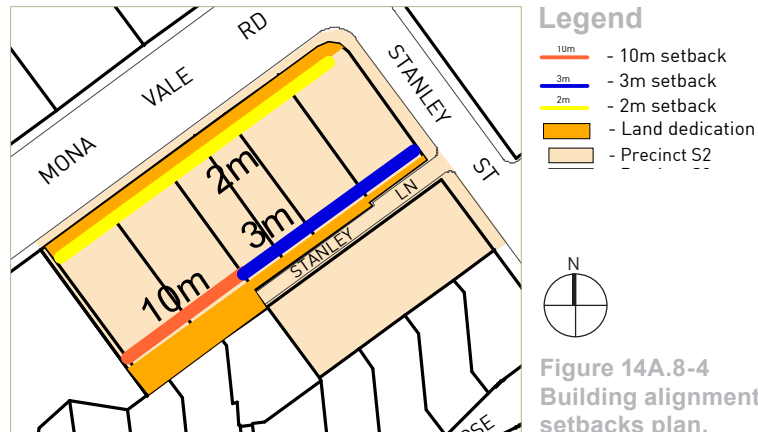
## 14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

### Objectives

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

### Controls

#### Setbacks



- 8 Building setbacks are to be in accordance with *Figure 14A.8-4*, and all buildings in the B2 zone are required to have a zero setback with the following exceptions:
- i) 2m setbacks to Monna Vale Road applying to properties Nos.213-237 Monna Vale Road. Land is to be dedicated to Council at no cost.
  - ii) Variable rear setbacks to Stanley Lane applying to the properties Nos.213-237 Monna Vale Road to allow the construction of a new two-way lane (8m right-of-way ) with on-street parking, footpaths and street trees linking Stanley Street with the Council car park area. Land is to be dedicated to Council at no cost.

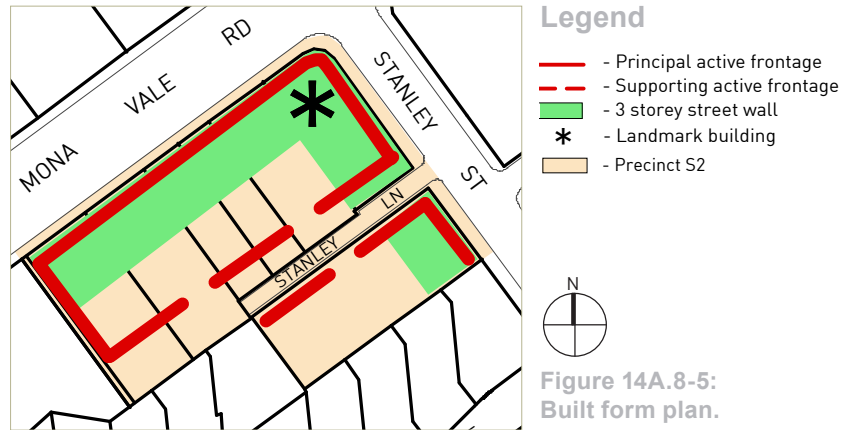
## 14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

### Objectives

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

### Controls

#### Built Form



- 9 Buildings are to be designed in accordance with the control plan, *Figure 14A.3-5*, and as follows:
- i) Create a consistent 3 storeys (11.5 metres) street wall that is built parallel to the street alignment of Stanley Street and Mona Vale Road.
  - ii) Provide active street frontages along Mona Vale Road and Stanley Street.
  - iii) Provide active street frontage to the community precinct on Council land at 175-207 Mona Vale Road.
  - iv) Provide a corner building with distinct articulation addressing the Mona Vale Road and Stanley Street intersection.

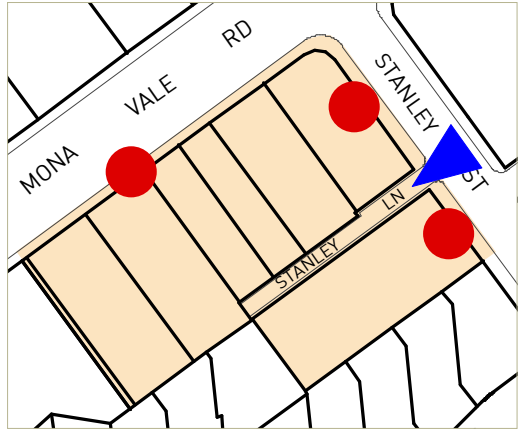
14A.8 PRECINCT S2:  
STANLEY STREET SHOPS (continued)

Objectives

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

Controls

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



**Legend**  
 - Vehicular access to site  
 - Pedestrian access to site  
 - Precinct S2



Figure 14A.8-6:  
Building entries, car parking  
and service access plan.

- 10 Provide all vehicle access via Stanley Lane.
- 11 Residential and commercial foyers and lobbies are to be located off Stanley Street or Mona Vale Road.

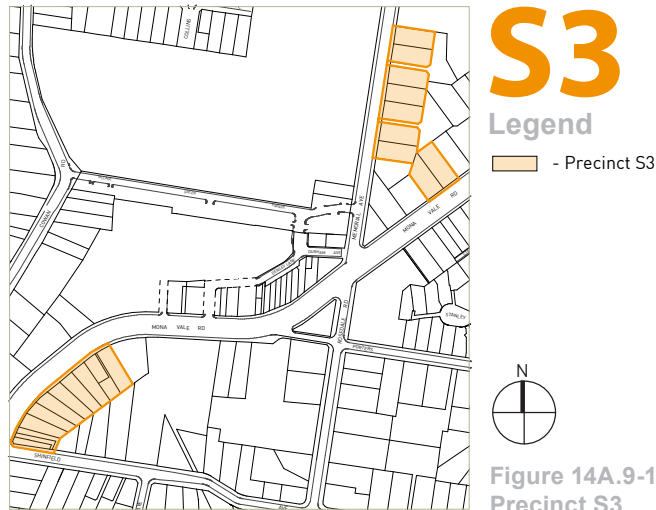
## Objectives

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

## 14A.9 PRECINCT S3: BUILDINGS IN R4 ZONES

### Controls

#### *Planned Future Character*



This precinct consists of R4 High Density Residential zones within close proximity to the commercial zones.

- 1 Development is to be designed to support and enhance the planned future character as following:
  - i) The precinct will be designed to provide a transition from the core urban areas to the surrounding high and medium density residential areas.
  - ii) Schedule 1 of the KLEP allows mixed use buildings within this precinct on Mona Vale Road and Memorial Avenue.
  - iii) All properties will provide reduced front setbacks to enhance the urban character.

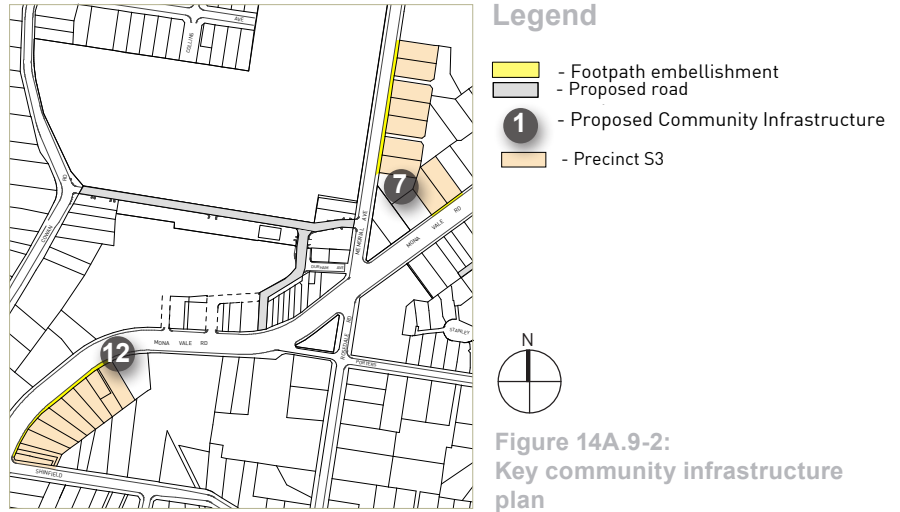
## 14A.9 PRECINCT S3: BUILDINGS IN R4 ZONES (continued)

### Objectives

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

### Controls

#### Key Community Infrastructure



- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism:
  - 7 Embellishment of the footpath areas on Mona Vale Road, Cowan Road, Memorial Avenue, Stanley Street, Rosedale Road and Porters Lane including underground power lines, new lighting, high quality paving, furniture and street tree planting.
  - 12 A range of traffic and transport improvements including new traffic signals on Mona Vale Road; new bus facilities; and modifications to existing streets and lanes. These have all been modelled and will support improved traffic access and circulation around the centre.

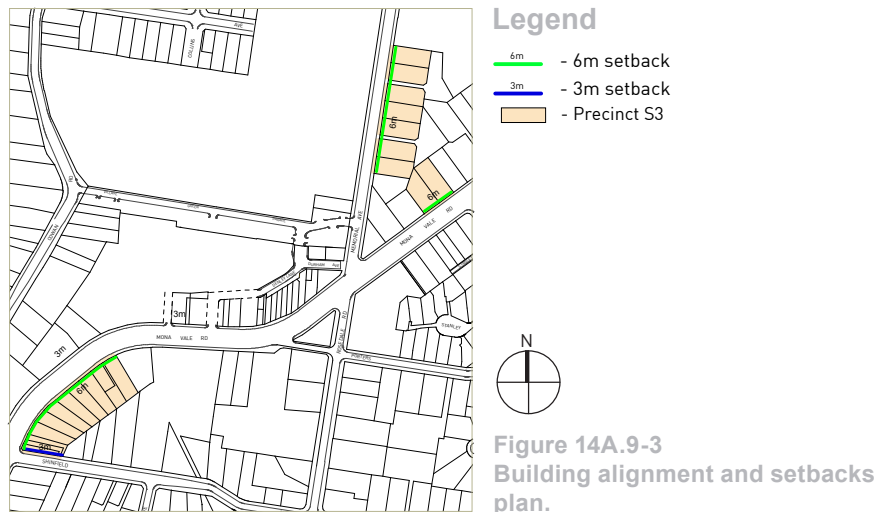
## 1A.9 PRECINCT S3: BUILDINGS IN R4 ZONES (continued)

### Objectives

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

### Controls

#### Setbacks



- 3 Building setbacks are to be in accordance with *Figure 14A.9-3*. The following setbacks are applicable for R4 zones, where mixed use buildings are permitted:
- i) Properties 3-15A Memorial Avenue are to provide a 6m front setback.
  - ii) Properties 173-185 Mona Vale Road are to provide a 6m front setback.
  - iii) Properties 167-171 Mona Vale Road are to provide a 6m front setback.
  - iv) Property 167 Mona Vale Road is to provide a 3m setback to Shinfield Avenue.
  - v) The maximum site coverage applicable to the properties identified in ii), iii) and iv) above is:
    - 60% where a commercial component with an FSR greater than 0.3:1 on the ground floor is proposed
    - in all other cases *Section A Part 7A.3* applies.
  - vi) The minimum deep soil landscaping requirement for the properties identified in ii), iii) and iv) above is:
    - 25% where a commercial component with an FSR greater than 0.3:1 on the ground floor is proposed.
    - in all other cases *Section A Part 7A.4* applies.
- Note:** Where a lesser commercial component is proposed see Section A Parts 7A.3 and 7A.4 apply.

**14B Turramurra Local Centre**

- 14B.1 Turramurra Local Centre Context
- 14B.2 Public Domain and Pedestrian Access
- 14B.3 Proposed Community Infrastructure
- 14B.4 Setbacks
- 14B.5 Built Form
- 14B.6 Building Entries, Car Parking and Service Access
- 14B.7 Environmental Protection and Bush Fire Protection
- 14B.8 Precinct T1: Pacific Highway and Ray Street Retail Area
- 14B.9 Precinct T2: Rohini Street and Eastern Road Retail Centre
- 14B.10 Precinct T3: Kissing Point Road Retail Area
- 14B.11 Precinct T4: Hillview Area

READ WITH
<b>SECTION A</b> <b>PART 2</b> - Site Analysis <b>PART 3</b> - Land Consolidation and Subdivision <b>PART 7</b> - Residential Flat Buildings <b>PART 8</b> - Mixed Use Development <b>PART 9</b> - Non-Residential and Office Buildings <b>PART 12</b> - Signage and Advertising
<b>SECTION B</b> <b>PART 15</b> – Land Contamination <b>PART 16</b> – Bushfire Risk <b>PART 17</b> – Riparian Lands <b>PART 18</b> – Biodiversity <b>PART 19</b> – Heritage Items and Heritage Conservation Areas <b>PART 20</b> – Development Near Road or Rail Noise
<b>SECTION C</b> <b>PART 22</b> - General Access and Parking <b>PART 23</b> - General Building Design and Sustainability <b>PART 24</b> - Water Management

## 14B.1 TURRAMURRA LOCAL CENTRE CONTEXT

### Objectives

- 1 To create distinct retail precincts that provide a range of services, facilities and experiences.
- 2 To create a village centre for Turramurra.
- 3 To create a vibrant local centre with distinctive and memorable character.
- 4 To retain the distinctive scale and character of Rohini Street as a local shopping street.
- 5 To encourage restaurants, cafes, outdoor dining and offices fronting on to rear lanes and new public spaces to contribute to increased activity and passive surveillance.
- 6 To provide opportunities for new supermarkets to support and anchor the local centre.

### Controls

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

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

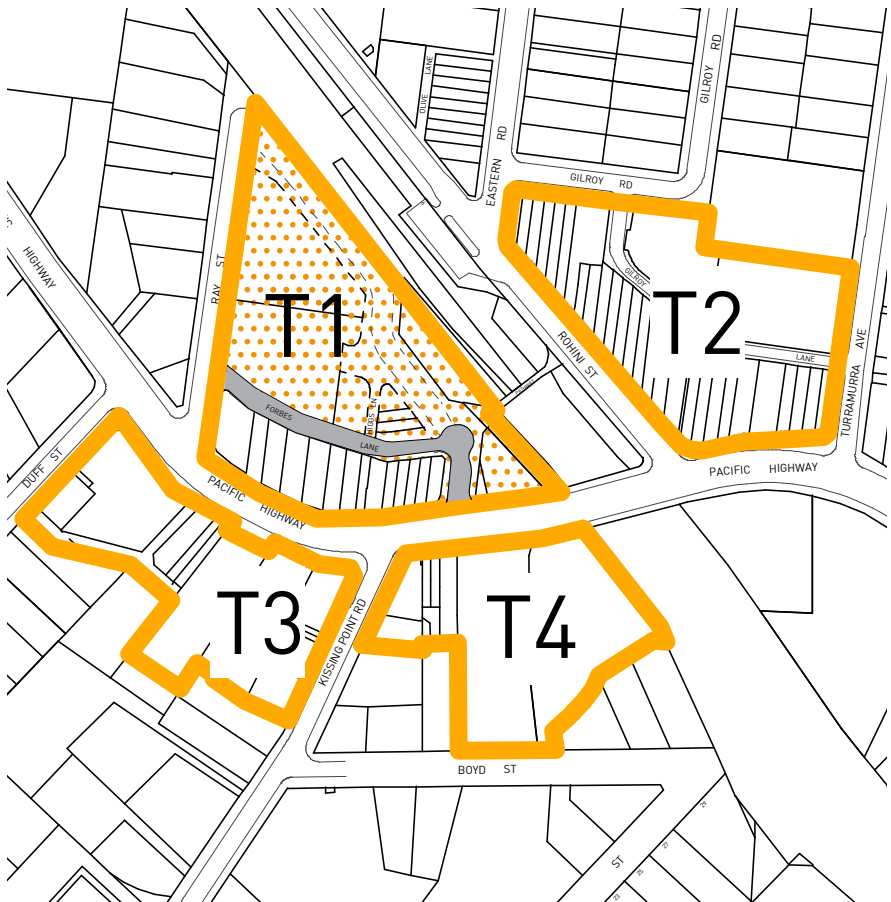




Figure 14B.1-1:  
Turramurra Local Centre Precinct Plan  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

### Legend

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



## 14B.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

- 1 To promote ease of circulation and connectivity between the railway station and the local centre.
- 2 To improve pedestrian amenity by providing continuous sun and rain protection to footpath areas.
- 3 To improve commercial activity in the local centre by promoting street-level activity.
- 4 To improve access to the railway station for pedestrians and commuters.
- 5 To provide a consistently high quality and visually pleasing streetscape environment.
- 6 To improve and enhance accessibility to the commercial precinct particularly for pedestrians, pram walkers, people with disabilities, cyclists and public transport users.
- 7 To improve the safety and passive surveillance of the public domain
- 8 To improve the overall pedestrian experience in the local centre, thereby promoting active living.
- 9 To promote mid-block and through-site links to improve permeability of the local centre.

### Controls

- 1 All development within the Turramurra local centre, as outlined in Figure 14B.2-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Public Domain and Pedestrian Access requirements for each Precinct as stipulated in this DCP.

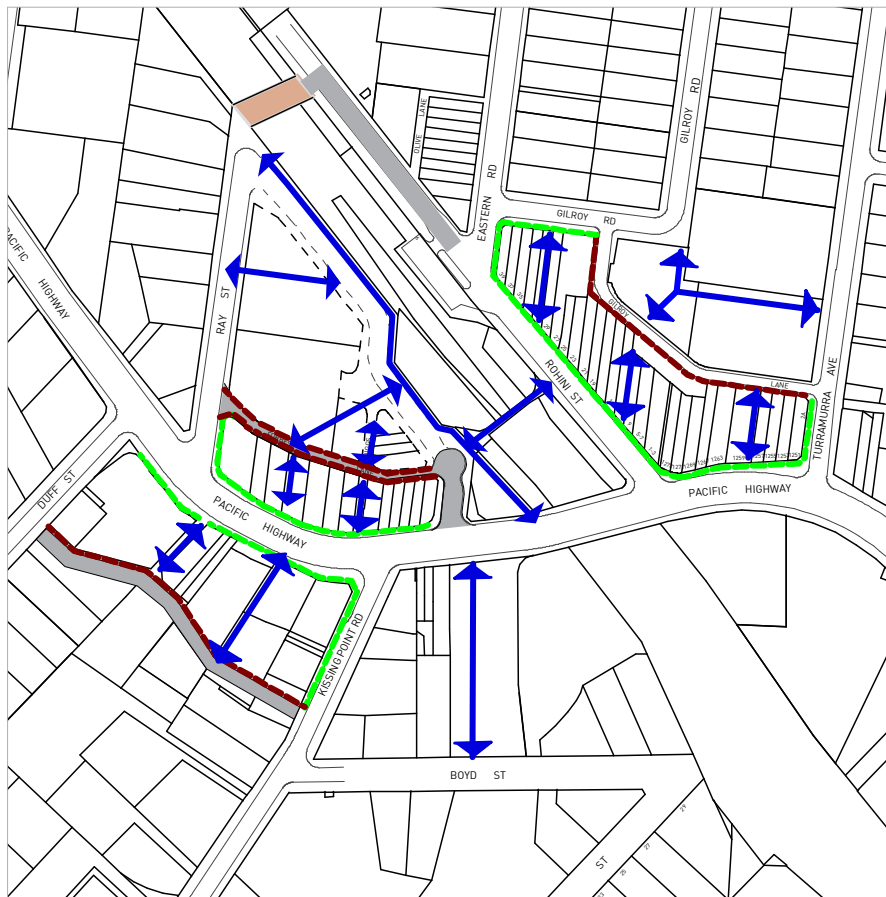


Figure 14B.2-1: Public domain and pedestrian access plan. (Refer to Part 14R.4 Turramurra Community Hub Masterplan).

### Legend

- Pedestrian through site link
- Continuous awnings
- Continuous awnings where possible
- Modified Road
- New Bridge

## 14B.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Objectives

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

### Controls

#### Proposed Community Infrastructure

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

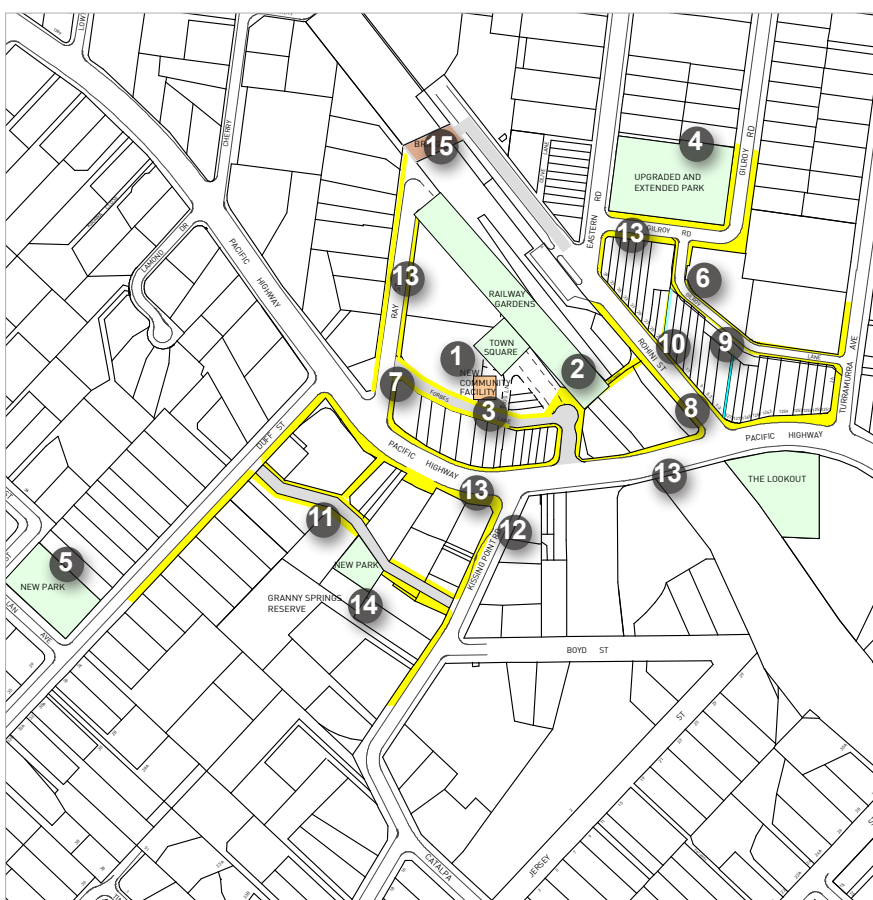


Figure 14B.3-1:  
Community infrastructure plan.  
(Refer to Part 14R.4 Turrumurra Community Hub Masterplan).



### Legend

- Footpath Embellishment
- New park or existing park to be upgrade
- Council Pedestrian Accessways
- Modified Road
- New Bridge
- 1 - Proposed Community Infrastructure

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

### Controls

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010* or by Voluntary Planning Agreement (VPA) or other delivery mechanism (refer to individual precincts 14B.8 to 14B.11):
- 1 A new Town Square (minimum dimensions of 25 metres by 40 metres);
  - 2 Public open space with a total area of 2,800 sqm
  - 3 A new community building adjoining the new town square to be owned by Council. With a total GFA of approx. 3,000 m<sup>2</sup> comprising a new branch library and multi-purpose community centre.
  - 4 An extension of Cameron Park to create a new town park.
  - 5 A new local park on the intersection of Duff Street and Allen Street.
  - 6 A new multi-purpose community facility to be owned by Council on Gilroy Lane
  - 7 An upgraded and improved Forbes Lane
  - 8 Improvements to the Rohini Street footpath area including terracing to allow level areas for outdoor dining.
  - 9 An improved Gilroy Lane widened to be a 13 metre wide right-of-way with two-way traffic; on-street parking (one side); and footpaths (both sides).
  - 10 Embellishment of Council's pedestrian access ways from Gilroy Lane to Rohini Street.
  - 11 A new public street connecting Kissing Point Road and Duff Street with two way traffic, on-street parking (one side); and footpaths (both sides). The land is to be dedicated to Council as part of redevelopment. The road will be a minimum of 15 metres wide and will function as an Asset Protection Zone (APZ). In addition the new street will be designed to aid fire fighting and incorporate access specifications identified in *Planning for Bushfire Protection 2019*; and designed to minimise impact on adjoining Blue Gum High Forest.
  - 12 Improvements to Kissing Point Road including a new dedicated left-turn lane from Kissing Point Road to the highway.
  - 13 Embellishment of all the footpath areas along all streets within the Centre.
  - 14 Construction and embellishment of a new urban park
  - 15 A new bridge over the railway connecting Ray Street and Rohini Street with separate lanes for pedestrians, cyclists and vehicles.

## 14B.4 SETBACKS

### Objectives

- 1 To create cohesive streetscapes.
- 2 To provide building setbacks in appropriate locations to provide opportunities for street tree plantings or footpath widening of lanes and streets.
- 3 To provide a consistent street wall within the main commercial areas.
- 4 To allow for visual and acoustic privacy between the centres and adjoining residential zones.

### Controls

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

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

- 2 Building setbacks are to be in accordance with *Figure 14B.1-2*, and all properties within the R4 zone will have a 10-12 metre front setback (Part 7 of this DCP) with the following exceptions:
  - i) Properties 6-18 Ray Street are to provide a 6 metre front setback.
  - ii) Properties 47-51 Rohini Street are to provide a 6 metre front setback.
  - iii) Property 9 Gilroy Road is to provide a 6 metre front setback to Gilroy Road.
  - iv) Properties 1-5 Turramurra Ave and 10 Turramurra Ave are to provide a 6 metre front setback to Turramurra Avenue.

### Legend

	- 35m setback
	- 20m setback
	- 10m setback
	- 9m setback
	- 6m setback
	- 5m setback
	- 3m setback
	- 2m setback
	- Variable setback
	- Land dedication
	- Proposed RMS Acquisition
	- Modified Road
	- New Bridge

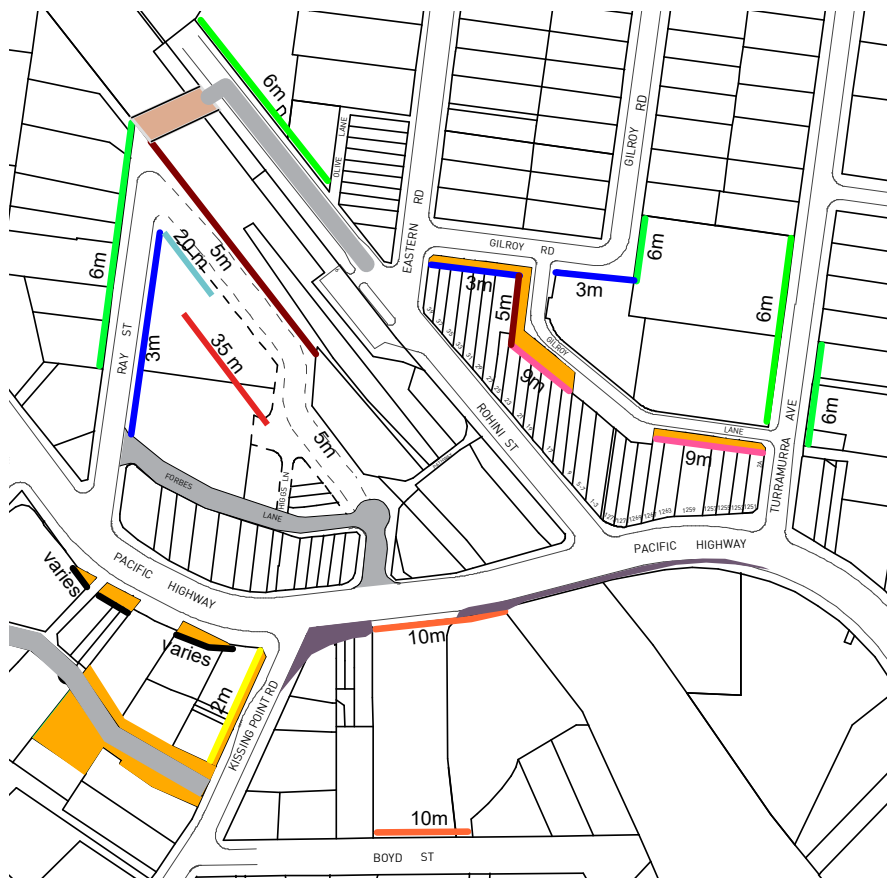


Figure 14B.4-1:  
Building setbacks plan  
(Refer to Part 14R.4  
Turramurra Community  
Hub Masterplan).

### 14B.5 BUILT FORM

#### Objectives

- 1 To maintain a consistent street wall height with reference to existing buildings along the Pacific Highway and Rohini Street.
- 2 To ensure consistent building forms that complement the traditional 'main street' facades of the strip shops.
- 3 To conserve early facades which are contributory to the character of the streetscape.
- 4 To encourage new infill development along the Pacific Highway which respects the existing characteristics of the street including the fine-grained character of the original subdivision, setback, height, and rhythm of facades, and is sympathetic to the materials and detailing of the earlier facades.
- 5 To ensure building facades are well designed, articulated and address public spaces, parks and reserves.
- 6 To provide active frontages to all streets, lanes and public open spaces.
- 7 To minimise the visual bulk and scale of new buildings when viewed from any public domain area.
- 8 To create north facing public domain areas.
- 9 To ensure that buildings are designed to interact and engage with pedestrians at the street level
- 10 To encourage design excellence in all new development.

#### Controls

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

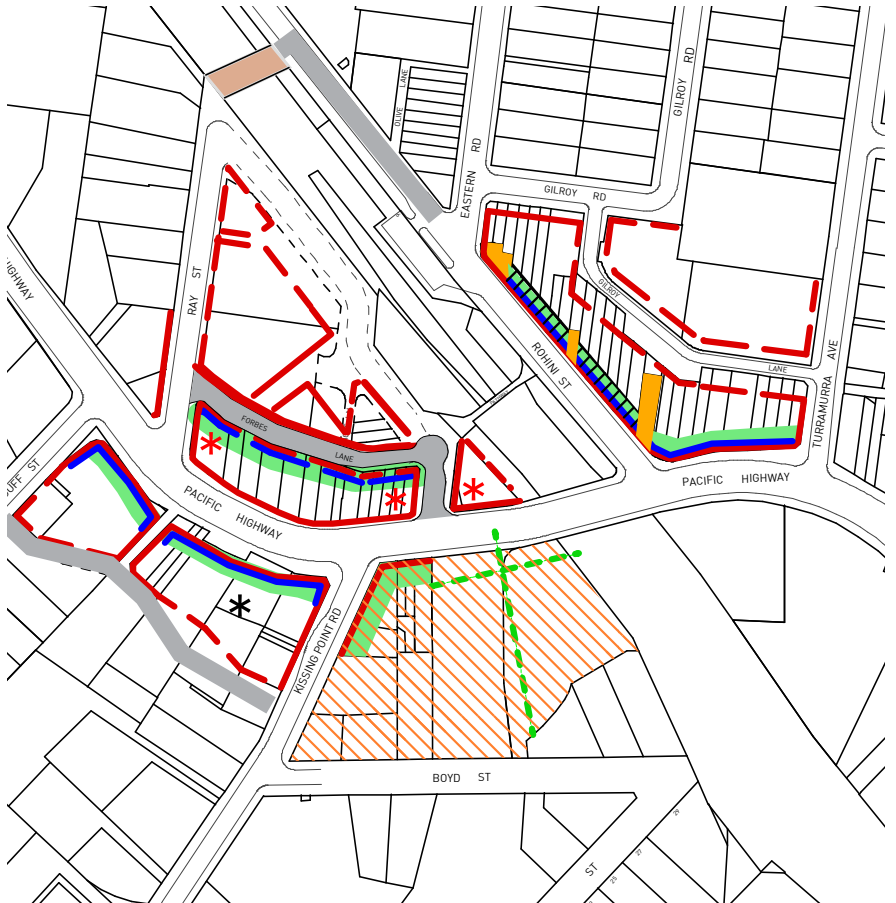
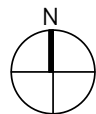


Figure 14B.5-1: Built form plan (Refer to Part 14R.4 Turramurra Community Hub Masterplan).



#### Legend

- Primary active frontage
- Secondary active frontage
- 3 storey street wall
- 2m upper level setback above street wall height
- 4m upper level setback above street wall height
- \* - Landmark building
- \* - Corner Building or Visually prominent site
- Building alignment
- Character street wall
- Character Item
- Heritage affected site
- Modified Road
- New Bridge

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

### Objectives

- 1 To locate building foyers and lobbies in areas of high pedestrian activity.
- 2 To activate the main commercial streets.
- 3 To minimise pedestrian and vehicle conflicts.
- 4 To introduce a new road on the southern side of Turrumurra to improve vehicle access and circulation.
- 5 To improve vehicle access and circulation and enhance associated services and infrastructure.
- 6 To ensure vehicular access points do not visually detract from the streetscape.
- 7 To promote pedestrian safety and ease of movement through the local centre.
- 8 To introduce a new bridge over the railway connecting Ray and Rohini streets.

### Controls

- 1 All development within the Turrumurra local centre, as outlined in Figure 14B.6-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Building Entries, Car Parking and Service Access requirements for each Precinct as stipulated in this DCP.

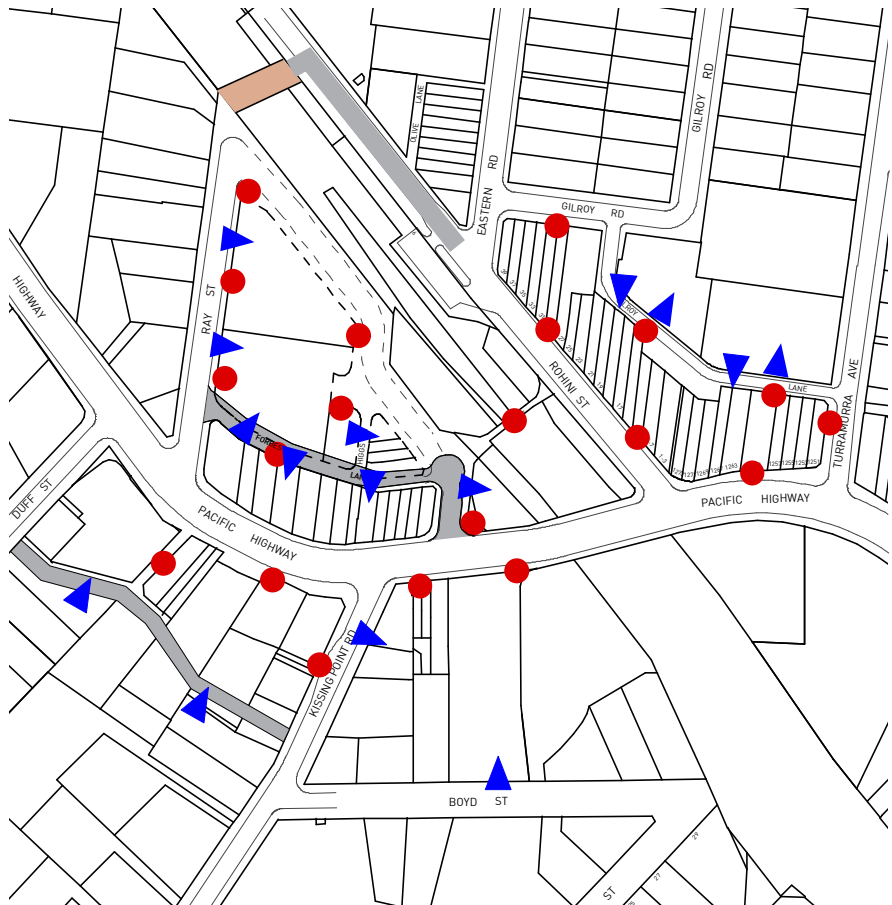






Figure 14B.6-1:  
Building entries, car parking and service access plan.  
(Refer to Part 14R.4 Turrumurra Community Hub Masterplan).

### Legend

-  - Vehicular access to site
-  - Pedestrian access to site
-  - Modified Road
-  - New Bridge

## 14B.7 ENVIRONMENTAL PROTECTION AND BUSH FIRE PROTECTION

### Objectives

- 1 To protect and enhance the Blue Gum High Forest within the Granny Springs Reserve.
- 2 To provide an Asset Protection Zone on the site that does not encroach onto the adjoining Council reserve.




### Controls

- 1 All development within the Turramurra local centre, as outlined in Figure 14B.7-1, is to be designed to support and address Environmentally Sensitive and Bush Fire Protection areas. This is to be done through the Environmental Protection and Bush Fire Protection requirements for each Precinct as stipulated in this DCP.



Figure 14B.7-1:  
Environmental protection and bush fire protection plan.  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

### Legend

-  - 15m buffer zone
-  - Modified Road
-  - New Bridge

## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA

### Controls

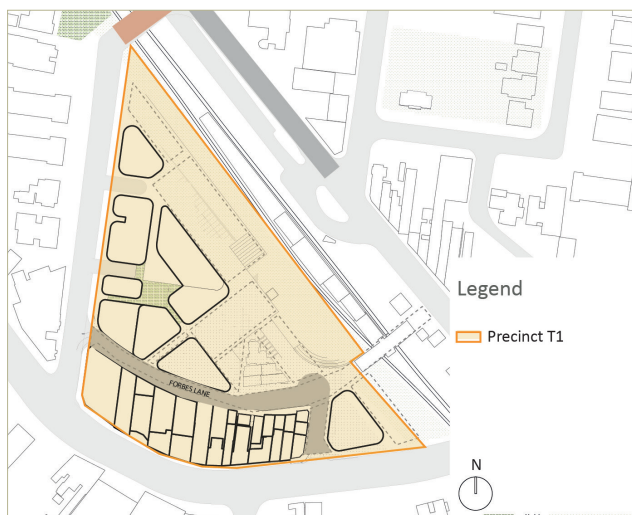
#### *Planned Future Character*

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

Refer to  
**PART 14R.4**  
Turramurra Community  
Hub Masterplan

### Objectives

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



**Figure 14B.8-1:**  
**Precinct T1**  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

Precinct T1 is a triangular parcel of land bound by the Pacific Highway, the North Shore railway line and Ray Street. The area currently comprises a small freestanding supermarket, a Council library, a small group of privately owned shops on Higgs Lane, and a strip of privately owned shops fronting the Pacific Highway. The remainder of the area is occupied by public car parking and serviced by Forbes Lane, Higgs Lanes and William Street road reserves. A large part of William Street road reserve is currently used for car parking.

The Turramurra Community Hub is to become a revitalised area with retail, residential and community facilities. Refer to the adopted Turramurra Community Hub Masterplan in part 14R.4 for a comprehensive collection of illustrations, plans and design principals. Where there is an inconsistency between the controls in this Part 14B.8 and the Turramurra Community Hub Masterplan, then the latter prevails to the extent of the inconsistency.

- 1 Development is to be designed in accordance with the Turramurra Community Hub Masterplan at part 14R.4 and is to support and enhance the planned future character of this Precinct by providing the following:
  - i) **Community Building:** New public building comprising a multi-purpose community centre and a branch library;
  - ii) **Open Space:** New public park and a town square;
  - iii) **Retail 1:** A major full-line supermarket and complimentary speciality shops located in a partly-sunken podium and linked seamlessly to the Ray Street level above;



## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

### Controls

- iv) **Retail 2:** A range of quality destination retail along Forbes Arcade and adjacent the town square and park with outdoor dining opportunities;
- v) **Residential:** Residential Apartments providing a mix of 1, 2 and 3 bedroom units;
- vi) **Car Parking:** Parking requirements for the whole development accommodated in a new basement parking;

Refer to *Figures 14B.8-1 and 14B.8-2* (see Turramurra Community Hub Masterplan at Part 14R.4 for complete illustrations).



Figure 14B.8-2:  
Turramurra Community Hub with open spaces including retail mix,  
community facilities and a variety of public urban spaces  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

### Controls

### Access

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

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

Refer to  
**PART 14R.4**  
Turrumurra Community  
Hub Masterplan

### Objectives

- 9 To maximise and enhance landscape quality and leafy outlook on all streetscapes.
- 10 To provide for a pleasant pedestrian experience through, around and to the site.
- 11 To maximise pedestrian connectivity and circulation (vertical and horizontal) around and through the site.
- 12 To improve and enhance pedestrian connection from the railway station to site.
- 13 To allow for ease of access and circulation for the mobility impaired.
- 14 To retain a cohesive streetscape character.
- 15 To minimise vehicular entry points to the site.

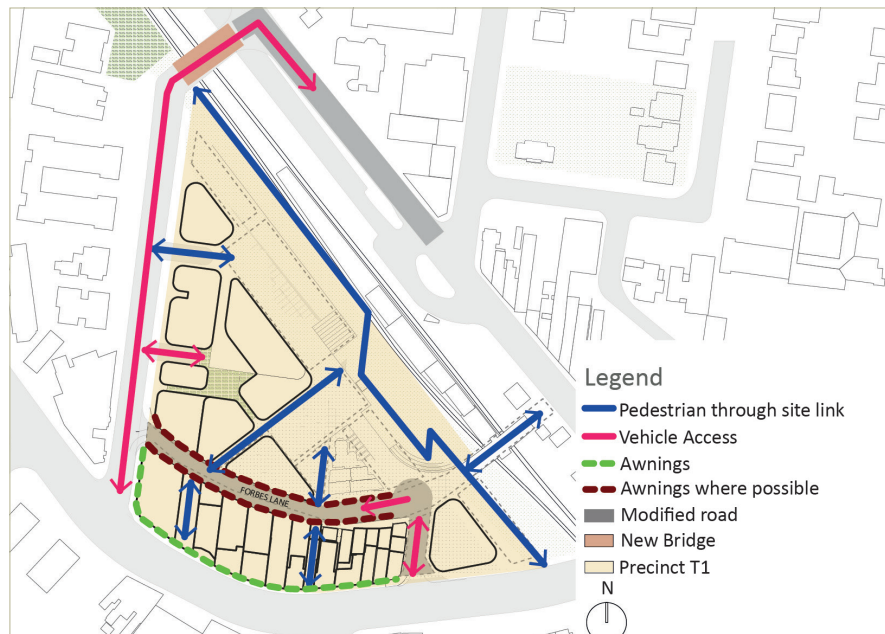


Figure 14B.8-3:  
Pedestrian access plan.  
(Refer to Part 14R.4 Turrumurra Community Hub Masterplan).

- 2 Pedestrian access is to be in accordance with the Turrumurra Community Hub Masterplan at Part 14R.4, including the provision of the following:
  - i) Internal new shopping arcades linking the Pacific Highway and Forbes Lane;
  - ii) An open air shopping arcade linking Forbes Lane with the new Town Square;
  - iii) Major through-site pedestrian links between Ray Street and the train station through both the park and along Forbes Lane with clear demarcation of pedestrian entry and exceptional wayfinding;
  - iv) Awnings to Forbes Lane to support active frontages;
  - v) A colonnade around the proposed town square;
  - vi) A continuous shared pedestrian cycle path from the northern edge of the precinct through to the Pacific Highway;
  - vii) A new bridge over the rail line connecting Ray Street with Rohini Street with separated lanes for vehicles, cyclists and pedestrians and associated road works on Rohini Street.
  - viii) Clear lines of sight for pedestrians generally including between the podium/residential entry on the town square and the western landing of train station pedestrian bridge and along the NW axis through the site.

## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

### Controls

#### Objectives

- 16 To minimise conflicts between vehicular, pedestrian and service entry points.
- 17 To provide unambiguous and clearly marked building entry points.
- 18 To provide a clear distinction between commercial, retail and residential building entry points

- 3 Vehicular access is to be in accordance with the Turramurra Community Hub Masterplan at Part 14R.4, including provision of the following:
  - i) Modifications to Forbes Lane making it a narrow one-way (westbound) share-way catering for pedestrians, cyclists and vehicles, with provision of on-street parking on one side of the lane.
  - ii) Retention of existing roundabout on William Street and pick-up/drop-off area adjoining the train station as well as on-street parking (wherever possible).
  - iii) Pick up and drop off areas are to be provided on William Street and Forbes Lane.
  - iv) A new bridge connecting Ray and Rohini streets.
  - v) Access for loading off Ray Street.

Refer to *Figures 14B.8-3 and 14B.8-4* (see Turramurra Community Hub Masterplan at Part 14R.4 for complete illustrations.)



Figure 14B.8-4:  
Forbes Lane Shared Way  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

### Controls

#### Public Domain & Open Space

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

Refer to  
**PART 14R.4**  
Turrumurra Community  
Hub Masterplan

#### Objectives

- 19 To provide a new community public park located in a sunny location away from the Pacific Highway.
- 20 To maximise and enhance the landscape character of all streetscapes.
- 21 To provide open spaces that cater for a range of uses, including day and night activities.
- 22 To provide open spaces that cater for different age groups.
- 23 To create accessible, comfortable and safe open spaces.
- 24 To maximise pedestrian connections to open spaces.
- 25 To provide open green spaces for passive recreation.
- 26 To ensure solar access to onsite open spaces, community facilities and residential dwellings

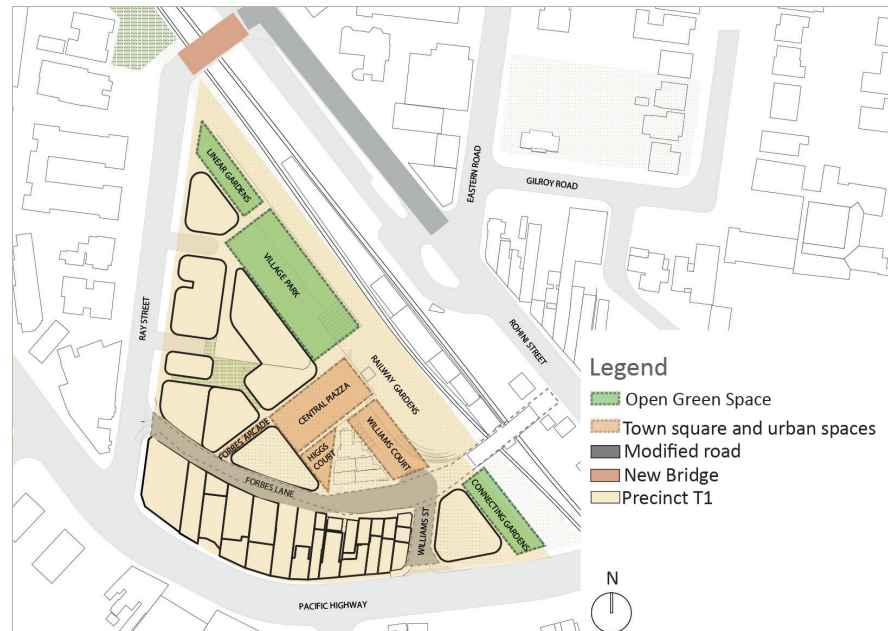


Figure 14B.8-5:  
Public domain and open space plan.  
(Refer to Part 14R.4 Turrumurra Community Hub Masterplan).

- 4 Public domain areas are to be in accordance with the Turrumurra Community Hub Masterplan at Part 14R.4, including the following:
  - i) All existing and upgraded streets within and surrounding the precinct are to provide pedestrian and cycle facilities, generous footpaths, on-street parking, public seating, high quality pedestrian lighting and street trees.
- 5 Open space and urban space areas are to be in accordance with the Turrumurra Community Hub Masterplan at Part 14R.4, including provision of the following:
  - i) A town square as the focal point of the precinct;
  - ii) A park with a minimum area of 2,000sqm located centrally and adjoining the town square;
  - iii) A suite of interconnected outdoor rooms and gardens linking the northern end of Ray Street with the Pacific Highway along the western side of the rail corridor; and
  - iv) Protection of the existing mature trees adjacent the rail corridor

Refer to Figures 14B.8-5, 14B.8-6, 14B.8-7 and 14B.8-8 (see Turrumurra Community Hub Masterplan at Part 14R.4 for complete illustrations.)

### 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

#### Controls



- 01 LINEAR GARDENS
- 02 VILLAGE PARK
- 03 GRAND STEPS
- 04 CENTRAL PIAZZA
- 05 FORBES ARCADE
- 06 HIGGS COURT
- 07 LOWER CAFE COURT
- 08 ALFRESCO DINING CURTILAGE
- 09 WILLIAMS COURT
- 10 CONNECTING GARDENS
- 11 MIXED USE BUILDING
- 12 COMMUNITY HUB BUILDING
- 13 CENTREPIECE BUILDINGS
- 14 SUPERMARKET ENTRY
- 15 RESIDENTIAL COURTYARD
- 16 BASEMENT PARKING ENTRY
- 17 LOADING ENTRY
- 18 RESIDENTIAL BUILDING

Figure 14B.8-6:  
Public domain and open space plan.  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

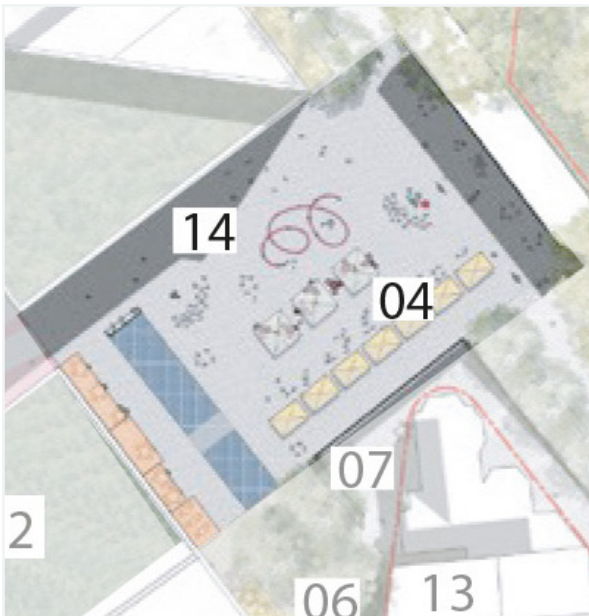


Figure 14B.8-7:  
Central Piazza  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).



Figure 14B.8-8:  
Village Park  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

### Controls

#### Proposed Community Infrastructure

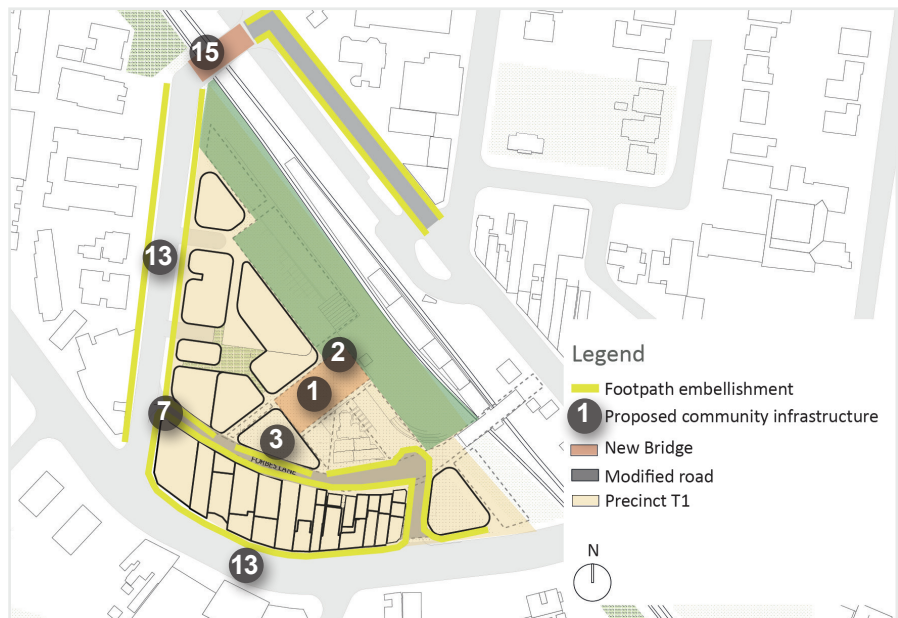


Figure 14B.8-9:  
Key community infrastructure plan  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

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

Refer to  
**PART 14R.4**  
Turramurra Community  
Hub Masterplan

### Objectives

- 27 To provide for public open space in the local centre.
- 28 To create a vibrant mixed-use precinct.
- 29 To facilitate community interaction.
- 30 To provide quality space for gatherings and events.
- 31 To enhance and improve road and road related infrastructure.
- 32 To showcase leadership in design excellence and Ecologically Sustainable Development (ESD) provisions.
- 33 To create a high quality live-work precinct.
- 34 To consider opportunities for provision of commuter car parking spaces located in new developments.
- 35 To promote urban 'green living.'

- 6 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through Ku-ring-gai Contributions Plan 2010, Voluntary Planning Agreement (VPA) or other delivery mechanism:
  - 1 A town square (minimum dimensions of 25 metres by 40 metres);
  - 2 Public open space with a total area of 2,800 sqm
  - 3 A new community building comprising a branch library and community centre with a total GFA of 3,000sqm
  - 7 An upgraded and improved Forbes Lane
  - 13 Embellishment of all the footpath areas along the Pacific Highway, Ray Street and Forbes Lane.
  - 15 A new bridge over the railway connecting Ray Street and Rohini Street with separate lanes for for pedestrians, cyclists and vehicles and associated road works on Rohini Street.

Refer to Figure 4B.8-9 (see Turramurra Community Hub Masterplan at Part 14R.4 for complete illustrations).

### 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

Controls

Setbacks

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

Refer to  
**PART 14R.4**  
Turrumurra Community  
Hub Masterplan

Objectives

- 36 To adequately service the community infrastructure requirements of the local community.
- 37 To provide streetscapes with a leafy outlook and high quality landscape character
- 38 To maintain and enhance a leafy outlook along all streetscapes.
- 39 To provide for a pleasant pedestrian experience within the local centre.
- 40 To enhance the landscape character of Ku-ring-gai.

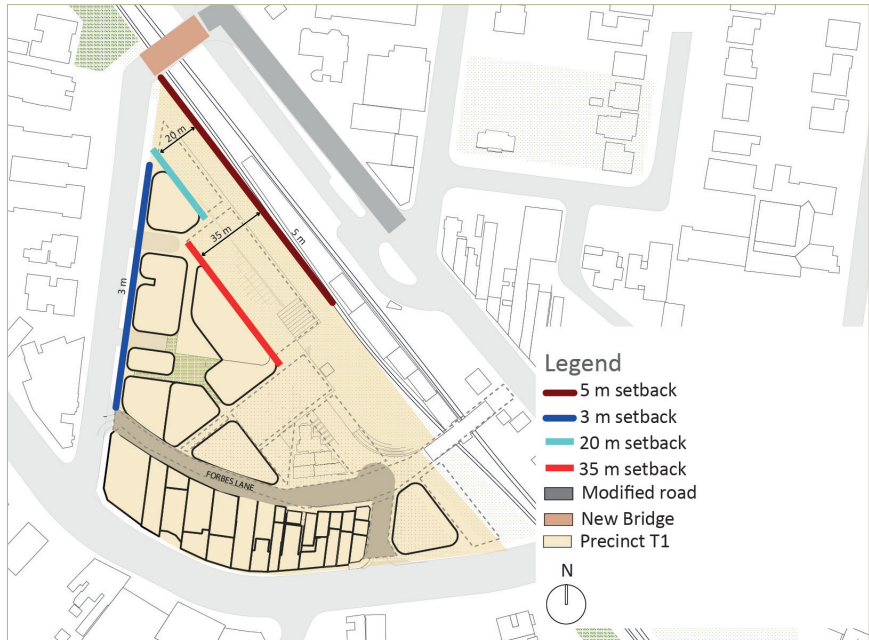


Figure 14B.8-10  
Building alignment and setbacks plan.  
(Refer to Part 14R.4 Turrumurra Community Hub Masterplan).

- 7 Building setbacks are to be in accordance with Figure 14B.8-9, and all buildings in the B2 zone are to have a zero setback to all lot boundaries with the following exceptions:
  - i) Provide minimum 5m building setback from the railway corridor boundary to the building podium for a landscape zone and to protect existing mature trees;
  - ii) Provide a minimum 3m building setback to Ray Street for a landscaped zone.
  - iii) Provide a 20m setback from the rail corridor boundary to new residential/mixed use building adjoining Linear Gardens.
  - iv) Provide a 35m setback from rail corridor boundary to new residential/mixed use buildings adjoining Village Park.

Refer to Figure 14B.8-10 (see Turrumurra Community Hub Masterplan at Part 14R.4 for complete illustrations).

## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

### Controls

#### Built Form

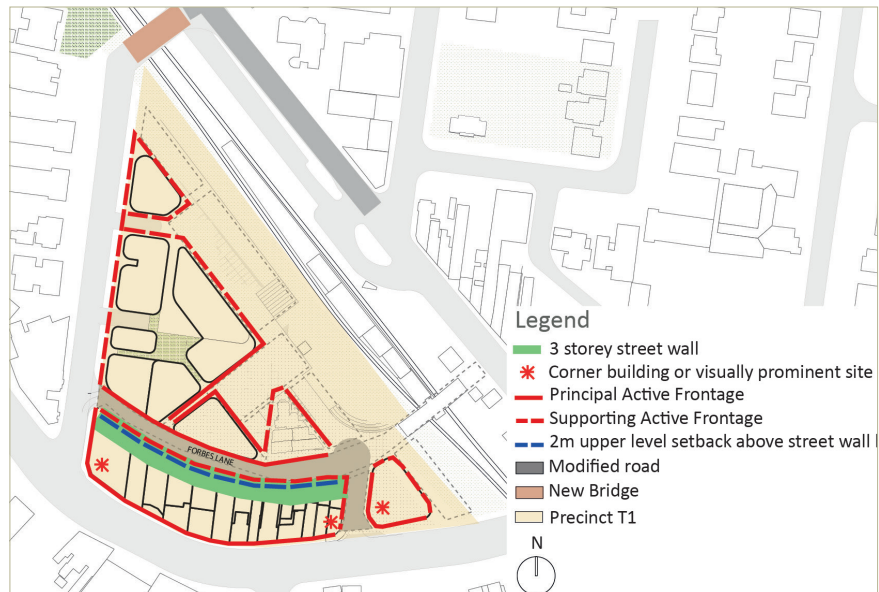


Figure 14B.8-11:  
Built form plan.  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

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

Refer to  
**PART 14R.4**  
Turramurra Community  
Hub Masterplan

### Objectives

41 To encourage design excellence and Ecologically Sustainable Development (ESD) provisions in all new developments.

42 To promote well articulated and modulated building facades.

43 To encourage the use of varied materials to enhance the visual quality of buildings.

44 To design and locate new buildings to maximise district views.

45 To ensure design and choice of building materials incorporate appropriate noise attenuation measures in all new developments.

46 To ensure buildings are located to minimise overshadowing of parks and open spaces.

- 8 Buildings are to be designed in accordance with the development control plan, Figure 14B.8-10, and as follows:
- i) Create a consistent street wall of 3 storeys (11.5 metres) built parallel to the street alignment for buildings fronting the Forbes Lane;
  - ii) Provide a 2m setback to all levels above the street wall height along the frontages of the Forbes Lane;
  - iii) All buildings within the precinct are to be designed to minimise overshadowing of the proposed Town Square;
  - iv) Provide active frontages addressing the Town Square, the Pacific Highway and William Street;
  - v) Ray Street is to have a residential character;
  - vi) The Town Square is to have a vibrant leisure-oriented retail character;
  - vii) Properties along the Pacific Highway are required to provide supporting active frontages to Forbes Lane to create a quiet shopping street away from the highway and through traffic; and
  - viii) Provide supporting active frontages to proposed park areas.

Refer to *Figures 14B.8-11, 14B.8-12 and 14B.8-13* (see Turramurra Community Hub Masterplan at Part 14R.4 for complete illustrations).

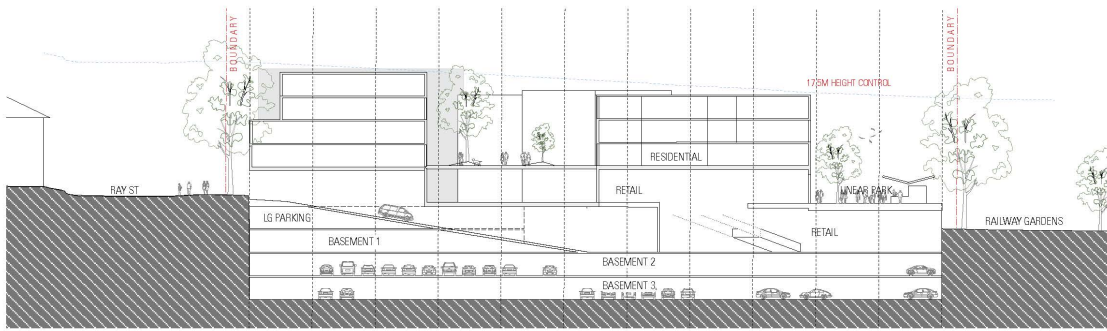


# 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

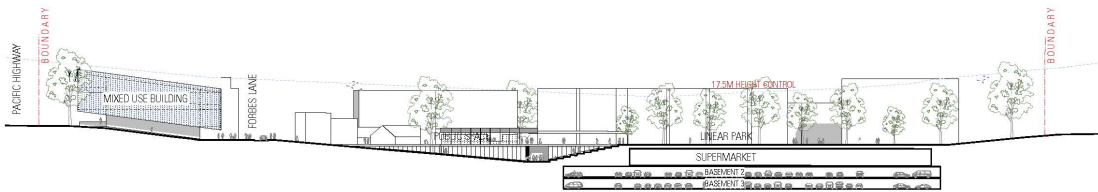
## Controls



Figure 14B.8-12:  
Views through public space  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).



SECTION A - CARPARK ENTRY AND RESIDENTIAL BUILDING B - SCALE 1:500



SECTION B - THROUGH LINEAR PARK - SCALE 1:1000



SECTION B - THROUGH LINEAR PARK - SCALE 1:750

Figure 14B.8-13:  
Sections  
(Refer to Part 14R.4 Turramurra Community Hub Masterplan).

## 14B.8 PRECINCT T1: PACIFIC HIGHWAY AND RAY STREET RETAIL AREA (continued)

### Controls

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

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

**Refer to  
PART 14R.4**  
Turrumurra Community Hub Masterplan

### Objectives

47 *To ensure the community facility has its frontage and main entry to the town square.*

48 *To minimise vehicular entry points to the site.*

49 *To retain a cohesive streetscape character.*

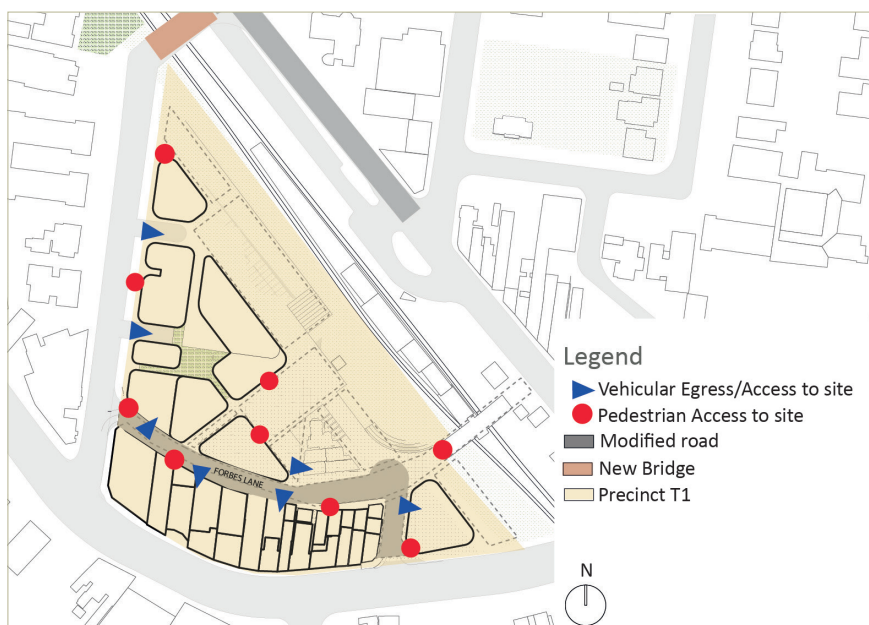
50 *To minimise conflicts between vehicular, pedestrian and service entry points.*

51 *To accommodate car parking within basement levels of new buildings, in order to minimise adverse impacts on the surrounding streetscapes.*

52 *To provide for unambiguous and clearly marked building entry points.*

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

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



**Figure 14B.8-14**  
Building entries, car parking and service access plan.  
(Refer to Part 14R.4 Turrumurra Community Hub Masterplan). :

- 9 Vehicle access/egress for car parking and service/loading is restricted to Forbes Lane, Ray Street, William Street (southern end) and Higgs Lane;
- 10 No vehicle access is permissible from the building frontages along the edge of the proposed Town Square or park.
- 11 Residential foyers and lobbies are to be located off Ray Street or Forbes Lane or the Town Square.

Refer to *Figure 14B.8-14* (see Turrumurra Community Hub Masterplan at Part 14R.4 for complete illustrations).

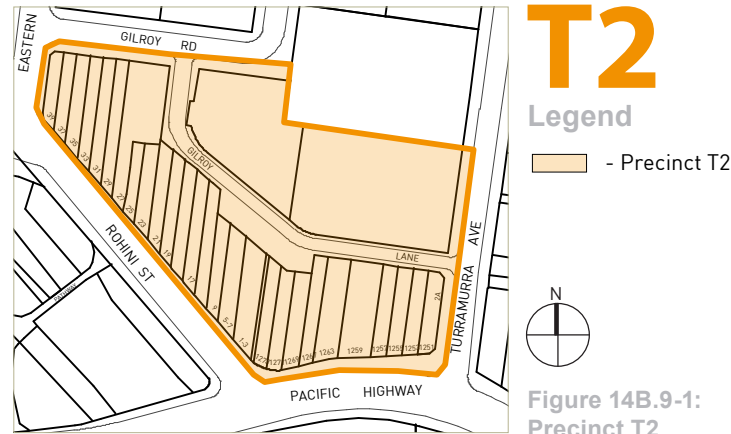
## 14B.9 PRECINCT T2: ROHINI STREET AND EASTERN ROAD RETAIL AREA

### Objectives

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

### Controls

#### Planned Future Character



Precinct T2 consists of a row of shops along the eastern side of Rohini Street (serviced from the rear via Gilroy Lane) and a small group of buildings fronting Eastern Road opposite Cameron Park. Rohini street has a strong character due to the railway gardens on the western side of the street with landscaping and established trees and the small strip shops. Rohini Street/Eastern Road is the traditional “main street” for Turramurra providing a wide range of shops and professional services. An additional characteristic of the area is the deep blocks running back to Gilroy Lane with regularly spaced public access ways through to Rohini Street.

- 1 Development is to be designed to support and enhance the planned future character as following:
  - i) The distinctive village-like character of this area will be preserved and enhanced. It is proposed to encourage revitalisation of Rohini Street while encouraging low-scale developments up to two (2) storeys to the main street frontage with the sympathetic re-use of existing character buildings. Rohini Street has the potential to become a boutique shopping street with high quality shops and cafes.
  - ii) Future development will be designed to respect the ‘fine grain’ urban fabric and will retain the existing village scale.
  - iii) Existing community facilities and the croquet lawn on Gilroy Road will be retained. The buildings may be enlarged or enhanced in their current locations.
  - iv) The existing public walkways through Rohini Street strip shop area to Gilroy Lane will be retained and upgraded for pedestrian access. The provision of additional walkways from Rohini Street to Gilroy Lane are encouraged.

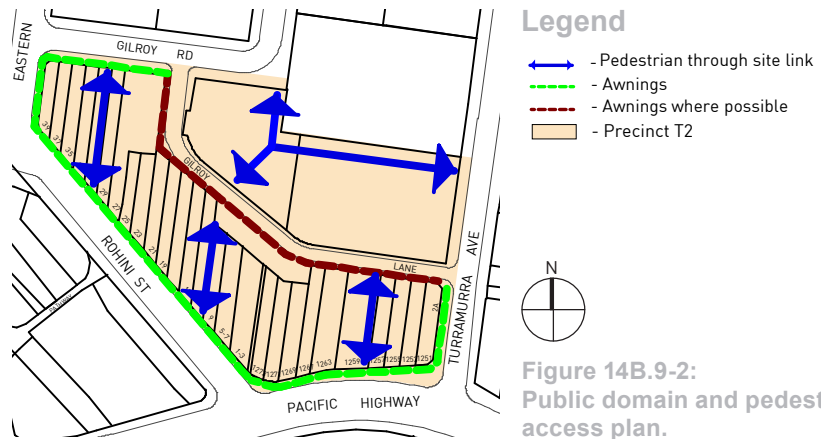
## Objectives

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

## 14B.9 PRECINCT T2: ROHINI STREET AND EASTERN ROAD RETAIL AREA (continued)

### Controls

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



- 1 Provide internal shopping arcades linking Rohini Street with Gilroy Road and Gilroy Lane. These arcades are to supplement the existing Council owned walk ways.
- 2 Provide continuous awnings to the Pacific Highway, Rohini Street, Eastern Road, Gilroy Road and Turramurra Avenue.
- 3 Provide awnings on Gilroy Lane wherever possible.
- 4 Provide new pedestrian walkways from Gilroy Lane to Gilroy Road and to Turramurra Avenue.

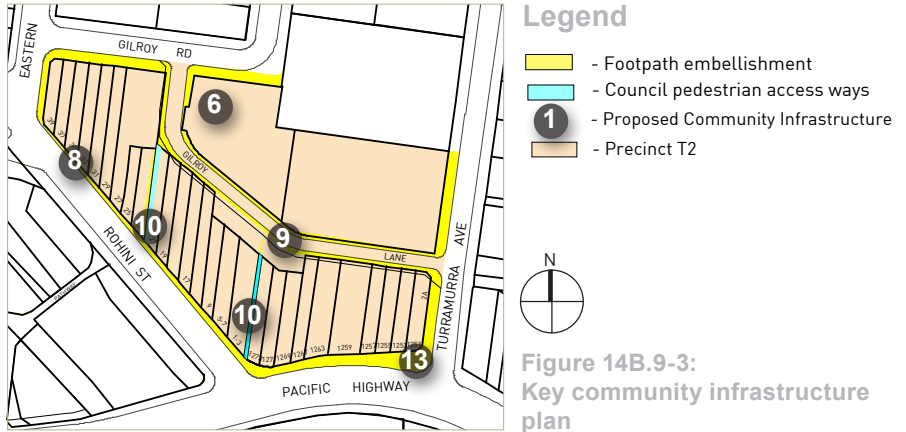
14B.3 PRECINCT T2:  
ROHINI STREET AND EASTERN ROAD  
RETAIL AREA (continued)

Objectives

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

Controls

**Proposed Community Infrastructure**



- 5 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other delivery mechanism:
  - 6 A new multi-purpose community facility, to be owned by Council, on Gilroy Lane.
  - 8 Improvements to the Rohini Street footpath area including terracing to allow level areas for outdoor dining.
  - 9 An improved Gilroy Lane widened to be a 13 metre wide right-of-way with two-way traffic; on-street parking (one side); and footpaths (both sides).
  - 10 Embellishment of Council's pedestrian access ways from Gilroy Lane to Rohini Street.
  - 13 Embellishment of all the footpath areas within the Urban Precincts on Kissing Point Road, Pacific Highway, Ray Street, Gilroy Road, Eastern Road, Turramurra Avenue and Duff Street. Works will include underground power lines, new street lighting, high quality paving and furniture, and street tree planting.

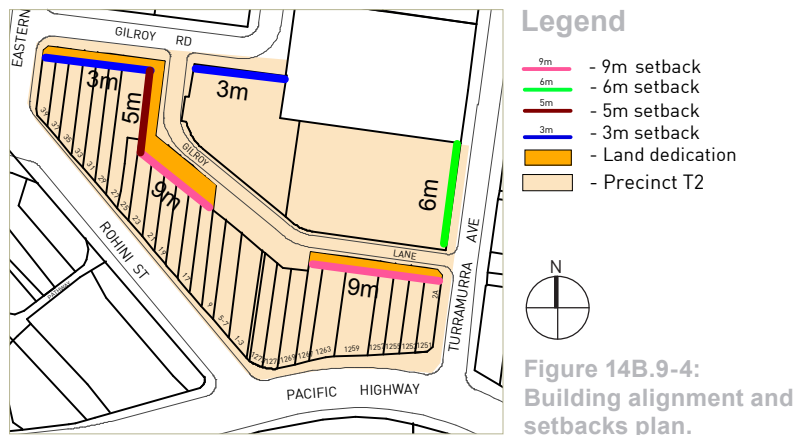
## Objectives

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

## 14B.9 PRECINCT T2: ROHINI STREET AND EASTERN ROAD RETAIL AREA (continued)

### Controls

#### Setbacks



- 6 Building setbacks are to be in accordance with *Figure 14B.9-4*, and all buildings in the B2 zone are to have a zero setback to all lot boundaries with the following exceptions:
- i) Properties Nos.27-39 Rohini Street are to provide a 3m building setback to Gilroy Road. Land is to be dedicated to Council at no cost.
  - ii) Properties Nos.17-25 Rohini Street are to provide rear building setbacks of 9m to Gilroy Lane to achieve a minimum 19m wide right-of-way between the property boundary of Nos.1-7 Gilroy Road. The land is to be dedicated to Council at no cost.
  - iii) Properties Nos.1251-1267 Pacific Highway are to provide rear building setbacks of 9m to Gilroy Lane to achieve a minimum 19m wide right-of-way between the property boundary of Nos.2-8 Turramurra Avenue. The land is to be dedicated to Council at no cost.
  - iv) Properties 1-7 Gilroy Road and 2-8 Turramurra Avenue are to provide building setbacks of 2m to Gilroy Lane.
  - v) Properties 2-8 Turramurra Avenue are to provide building setbacks of 6m to Turramurra Ave and Gilroy Road.
  - vi) Properties 23, 25 and 27 Rohini Street are to provide a 5m building setback to Gilroy Lane to achieve a minimum 19m right-of-way between the property boundary of Nos.1-7 Gilroy Road. The land is to be dedicated to Council at no cost.

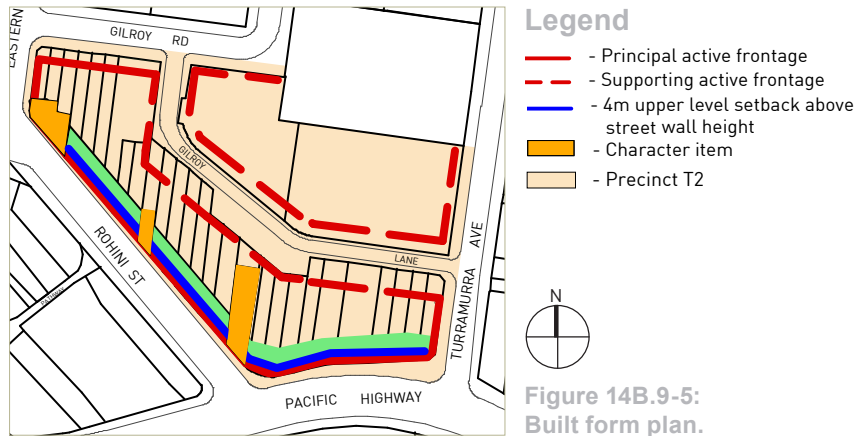
## 14B.9 PRECINCT T2: ROHINI STREET AND EASTERN ROAD RETAIL AREA (continued)

### Objectives

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

### Controls

#### Built Form



- 1 Buildings are to be designed in accordance with the control plan, *Figure 14B.9-5*, and as follows:
  - i) Create a consistent street wall of 3 storeys (11.5 metres) built parallel to the street alignment for buildings fronting the Pacific Highway, Turramurra Avenue and Rohini Street.
  - ii) Provide a 4m setback to all levels above the street wall height along the frontages of the Pacific Highway, Turramurra Avenue and Rohini Street.
  - iii) Buildings fronting Rohini Street and the Pacific Highway are to have vertically articulated facades.
  - iv) Buildings on Rohini Street are to have horizontal building parapets and awning lines stepped at regular intervals in response to the slope along Rohini Street.
  - v) Retain the facades of “character buildings” fronting Rohini Street (Nos. 35-39, 21, and 1-3 Rohini Street and 1 Gilroy Road).
  - vi) Provide active frontages along Rohini Street, Eastern Road, Turramurra Avenue and Gilroy Road.
  - vii) Active street frontages are to be provided on Gilroy Lane wherever possible.
  - viii) Design buildings to screen service zones from view along Gilroy Lane by containing them internally or within an internal courtyard.
  - ix) Design infill buildings to be sympathetic in materials, form, scale, massing, articulation, alignments and proportions to existing buildings. Do not replicate the character of the buildings.

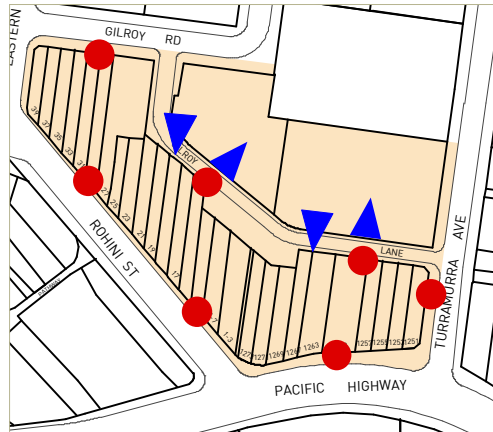
## Objectives

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

## 14B.9 PRECINCT T2: ROHINI STREET AND EASTERN ROAD RETAIL AREA (continued)

### Controls

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



#### Legend




-  - Vehicular access to site
-  - Pedestrian access to site
-  - Precinct T2



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

- 9 Vehicle access for parking, service and loading areas is to be restricted to Gilroy Lane.
- 10 Residential foyers and lobbies may be located on Gilroy Road, Gilroy Lane, Turramurra Avenue, Rohini Street or the Pacific Highway.

**Note:** To ensure viability of redevelopment of sites in Precinct T2 the retail and commercial parking requirements may be reduced by up to 50% on amalgamated site. The applicant will be required to provide a report assessing the potential impacts on public parking around the centre with reference to Council's Parking Management Plan in order for a parking reduction to be considered by Council.



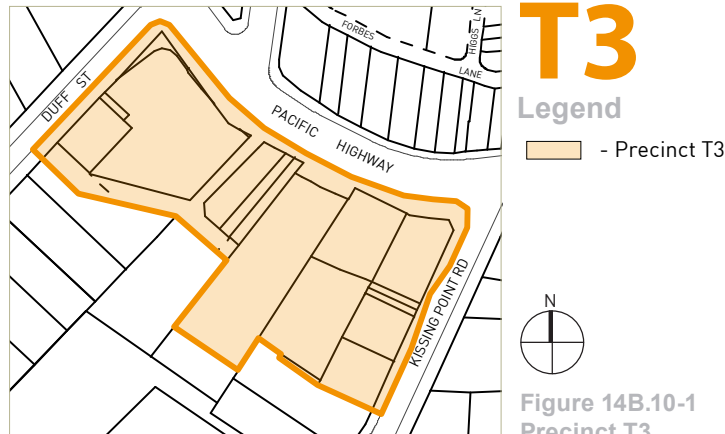
## 14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA

### Objectives

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

### Controls

#### Planned Future Character



This precinct is on the south-western side of Turramurra bounded by Granny Springs Reserve, the Pacific Highway, Kissing Point Road and Duff Street.

- 1 Development is to be designed to support and enhance the planned future character as following:
  - i) The main use in this area is the Turramurra Plaza which is a small retail mall with a supermarket and a number of speciality shops. To the rear of the site Council owns a horseshoe-shaped piece of land which is used for public parking. The remainder of the area comprises small 1-2 storey shops fronting the Pacific Highway.
  - ii) The area is within the Buffer category of Bushfire Prone Vegetation and adjoins Category 1 Bushfire Prone Vegetation. Granny Springs Reserve also contains Blue Gum High Forest which is a Critically Endangered Ecological Community.
  - iii) This precinct will become the second retail hub for Turramurra offering a revitalised shopping precinct incorporating speciality retail, a new supermarket, new shop-top housing and improved public areas. Future development will be encouraged to occur through land amalgamation and consolidation of the building footprint. This will allow the construction of a new public street - "Stonex Street" - behind the site to connect Kissing Point Road and Duff Street. The new street will provide access to car parking and loading docks as well as providing for local traffic circulation. The street will be constructed within the existing development footprint and will function as a bush fire Asset Protection Zone (APZ) as well as protection for Granny Springs Reserve.
  - iv) Retail shops will form an active edge to the Pacific Highway and Kissing Point Road. A new supermarket and associated speciality retail will be provided below the Pacific Highway level, and will open to "Stonex Street" at the rear. This will be an ideal location for outdoor dining and cafes, overlooking the forest.

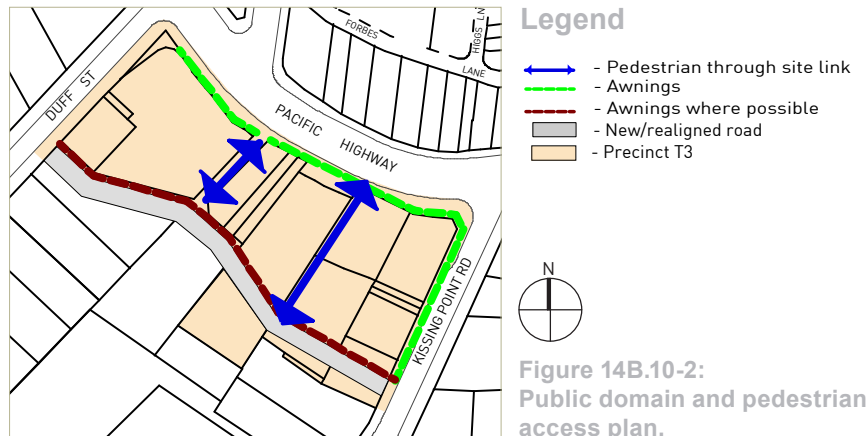
## Objectives

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

## 14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA (continued)

### Controls

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



- 1 Retain and upgrade Stonex Lane as an open-air pedestrian lane way with active frontages.
- 2 Provide a new public street (new street) linking Duff Street and Kissing Point Road.
- 3 Provide an internal shopping arcade linking the Pacific Highway and the new street.
- 4 Provide continuous awnings to the Pacific Highway and Kissing Point Road.
- 5 Provide awnings to the new street where ever possible.

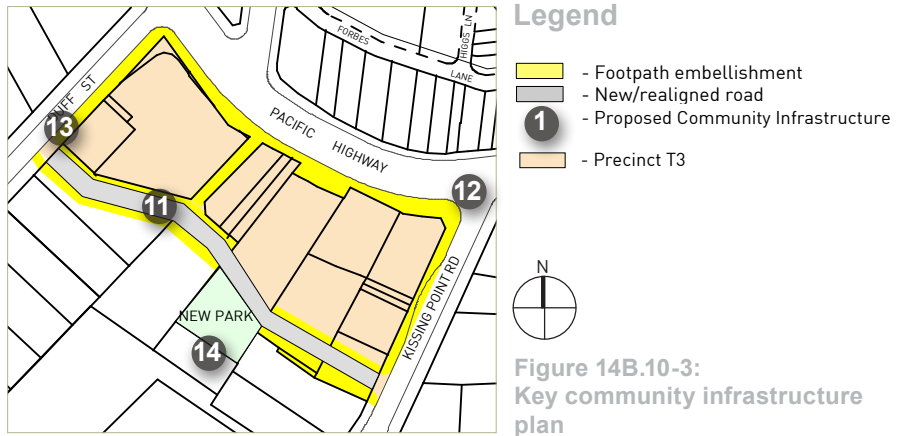
14B.10 PRECINCT T3:  
KISSING POINT ROAD RETAIL AREA  
(continued)

Objectives

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

Controls

**Proposed Community Infrastructure**



- 6 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other delivery mechanism:
- 11 A new public street connecting Kissing Point Road and Duff Street with two way traffic, on–street parking (one side); and footpaths (both sides). The land is to be dedicated to Council as part of redevelopment. The road will be a minimum of 15 metres wide and will function as an Asset Protection Zone (APZ). In addition the new street will be designed to aid fire fighting and incorporate access specifications identified in *Planning for Bushfire Protection 2019*; and designed to minimise impact on adjoining Blue Gum High Forest.
  - 12 Improvements to Kissing Point Road including a new dedicated left-turn lane from Kissing Point Road to the highway.
  - 13 Embellishment of all the footpath areas within the Urban Precincts on Kissing Point Road, Pacific Highway, Ray Street, Gilroy Road, Eastern Road, Turramurra Avenue and Duff Street. Works will include underground power lines, new street lighting, high quality paving and furniture, and street tree planting.
  - 14 Construction and embellishment of a new urban park and area within land dedicated to Council.

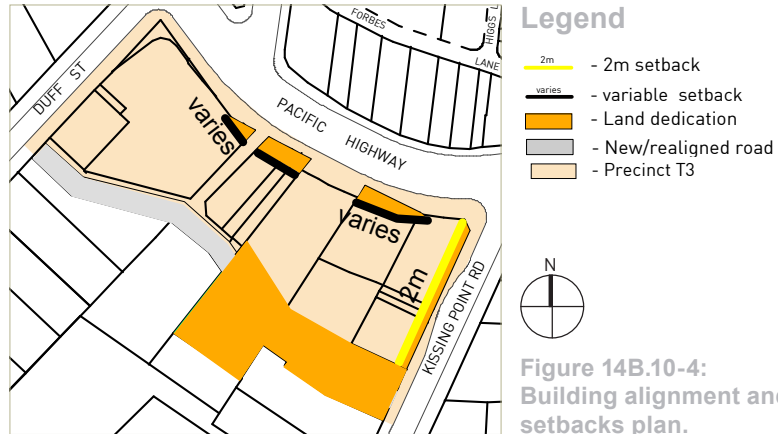
## Objectives

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

## 14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA (continued)

### Controls

#### Setbacks



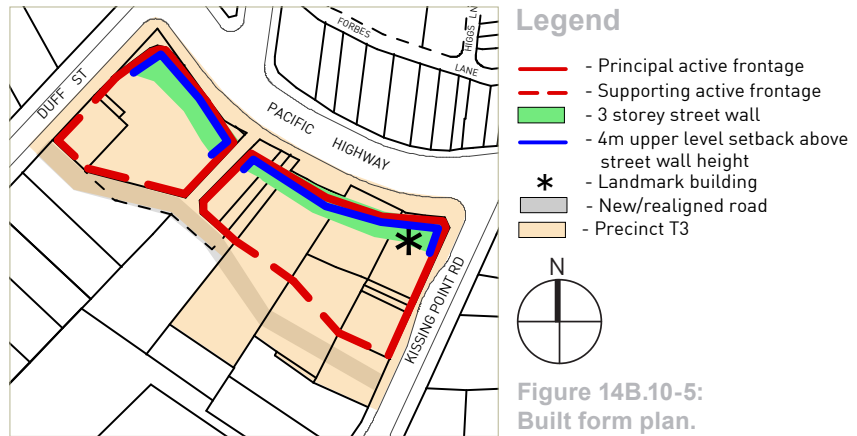
- 7 Building setbacks are to be in accordance with *Figure 14B.10-4*, and all buildings in the B2 zone are to have a zero setback to all lot boundaries with the following exceptions:
- i) Properties 1A, 1 and 3 Kissing Point Road and 1364 Pacific Highway are to provide a 2m setback to the Kissing Point Road frontage. The land is to be dedicated to Council at no cost.
  - ii) Property 1A Kissing Point Road is to provide rear setbacks to achieve a minimum 15m wide right-of-way between the northern property boundary of No.7 Kissing Point Road. The land is to be dedicated to Council at no cost.
  - iii) Property 1380-1388 is to provide rear setbacks to achieve a minimum 15m wide right-of-way at the rear of the property that connects with the existing road way to the west from Duff Street and to the proposed road to the south-east from Kissing Point Road. The land is to be dedicated to Council at no cost.
  - iv) Property 1380-1388 is to provide an Asset Protection Zone on the site in accordance with *Planning for Bushfire Protection 2019* that does not encroach on Council's reserve.
  - v) Properties 1364-1408 Pacific Highway are to have front setbacks in accordance with RMS requirements.

## Objectives

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

## 14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA (continued)

## Controls

**Built Form**

- 1 Buildings are to be designed in accordance with the control plan, *Figure 14B.10-5*, and as follows:
  - i) Create consistent street wall of 3 storeys (11.5 metres) built parallel to the street alignments of the Pacific Highway, Kissing Point Road, and Stonex Lane.
  - ii) Provide a setback of 4m to all levels above the street wall height along the frontages of the Pacific Highway, Kissing Point Road and Stonex Lane.
  - iii) Provide active street frontages to the Pacific Highway, Kissing Point Road and Stonex Lane. Active street frontages are to be provided on the new street and Duff Street where possible.
  - iv) Locate taller building elements to the rear and western side of the precinct to minimise impacts on adjoining residents and minimise visibility from areas to the east.
  - v) Design a distinctive corner building with strong articulation addressing the Pacific Highway and Kissing Point Road intersection.
  - vi) Design residential development over the commercial podium to minimise the width of residential facades facing the Bushfire Prone Areas.
  - vii) Provide generous landscaped courtyards on the podium between buildings for residential amenity.

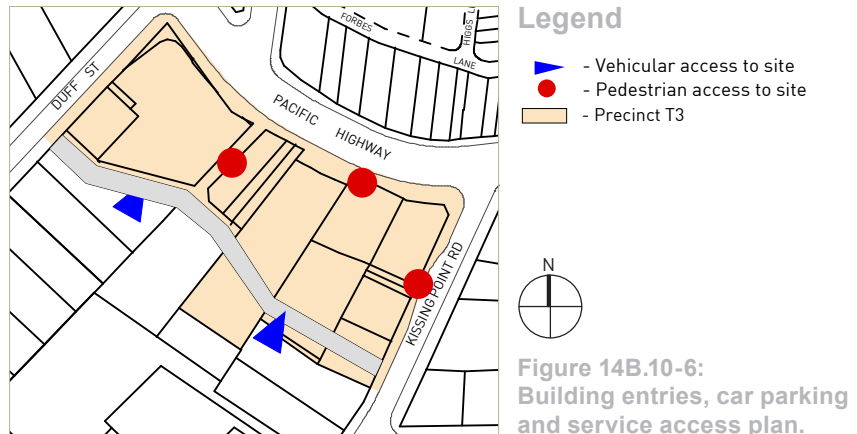
## Objectives

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

## 14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA (continued)

### Controls

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



- 1 Provide a new public street at the rear of the site connecting Kissing Point Road and Duff Street.
- 2 Vehicle access to car parking, service and loading areas is to be provided via the new street.
- 3 All service access to the new street must be via Kissing Point Road. Access or exit via Duff Street is prohibited.
- 4 Residential foyers and lobbies are to be located on Stonex Lane, Kissing Point Road and the Pacific Highway.

## 14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14B.7**  
Environmental  
Protection & Bushfire  
Protection

### Controls

#### **Environmental Protection and Bushfire Protection**



Consideration must be given to the following to ensure the development will not result in any disturbance to the adjoining Blue Gum High Forest (BGHF):

- 5 A minimum 15m buffer from the new building to the adjacent BGHF is to be provided in the form of a new street.
- 6 New development must not encroach on the adjoining bushland reserve. All new development must be within the existing developed footprint (including roads, car parks and other structures).
- 7 The new road is to be built on an elevated structure to minimise impacts from earthworks.
- 8 Consultation with an ecologist and an arborist is required during the design phase of this process to minimise potential impacts on the bushland. Construction and excavation or other disturbances will be limited to the currently disturbed area (e.g. the existing car parks and building platforms).
- 9 The design of the stormwater system for the development is to minimise impact on the adjacent bushland and riparian lands.
- 10 Landscaping is to consist of predominantly native plants of the Blue Gum High Forest community (where this does not conflict with fire protection requirements).

Consideration must be given to the following to address bushfire protection, including:

- 11 Provide an Asset Protection Zone on the site in accordance with *Planning for Bushfire Protection 2019* that does not encroach on Council's reserve.
- 12 The profile and length of buildings facing the bushland reserve is to be minimised so that the lowest possible surface area is open to the fire front should a fire occur.

## 14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA (continued)

### Controls

- 13 All building facades facing the hazard require building construction standards to Level 3 as per AS3959. All other facades require building construction standards to Level 2 as per AS3959.
- 14 Entrance and exit points to underground parking and service areas are to be provided via the new street. Because the area will be subject to ember attack, radiated heat and smoke during a bush fire, appropriate measures are required to ensure safe evacuation during a fire.
- 15 To minimise the impacts of wind-borne ember attack, landscaped gardens are to be separated from each other by a minimum distance of 5m.
- 16 Garden beds that run up to a building or are up against buildings, are to be avoided, especially where they run beneath windows. Organic mulch should be avoided, with inorganic mulches such as decorative pebbles preferred.
- 17 Tree plantings should not link with those trees within the reserve nor should they form rows leading up to buildings. 'Fire retardant' species should be considered for inclusion.  
  
**Note:** 'Fire retardant' species do not generally retard a fire, rather, they take longer to burn.
- 18 A dedicated water supply for fighting fires is required. The tanks are to be minimum capacity of 10,000 litres and each building is to have a separate tank. Installation of tanks at ground level or below is preferred however they may be installed on upper levels of building. Signage indicating the location of the outlets should be prominent.
- 19 A deluge system designed to spray water over of the building façade facing the bushland reserve is required.
- 20 Air conditioning systems are to be designed to be automatically switched off in a bushfire emergency, or alternatively, have smoke scrubbers fitted.
- 21 All gas, water and electricity services are to be sited below ground. Where they must be above ground then they are to be sited on the opposite side of the buildings to the hazard.



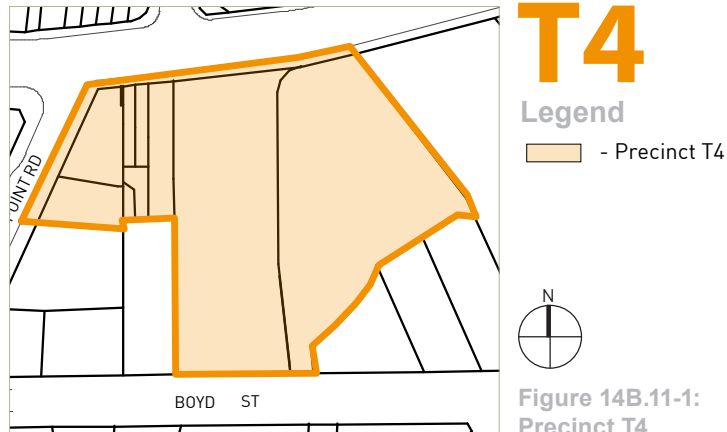
## 14B.11 PRECINCT T4: HILLVIEW AREA

### Objectives

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

### Controls

#### *Planned Future Character*



This precinct is located on the Pacific Highway between Kissing Point Road and the north shore railway. The precinct comprises commercial properties and the Hillview Estate.

- 1 Development is to be designed to support and enhance the planned future character as following:
  - i) This precinct forms part of the Hillview Conservation Area and contains significant buildings, landscape and streetscape items that will be protected and enhanced (refer to Part 20 of this DCP for HCA controls).
  - ii) Existing buildings will be adaptively re-used and new buildings will be designed and located to respect the curtilage and scale of heritage items.
  - iii) The precinct will provide a mix of commercial and residential uses to activate the area (refer *Schedule 1 of KLEP (Local Centres) 2012.*)

## Objectives

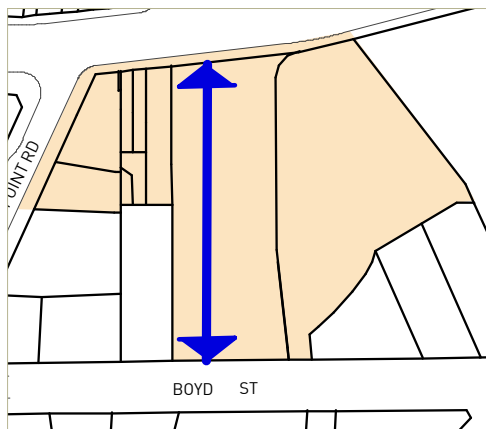
Refer to Objectives and Controls **PART 14B.2** Public Domain and Pedestrian Access

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

## 14B.11 PRECINCT T4: HILLVIEW AREA (continued)

### Controls

#### Public Domain and Pedestrian Access



#### Legend

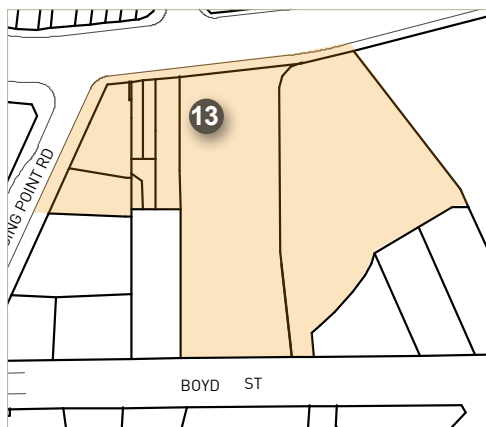
- Pedestrian through site link
- Precinct T4



Figure 14B.11-2: Public domain and pedestrian access plan.

- 1 Provide a new pedestrian accessway linking Pacific Highway and Boyd Street following the existing driveway alignment.

#### Proposed Community Infrastructure



#### Legend

- Footpath embellishment
- Proposed Community Infrastructure
- Precinct T4



Figure 14B.11-3: Key community infrastructure plan

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
  - 13 Embellishment of all the footpath areas within the Urban Precincts on Kissing Point Road, Pacific Highway, Ray Street, Gilroy Road, Eastern Road, Turramurra Avenue and Duff Street. Works will include underground power lines, new street lighting, high quality paving and furniture, and street tree planting.

14B.11 PRECINCT T4:  
HILLVIEW AREA (continued)

Objectives

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

Controls

**Setbacks**

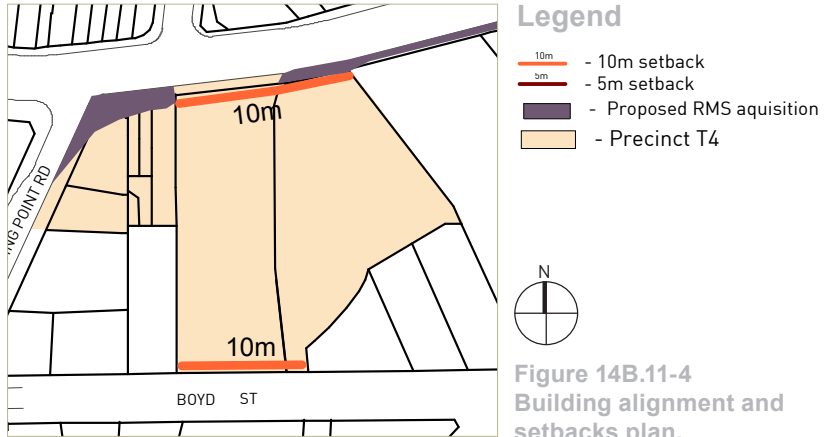


Figure 14B.11-4  
Building alignment and setbacks plan.

- 3 Building setbacks are to be in accordance with *Figure 14B.11-4*. The following setbacks are applicable:
  - i) The properties 1340 and 1344 Pacific Highway are to provide a 10m minimum front setback from the Pacific Highway and a minimum 10m setback from Boyd Street.

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

**Built Form**

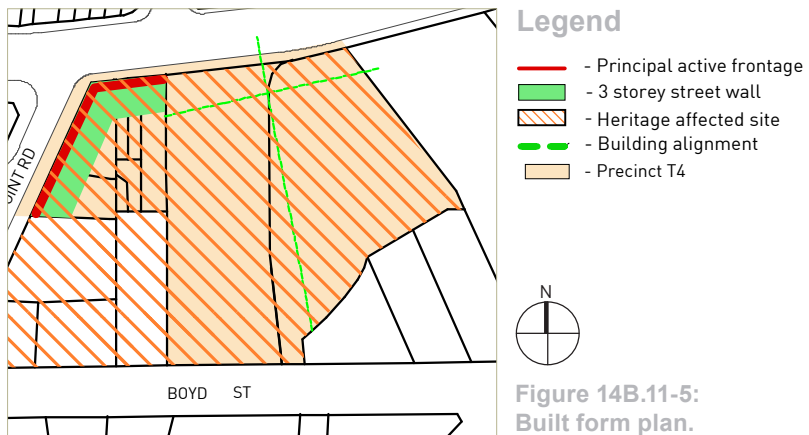


Figure 14B.11-5:  
Built form plan.

- 1 Buildings are to be designed in accordance with the control plan, *Figure 14B.11-5*, and as follows:
  - i) Create a consistent street wall of 3 storeys (11.5m) built parallel to the street alignment on properties 2 Kissing Point Road and 1356-1362 Pacific Highway.
  - ii) Provide active street frontages to the Pacific Highway and Kissing Point Road.
  - iii) Within the Hillview estate (properties 1340 and 1344 Pacific Highway) are to be aligned with the front facade of the original cottage building and the western facade of the original guesthouse building as shown in *Figure 14B.4-1*.

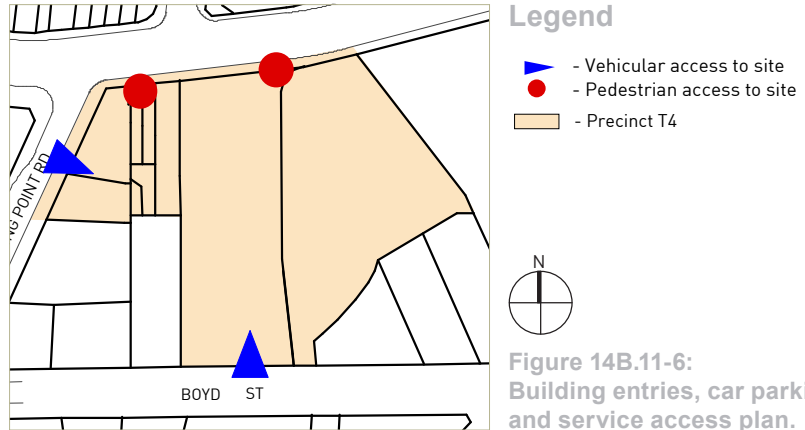
## 14B.11 PRECINCT T4: HILLVIEW AREA (continued)

### Objectives

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

### Controls

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



- 1 Vehicle access to car parking, service and loading is to be provided from Boyd Street and Kissing Point Road.
- 2 Residential and commercial foyers and lobbies may be located off Pacific Highway, Kissing Point Road or Boyd Street.

**14C Pymble Local Centre**

- 14C.1 Pymble Local Centre Context
- 14C.2 Public Domain and Pedestrian Access
- 14C.3 Proposed Community Infrastructure
- 14C.4 Setbacks
- 14C.5 Built Form
- 14C.6 Building Entries, Car Parking and Service Access
- 14C.7 Precinct 1: Grandview Street and Pacific Highway Commercial Area



## 14C.1 PYMBLE LOCAL CENTRE CONTEXT

### Further controls that may apply

#### SECTION B

**PART 7 - Residential Flat Building**

**PART 8 - Mixed Use Development**

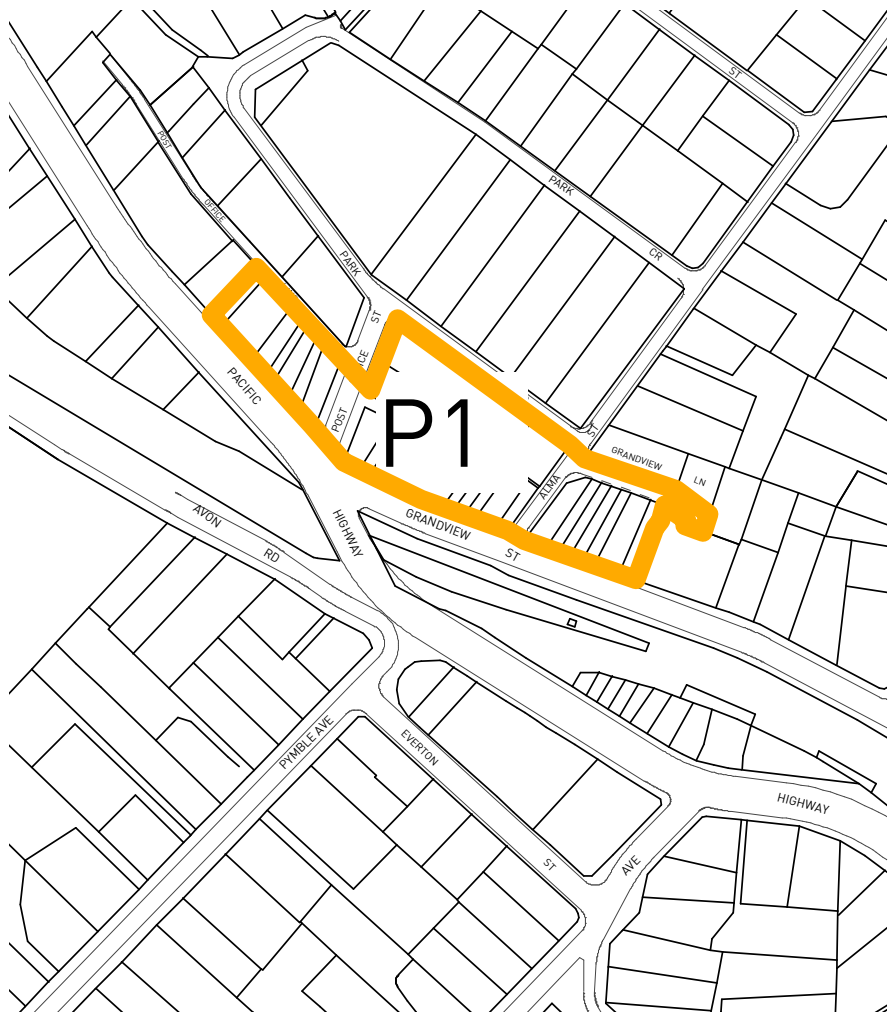
### Objectives

- 1 To create a vibrant local centre with distinctive and memorable character.
- 2 To enhance the character of Grandview Street as the main local shopping street for Pymble.
- 3 To provide opportunities for cafes and restaurants to be located on Park Crescent overlooking Robert Pymble Park.
- 4 To protect and enhance Robert Pymble Park for passive recreation uses.
- 5 To encourage restaurants, cafes, outdoor dining and offices fronting on to rear lanes to contribute to increased activity and passive surveillance.
- 6 To provide opportunities for new supermarkets to support and anchor the local centre.
- 7 To promote ease of circulation and connectivity between the railway station and the local centre.

### Controls

- 1 All development within the Pymble local centre, as outlined in *Figure 14C.1-1*, is to be designed to support and enhance the planned future character of the centre. This is to be done through the general requirements and Precinct specific requirements as stipulated in this DCP.

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



**Figure 14C.1-1:**  
Urban precincts plan.

#### Legend

- Core Urban Precinct (B2 and B4 zones)

## 14C.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

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

### Controls

- 1 All development within the Pymble local centre, as outlined in *Figure 14C.2-1*, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Public Domain and Pedestrian Access requirements for each Precinct as stipulated in this DCP.

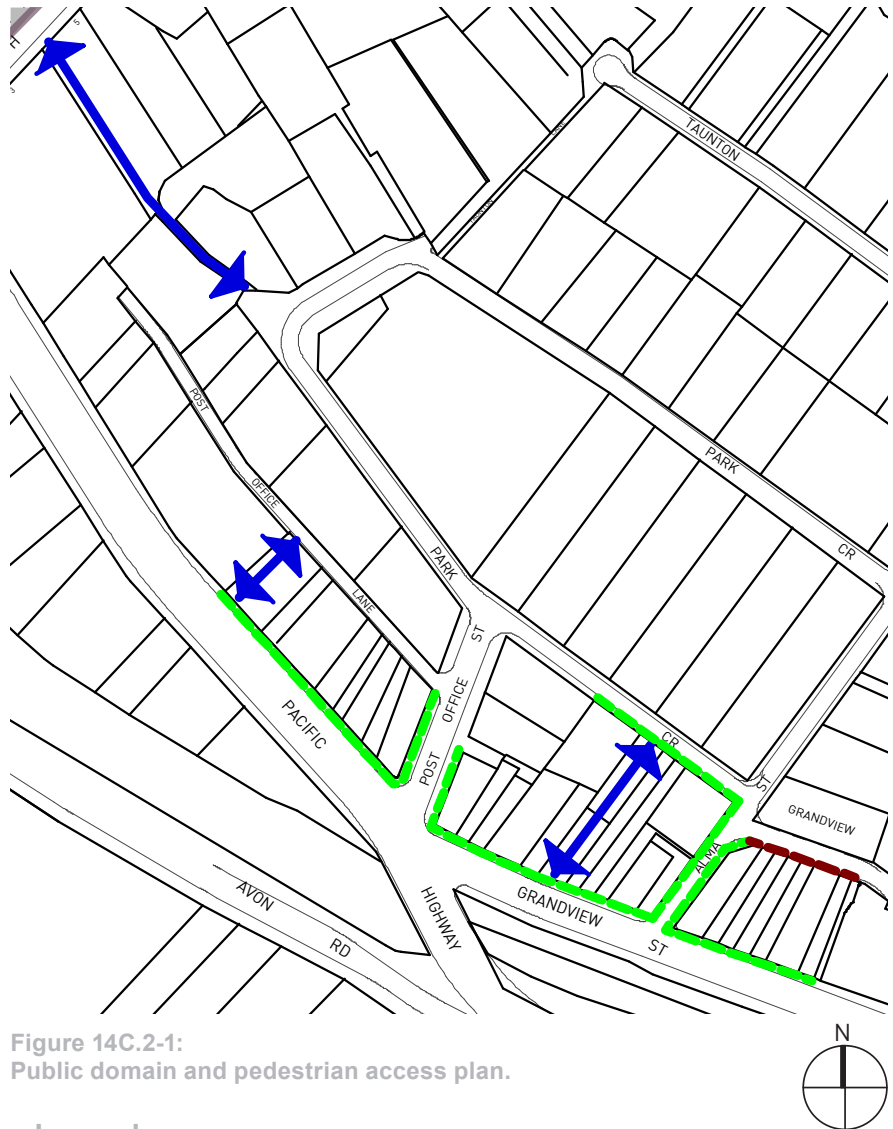


Figure 14C.2-1: Public domain and pedestrian access plan.

#### Legend

- - Awnings
- - Awnings where possible
- ↔ - Pedestrian through site link

## 14C.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Objectives

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

### Controls

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

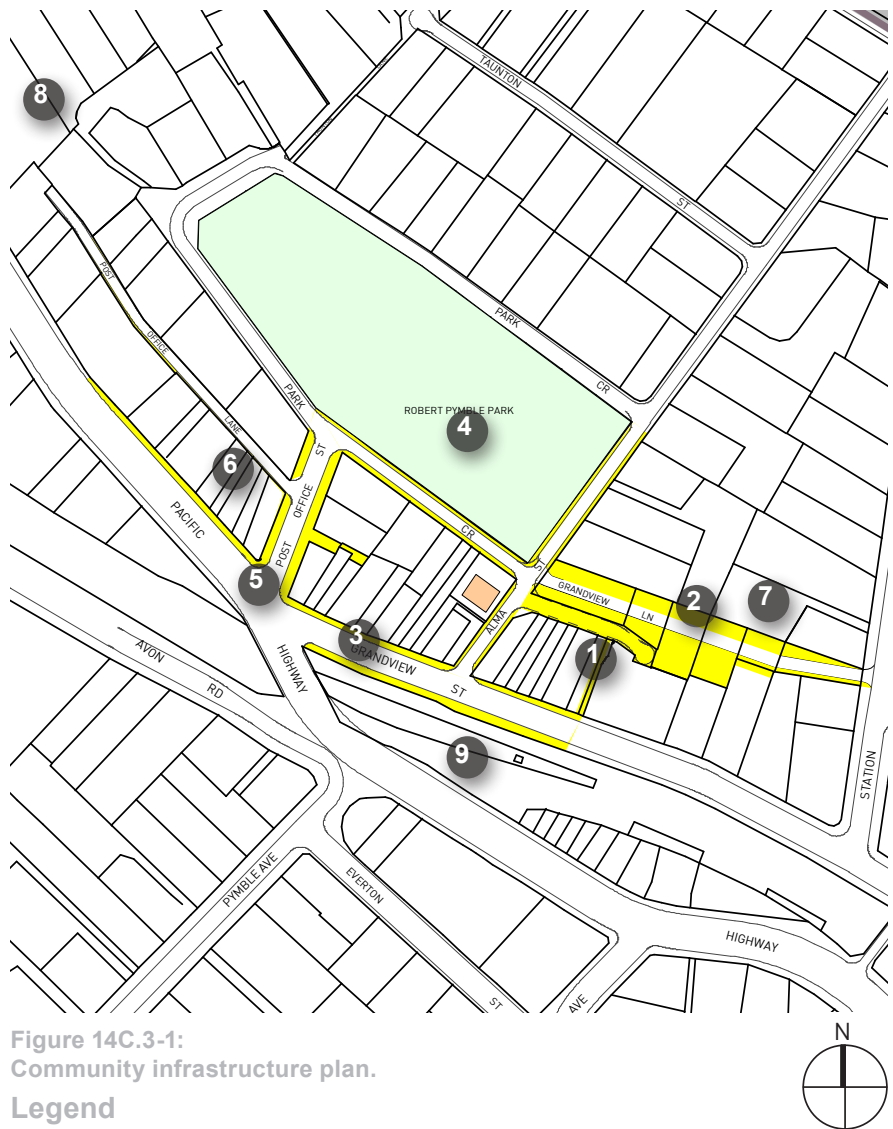


Figure 14C.3-1:  
Community infrastructure plan.

### Legend

- 1** - Proposed Community Infrastructure
- New community facility
- Footpath embellishment
- New or existing park to be upgraded



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

#### Controls

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism (refer to individual precinct 14C.7):
  - 1 Upgrade works to the existing pedestrian access way from Grandview Lane to Grandview Street.
  - 2 Extension of Grandview Lane from Alma Street through to Station Street and increased off-street parking.
  - 3 Road modification works to Grandview Street, between Pacific Highway and Alma Street, for one way traffic and increased on street parking.
  - 4 Improvement works to Robert Pymble Park.
  - 5 Embellishment of Grandview Street, Pacific Highway, Post Office Street, Post Office Lane, Park Crescent and Alma Street including underground power lines, new lighting, high quality paving and furniture.
  - 6 Construction of a new pedestrian access way linking Post Office Lane with the Pacific Highway.
  - 7 Construction of a new pedestrian access way linking Alma Street and Station Street.
  - 8 Construction of a new pedestrian access way linking Telegraph Road and Park Crescent (land acquired by dedication refer 14C.5).
  - 9 Improvements to the existing rail underpass connecting Grandview Street with Avon Road.

## 14C.4 SETBACKS

### Objectives

- 1 To create cohesive streetscapes.
- 2 To require building setbacks in appropriate locations to provide opportunities for street tree plantings or footpath widening.
- 3 To require building setbacks in appropriate locations to allow widening of roads, lanes and streets.
- 4 To allow for visual and acoustic privacy between the centres and adjoining residential zones.

### Controls

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

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

- 2 All properties within the R4 zone will have a 10-12 metre front setback (refer to Part 7 of this DCP) with the following exceptions:
  - i) Properties 6-14 Park Crescent are to provide a 6 metre front setback.
  - ii) Deep soil landscaping area applicable to the 6-14 Park Crescent is 40% of the site.
  - iii) Properties 1035 -1083 Pacific Highway are to provide a 6 metre front setback.



## 14C.5 BUILT FORM

### Objectives

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

### Controls

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



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

#### Legend

- - Principal active frontage
- - - - Supporting active frontage
- - 3 storey street wall
- \* - Landmark building
- Heritage affected site
- - Character item

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

### Objectives

- 1 To locate building foyers and lobbies in areas of high pedestrian activity.
- 2 To activate the main commercial streets.
- 3 To minimise pedestrian and vehicle conflicts.
- 4 To improve vehicle access and circulation and enhance associated services and infrastructure.
- 5 To ensure vehicular access points do not visually detract from the streetscape.
- 6 To promote pedestrian safety and ease of movement through the local centre.

### Controls

- 1 All development within the Pymble local centre, as outlined in *Figure 14C.6-1*, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Building Entries, Car Parking and Service Access requirements for each Precinct as stipulated in this DCP.

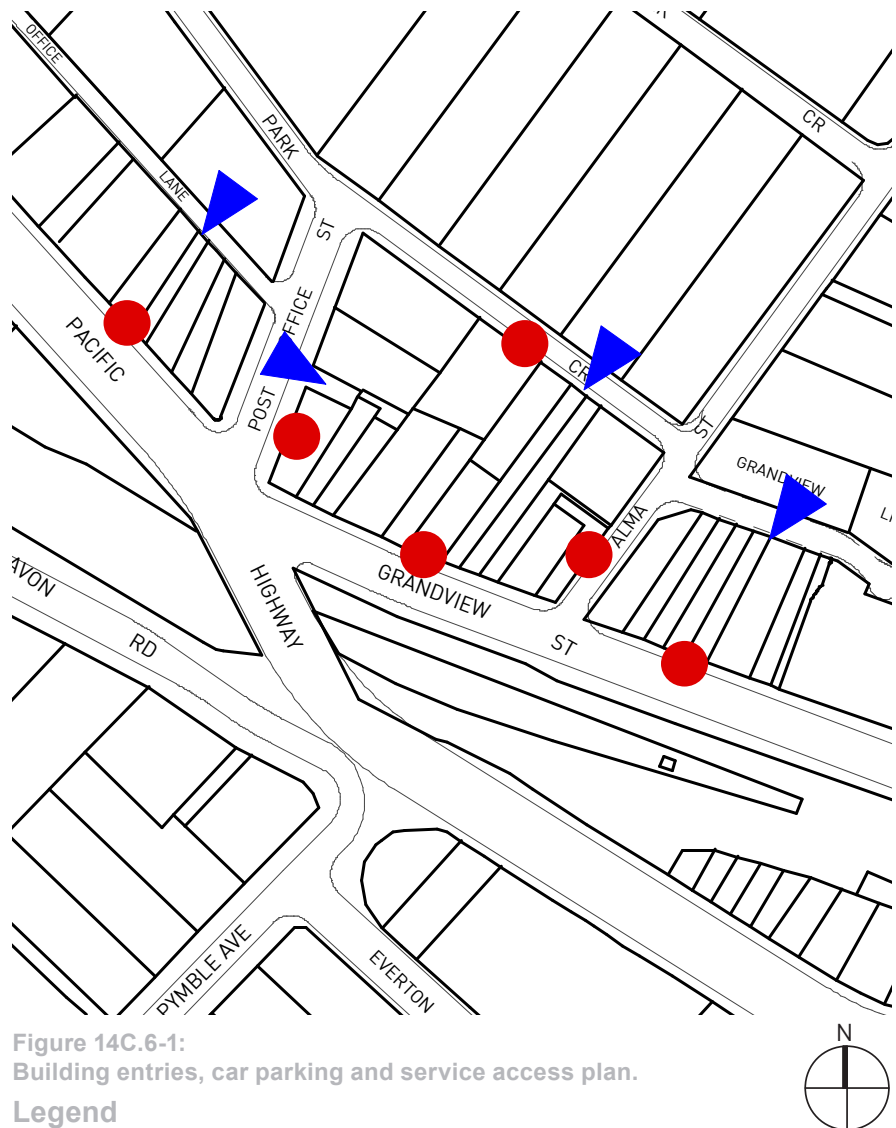




Figure 14C.6-1:  
Building entries, car parking and service access plan.

### Legend

-  - Vehicular access to site
-  - Pedestrian access to site

## 14C.7 PRECINCT P1: GRANDVIEW STREET AND PACIFIC HIGHWAY COMMERCIAL AREA

### Controls

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

#### Planned Future Character



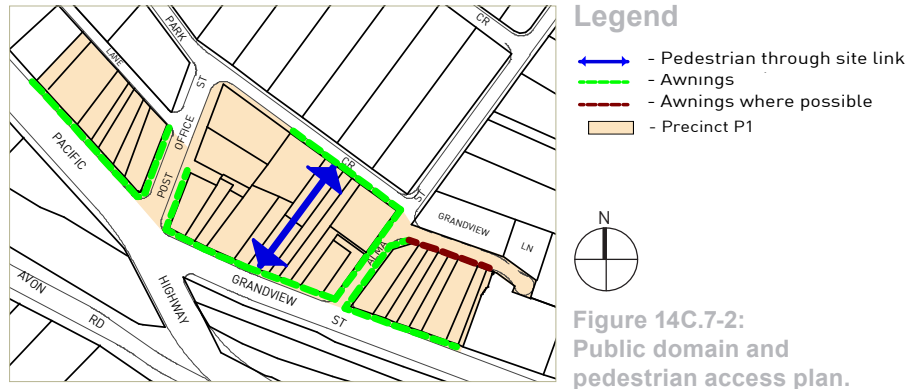
The Pymble commercial precinct is characterised by strip retail fronting Grandview Street and the Pacific Highway. The area currently comprises a mix of small retail and business uses. Over time the commercial area of Pymble has declined due to the fragmentation caused by the Highway and rail corridor. Today what remains is the main retail precinct on Grandview Street with isolated commercial “islands” on the Pacific Highway.

- 1 Development is to be designed to support and enhance the planned future character for the precincts. The precincts are listed below and illustrated in *Figure 14C.7-1*.
  - i) Grandview Street is planned to remain the central focus of Pymble, supported by the other smaller areas to the west and south. There may be a modest expansion of the retail area north-eastwards towards Park Crescent to create a retail precinct with cafes and restaurants offering outdoor dining with a northerly aspect and views over Robert Pymble Park. Given the unique location it is envisaged the location will attract people from a broad area and provide a renewed focus for the Pymble Centre.
  - ii) Grandview Street will be narrowed to become a one-way carriageway with new angle parking and street tree planting. Grandview Lane will be extended through to Station Street (through land acquisition) to allow pedestrians, cycles and traffic to circulate around the block.

14C.7 PRECINCT P1:  
GRANDVIEW STREET AND PACIFIC HWY  
COMMERCIAL AREA (continued)  
Controls

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

**Public Domain and Pedestrian Access**



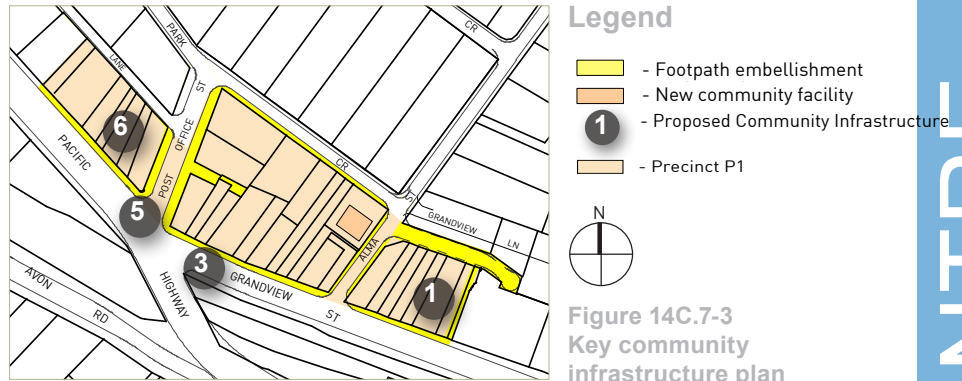
- 2 Provide a new pedestrian walk way connecting the Pacific Highway with Post Office Lane.
- 3 Provide an internal access way linking Grandview Street with Park Crescent.
- 4 Provide continuous awnings to Pacific Highway, Post Office Street, Grandview Street, Alma Street, Park Crescent.
- 5 Provide awnings to Grandview Lane where ever possible.
- 6 Provide new or wider footpaths to Alma Street, Park Crescent, Post Office Lane and Grandview Lane.
- 7 Provide a public pedestrian access way between Telegraph Road and Park Crescent within the standard setback areas. Land is to be dedicated to Council at no cost. The walkway area may be excluded from deep soil landscaping calculations and included within the setback area.

## 14C.7 PRECINCT P1: GRANDVIEW STREET AND PACIFIC HWY COMMERCIAL AREA (continued)

### Controls

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

### Proposed Community Infrastructure



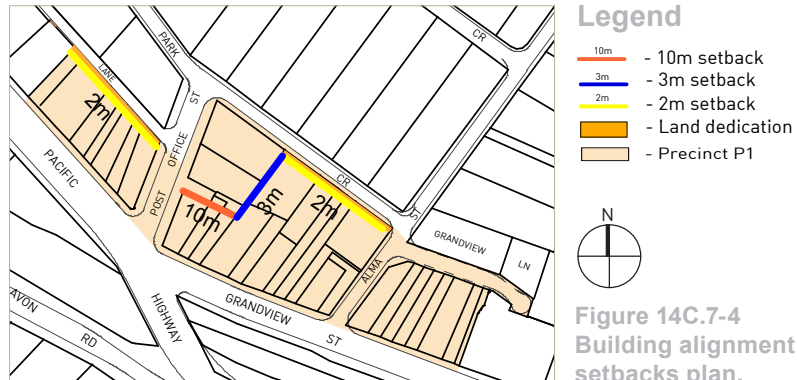
- 8 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism:
- 1 Upgrade works to the existing pedestrian access way from Grandview Lane to Grandview Street.
  - 3 Road modification works to Grandview Street, between Pacific Highway and Alma Street, for one way traffic and increased on street parking.
  - 5 Embellishment of Grandview Street, Pacific Highway, Post Office Street, Post Office Lane, Park Crescent and Alma Street including underground power lines, new lighting, high quality paving and furniture.
  - 6 Construction of a new pedestrian access way linking Post Office Lane with the Pacific Highway.

## 14C.7 PRECINCT P1: GRANDVIEW STREET AND PACIFIC HWY COMMERCIAL AREA (continued)

### Controls

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

### Setbacks



- 9 Building setbacks are to be in accordance with *Figure 14C.7-4*, and as follows: all buildings in the B2 zone are to have a zero setback to all lot boundaries with the following exceptions:
- i) 2 metre setback to Park Crescent, applying to the properties Nos.2-4 Park Crescent, and Nos.91-93 Grandview Street, for wider footpaths. Land is to be dedicated to Council at no cost.
  - ii) 2 metre rear setback to Post Office Lane applying to the properties Nos.987-1017 Pacific Highway to allow for pedestrian footpaths.
  - iii) 3 metre side setback applying to the property No.1017 Pacific Highway for a new pedestrian accessway. Land is to be dedicated to Council at no cost.
  - iv) 10 metre setback from the rear boundary of 4A Park Crescent applying to the properties Nos.103-107 Grandview Street to provide for adequate building separation and for improved vehicle and service access.
  - v) 3 metre setback from the side (south-east) boundary of 4A Park Crescent applying to the properties Nos.99-101 Grandview Street and No.4 Park Crescent to allow for screen planting to protect the heritage setting of the property and the amenity of residents.

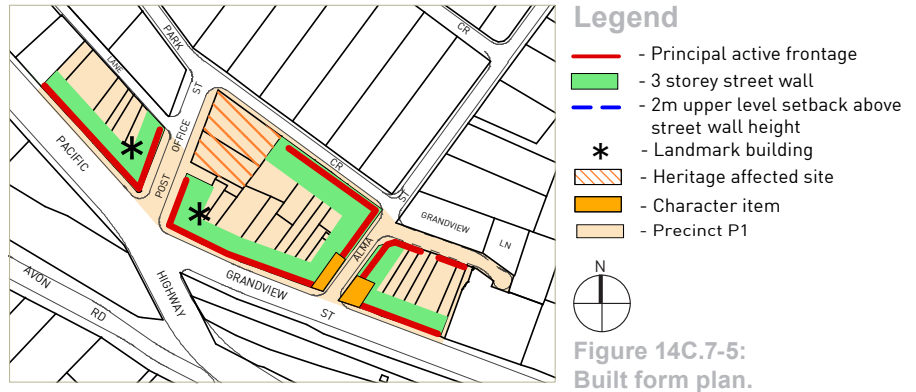


## 14C.7 PRECINCT P1: GRANDVIEW STREET AND PACIFIC HWY COMMERCIAL AREA (continued)

### Controls

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

### Built Form



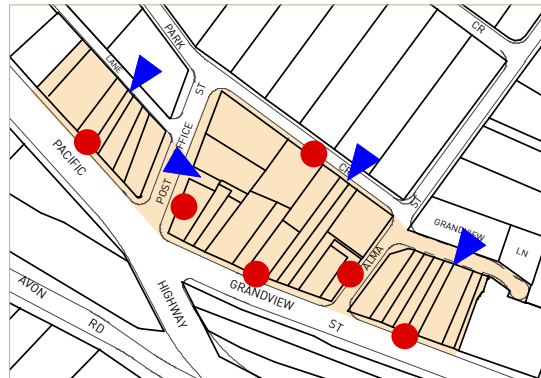
- 10 Buildings are to be designed in accordance with the built form control plan, *Figure 14C.7-5*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Grandview Street, the Pacific Highway, Alma Street, Grandview Lane, Post Office Street and Park Crescent.
  - ii) Design highly articulated buildings that step down Grandview Street to respond to the existing narrow lot pattern and topography.
  - iii) Provide a landmark corner building with distinct articulation to address the Pacific Highway and Grandview Street intersection and the intersection of Post Office Street and the Pacific Highway.
  - iv) Buildings along Park Crescent are to be designed with a visually heavy base.
  - v) Provide active street frontages to Pacific highway, Post Office Street, Park Crescent, Grandview Street and Alma Street.
  - vi) Provide active street frontages to Grandview Lane.
  - vii) Retain the facades of the following character buildings fronting Grandview Street and Alma Street - no.85 and no.81 Grandview Street.

14C.7 PRECINCT P1:  
GRANDVIEW STREET AND PACIFIC HWY  
COMMERCIAL AREA (continued)

Controls

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

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



Legend




-  - Vehicular access to site
-  - Pedestrian access to site
-  - Precinct P1



Figure 14C.7-6  
Building entries, carpark  
and service access plan.

- 11 All vehicle and service access is to be provided from Post Office Lane, Park Crescent or Grandview Lane.
- 12 Vehicle or service access will not be permitted from Grandview Street or Alma Street.
- 13 No vehicle or service access is to be provided from the Pacific Highway where alternative access is available.
- 14 Residential and commercial foyers and lobbies are to be located on Grandview Street, Park Crescent, Post Office Street, Pacific Highway and Alma Street.

**14D Gordon Local Centre**

- 14D.1 Gordon Local Centre Context
- 14D.2 Public Domain and Pedestrian Access
- 14D.3 Proposed Community Infrastructure
- 14D.4 Setbacks
- 14D.5 Built Form
- 14D.6 Building Entries, Car Parking and Service Access
- 14D.7 Precinct G1: St Johns Avenue and Henry Street
- 14D.8 Precinct G2: Pacific Highway Retail
- 14D.9 Precinct G3: Civic Hub
- 14D.10 Precinct G4: Mixed Use
- 14D.11 Precinct G5: Buildings in R4 Zones





## 14D.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

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

### Controls

- 1 All development within the Gordon local centre, as outlined in *Figure 14D.2-1*, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Public Domain and Pedestrian Access requirements for each Precinct as stipulated in this DCP.



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

### Legend

- Pedestrian through site link
- Entry plaza/forecourt
- Awnings
- Awnings where possible
- Potential relocation of laneway to enable lot consolidation

## 14D.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Objectives

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

### Controls

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

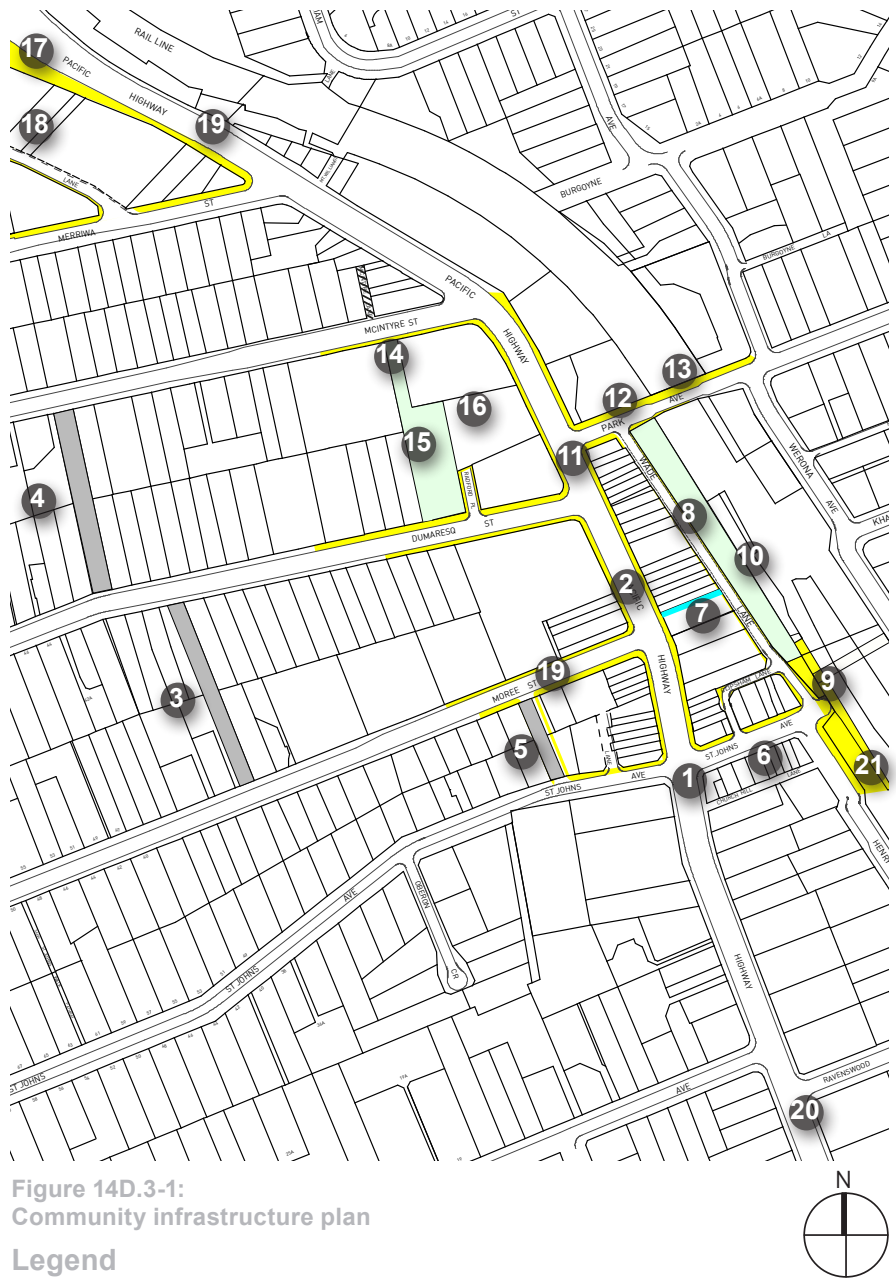







Figure 14D.3-1:  
Community infrastructure plan

### Legend

-  - Footpath embellishment
-  - New or existing park to be upgraded
-  - New/realigned road
-  - Proposed Community Infrastructure
-  - Potential relocation of laneway to enable lot consolidation

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

#### Objectives

#### Controls

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010* or by Voluntary Planning Agreement (VPA) or other delivery mechanism (refer to individual precincts 14D.7 to 14D.11):
- 1 Modification to traffic signals to suit one way flow at the intersection of Pacific Highway and St Johns Avenue.
  - 2 New pedestrian activated signals on the Pacific Highway just north of Moree Street intersection.
  - 3 New 13 metre wide street, two way traffic, between Dumaresq Street and Moree Street.
  - 4 New 13 metre wide street, two way traffic, between Dumaresq Street and McIntyre Street.
  - 5 New 15 metre wide street, two way traffic, with on-street parking between Moree Street and St Johns Avenue.
  - 6 One way traffic and other modifications to St Johns Avenue east side.
  - 7 Upgrade works to existing Council owned walkway (widened through development setbacks).
  - 8 Reconstruction of Wade Lane as one way street (south bound) with on-street parking and public parking under.
  - 9 Embellishment works for new railway square at St Johns Avenue and Wade Lane intersection.
  - 10 Demolition of existing multi-storey car park and construction of a new urban park on Council owned land along Wade Lane.
  - 11 Modification of the traffic signals at the intersection of Pacific Highway and Dumaresq Street and removal the traffic signals at the intersection Pacific Highway and Park Street to improve traffic flow.
  - 12 Conversion of Park Avenue to one way traffic (east bound) and reduction of the road width to improve pedestrian conditions.
  - 13 Modification to the railway bridge on Park Avenue to provide wider footpaths .
  - 14 Improvements to the existing pedestrian way between Dumaresq Street and McIntyre Street.
  - 15 Construction of a new urban park on Council owned land in Dumaresq Street.
  - 16 Construction of a multi-purpose community facility.
  - 17 Provision of a new bus stop on the highway servicing the strategic bus corridor link to Macquarie Centre.
  - 18 Reconstruction of Fitzsimmons Lane to be a 15 metre wide right-of-way with footpaths both sides and on-street parking.
  - 19 Embellishment of the footpath areas throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.
  - 20 Installation of new traffic lights at intersection of Ravenswood Avenue and Pacific Highway
  - 21 Construction of a new Gordon bus interchange, incorporating taxi stands, a kiss-and-ride area, and an underground commuter car park.

## 14D.4 SETBACKS

### Objectives

- 1 To create cohesive streetscapes.
- 2 To require building setbacks in appropriate locations to provide opportunities for street tree plantings or footpath widening.
- 3 To require building setbacks in appropriate locations to allow widening of roads, lanes and streets.
- 4 To allow for visual and acoustic privacy between the centres and adjoining residential zones.

### Controls

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

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

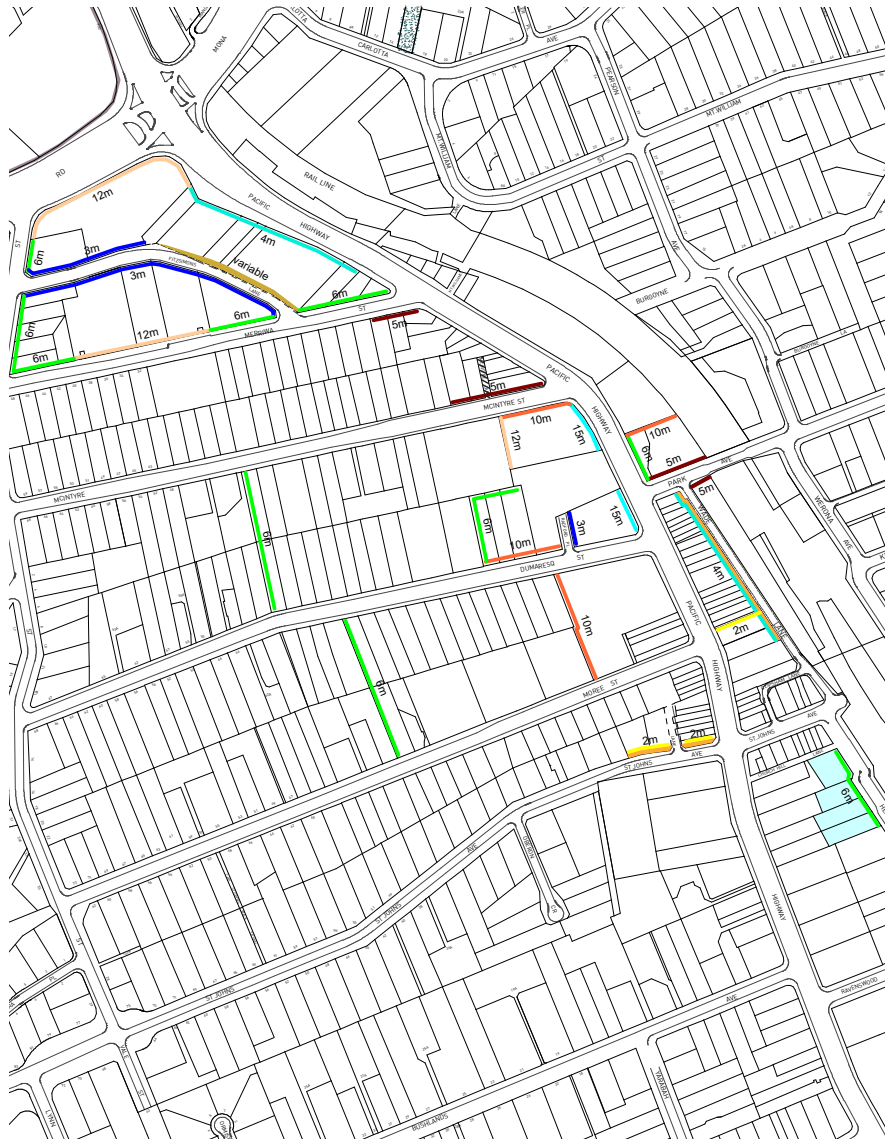


Figure 14D.4-1: Building setbacks plan.

### Legend

<span style="color: cyan;">—</span> 15m	- 15m setback	<span style="color: cyan;">—</span> 4m	- 4m setback		- Potential relocation of laneway to enable lot consolidation
<span style="color: orange;">—</span> 13m	- 13m setback	<span style="color: blue;">—</span> 3m	- 3m setback		- Reduced site coverage and deep soil requirements
<span style="color: yellow;">—</span> 12m	- 12m setback	<span style="color: yellow;">—</span> 2m	- 2m setback		
<span style="color: red;">—</span> 11m	- 11m setback	<span style="color: orange;">—</span> Land dedication			
<span style="color: darkred;">—</span> 10m	- 10m setback				
<span style="color: green;">—</span> 6m	- 6m setback				
<span style="color: darkgreen;">—</span> 5m	- 5m setback				





## 14D.4 SETBACKS (continued)

### Objectives

### Controls

- 2 Building setbacks are to be in accordance with *Figure 14D.4-1*, and all properties within the R4 zone are to provide setbacks in accordance with this Part 7 of this DCP with the following exceptions:
  - i) Properties 31 Moree Street and 30 Dumaresq Street are to provide a 6 metre setback to the new street between Moree Street and Dumaresq Street.
  - ii) Properties 39 Dumaresq Street and 34 McIntyre Street are to provide a 6 metre setback to the new street between Dumaresq Street and McIntyre Street.

## 14D.5 BUILT FORM

### Objectives

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

### Controls

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



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

### Legend

- - Principal active frontage
- - - Supporting active frontage
- - 3 storey street wall
- - - 2m upper level setback above street wall height
- - - 4m upper level setback above street wall height
- \* - Landmark building
- ▨ - Heritage affected site
- ▨ - Potential relocation of laneway to enable lot consolidation

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

### Objectives

- 1 To locate building foyers and lobbies in areas of high pedestrian activity.
- 2 To activate the main commercial streets.
- 3 To minimise pedestrian and vehicle conflicts.
- 4 To improve vehicle access and circulation and enhance associated services and infrastructure.
- 5 To ensure vehicular access points do not visually detract from the streetscape.
- 6 To promote pedestrian safety and ease of movement through the local centre.

### Controls

- 1 All development within the Gordon local centre, as outlined in *Figure 14D.6-1*, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Building Entries, Car Parking and Service Access requirements for each Precinct as stipulated in this DCP.

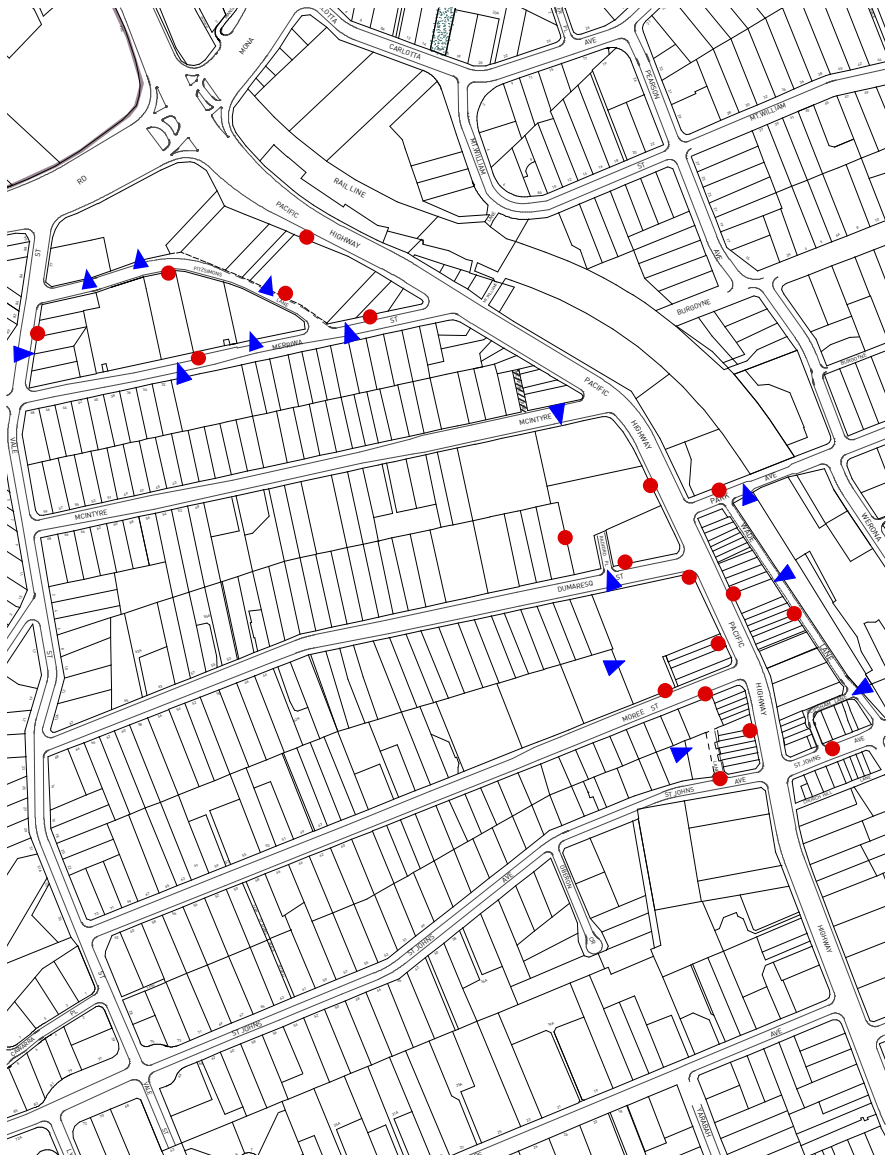





Figure 14D.6-1: Building entries, car parking and service access plan.

### Legend

-  - Vehicular access to site
-  - Pedestrian access to site
-  - Potential relocation of laneway to enable lot consolidation

Objectives

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

**14D.7 PRECINCT G1:  
ST JOHNS AVENUE AND HENRY STREET**

Controls

*Planned Future Character*



**G1**

Legend

- Precinct G1



Figure 14D.7-1:  
Precinct G1

St Johns Avenue is the main cross street for Gordon leading up from the train station to the Pacific Highway and to St Johns Church. The street has an intimate scale with a strong predominance of retail food outlets.

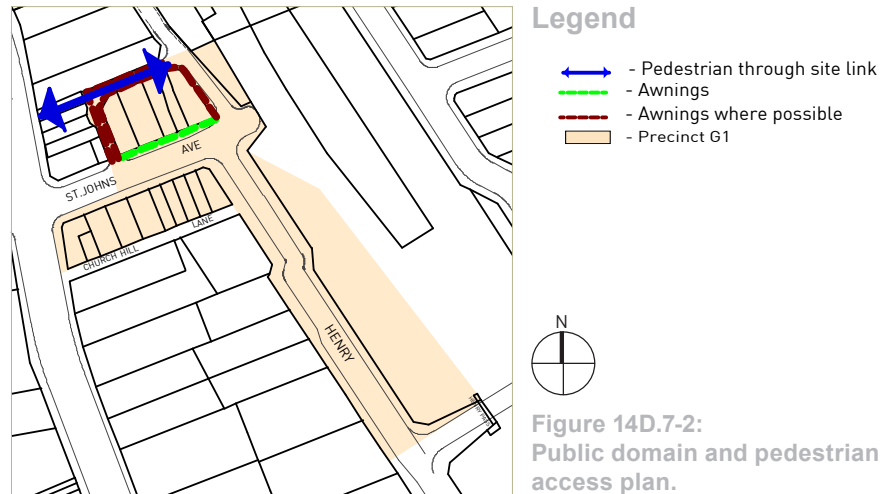
- 1 Development is to be designed to support and enhance the planned future character for the precinct as follows:
  - i) The eastern section of St Johns Avenue provides connection to public transport and has the potential to be a lively and attractive pedestrian area away from the busy atmosphere of the Highway. It is planned to provide a generous pedestrian area on the sunny southern side with potential for outdoor dining.
  - ii) The area around the intersection of Henry Street and St Johns Avenue is planned to become a transport hub with an expanded bus interchange, new taxi ranks, kiss-and-ride facilities and commuter car parking.

## Objectives

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

## 14D.7 PRECINCT G1: ST JOHNS AVENUE AND HENRY STREET (continued)

## Controls

**Public Domain and Pedestrian Access**

- 2 Provide continuous awnings to Pacific Highway, St Johns Avenue, Moree Street, Dumaresq Street and Park Avenue.
- 3 Provide awnings to Wade Lane and the new streets and lanes where possible.
- 4 Provide internal shopping arcades linking Pacific Highway and Wade Lane.
- 5 Provide internal shopping arcade linking St Johns Avenue (west) with Moree Street.
- 6 Provide an entrance to the Gordon Centre on the corner of Dumaresq Street and the Pacific Highway with a new entry forecourt and a pedestrian arcade through to Moree Street.
- 7 Provide new or wider footpaths to St Johns Avenue (west), the new streets and Wade Lane.
- 8 Widen the existing Council owned walkway linking Wade Lane and Pacific Highway.

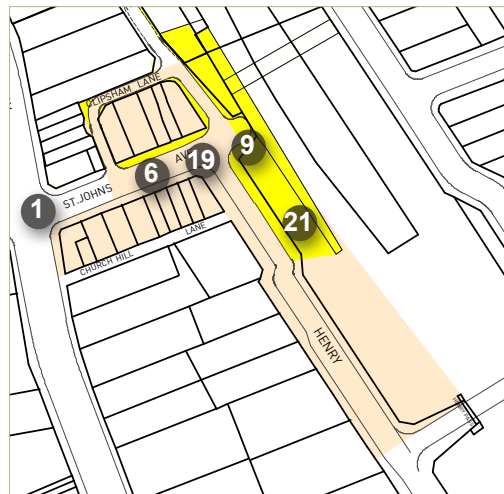
## Objectives

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

## 14D.7 PRECINCT G1: ST JOHNS AVENUE AND HENRY STREET (continued)

### Controls

#### Proposed Community Infrastructure



#### Legend

- Footpath embellishment
- 1 - Proposed Community Infrastructure
- Precinct G1



Figure 14D.7-3:  
Key community infrastructure  
plan

9 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010* or by Voluntary Planning Agreement (VPA):

- 1 Modification to traffic signals to suit one way flow at the intersection of Pacific Highway and St Johns Avenue.
- 6 One way traffic and other modifications to St Johns Avenue east side.
- 9 Embellishment works for new railway square at St Johns Avenue and Wade Lane intersection.
- 19 Embellishment of the footpath areas throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

Other works to be undertaken and funded by the State government:

- 21 Construction of a new Gordon bus interchange, incorporating taxi stands, a kiss-and-ride area, and an underground commuter car park.

14D.7 PRECINCT G1:  
ST JOHNS AVENUE AND HENRY STREET  
(continued)

Objectives

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

Controls

**Setbacks**



Legend

- Precinct G1



Figure 14D.7-4  
Building alignment and setbacks plan.

- 10 Building setbacks are to be in accordance with *Figure 14D.7-4*, and all buildings in the B2 zone are required to be built to the street alignment and with a zero setback to all boundaries.

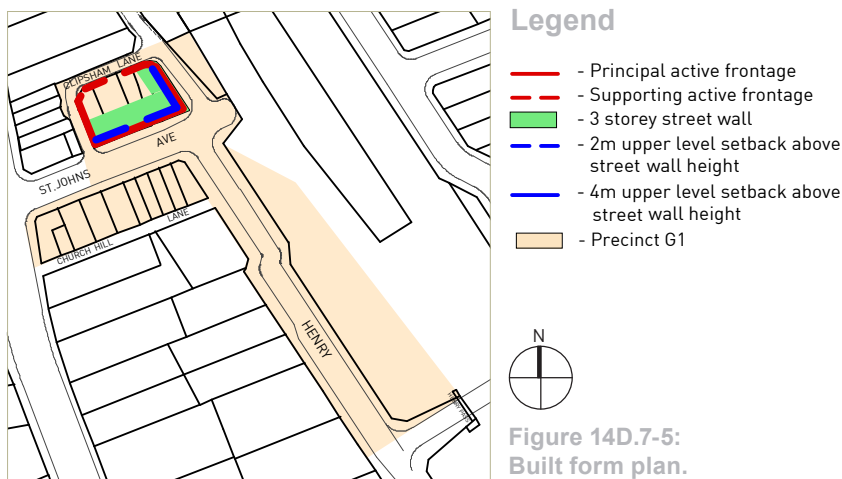
## Objectives

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

## 14D.7 PRECINCT G1: ST JOHNS AVENUE AND HENRY STREET (continued)

### Controls

#### **Built Form**



- 11 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14D.7-5*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Pacific Highway, St Johns Avenue (east side), Wade Lane and Park Avenue.
  - ii) All levels above the street wall height are to have a 2 metre setback.
  - iii) Provide a 4 metre upper level setback to all buildings fronting Wade Lane.
  - iv) Provide active street frontages to the Pacific Highway, Dumaresq Street, Moree Street, Park Avenue, Wade Lane (south of Clipsham Lane) and St Johns Avenue.
  - v) Provide active street frontages to Wade Lane (north of Clipsham Lane), Clipsham Lane, and the new streets and lanes wherever possible.
  - vi) Provide a landmark corner building with distinct articulation at the intersection of St Johns Avenue and Pacific Highway.
  - vii) Step the retail podiums down from the Pacific Highway in platforms to relate the built form to the change in the topography.
  - viii) Conserve the heritage significance of 741 and 747 Pacific Highway while allowing for their integration into a new urban context.
  - ix) Design the built form on the northern side of Moree Street to minimise overshadowing of Moree Street.
  - x) Provide a well articulated sequence of built forms in Moree Street and St Johns Avenue (west), with residential uses at the upper levels separated into discrete buildings.
  - xi) Give special design consideration to building heights in relation to low density residential properties within St Johns Avenue (west). A transition in building heights is to be provided from taller buildings towards the eastern end of the block near the Pacific Highway, stepping down to lower buildings on the western side adjoining the new street.



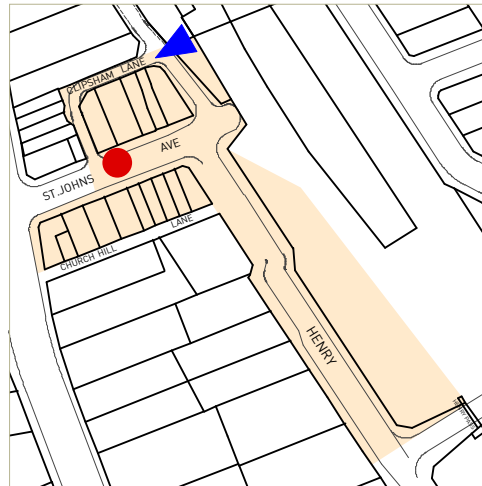
## 14D.7 PRECINCT G1: ST JOHNS AVENUE AND HENRY STREET (continued)

### Objectives

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

### Controls

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



#### Legend




-  - Vehicular access to site
-  - Pedestrian access to site
-  - Precinct G1



Figure 14D.7-6:  
Building entries, car parking and  
service access plan.

- 12 Provide vehicle and service access via Wade Lane, Clipsham Lane and the new street.
- 13 Vehicle access via the Pacific Highway is not permissible.
- 14 Residential and commercial foyers and lobbies are to be located off Moree Street, St Johns Avenue and Dumaresq Street, Wade Lane, Park Avenue or the Pacific Highway.

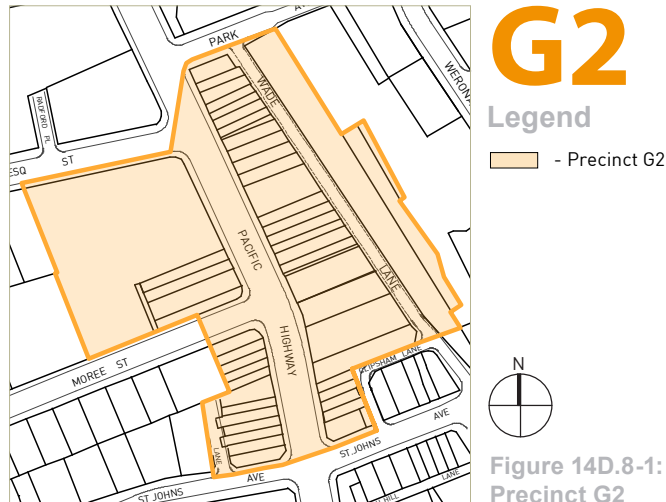
## Objectives

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

## 14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL

### Controls

#### Planned Future Character



The precinct is located on both sides of the Pacific Highway, between Dumaresq Street/Park Avenue in the north and St Johns Avenue in the south.

- 1 Development is to be designed to support and enhance the planned future character for this precinct as follows:
  - i) This precinct will become the primary retail and commercial centre for Ku-ring-gai. It is planned to allow retail and other employment related uses to increase significantly in this precinct.
  - ii) The area to the west of the Pacific Highway has potential to provide for a significant future expansion in retail floor space in contemporary buildings with pedestrian lane ways. New residential apartments will be located over the retail podiums providing high quality housing with roof gardens.
  - iii) Two new streets will be provided to the west of the precinct; they will be an essential part of the town centre traffic movement system and pedestrian access system. The new streets will also serve to separate the retail uses from the adjoining residential zones.
  - iv) The area to the east of the highway will be encouraged to develop as a boutique retail and leisure precinct providing improved main street shops along the Pacific Highway with new specialty shops, offices, and residential apartments on upper floors. Wade Lane will become activated with retail shops on the western side of the street.
  - v) A new urban park which will be created on Wade Lane on Council's land currently occupied by a multi-storey car park. The park will create a much needed community focus for the Gordon as a location for markets, events and performances. Car parking will be retained on-site in a basement car park.

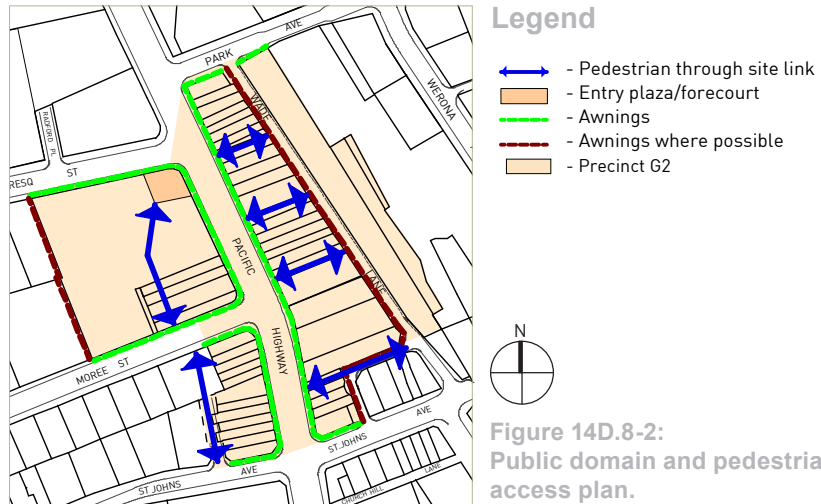
## 14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL (continued)

### Objectives

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

### Controls

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



- 2 Provide continuous awnings to Pacific Highway, St Johns Avenue, Moree Street, Dumaresq Street and Park Avenue.
- 3 Provide awnings to Wade Lane and the new streets and lanes where possible.
- 4 Provide internal shopping arcades linking Pacific Highway and Wade Lane.
- 5 Provide internal shopping arcade linking St Johns Avenue (west) with Moree Street.
- 6 Provide an entrance to the Gordon Centre on the corner of Dumaresq Street and the Pacific Highway with a new entry forecourt and a pedestrian arcade through to Moree Street.
- 7 Provide new or wider footpaths to St Johns Avenue (west), the new streets and Wade Lane.
- 8 Widen the existing Council owned walkway linking Wade Lane and Pacific Highway.

## 14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure



- 9 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010* or by Voluntary Planning Agreement (VPA):
- 1 Modification to traffic signals to suit one way flow at the intersection of Pacific Highway and St Johns Avenue.
  - 2 New pedestrian activated signals on the Pacific Highway just north of Moree Street intersection.
  - 7 Upgrade works to existing Council owned walkway (widened through development setbacks).
  - 8 Reconstruction of Wade Lane as one way street (south bound) with on-street parking and public parking under.
  - 10 Demolition of existing multi-storey car park and construction of a new urban park on Council owned land along Wade Lane.
  - 11 Modification of the traffic signals at the intersection of Pacific Highway and Dumaresq Street and removal the traffic signals at the intersection Pacific Highway and Park Street to improve traffic flow.
  - 12 Conversion of Park Avenue to one way traffic (east bound) and reduction of the road width to improve pedestrian conditions.
  - 13 Modification to the railway bridge on Park Avenue to provide wider footpaths .
  - 19 Embellishment of the footpath areas throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

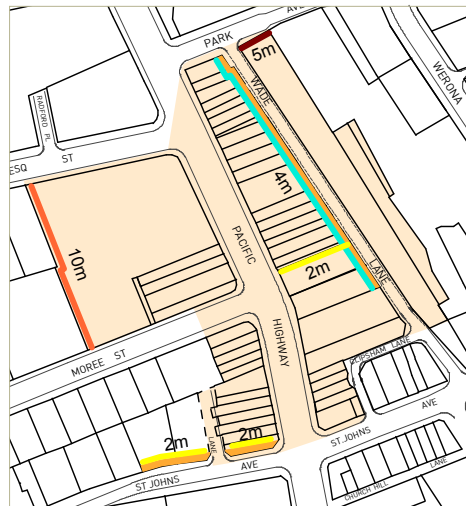
## 14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL (continued)

### Objectives

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

### Controls

#### Setbacks



#### Legend

- 10m - 10m setback
- 4m - 4m setback
- 2m - 2m setback
- Land dedication
- Precinct G2



Figure 14D.8-4  
Building alignment and setbacks plan.

- 10 Building setbacks are to be in accordance with *Figure 14D.8-4*, and all buildings in the B2 zone are required to be built to the street alignment and with a zero setback to all boundaries with the following exceptions:
- i) A 2 metre setback to St Johns Avenue applying to the properties Nos.21-23 St Johns Ave and Nos.756-770 Pacific Highway for road widening. Land is to be dedicated to Council at no cost.
  - ii) 10 metre rear setbacks to the rear of property 802-808 Pacific Highway to provide for a new 10m wide lane (two way traffic with footpaths both sides), between Dumaresq Street and Moree Street at the rear of the Gordon Centre to provide a transition to adjoining residential sites and to remove service and loading access from Dumaresq Street and Moree Street.
  - iii) 4 metre rear setbacks to Wade Lane applying to the properties Nos.747-795 Pacific Highway to provide new footpaths. Land is to be dedicated to Council at no cost.
  - iv) 2 metre setback to the existing Council walkway applying to the property No.751 Pacific Highway for widening of the walkway. Land is to be dedicated to Council at no cost.
  - v) A 5 metre setback to Park Avenue applying to DP 233688 (council carpark on Wade Lane) to protect an existing tree and provide a pedestrian forecourt.

## 14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL (continued)

### Objectives

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

### Controls

#### Built Form



#### Legend

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 2m upper level setback above street wall height
- 4m upper level setback above street wall height
- Landmark building
- Heritage affected site
- Precinct G2



Figure 14D.8-5:  
Built form plan.

- 11 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14D.8-5*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Pacific Highway, St Johns Avenue (east side), Wade Lane and Park Avenue.
  - ii) All levels above the street wall height are to have a 2 metre setback.
  - iii) Provide a 4 metre upper level setback to all buildings fronting Wade Lane.
  - iv) Provide active street frontages to the Pacific Highway, Dumaresq Street, Moree Street, Park Avenue, Wade Lane (south of Clipsham Lane) and St Johns Avenue.
  - v) Provide active street frontages to Wade Lane (north of Clipsham Lane), Clipsham Lane, and the new streets and lanes wherever possible.
  - vi) Provide a landmark corner building with distinct articulation at the intersection of St Johns Avenue and Pacific Highway.
  - vii) Step the retail podiums down from the Pacific Highway in platforms to relate the built form to the change in the topography.
  - viii) Conserve the heritage significance of 741 and 747 Pacific Highway while allowing for their integration into a new urban context.
  - ix) Design the built form on the northern side of Moree Street to minimise overshadowing of Moree Street.
  - x) Provide a well articulated sequence of built forms in Moree Street and St Johns Avenue (west), with residential uses at the upper levels separated into discrete buildings.
  - xi) Give special design consideration to building heights in relation to low density residential properties within St Johns Avenue (west). A transition in building heights is to be provided from taller buildings towards the eastern end of the block near the Pacific Highway, stepping down to lower buildings on the western side adjoining the new street.

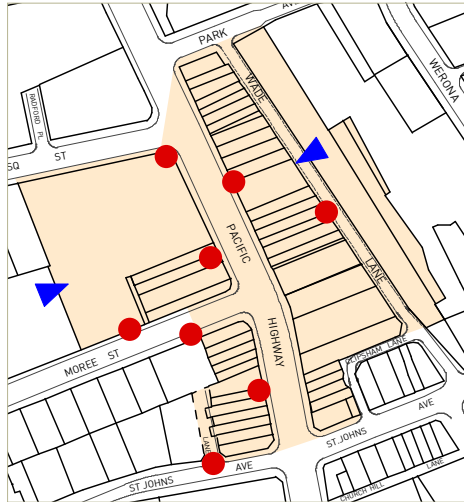
14D.8 PRECINCT G2:  
PACIFIC HIGHWAY RETAIL (continued)

Objectives

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

Controls

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



Legend

- Vehicular access to site
- Pedestrian access to site
- Precinct G2



Figure 14D.8-6:  
Building entries, car parking and  
service access plan.

- 12 Provide vehicle and service access via Wade Lane, Clipsham Lane and the new street.
- 13 Vehicle access via the Pacific Highway is not permissible.
- 14 Residential and commercial foyers and lobbies are to be located off Moree Street, St Johns Avenue and Dumaresq Street, Wade Lane, Park Avenue or the Pacific Highway.

## Objectives

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

## 14D.9 PRECINCT G3: CIVIC HUB

### Controls

#### Planned Future Character



This precinct is located at the northern edge of the retail core and is broadly defined by the intersection of the Pacific Highway, Park Avenue, Pearson Avenue and Dumaresq Street.

The area currently supports a number of Council and community services including: Council chambers and administration building; Gordon pre-school; Gordon library; Lifeline Harbour to Hawkesbury; Gordon police station; and the old Gordon school building (which provides rooms for a number of groups and activities including a heritage society and a youth activity centre).

- 1 Development is to be designed to support and enhance the planned future character for this precinct as follows:
  - i) The precinct also contains three significant heritage items including the old Gordon school building, the Council chambers building and Gordon pre-school.
  - ii) The vision for this precinct is for it to become the civic hub for the LGA. Council will retain a strong long term presence in the area, Council is planning for a range of improved civic and community facilities as well as a public park. Accommodation for a range of community services will be encouraged.
  - iii) New buildings will be designed to protect and enhance the setting of the two of the three heritage listed buildings by creating setbacks between new and old and allowing the heritage buildings to be viewed in “the round”.
  - iv) Improvements to Park Avenue are also proposed to provide better safety and amenity including widening the walkways on the bridge over the rail line and reducing traffic movements in Park Avenue.



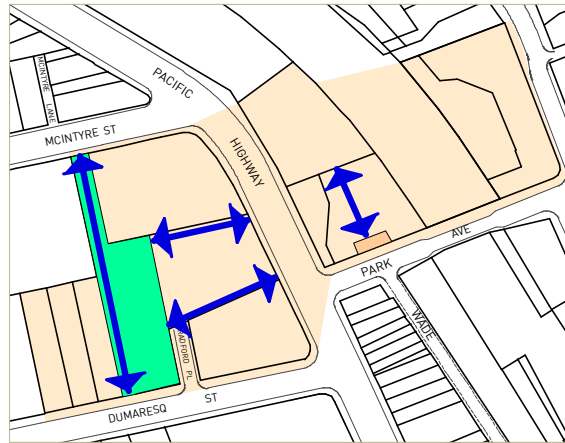
## 14D.9 PRECINCT G3: CIVIC HUB (continued)

### Objectives

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

### Controls

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



#### Legend




-  - Pedestrian through site link
-  - Entry plaza/forecourt
-  - Precinct G3



Figure 14D.9-2:  
Public domain and  
pedestrian access plan.

- 2 Retain and upgrade existing public accessways between the Pacific Highway and Radford Place and the proposed park.
- 3 Retain and upgrade existing public accessway between Dumaresq Street and McIntyre Street.
- 4 Provide an entry forecourt to the new building on No.2 Park Avenue site off Park Avenue.
- 5 Incorporate a new internal pedestrian link within the new buildings at No.2 Park Avenue between Park Avenue and the 'old school building' (799 Pacific Highway).

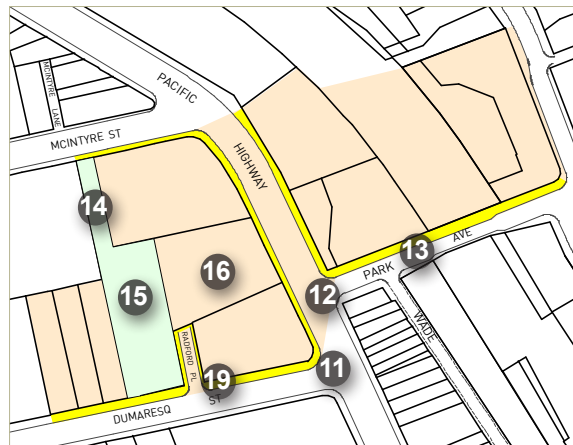
## 14D.9 PRECINCT G3: CIVIC HUB (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure



#### Legend

- Footpath embellishment
- New or existing park to be upgraded
- 1 - Proposed Community Infrastructure
- Precinct G3



Figure 14D.9-3:  
Key community  
infrastructure plan

- 6 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010* or by Voluntary Planning Agreement (VPA):
- 11 Modification of the traffic signals at the intersection of Pacific Highway and Dumaresq Street and removal the traffic signals at the intersection Pacific Highway and Park Street to improve traffic flow.
  - 12 Conversion of Park Avenue to one way traffic (east bound) and reduction of the road width to improve pedestrian conditions.
  - 13 Modification to the railway bridge on Park Avenue to provide wider footpaths .
  - 14 Improvements to the existing pedestrian way between Dumaresq Street and McIntyre Street.
  - 15 Construction of a new urban park on Council owned land in Dumaresq Street.
  - 16 Construction of a multi-purpose community facility.
  - 19 Embellishment of the footpath areas throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

## 14D.9 PRECINCT G3: CIVIC HUB (continued)

### Objectives

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

### Controls

#### Setbacks



Figure 14D.9-4  
Building alignment and setbacks plan.

- 7 Building setbacks are to be in accordance with *Figure 14C.9-4*, and all buildings in the B2 zone are required to be built to the street alignment and with a zero setback to all boundaries with the following exceptions:
- i) A 5 metre setback to Park Avenue applying to property No.2 Park Avenue for street tree planting and building forecourt.
  - ii) A 6 metre setback to the Pacific Highway applying to No.2 Park Avenue to protect existing trees and for street tree planting.
  - iii) A 6 metre side and rear setback to Nos.9, 15 and 17 Dumaresq Street to protect existing trees.
  - iv) 10 metre side setback applying to property No.2 Park Avenue to provide building separation to the heritage item ('old school building') 799 Pacific Highway.
  - v) 10 metre setback to Dumaresq Street applying to property Nos.9, 15 and 17 Dumaresq Street and 818 Pacific Highway for landscaped gardens.
  - vi) 3 metre setback to Radford Place applying to property no.810 Pacific Highway for wider footpaths. Land is to be dedicated to Council at no cost.
  - vii) 15 metre setback to the Pacific Highway applying to no.810 and no. 828 Pacific Highway for a landscaped forecourt and view corridors to the heritage item at 818 Pacific Highway.
  - viii) 10 metre setback to McIntyre Street applying to no.828 Pacific Highway for landscaped gardens.
  - ix) 12 metre rear setback applying to no.828 Pacific Highway for a public pedestrian accessway. Land is to be dedicated to Council at no cost.

## 14D.9 PRECINCT G3: CIVIC HUB (continued)

### Objectives

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

### Controls

#### Built Form



#### Legend

- Principal active frontage
- 3 storey street wall
- \* - Landmark building
- Heritage affected site
- Precinct G3



Figure 14D.9-5:  
Built form plan.

- 8 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14D.9-5*, and as follows:
- i) Align new building on No.2 Park Avenue site to be parallel with Park Avenue street alignment and aligned with heritage listed 'old school building' at no.799 Pacific Highway.
  - ii) Provide active frontage to the western and eastern edges of the proposed park on Dumaresq Street.
  - iii) Provide active frontage to the Pacific Highway where ever possible.
  - iv) Provide a landmark corner building on the corner of Pacific Highway and Park Avenue (No.2 Park Avenue) with active frontages.

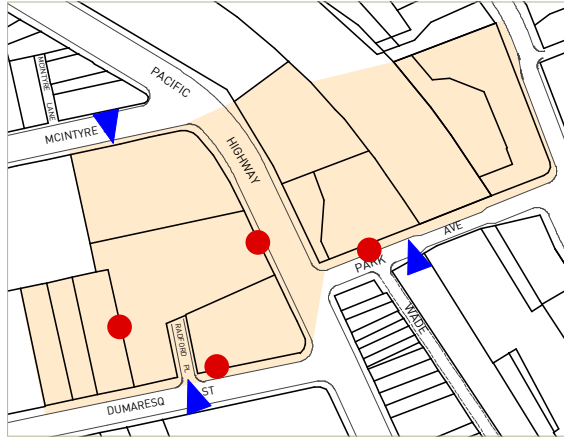
14D.9 PRECINCT G3:  
CIVIC HUB (continued)

Objectives

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

Controls

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



Legend

- ▲ - Vehicular access to site
- - Pedestrian access to site
- - Precinct G3



Figure 14D.9-6:  
Building entries, carpark  
and service access plan.

- 9 Provide vehicle access via Dumaresq Street, Radford Place, Park Avenue and McIntyre Street only.
- 10 Commercial and residential foyers and lobbies are to be located off Pacific Highway, Park Avenue, Radford Place, Dumaresq Street and off the new walkways adjoining the proposed park.

## Objectives

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

## 14D.10 PRECINCT G4: MIXED USE

### Controls

#### *Planned Future Character*



# G4

#### Legend

- Precinct G4
- Potential relocation of laneway to enable lot consolidation



Figure 14D.10-1:  
Precinct G4

This precinct is located on the northern periphery of Gordon Centre between Ryde Road, the Pacific Highway and Merriwa Street.

- 1 Development is to be designed to support and enhance the planned future character for this precinct as follows:
  - i) The area is planned to become a mixed use precinct providing a support role to the core retail precincts. The precinct will offer opportunities for a wide range of uses such as bulky goods, bulk suppliers and the like; business and employment related uses; medical, recreational and other professional services; as well as residential apartment buildings.
  - ii) This precinct will provide an urban edge to define the Pacific Highway and provide a good quality entry experience for drivers and train passengers arriving in Gordon from the north.
  - iii) Fitzsimons Lane has potential to become a smaller scale street with active uses including small retail facilities, cafes or corner stores where they meet the needs of employees and residents in the precinct.

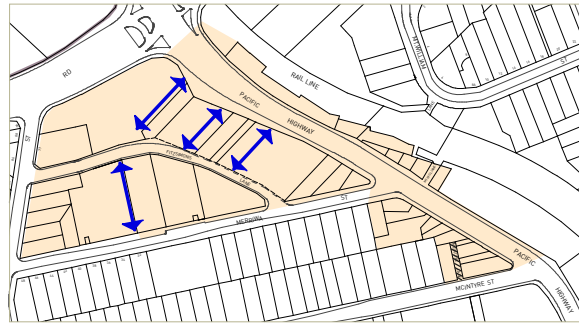
## 14D.10 PRECINCT G4: MIXED USE (continued)

### Objectives

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

### Controls

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



#### Legend




-  - Pedestrian through site link
-  - Potential relocation of laneway to enable lot consolidation
-  - Precinct G4



Figure 14D.10-2:  
Public domain and  
pedestrian access plan.

- 2 Retain and upgrade existing pedestrian link between Fitzsimons Lane and Pacific Highway.
- 3 Provide new pedestrian accessway linking the Pacific Highway with Fitzsimons Lane.
- 4 Provide new pedestrian accessway linking Merriwa Street and Fitzsimons Lane.

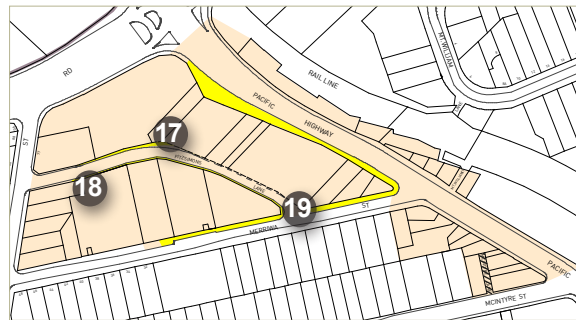
## 14D.10 PRECINCT G4: MIXED USE (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure



#### Legend

- Footpath embellishment
- New/realigned road
- 1 - Proposed Community Infrastructure
- Potential relocation of laneway to enable lot consolidation
- Precinct G4



Figure 14D.10-3:  
Key community  
infrastructure plan

- 5 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010* or by Voluntary Planning Agreement (VPA):
- 17 Provision of a new bus stop on the highway servicing the strategic bus corridor link to Macquarie Centre.
  - 18 Reconstruction of Fitzsimmons Lane to be a 15 metre wide right-of-way with footpaths both sides and on-street parking.
  - 19 Embellishment of the footpath areas throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.



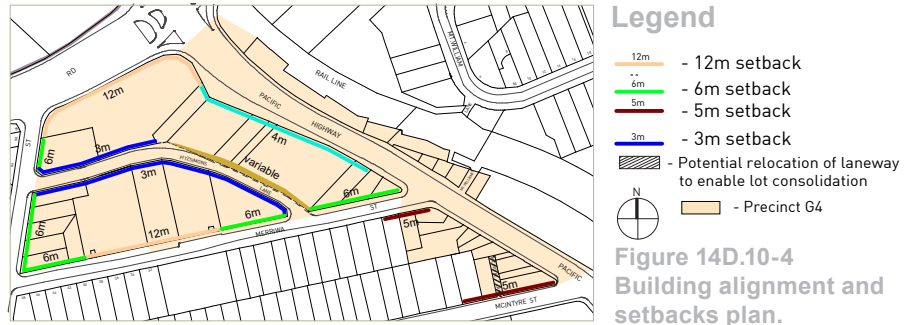
## 14D.10 PRECINCT G4: MIXED USE (continued)

### Objectives

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

### Controls

#### Setbacks



- 6 Building setbacks are to be in accordance with *Figure 14D.10-4*, and all buildings in the B4 zone are to provide setbacks in accordance with Part 8 of this DCP in relation to commercial buildings and Part 7 in relation to residential buildings with the following exceptions:
- i) 5 metre building setbacks to McIntyre Street and Merriwa Streets applying to 2 Merriwa Street, 1 McIntyre Street, 836 and 850 Pacific Highway for landscaped gardens.
  - ii) 4 metre building setback to Pacific Highway applying to the properties Nos. 870-916 Pacific Highway for a landscaped gardens and courtyards. A front fence or wall must be provided on the property boundary or setback a maximum of 1 metre. Fences and walls must comply with Part 7C.11 in relation to residential buildings.
  - iii) Properties nos.870-914 Pacific Highway are to provide building variable setbacks as required (up to 5 metres) to Fitzsimmons Lane to achieve a minimum 15m wide right-of-way between the property boundary of Nos. 1 and 7-9 Merriwa Street. Land is to be dedicated to Council at no cost.
  - iv) 3 metre setback to Fitzsimmons Lane applying to the properties nos. 1, 7-9, 11-15, 17-23 Merriwa Street and no.71 Vale Street for building forecourts and landscaped gardens.
  - v) 12 metre setback to Merriwa Street applying to the properties nos. 7-9, 11-15 and 17-23 Merriwa Street for landscaped gardens.
  - vi) 6 metre setback to Merriwa Street applying to the properties nos. 1 and 25 Merriwa Street and 854-870 Pacific Highway for landscaped gardens.
  - vii) 6 metre setback to Vale Street applying to no.25 Merriwa Street and nos.71 and 77 Vale Street for landscaped gardens.
  - viii) 3 metre setback to Fitzsimons Lane applying to 77 Vale Street and 924 Pacific Highway for landscaped gardens.
  - ix) 12 metre setback to Ryde Road and Pacific Highway applying to 924 Pacific Highway for landscaped gardens.
  - x) 5 metre building setback to McIntyre Street applying to no.1 McIntyre Street and 836 Pacific Highway. Setback starts at a distance of 15 metres back from the Pacific Highway property line.

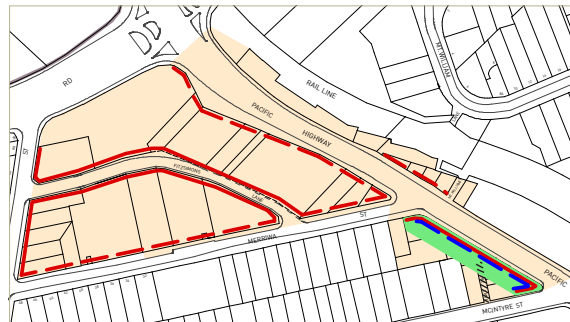
## Objectives

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

## 14D.10 PRECINCT G4: MIXED USE (continued)

### Controls

#### Built Form



#### Legend

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 2m upper level setback above street wall height
- Potential relocation of laneway to enable lot consolidation
- Precinct G4

Figure 14D.10-5:  
Built form plan.

- 7 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14D.10-5*, and as follows:
- i) Provide active frontage to the Pacific Highway between McIntyre Street and Merriwa Street.
  - ii) Provide active street frontages to Fitzsimmons Lane where ever possible.
  - iii) Create a consistent 3 storey (11.5m) street wall that is built parallel to the street alignment of the Pacific Highway between McIntyre Street and Merriwa Street.
  - iv) All levels above street wall height are to have a 2m setback.

## 14D.10 PRECINCT G4: MIXED USE (continued)

### Objectives

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

### Controls

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



- 8 All vehicle service and loading access is to be from Fitzsimons Lane, Merriwa Street or Vale Street.
- 9 Vehicle access via the Pacific Highway is not permissible.
- 10 Where sites have dual frontage to Merriwa Street and Fitzsimons Lane, vehicular access or service loading is to be via Merriwa Street only.
- 11 Residential and commercial lobbies are to be located on Fitzsimons Lane, Merriwa Street, Vale Street and the Pacific Highway.

## Objectives

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

## 14D.11 PRECINCT G5: BUILDINGS IN R4 ZONES

### Controls

#### *Planned Future Character*

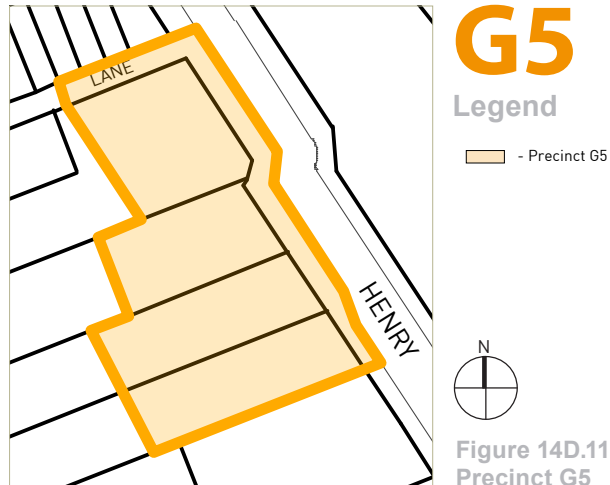


Figure 14D.11-1:  
Precinct G5

This precinct consists of R4 High Density Residential zones within close proximity to the commercial zones.

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

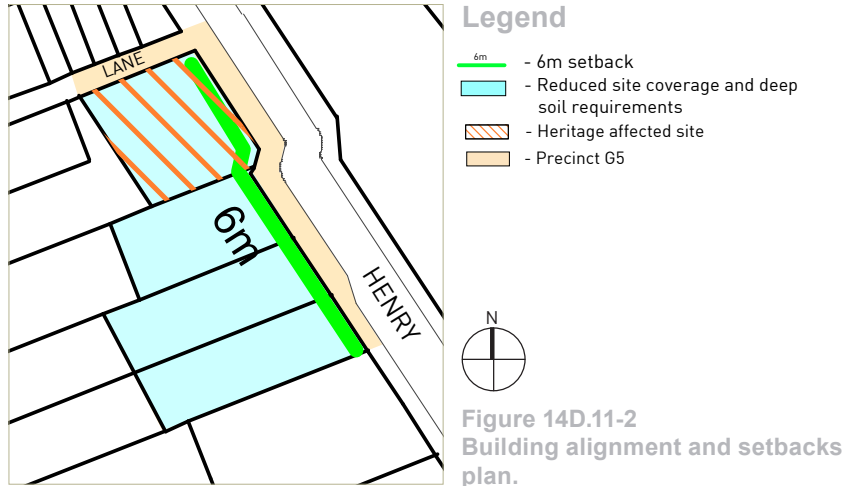
## 14D.11 PRECINCT G5: BUILDINGS IN R4 ZONES (continued)

### Objectives

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

### Controls

#### Setbacks



- 2 Building setbacks are to be in accordance with *Figure 14D.11-2*, and the following controls are applicable for R4 zones, where mixed use buildings are permitted:
- i) Properties 30, 32, 34 and 36 Henry Street are to provide a minimum front setback of 6m;
  - ii) The maximum site coverage applicable to the properties identified in i) above is:
    - 60% where a commercial component with an FSR greater than 0.3:1 on the ground floor is proposed;
    - 40% in other cases.
  - iii) The minimum deep soil landscaping requirement for these properties is:
    - 25% where a commercial component with an FSR greater than 0.3:1 on the ground floor is proposed;
    - 30% in other cases.

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**14E Lindfield Local Centre**

- 14E.1 Lindfield Local Centre Context
- 14E.2 Public Domain and Pedestrian Access
- 14E.3 Proposed Community Infrastructure
- 14E.4 Setbacks
- 14E.5 Built Form
- 14E.6 Building Entries, Car Parking and Service Access
- 14E.7 Precinct L1: Balfour Street Retail Area
- 14E.8 Precinct L2: Pacific Highway Retail Area
- 14E.9 Precinct L3: Tryon Place Mixed Use Area
- 14E.10 Precinct L4: Tryon Road and Lindfield Avenue Retail Area
- 14E.11 Precinct L5: Lindfield Community Hub
- 14E.12 Precinct L6: Former Library Site
- 14E.13 Precinct L7: Buildings in R4 Zones
- 14E.14 Precinct L8: Buildings in R4 Zones



## 14E.1 LINDFIELD LOCAL CENTRE CONTEXT

### Further controls that may apply

#### SECTION A

Part 7 - Residential Flat Buildings  
Part 8 - Mixed Use Development

#### SECTION B

Part 19 - Heritage Items and Heritage Conservation Areas

### Objectives

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

### Controls

#### Urban Precincts

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

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

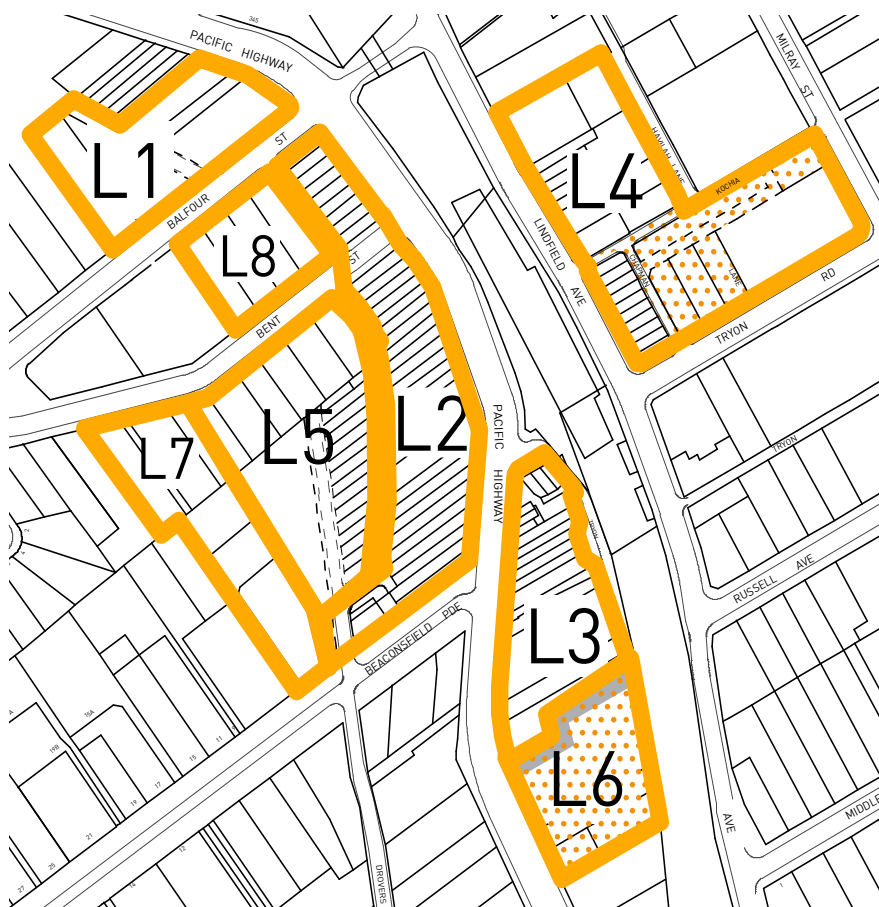


Figure 14E.1-1:  
Lindfield Local Centre Precinct Plan  
Legend

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



## 14E.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

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

### Controls

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



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

#### Legend

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

## 14E.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Objectives

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

### Controls

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



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

### Legend

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

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

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

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

#### Objectives

#### Controls

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

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

Objectives

14E.3 PROPOSED COMMUNITY  
INFRASTRUCTURE (continued)

Controls

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

### 14E.4 SETBACKS

#### Objectives

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

#### Controls

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

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

#### Legend

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



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

## 14E.4 SETBACKS (continued)

### Objectives

### Controls

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

## 14E.5 BUILT FORM

### Objectives

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

### Controls

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



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

#### Legend

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

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

### Objectives

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

### Controls

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

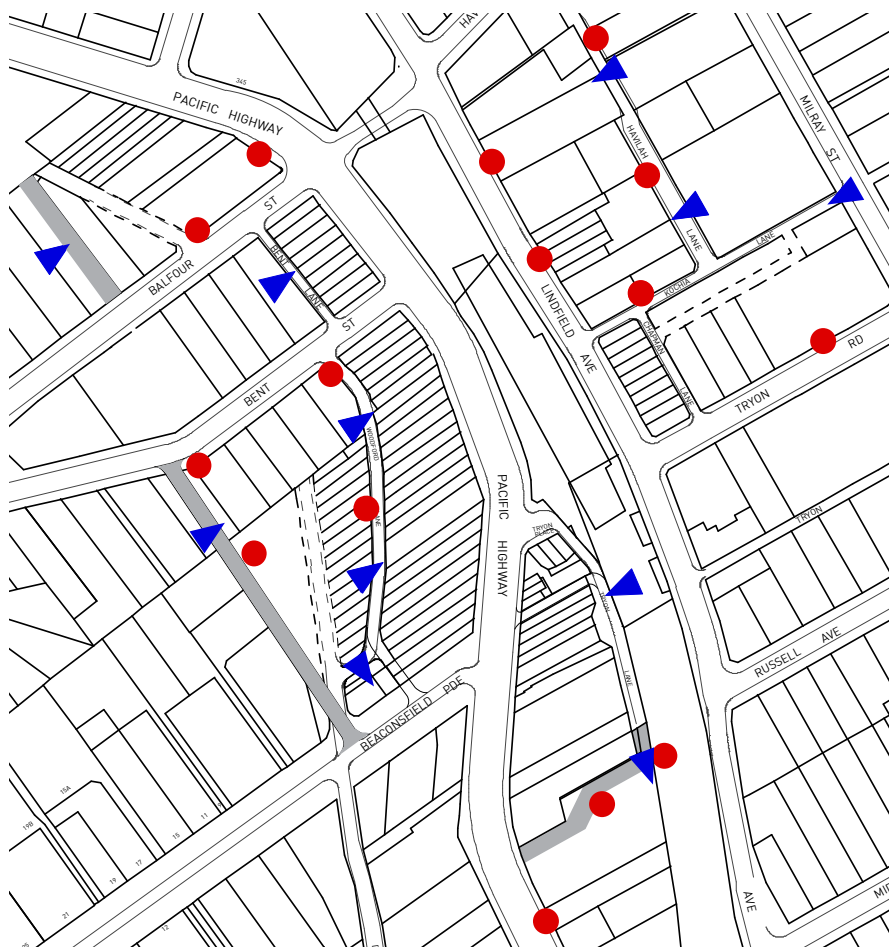





Figure 14E.6-1:  
Building entries, car parking and service access plan.

### Legend

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



## Objectives

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

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

## Controls

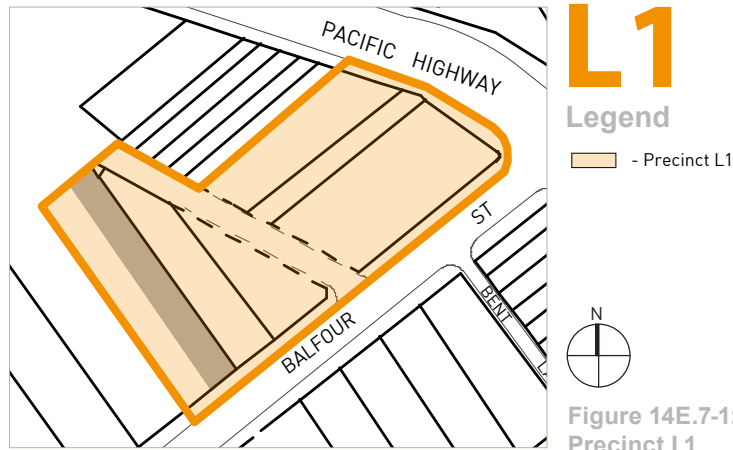
*Planned Future Character*

Figure 14E.7-1:  
Precinct L1

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

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

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

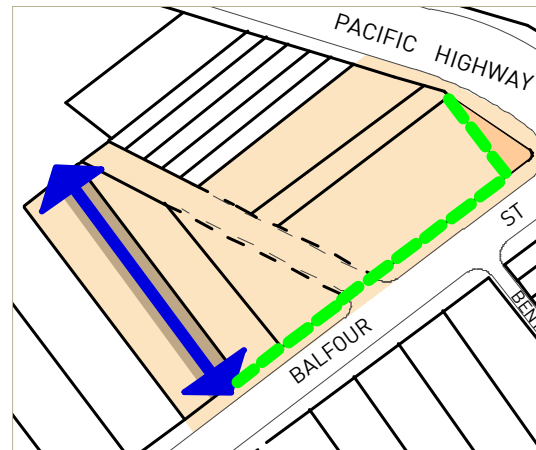
## Objectives

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

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

### Controls

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



#### Legend

- Pedestrian through site link
- Entry plaza/forecourt
- Awnings
- New/realigned road
- Precinct L1



Figure 14E.7-2:  
Public domain and  
pedestrian access plan.

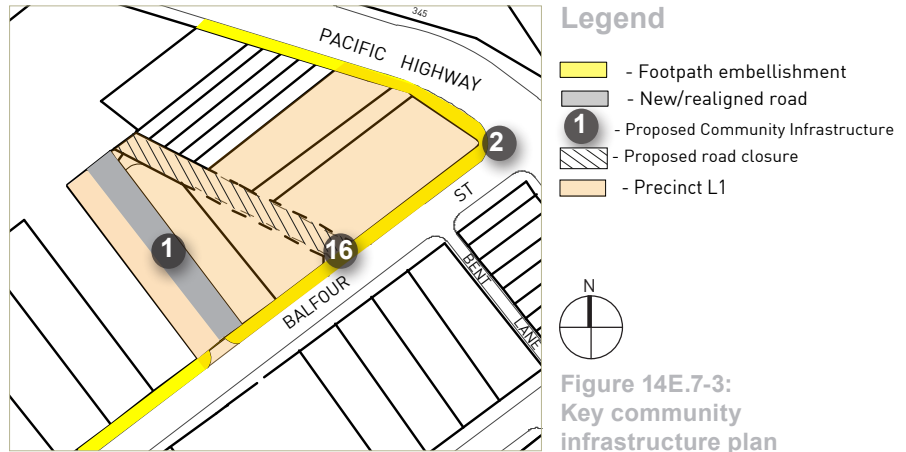
- 2 Create an entry plaza and public address to the building at the intersection of the Pacific Highway and Balfour Street.
- 3 Provide continuous awnings to the Pacific Highway and Balfour Street frontages.

## Objectives

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

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

## Controls

**Proposed Community Infrastructure**

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

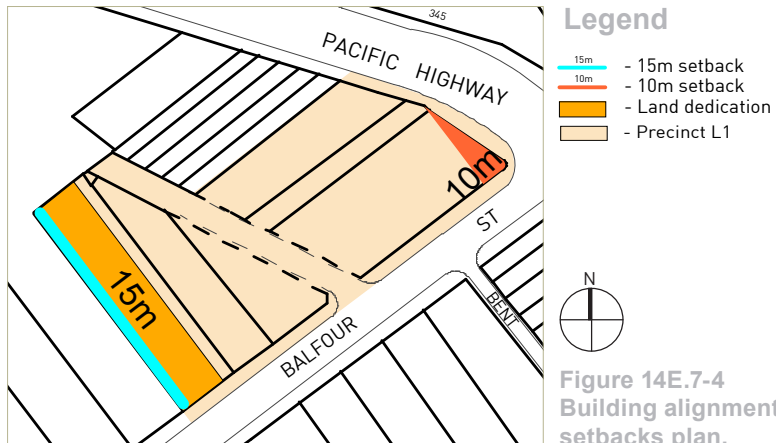
## Objectives

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

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

### Controls

#### Setbacks



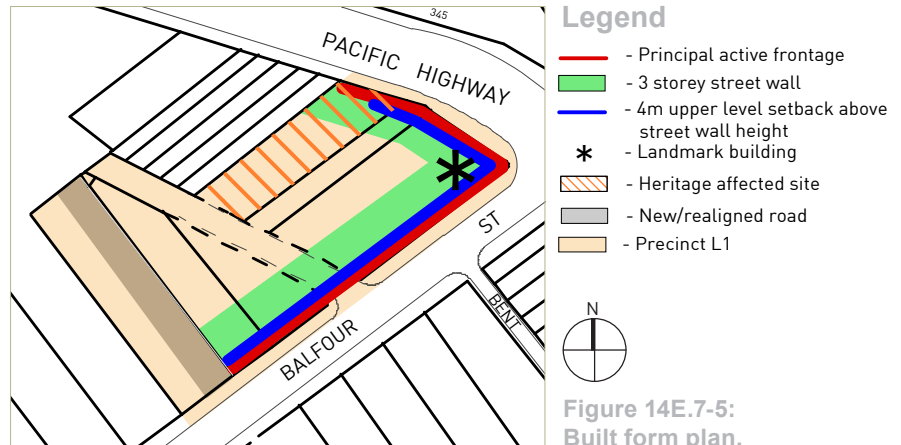
- 5 Building setbacks are to be in accordance with *Figure 14E.7-4* and all buildings within this precinct are required to be built to the street alignment and with a zero setback to property boundaries with the following exceptions:
- i) Provide 15 metre side setback from the western boundary of property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

## Objectives

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

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

## Controls

**Built Form**

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

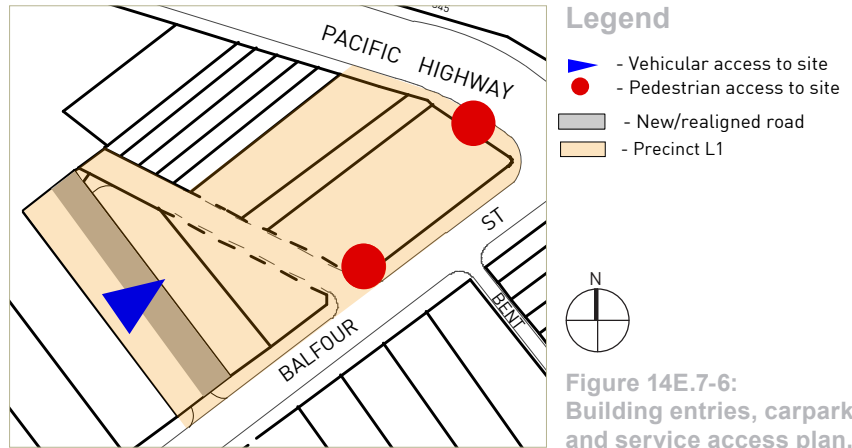
## Objectives

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

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

### Controls

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



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

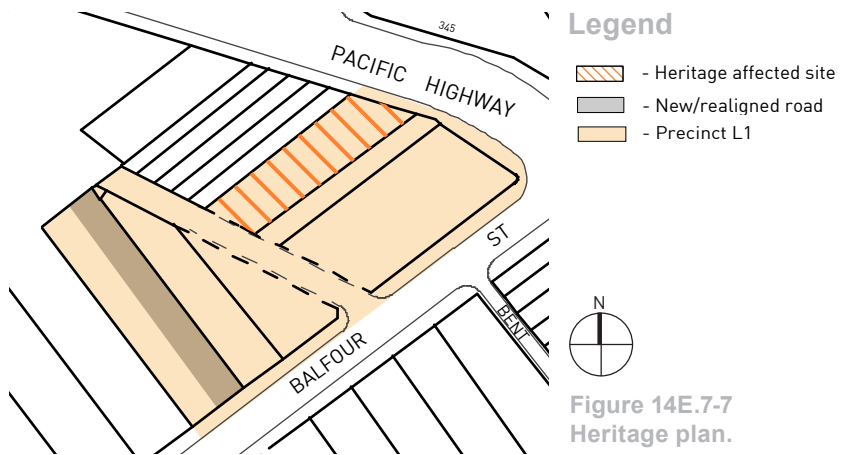
## 14E.7 PRECINCT L1: BALFOUR STREET RETAIL AREA (continued)

### Controls

#### Objectives

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

#### Heritage



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

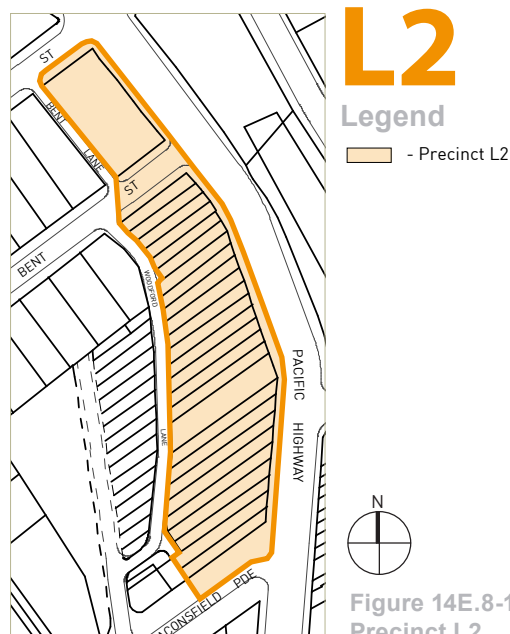
## Objectives

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

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

### Controls

#### Planned Future Character



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

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

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

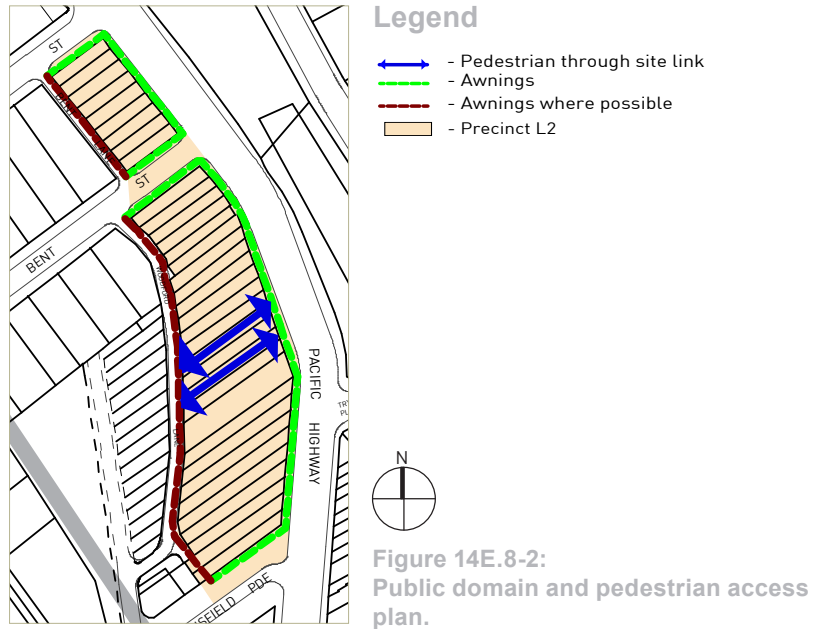


## Objectives

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

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

## Controls

**Public Domain and Pedestrian Access**

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

## Objectives

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

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

### Controls

#### Proposed Community Infrastructure

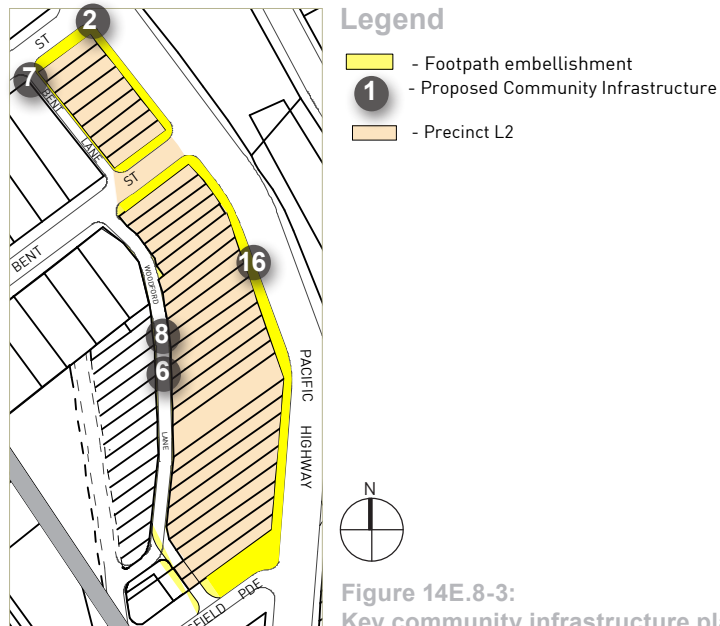


Figure 14E.8-3:  
Key community infrastructure plan

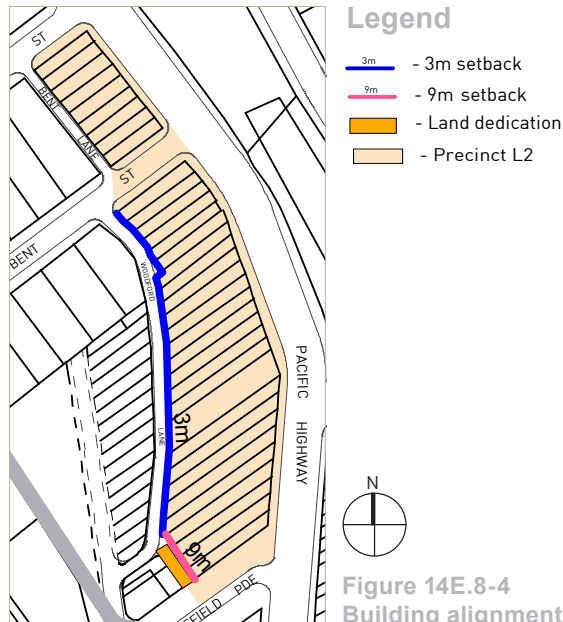
- 6 The following development as indicated in *Figure 14E.8-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
- 2 Extend right turn bay on Pacific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

## Objectives

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

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

## Controls

**Setbacks**

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

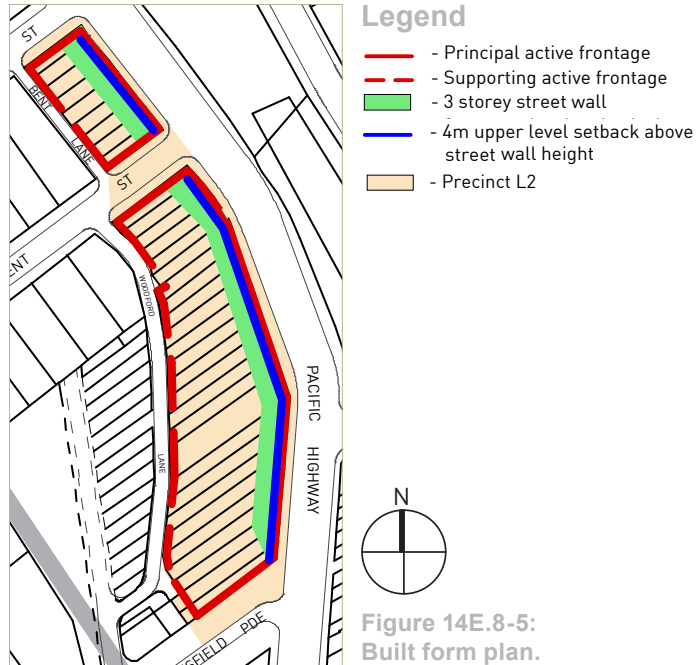
## Objectives

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

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

### Controls

#### **Built Form**



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

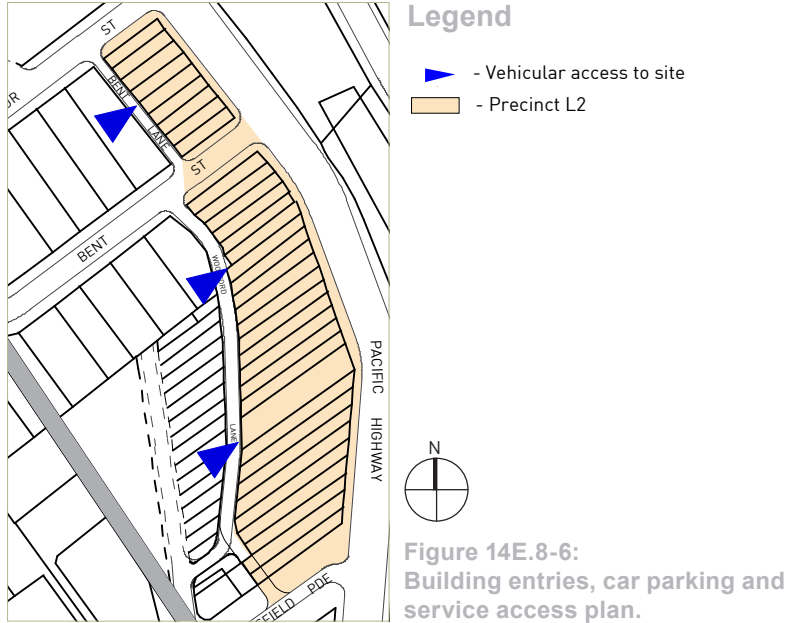
### 14E.8 PRECINCT L2: PACIFIC HIGHWAY RETAIL AREA (continued)

#### Objectives

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

#### Controls

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



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

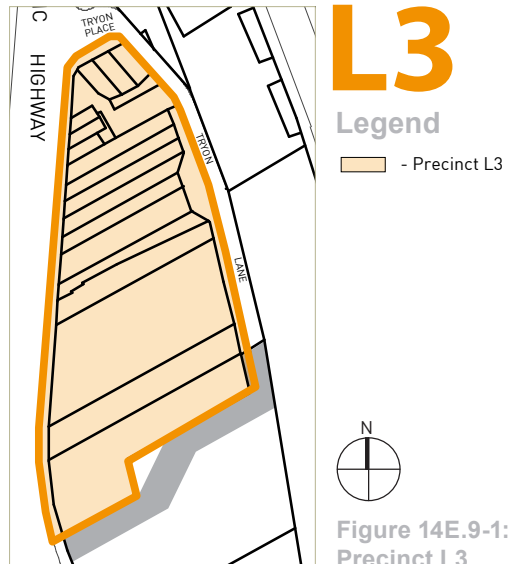
## Objectives

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

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

### Controls

#### Planned Future Character



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

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

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

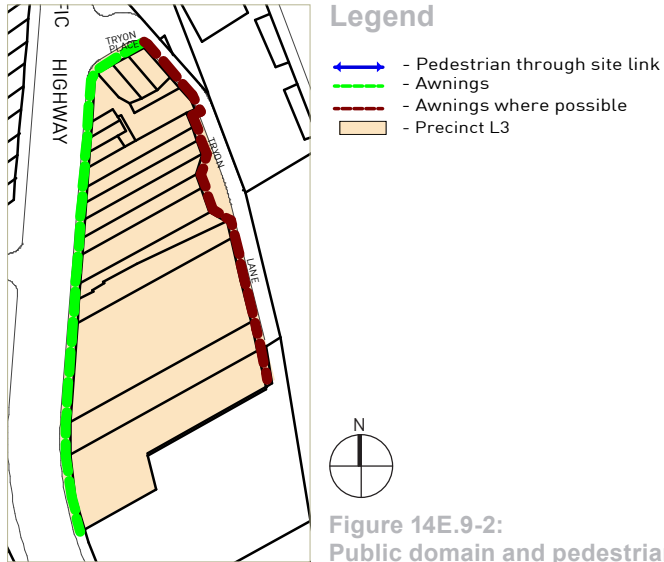
### 14E.9 PRECINCT L3: TRYON PLACE MIXED USE AREA (continued)

#### Objectives

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

#### Controls

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



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

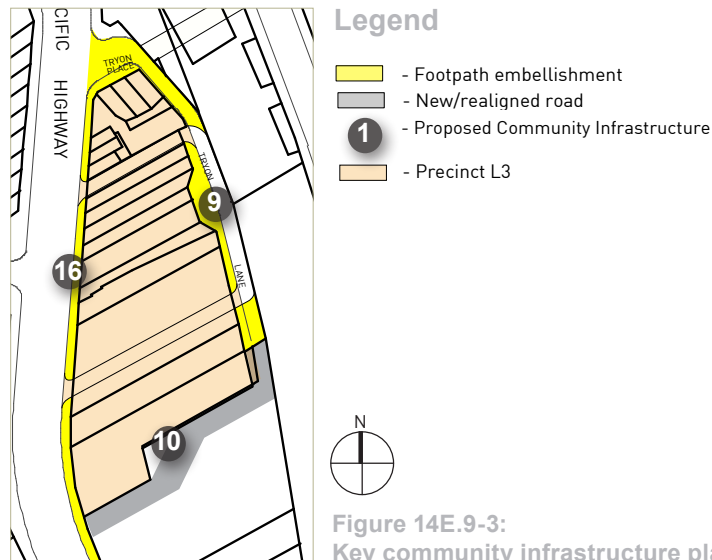
## Objectives

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

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

### Controls

#### Proposed Community Infrastructure



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



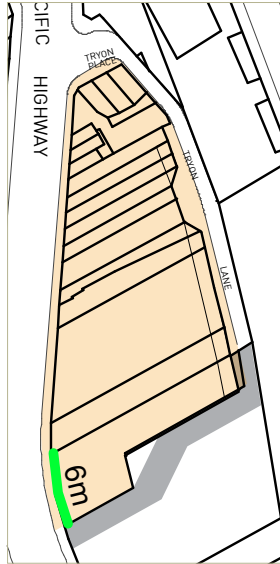
14E.9 PRECINCT L3:  
TRYON PLACE MIXED USE AREA  
(continued)

Objectives

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

Controls

Setbacks



Legend

- 6m - 6m setback
- New/realigned road
- Precinct L3



Figure 14E.9-4  
Building alignment and setbacks plan.

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

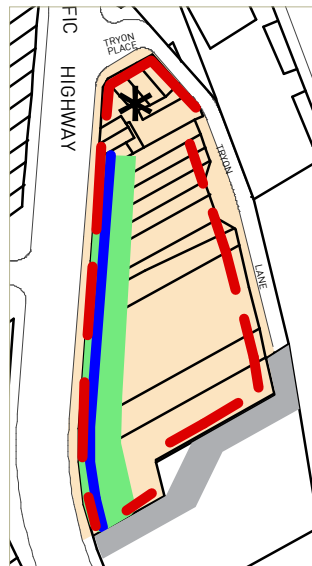
## Objectives

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

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

### Controls

#### Built Form



#### Legend

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



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

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

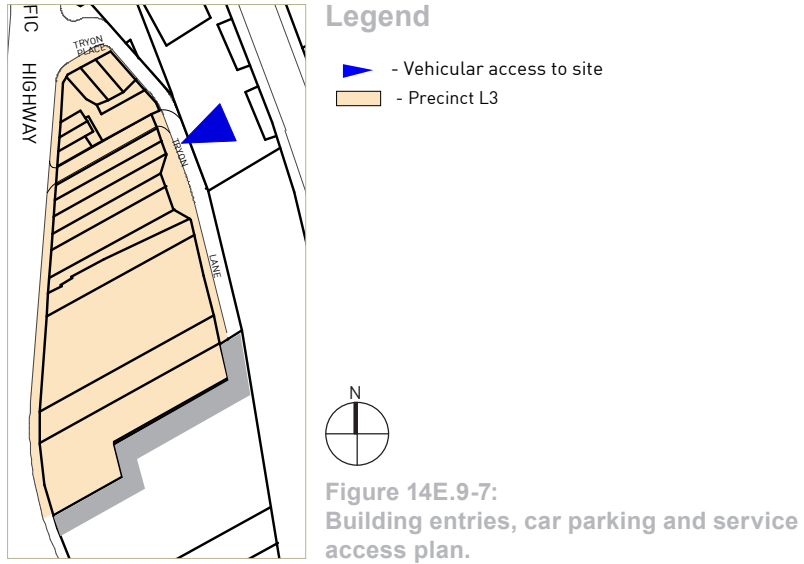
14E.9 PRECINCT L3:  
TRYON PLACE MIXED USE AREA  
(continued)

Objectives

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

Controls

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



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

## Objectives

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

Refer to  
**PART 14R.1**  
Lindfield Village Green  
Masterplan

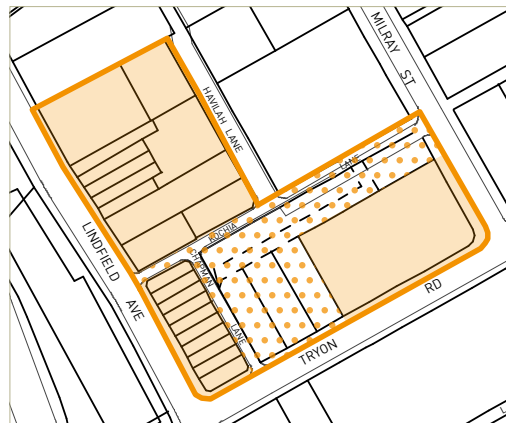
- 1 To ensure development is consistent with the Lindfield Village Green Masterplan.
- 2 To provide a large flexible public open space for the community.
- 3 To service the public parking demands of the area.
- 4 To provide enhanced vehicular and pedestrian connectivity between the railway station, Pacific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



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

### Controls

#### Planned Future Character



# L4

#### Legend

- Precinct L4
- Masterplan Site



Figure 14E.10-1  
Precinct L4  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

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

Refer to Lindfield Village Green Masterplan at Part 14R.1 for a comprehensive collection of illustrations, plans and design principles. Where there is an inconsistency between the controls in this Part 14E.11 and the Lindfield Village Green Masterplan, then the latter prevails to the extent of the inconsistency.

Development is to be designed in accordance with the Lindfield Village Green Masterplan at Part 14R.1 and is to support and enhance the planned future character for the precinct including the following:

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

Refer to Figure 14E.10-2 (see Lindfield Village Green Masterplan at Part 14R.1 for complete illustrations).

Figure 14E.10-2  
Lindfield Village Green  
(Refer to Part 14R.1 Lindfield Village Green Masterplan)

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

Objectives

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

Refer to  
**PART 14R.1**  
Lindfield Village Green  
Masterplan

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

Controls

**Public Domain and Pedestrian Access**



**Legend**

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

Figure 14E.10-3  
Public domain and pedestrian  
access  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

- 2 Public domain works and pedestrian access is to be in accordance with Figure 14E.10-3 and the Lindfield Village Green Masterplan at Part 14R.1, including the following:
  - i) provide continuous awnings to Lindfield Avenue and Kochia Lane;
  - ii) provide awnings to Havilah Lane where possible;
  - iii) provide a new pedestrian walkway between Lindfield Avenue and Havilah Lane;
  - iv) provide new footpaths to Kochia Lane, Chapman Lane and Havilah Lane;
  - v) provide solar access to the Village Green;

Refer to Figure 14E.10-4 (see Lindfield Village Green Masterplan at Part 14R.1 for complete illustrations).

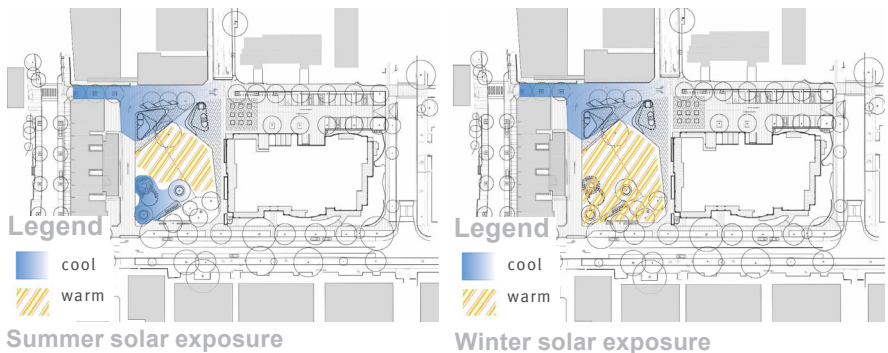


Figure 14E.10-4  
Solar access  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

## Objectives

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

### Controls

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

Refer to *Figure 14E.10-5* (see Lindfield Village Green Masterplan at Part 14R.1 for complete illustrations).



**Figure 14E.10-5**  
Pedestrian desire lines  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

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

Refer to *Figure 14E.10-6* (see Lindfield Village Green Masterplan at Part 14R.1 for complete illustrations).

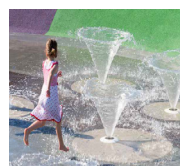


North plaza

**Figure 14E.10-6**  
Village Green features  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)



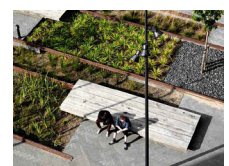
Gazebo



Water feature



Pavillions



WSUD gardens

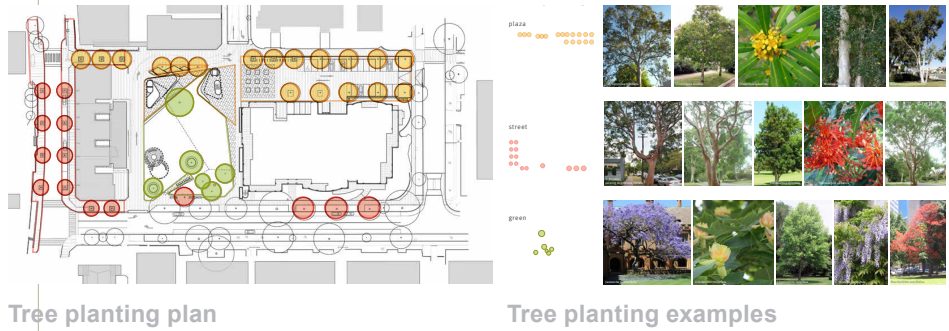
### 14E.10 PRECINCT L4: TRYON ROAD AND LINDFIELD AVENUE RETAIL AREA (continued)

#### Objectives

#### Controls

viii) provide street planting on the plaza, street and Village Green;  
Refer to *Figure 14E.10-7* (see Lindfield Village Green Masterplan at Part 14R.1 for complete illustrations).

Figure 14E.10-7  
Tree planting  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)



Tree planting plan

Tree planting examples

ix) provide spaces that allow the Village Green to be used for small events, markets, festivals, night screen/stage and markets.

Refer to *Figure 14E.10-8* (see Lindfield Village Green Masterplan at Part 14R.1 for complete illustrations).

Figure 14E.10-8  
Village Green uses  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)



Park use - small event



Park use - festival



Park use - market day

## Objectives

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

Refer to  
**PART 14R.1**  
Lindfield Village Green  
Masterplan

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

14 To enhance and improve road and road related infrastructure.

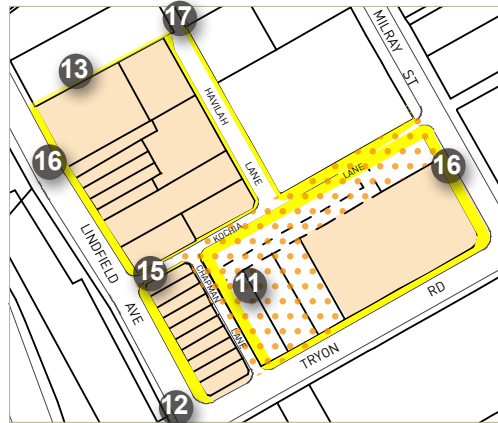
15 To showcase leadership in design excellence and Ecologically Sensitive Development (ESD) provisions.

16 To promote urban 'green living'.

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

### Controls

#### Proposed Community Infrastructure



#### Legend

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



Figure 14E.10-9  
Community Infrastructure  
(Refer to Part 14R.1  
Lindfield Village Green  
Masterplan)

- 3 Key Community Infrastructure provision is to be in accordance with Figure 14E.10-9, the Ku-ring-gai Contributions Plan 2010 and the Lindfield Village Green Masterplan at 14R.1. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism, and include the following:
- 11 Creation of new Village Green on Council car park precinct incorporating public basement car parking and commuter carpark spaces (to be funded by Transport for NSW).
  - 12 Installation of new traffic signals at the intersection of Tryon Road and Lindfield Avenue (and removal of existing pedestrian activated traffic signals on Lindfield Avenue).
  - 13 A new pedestrian lane way from Lindfield Ave to Havilah Road.
  - 15 Modifications to pedestrianise Kochia Lane (part).
  - 16 Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.
  - 17 Upgrade and widening of Havilah Lane including new footpaths (additional land dedicated to Council as part of redevelopment of adjoining sites).



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

### Objectives

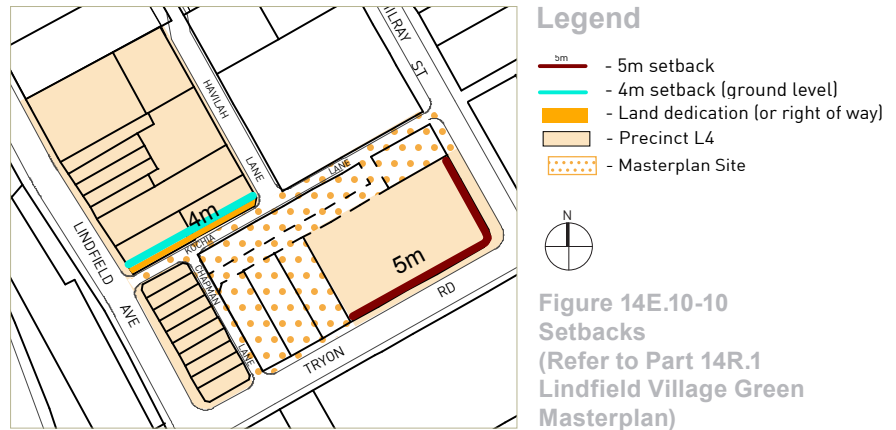
Refer to  
**PART 14E.4**  
Setbacks

Refer to  
**PART 14R.1**  
Lindfield Village Green  
Masterplan

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

### Controls

#### Setbacks



- 4 Building setbacks are to be in accordance with *Figure 14E.10-10* and the Lindfield Village Green Masterplan at 14R.1. All buildings are to be built to the street alignment and with a zero setback to property boundaries with the following exceptions:
  - i) 4.0 metre setback, at ground level, to Kochia Lane along the southern boundaries of 2 Kochia Lane and 23-25 Lindfield Avenue. Land is to be dedicated to Council at no cost, or a right of way is to be established over the land for Council's benefit.
  - ii) 5.0 metre landscape setback to Tryon Road and Milray Street applying to the property Nos.12-18 Tryon Road.

## Objectives

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

Refer to  
**PART 14R.1**  
Lindfield Village Green  
Masterplan

20 To ensure active street frontages and outdoor dining.

21 To minimise overshadowing of parks and open space.

22 To encourage design excellence and Ecologically Sustainable Development (ESD) provisions in all new developments.

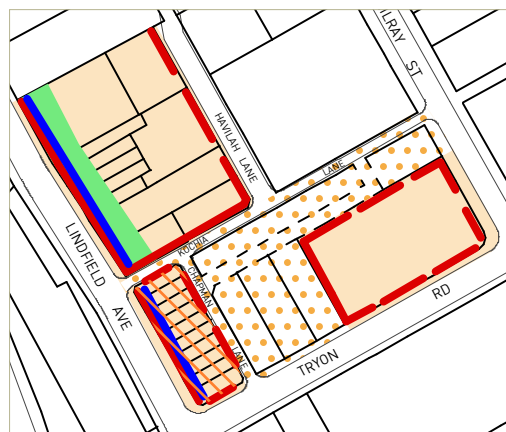
23 To promote well-articulated and modulated building facades.

24 To encourage the use of varied materials to enhance the visual quality of buildings.

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

### Controls

#### Built Form



#### Legend

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

Figure 14E.10-11  
Built Form  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

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

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

Objectives

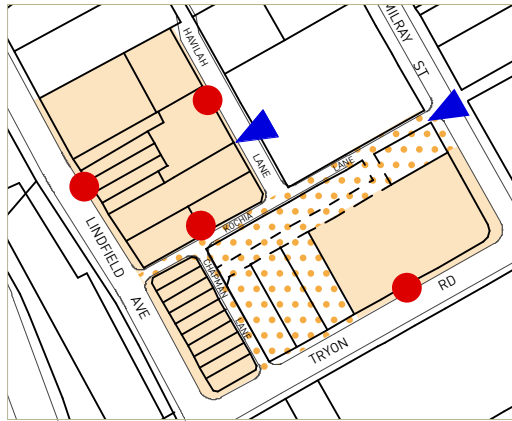
Refer to  
**PART 14E.6**  
Building Entries, Car  
Parking and Service  
Access

Refer to  
**PART 14R.1**  
Lindfield Village Green  
Masterplan

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

Controls

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



Legend

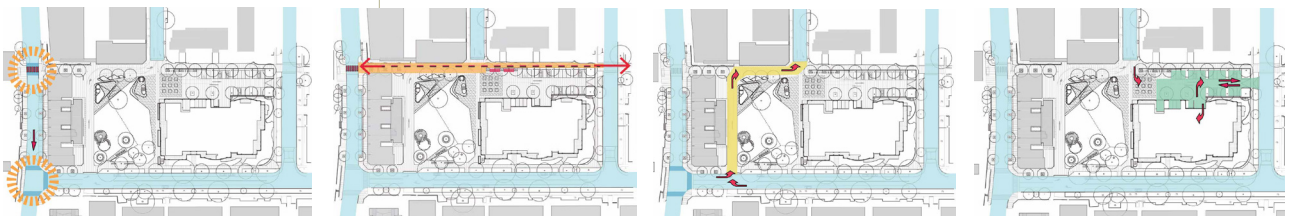
- Vehicular access to site
- Pedestrian access to site
- Precinct L4
- Masterplan Site



Figure 14E.10-12  
Building entries, car parking  
and service access  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

- 9 Building entries, car parking and service access is to be in accordance with Figure 14E.10-12 and the Lindfield Village Green Masterplan at Part 14R.1, including the following:
  - i) vehicle and service access is to be via Havilah Lane, Milray Street or Chapman Lane. Direct vehicle access from Tryon Road or Lindfield Avenue is not permissible;
  - ii) residential and commercial lobbies and foyers are to be located off Lindfield Avenue, Kochia Lane, Tryon Road or Havilah Lane;
  - iii) Kochia Lane is to be closed to traffic and the signalised intersection moved to Tryon Road;
  - iv) provide a shared pedestrian cycleway on Kochia Lane;
  - v) Chapman Lane is to be a one way street towards Havilah Lane;
  - vi) provide entry and exit points off Milray Street and create a one way through link from Havilah Lane to Milray Street;

Refer to Figure 14E.10-13 (see Lindfield Village Green Masterplan at Part 14R.1 for complete illustrations).



Kochia Lane closed and  
lights on Tryon Road

Kochia Lane pedestrian  
cycleway

Chapman Lane

Milray Street entry and  
exit

Figure 14E.10-13  
Vehicular movement  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

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

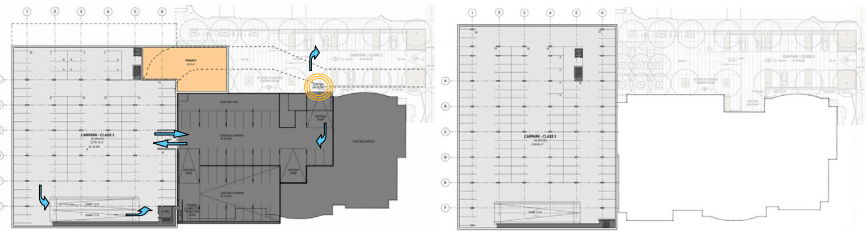
### Objectives

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

### Controls

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

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



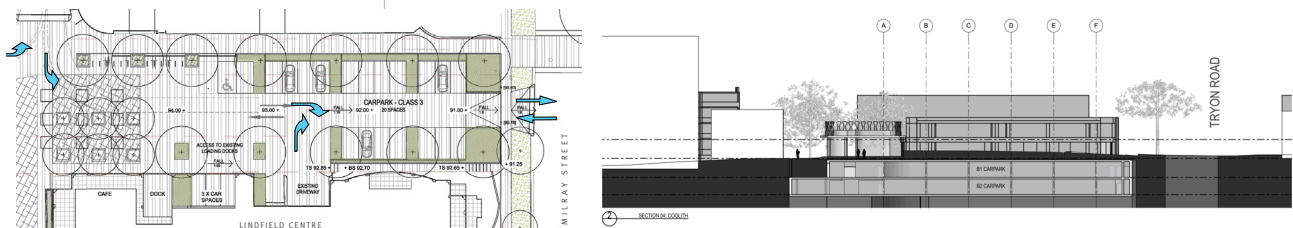
Basement level 1

Basement level 2

**Figure 14E.10-14**  
Basement plans  
(Refer to Part 14R.1 Lindfield Village Green Masterplan)

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

Refer to *Figure 14E.10-15*.



**Figure 14E.10-15**  
Parking and access  
(Refer to Part 14R.1 Lindfield Village Green Masterplan)

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

### Objectives

Refer to  
**PART 14R.1**  
Lindfield Village Green  
Masterplan

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

### Controls

#### Heritage



#### Legend




-  - Heritage affected site
-  - Precinct L4
-  - Masterplan Site



Figure 14E.10-16  
Heritage  
(Refer to Part 14R.1 Lindfield  
Village Green Masterplan)

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

## Objectives

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

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

### Controls

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

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

#### Objectives

#### Controls

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



EXISTING

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



- END BAYS
- CENTRAL RETAIL SECTION

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

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

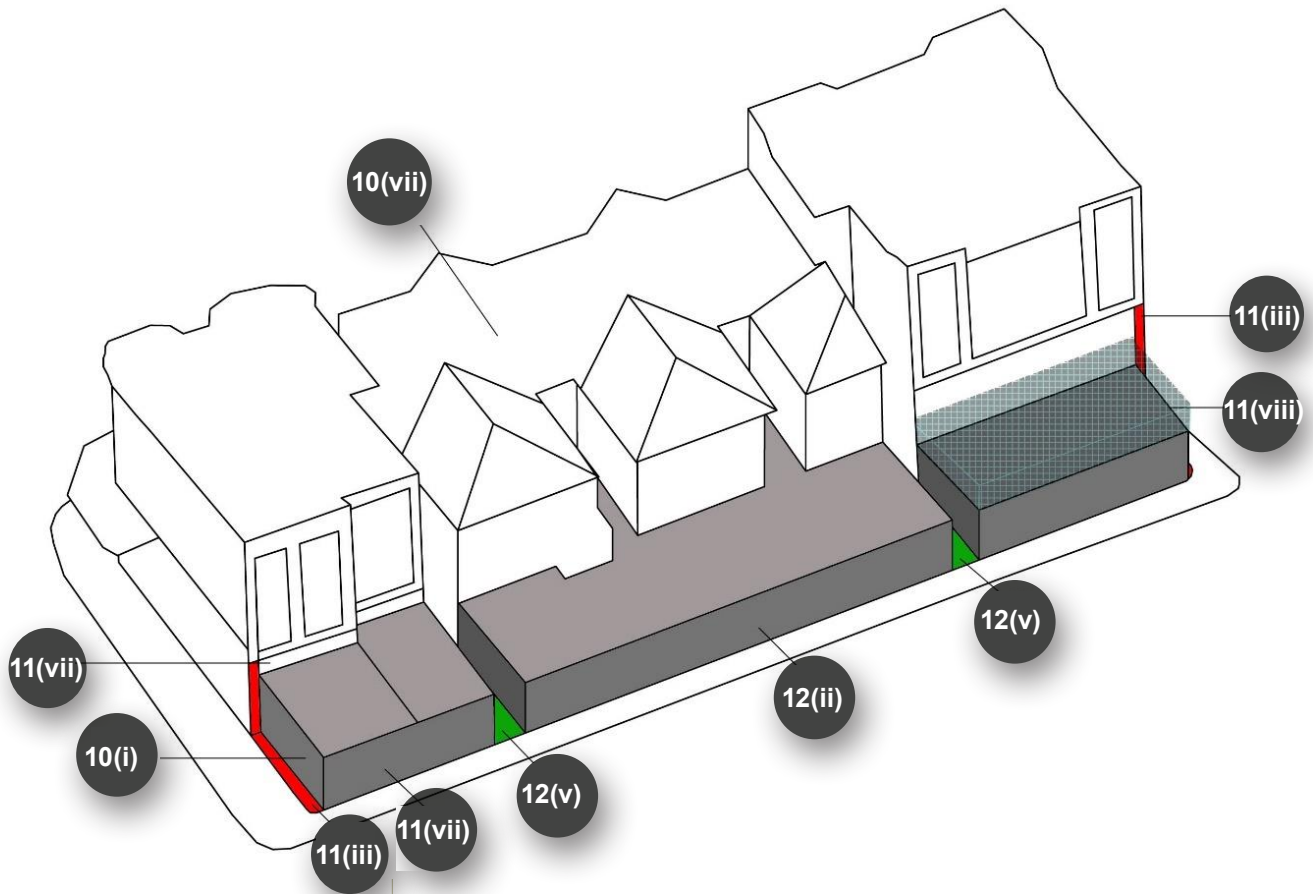


Figure 14E.10-19  
3D image of the heritage item showing the extent of potential future development.



## 14E.11 PRECINCT L5: LINDFIELD HUB

### Objectives

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

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

### Controls

#### Planned Future Character

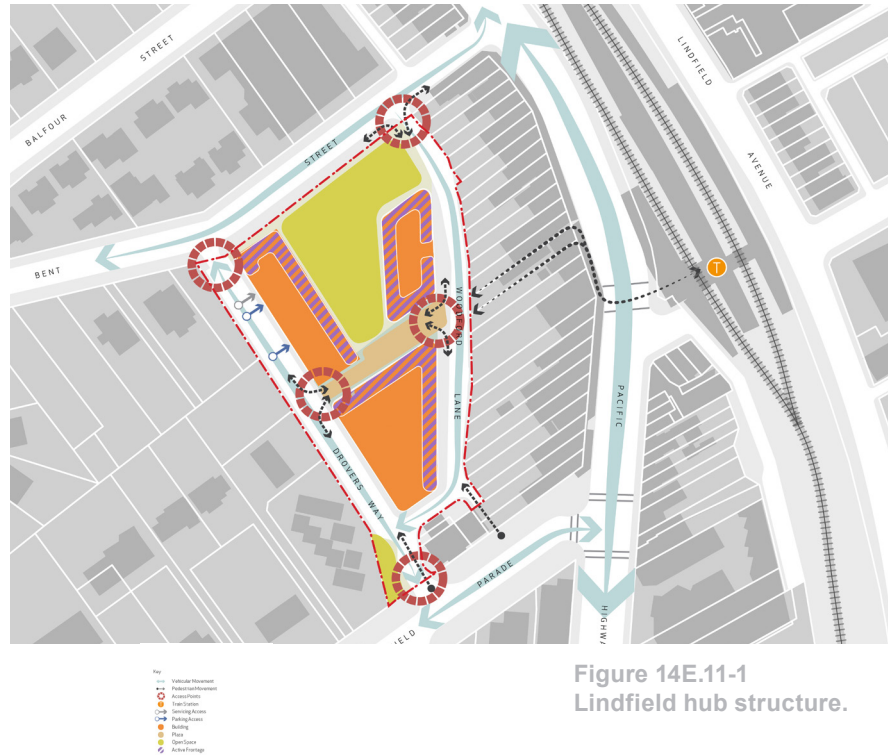


Figure 14E.11-1  
Lindfield hub structure.

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

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

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

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

### Controls

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

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

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

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

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

### Access and Movement

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

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

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

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

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

#### Objectives

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

#### Controls



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

Figure 14E.11-2  
Access Plan

## Objectives

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

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

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

### Controls

#### **Public Domain**

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

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

### Objectives

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

### Controls



Key  
 — Plaza/Through-Site Link  
 — Public Park  
 - - - Retained Tallow-wood

Figure 14E.11-3  
Public Domain Plan

- vi) provide a civic plaza with an approximate area of 900m<sup>2</sup>, including the following:
  - a high quality public space with a northern aspect and views over the park landscape;
  - circulation paths in high quality unit pavers;
  - external seating zones for informal gatherings;
  - grove tree planting and seating to street edge;
  - access to centralised lift and escalators to retail below;
  - a lift entry to library, childcare, community hub and retail below;
  - improved connections to Pacific Highway and train station;
  - mass planting under trees.
- vii) new park and plaza with minimum area of 3,900m<sup>2</sup> with park open to the sky and plaza open to the sky, with the exception of awnings or the like where required for weather protection only;
- viii) Community facilities comprising not less than a total of 3,000m<sup>2</sup> including new library with minimum area of 1,250m<sup>2</sup>, community facility with minimum area of 1,200m<sup>2</sup> and child care centre with minimum area of 550m<sup>2</sup>;
- ix) Community building to have direct access to the park and high level of connectivity from surrounding street frontages.

*Refer to Figure 14E.12-3*

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

## Objectives

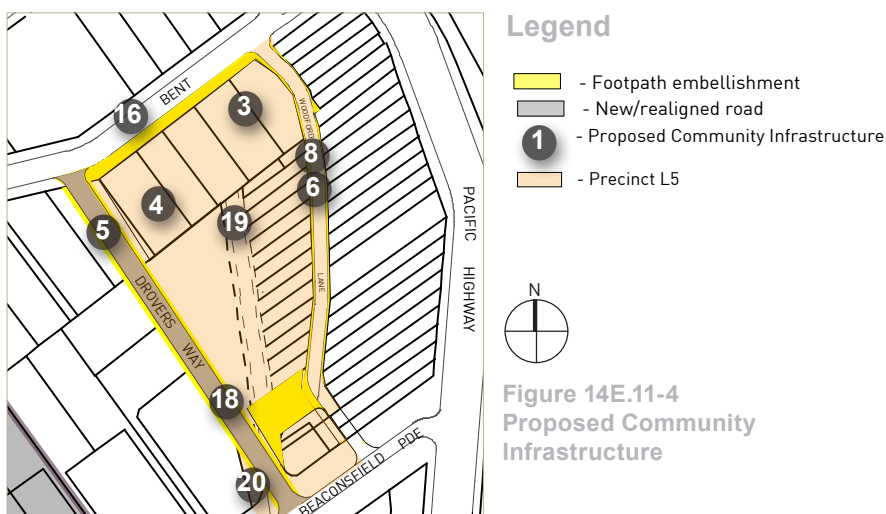
**Refer to  
PART 14E.3  
Proposed Community  
Infrastructure**

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

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

### Controls

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



### Proposed Community Infrastructure

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

## Objectives

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

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

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

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

## Legend

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

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

## Controls

land uses.

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



Figure 14E.11-5  
Setbacks Diagram

### Setbacks

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

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

Refer to Figure 14E.11-5.

### Built Form

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

## Objectives

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

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

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

### Controls

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

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

### **Affordable Housing**

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



Objectives

**Refer to  
PART 14E.6**

Building Entries, car Parking and Service Access

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

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

50 To provide high quality streetscapes that encourage active transport.

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

Controls

**Roads**

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

Refer to Figure 14E.11-6.

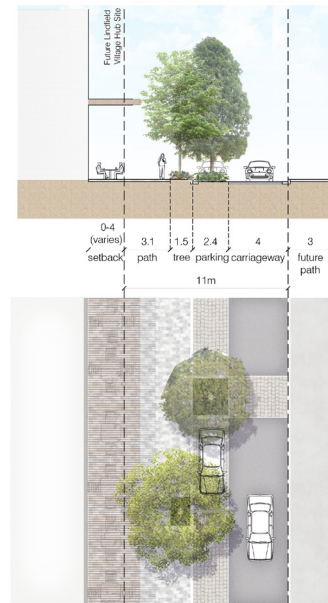


Figure 14E.11-6  
Woodford Lane

## Objectives

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

### Controls

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

Refer to Figure 14E.11-7.

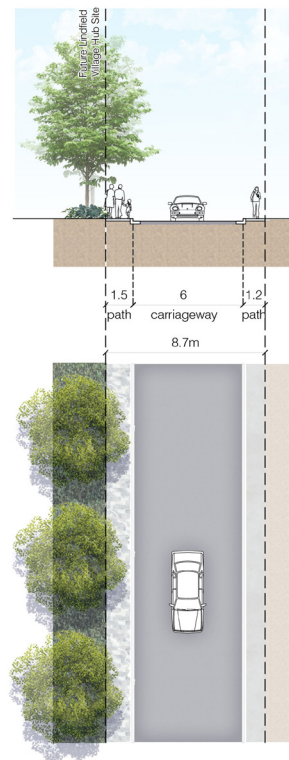


Figure 14E.11-7  
Woodford Lane (South)

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

### Controls

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

Refer to Figure 14E.11-8.



Figure 14E.11-8  
Drovers Way

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

### Controls

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

Refer to Figure 14E.11-9

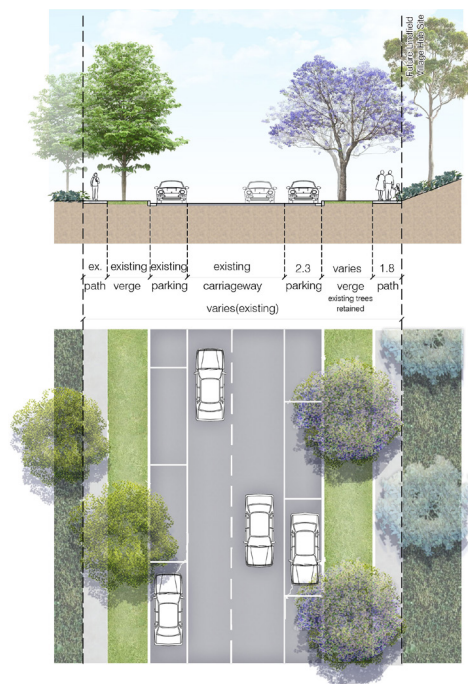


Figure 14E.11-9  
Bent Street

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

### Objectives

### Controls

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

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

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

### Objectives

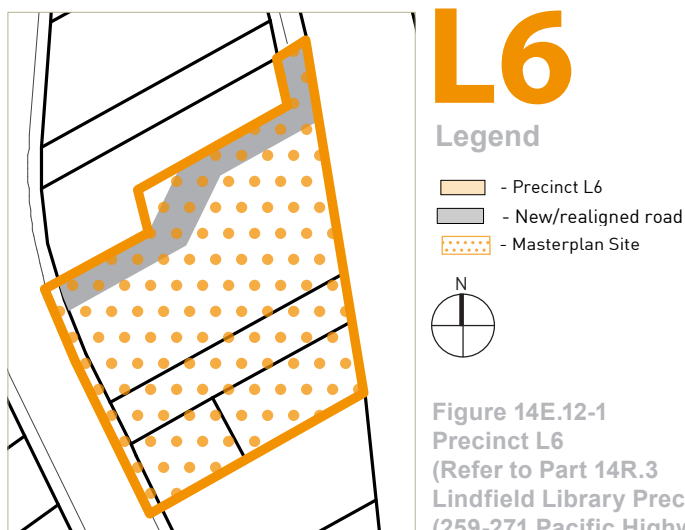
Refer to  
**PART 14E.1**  
Urban Precincts

Refer to  
**PART 14R.3**  
Lindfield Library Site  
Masterplan

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

### Controls

#### Planned Future Character



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

Refer to the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3 for a comprehensive collection of illustrations, plans and design principles. Where there is an inconsistency between the controls in this Part 14E.12 and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield), then the latter prevails to the extent of the inconsistency.

Development is to be designed in accordance with *Figure 14E.12-1* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3. It is to support a number of movement, activity and development outcomes, including the following:

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

Refer to *Figure 14E.12-2* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3 for complete illustrations).

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

Objectives

Controls



Figure 14E.12-2  
Lindfield Library Precinct  
(Refer to Part 14R.3  
Lindfield Library Precinct Masterplan  
(259-271 Pacific Highway, Lindfield))

## Objectives

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

Refer to  
**PART 14R.3**  
Lindfield Library Site  
Masterplan

10 To maximise pedestrian connectivity and circulation within the local centre.

11 To improve and enhance access to the rail station for vehicles, pedestrians and cyclists.

12 To provide a pleasant pedestrian experience to around and through the site.

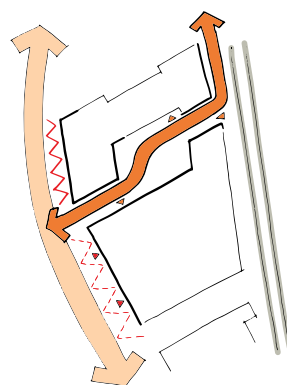
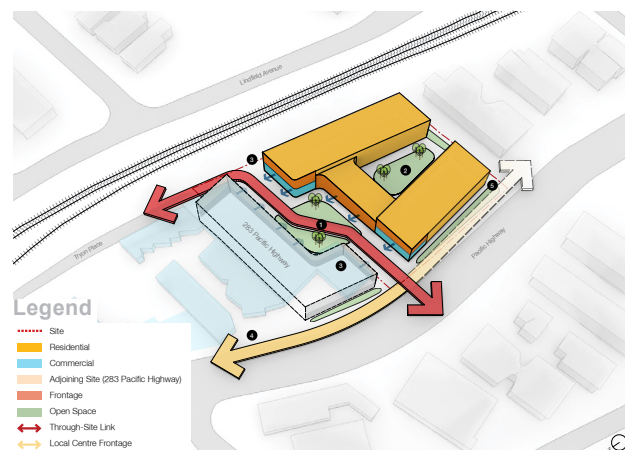
## 14E.12 PRECINCT L6: 259-271 PACIFIC HIGHWAY, LINDFIELD

### Controls

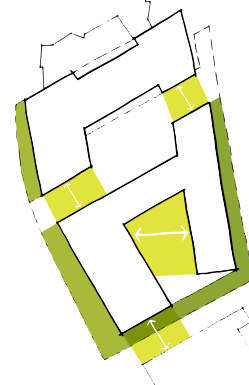
#### **Public Domain and Pedestrian Access**

- 2 Public domain areas and pedestrian access is to be in accordance with the Lindfield Library Precinct Masterplan at Part 14R.3, including the following:
  - i) provide new footpaths along the new road linking Pacific Highway and Tryon Lane. (The new road is to align with the northern boundary and weave through the site.)
  - ii) provide pedestrian access into the buildings from Pacific Highway and from the new road;
  - iii) provide centrally located landscaped public open spaces adjoining the new road.

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



Through site link



Open space and setbacks

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



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

### Objectives

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

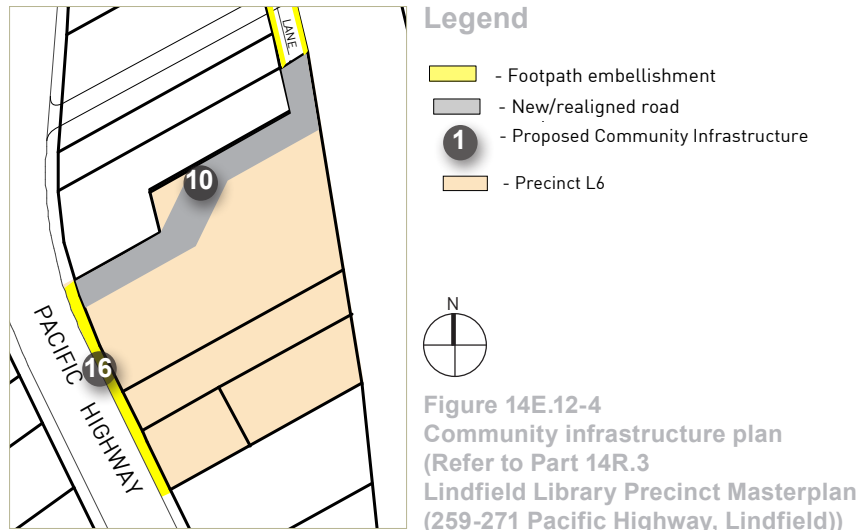
Refer to  
**PART 14R.3**  
Lindfield Library Site  
Masterplan

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

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

### Controls

#### Proposed Community Infrastructure



- 3 Key Community Infrastructure provision is to be in accordance with *Figure 14E.12-4*, the *Ku-ring-gai Contributions Plan 2010* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism, and include the following:
- 10 Construction of new 13.0m wide two way lane with footpath between Pacific Highway and Tryon Lane (land dedicated to Council as part of site redevelopment). The road is to be designed as a high quality accessway with broad footpaths on both sides of the carriageway.
  - 16 Embellishment of the existing footpath areas and public domain along the Pacific Highway, including underground power lines, new lighting, high quality paving and furniture and street tree planting.

## Objectives

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

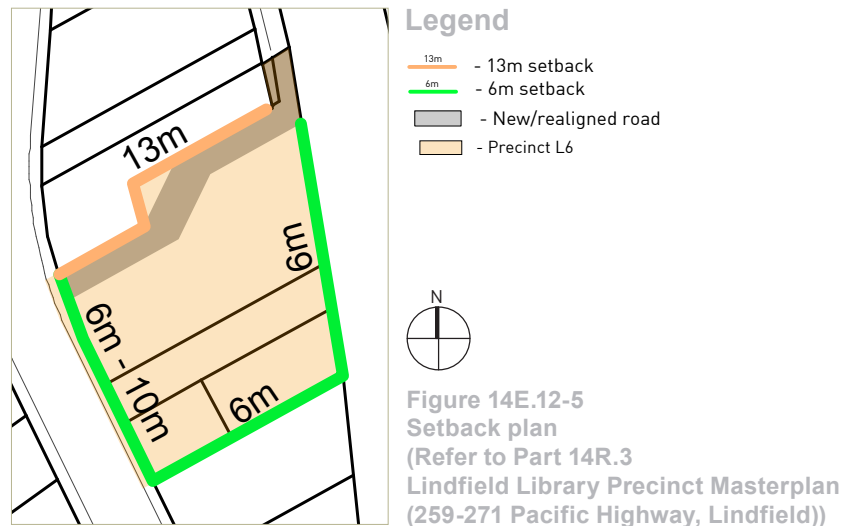
Refer to  
**PART 14R.3**  
Lindfield Library Site  
Masterplan

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

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

### Controls

#### Setbacks



- 4 Building setbacks are to be in accordance with *Figure 14E.12-5* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3. All buildings are to be built to the street alignment with a zero setback to property boundaries with the following exceptions:
  - i) a minimum 6.0m setback to Pacific Highway, increasing to a 10.0m setback at the southern boundary in response to the surrounding residential pattern;
  - ii) a minimum of 6.0m setback along the southern and eastern boundary for deep soil landscaping;
  - iii) a minimum 13.0m setback from the northern site boundary to the built form is to be provided to allow for a new public road.

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

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

### Objectives

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

Refer to  
**PART 14R.3**  
Lindfield Library Site  
Masterplan

20 To minimise  
overshadowing of parks  
and open space.

21 To encourage design  
excellence and  
Ecologically Sustainable  
Development (ESD)  
provisions in all new  
developments.

22 To promote well-  
articulated and modulated  
building facades.

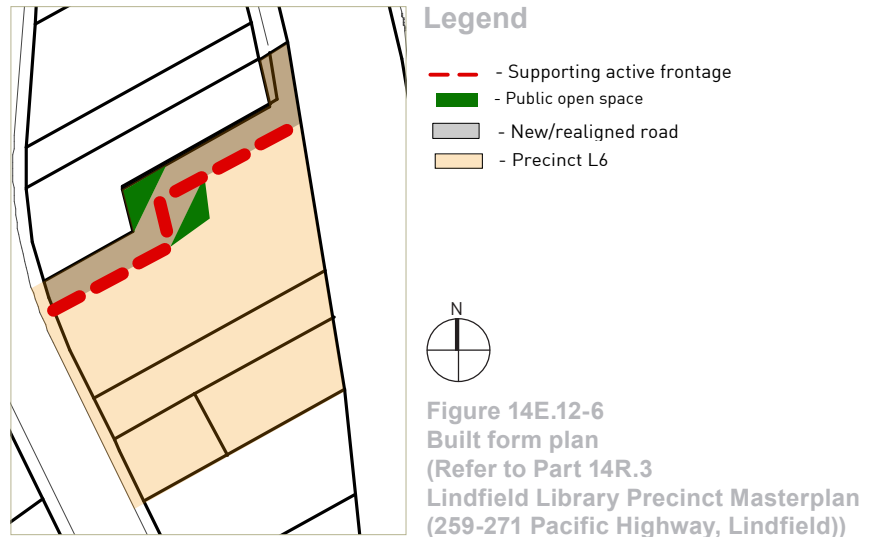
23 To encourage the use  
of varied materials to  
enhance the visual quality  
of buildings.

24 To design and site new  
buildings to maximise  
district views.

25 To incorporate  
appropriate noise  
attenuation measures in  
all new developments,  
through design and  
through choice of building  
materials.

### Controls

#### Built Form

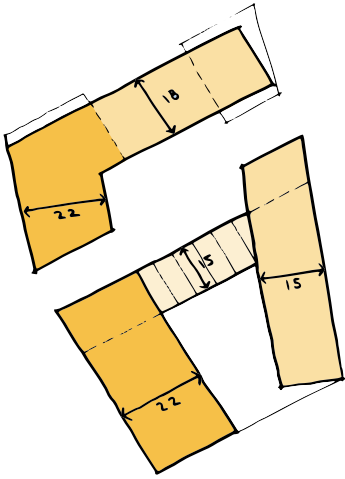


- 5 Building are to be located and designed in accordance with *Figure 14E.12-6* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3, including the following:
- i) provide supporting active frontages to the new road;
  - ii) private and communal open space is to be split into two key areas:
    - central communal space;
    - deep soil areas, at the boundaries of the site;
  - iii) ground floor commercial is to be located at the northern edge of the site, immediately to the south of the road.
  - iv) integration with the town centre's character at the northern extent of the Pacific Highway frontage;
  - v) maximum 22.0m building depth to Pacific Highway frontage to allow for double-loaded corridors and apartments that orientate to all frontages;
  - vi) 15.0m to 18.0m building depth to rear of site to allow for single aspect apartment layouts, typically oriented to maximise residential amenity.

Refer to *Figure 14E.12-7* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3 for complete illustrations).

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

**Objectives**



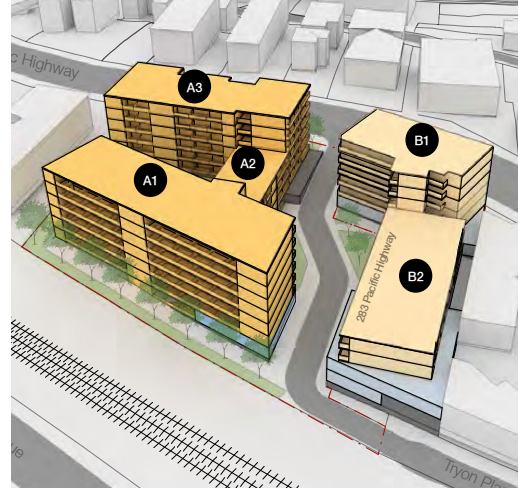
**Built form**

**Figure 14E.12-7  
Built form plans  
(Refer to Part 14R.3  
Lindfield Library Precinct Masterplan  
(259-271 Pacific Highway, Lindfield))**

**Controls**



**Ground floor plan**



**View from East**

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

### Objectives

### Controls

#### Road



**Figure 14E.12-8**  
New road  
(Refer to Part 14R.3  
Lindfield Library Precinct Masterplan  
(259-271 Pacific Highway, Lindfield))

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

Refer to *Figure 14E.12-8* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3 for complete illustrations).

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

### Objectives

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

Refer to  
**PART 14R.3**  
Lindfield Library Site  
Masterplan

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

27 To minimise vehicular entry points to the site.

28 To retain a cohesive streetscape character.

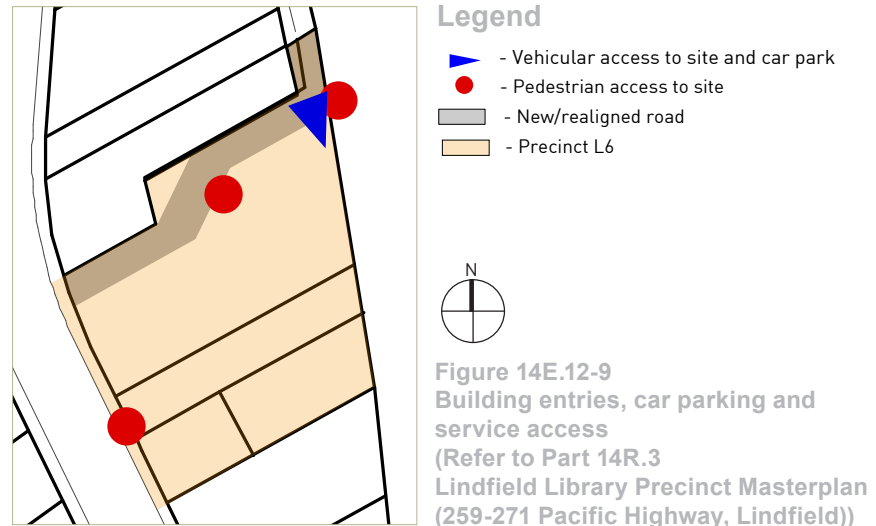
29 To accommodate car parking within basement levels of new buildings so that adverse impacts on the surrounding streetscapes is minimal.

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

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

### Controls

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



- 7 Building entries, car parking and service access is to be in accordance with *Figure 14E.12-9* and the Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at 14R.3, including the following:
- i) vehicle and service access is to be via the new road at the lowest part of the site;
  - ii) residential and commercial lobbies and foyers are to be located off the new through site link (road) and Pacific Highway.

Refer to *Figure 14E.12-9* (see Lindfield Library Precinct Masterplan (259-271 Pacific Highway, Lindfield) at Part 14R.3 for complete illustrations).

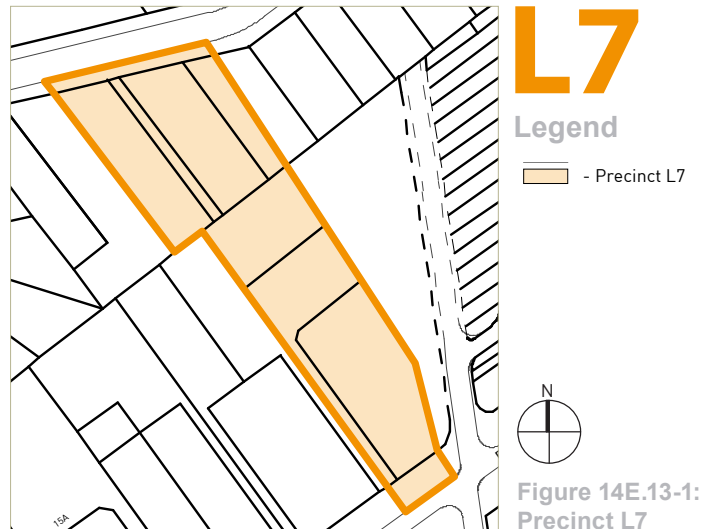
## Objectives

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

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

### Controls

#### Planned Future Character



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

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

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

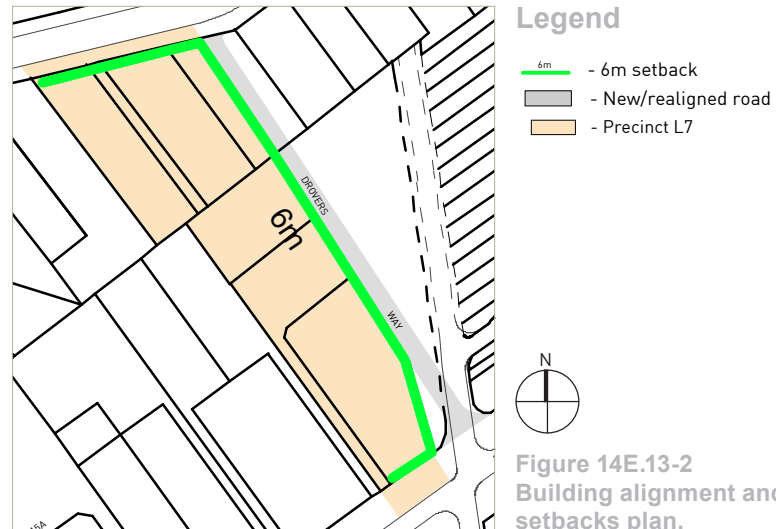
## 14E.13 PRECINCT L7: BUILDINGS IN R4 ZONES (continued)

### Objectives

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

### Controls

#### Setbacks



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



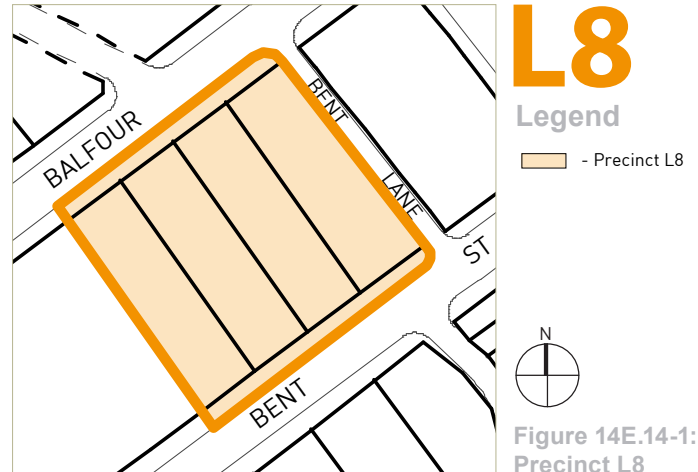
## Objectives

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

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

### Controls

#### Planned Future Character



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

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

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

Objectives

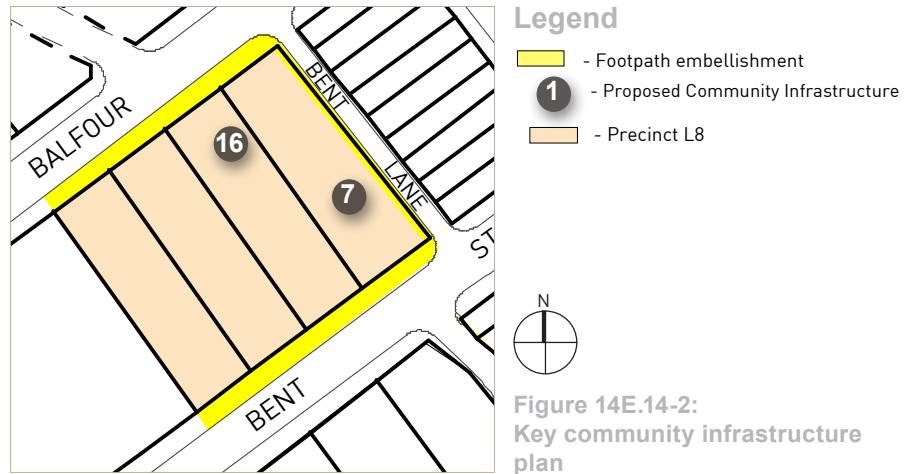
Refer to  
Objectives and Controls  
**PART 14E.3**  
Proposed Community  
Infrastructure

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

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

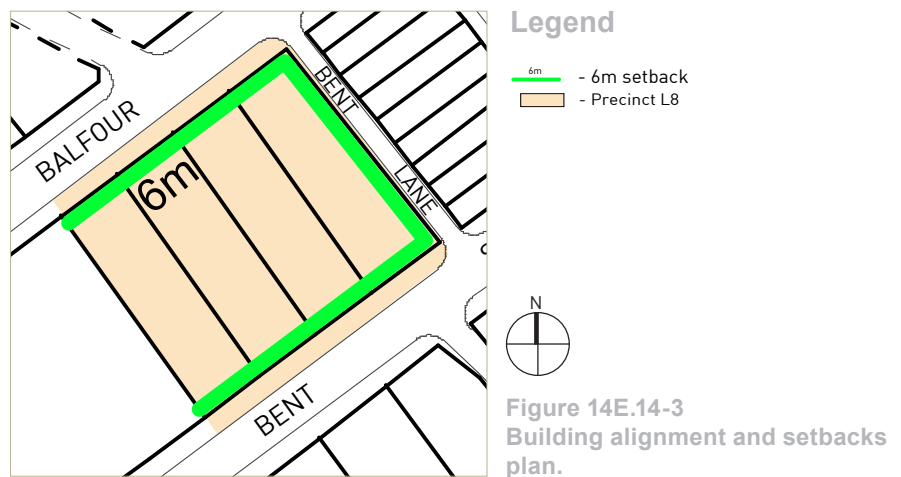
Controls

**Proposed Community Infrastructure**



- 2 The following development as indicated in *Figure 14E.14-2*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
- ⑦ Upgrade and widening of Bent Lane including new footpaths.
  - ①⑥ Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.

**Setbacks**



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

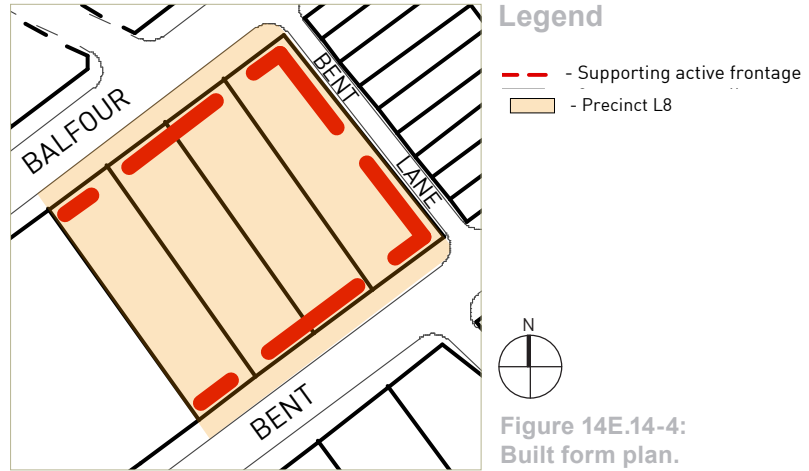
### 14E.14 PRECINCT L8: BUILDINGS IN R4 ZONES (continued)

#### Objectives

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

#### Controls

##### **Built Form**



- 4 Provide supporting active frontages wherever possible.

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**14F Roseville Local Centre**

- 14F.1 Roseville Local Centre Context
- 14F.2 Public Domain and Pedestrian Access
- 14F.3 Proposed Community Infrastructure
- 14F.4 Setbacks
- 14F.5 Built Form
- 14F.6 Building Entries, Car Parking and Service Access
- 14F.7 Precinct R1: Hill Street Shops
- 14F.8 Precinct R2: Pacific Highway Shops
- 14F.9 Precinct R3: Pacific Highway to Roseville Station



14F.1 ROSEVILLE LOCAL CENTRE CONTEXT

Further controls that may apply

**SECTION A**  
Part 7 - Residential Flat Buildings  
PART 8 - Mixed Use Development

**SECTION B**  
Part 19 - Heritage Items and Heritage Conservation Areas

**Objectives**

- 1 To create distinct commercial precincts that provide a range of services, facilities and experiences.
- 2 To create a vibrant local centre with distinctive and memorable character.
- 3 To improve the vitality of the precincts by encouraging a mix of uses and activities as well as housing.
- 4 To retain and enhance the distinctive scale and character of Hill Street.
- 5 To support and enhance the lifestyle and evening entertainment precinct along the Pacific Highway.
- 6 To establish a small mixed use precinct incorporating a new urban square at the western rail station entry.
- 7 To create a new "Village Green" on Lord Street behind the Hill Street shops.
- 8 To encourage restaurants, cafes, outdoor dining and offices fronting onto rear lanes to contribute to increased activity and passive surveillance.
- 9 To provide opportunities for new supermarkets to support and anchor the local centre.
- 10 To promote ease of circulation and connectivity between the railway station and the local centre.

**Controls**

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

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

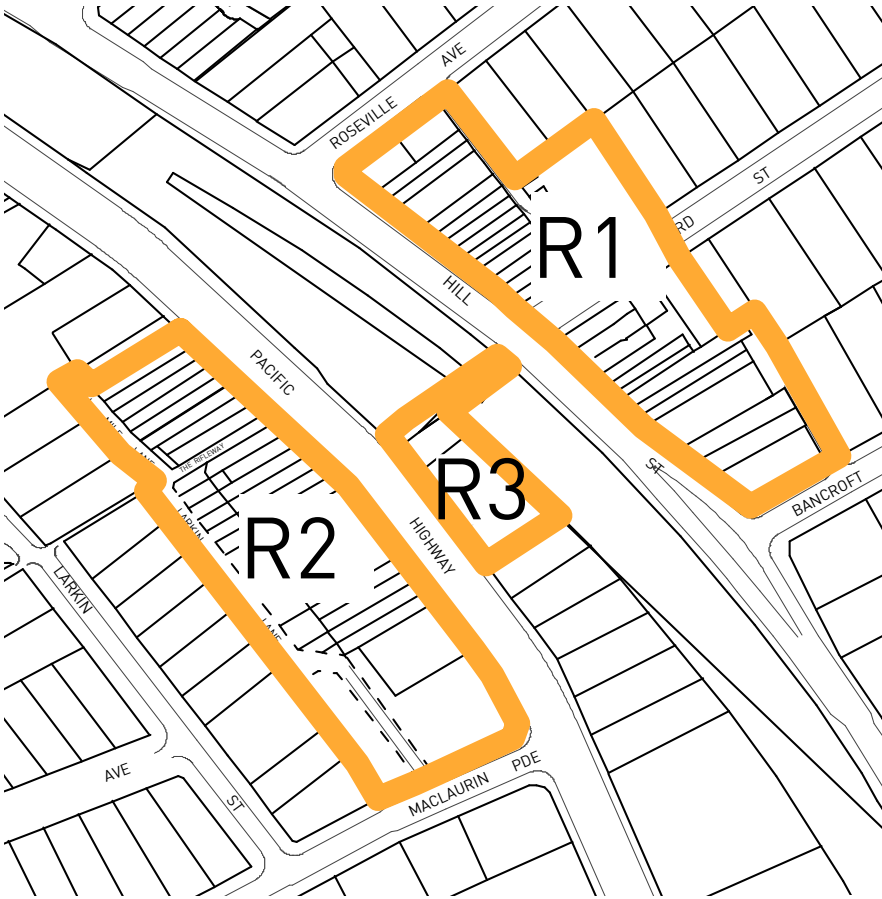


Figure 14F.1-1:  
Urban precinct plan

**Legend**

Core Urban Precinct (B2 and B4 zones)

## 14F.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

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

### Controls

- 1 All development within the Roseville local centre, as outlined in Figure 14F.2-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Public Domain and Pedestrian Access requirements for each Precinct as stipulated in this DCP.



Figure 14F.2-1: Public domain and pedestrian controls plan.

### Legend

- Pedestrian through site link
- Awnings
- Awnings where possible

## 14F.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Objectives

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

### Controls

#### Proposed Community Infrastructure

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



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

#### Legend

- Footpath embellishment
- New or existing park to be upgraded
- New/realigned road
- Proposed Community Infrastructure



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

#### Objectives

#### Controls

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism (refer to individual precincts 14F.8 to 14F.10):
  - 1 Reconstruction of Roseville Lane from Roseville Avenue through to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 2 Extension and widening of Bancroft Lane from Bancroft Avenue to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 3 New village green with playground facilities on the Lord Street Council car park site (car parking to be relocated to basement parking on-site).
  - 4 Embellishment of existing Railway Gardens on Hill Street to urban park standard.
  - 5 Embellishment existing Hill Street median garden (opposite Bancroft Avenue) to urban park standard.
  - 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.
  - 7 Upgrade of existing pedestrian lane ways including Sixth Mile Lane and the Rifleway.
  - 8 Embellishment of Roseville Memorial Park to urban park standard.
  - 9 Improvements to western rail station entry off Pacific Highway to create new urban square including new paving, street trees and street furniture.
  - 10 Embellishment of existing "railway gardens" on the Pacific Highway to urban park standard (Council to negotiate with Rail Corp to gain public access to part or all of the Railway Gardens).

## 14F.4 SETBACKS

### Objectives

- 1 To create cohesive streetscapes.
- 2 To require building setbacks in appropriate locations to provide opportunities for street tree plantings or footpath widening.
- 3 To require building setbacks in appropriate locations to allow widening of roads, lanes and streets.
- 4 To allow for visual and acoustic privacy between the centres and adjoining residential zones.

### Controls

#### Setbacks

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

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

- 2 All properties within the R4 zone are to have standard setbacks with the following exceptions:
  - i) Properties nos.5-21 Larkin Street are to provide a 4 metre rear setback to Larkin Lane.
  - ii) Properties 3, 5 and 7 Roseville Avenue are to provide a 6 metre setback to Roseville Avenue.
  - iii) Properties 1 and 3 Hill Street are to provide a 6 metre setback to Hill Street.



Figure 14F.4-1:  
Setbacks plan.

#### Legend

<span style="color: orange;">—</span> 10m	- 10m setback	<span style="color: black;">—</span> varies	- variable setback
<span style="color: green;">—</span> 6m	- 6m setback	<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	- Land dedication
<span style="color: cyan;">—</span> 4m	- 4m setback		

## Objectives

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

## 14F.5 BUILT FORM

### Controls

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



Figure 14F.5-1:  
Built form controls plan

#### Legend

- - Principal active frontage
- - - - Supporting active frontage
- - 3 storey street wall
- - 2m upper level setback above street wall height
- Heritage affected site
- - Character item

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

### Objectives

- 1 To locate building foyers and lobbies in areas of high pedestrian activity.
- 2 To activate the main commercial streets.
- 3 To minimise pedestrian and vehicle conflicts.
- 4 To improve vehicle access and circulation and enhance associated services and infrastructure.
- 5 To ensure vehicular access points do not visually detract from the streetscape.
- 6 To promote pedestrian safety and ease of movement through the local centre.

### Controls

- 1 All development within the Roseville local centre, as outlined in Figure 14F.6-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Building Entries, Car Parking and Service Access requirements for each Precinct as stipulated in this DCP.
- 2 To ensure viability of redevelopment of sites in precincts R1, R2 and R3 the retail and residential parking requirements may be reduced by up to 100%. The applicant will be required to provide a report assessing the potential impacts on public parking around the centre in order for a parking reduction to be considered. Report to be consistent Council's *Town Centre Parking Management Plan*.

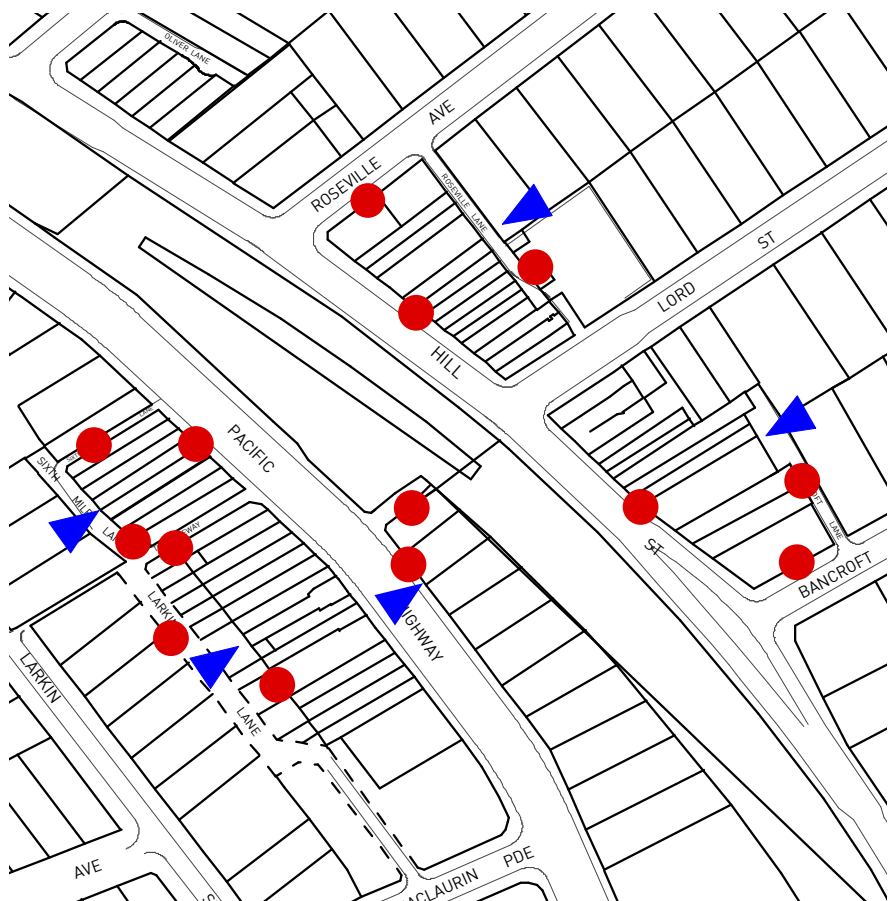




Figure 14F.6-1:  
Building entries, car parking and service access plan.

### Legend

-  - Vehicular access to site
-  - Pedestrian access to site



## 14F.7 PRECINCT R1: HILL STREET SHOPS

### Objectives

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

- 1 To retain the character of Hill Street streetscape along with some of the more significant Federation and early Inter-War commercial buildings.
- 2 To ensure future in-fill development respects the 'fine grain' urban fabric of Hill Street.
- 3 To encourage retention of elements of existing character buildings within the Hill Street streetscape.

### Controls

#### Planned Future Character



# R1

#### Legend


 - Precinct R1



Figure 14F.7-1:  
Precinct R1

Hill Street is a small retail area on the eastern side of Roseville. The shops have a strong traditional main street character with consistent scale and rhythm of buildings. The shops have largely retained their role as a local service centre providing for the day to day needs of residents as well as some leisure related shops such as cafes.

- 1 Development is to be designed to support and enhance the planned future character for the precinct as follows:
  - i) The character of this precinct will be preserved and enhanced. Small scale infill development or sympathetic adaptive re-use of existing character buildings will be encouraged.
  - ii) New low scale residential or commercial development may be located at the rear of the sites facing Roseville and Bancroft Lanes. It is also proposed to realign and extend the existing rear lanes to improve permeability, visibility, and safety of the area.
  - iii) A new village green is proposed on the existing Lord Street car park at the rear of the Hill Street shops.

14F.7 PRECINCT R1:  
HILL STREET SHOPS (continued)

Objectives

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

Controls

**Public Domain and Pedestrian Access**



Legend

- Pedestrian through site link
- Awnings
- Awnings where possible
- Precinct R1



Figure 14F.7-2:  
Public domain and pedestrian  
access plan.

- 2 Provide new pedestrian arcades connecting the Hill Street with the rear lanes.
- 3 Provide continuous awnings to Hill Street, Roseville Avenue, Lord Street and Bancroft Avenue.
- 4 Provide awnings to and Bancroft Lane and Roseville Lanes where possible.
- 5 Provide new footpaths to Bancroft Lane and Roseville Lane.

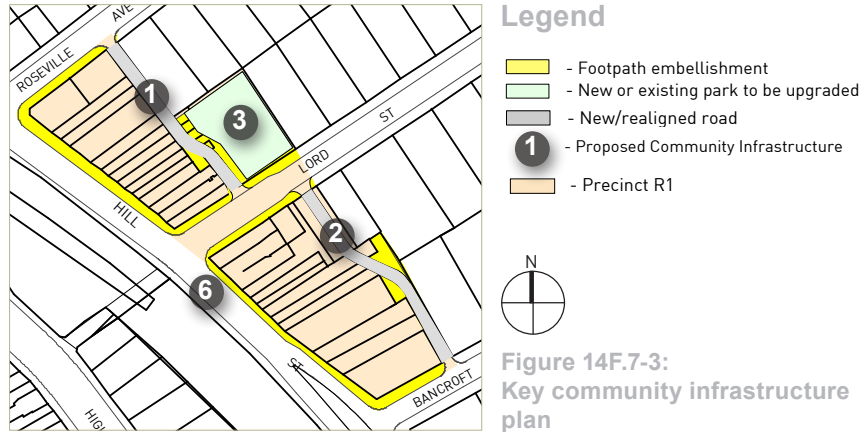
## 14F.7 PRECINCT R1: HILL STREET SHOPS (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure



- 6 The following development as indicated in *Figure 14F.7-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
- 1 Reconstruction of Roseville Lane from Roseville Avenue through to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 2 Extension and widening of Bancroft Lane from Bancroft Avenue to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 3 New village green with playground facilities on the Lord Street Council car park site (car parking to be relocated to basement parking on-site).
  - 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.

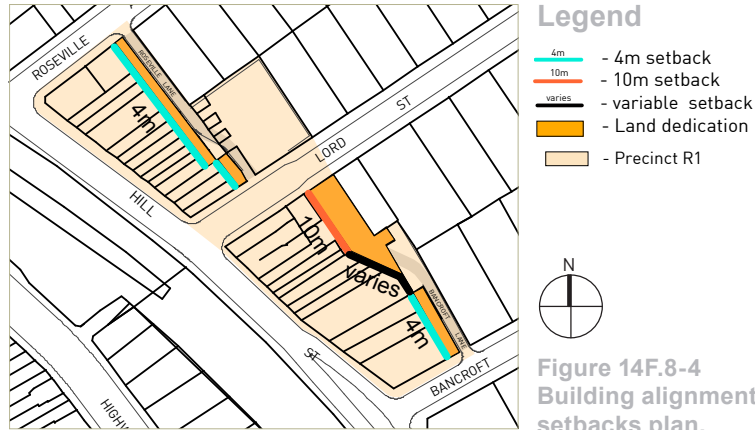
14F.7 PRECINCT R1:  
HILL STREET SHOPS (continued)

Objectives

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

Controls

Setbacks



- 7 Building setbacks are to be in accordance with *Figure 14F.7-4*, and all buildings in the B2 zone are required to be built to the street alignment and with a zero setback with the following exceptions:
- i) 4 metre rear setback applying to the properties Nos.37-63 Hill Street and No.1 Roseville Avenue to create a continuous 10 metre right-of-way between Roseville Avenue and Lord Street. Land is to be dedicated to Council at no cost.
  - ii) Variable rear setback applying to the properties Nos.5-35 Hill Street and 1-7 Lord Street to create a continuous 10m right-of-way. Land is to be dedicated to Council at no cost.



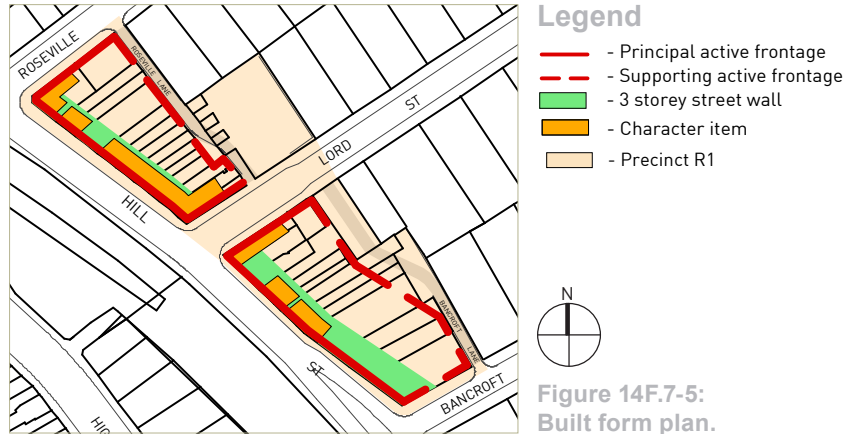
## 14F.7 PRECINCT R1: HILL STREET SHOPS (continued)

### Objectives

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

### Controls

#### Built Form



- 8 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14F.7-5*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Hill Street and Lord Street.
  - ii) Provide active street frontages to Hill Street and Lord Street.
  - iii) Provide active street frontages along Roseville Lane, Roseville Avenue, Bancroft Lane and Bancroft Avenue.
  - iv) Retain the façades of the following character buildings fronting Hill Street - Nos.17, 19-23, 25, 27-29, 31-35 Hill Street; and Nos.37-41, 43, 45-47, 49-53, 55, 61, 63, 63A Hill Street.
  - v) Design infill buildings along Hill Street to be sympathetic in materials, form, scale, massing, articulation, alignments, and proportions to the existing buildings (but do not replicate character).
  - vi) Locate residential components of the buildings at the rear of the shops addressing the lanes.

14F.7 PRECINCT R1:  
HILL STREET SHOPS (continued)

Objectives

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

Controls

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



Legend




-  - Vehicular access to site
-  - Pedestrian access to site
-  - Precinct R1



Figure 14F.7-6:  
Building entries, car parking  
and service access plan.

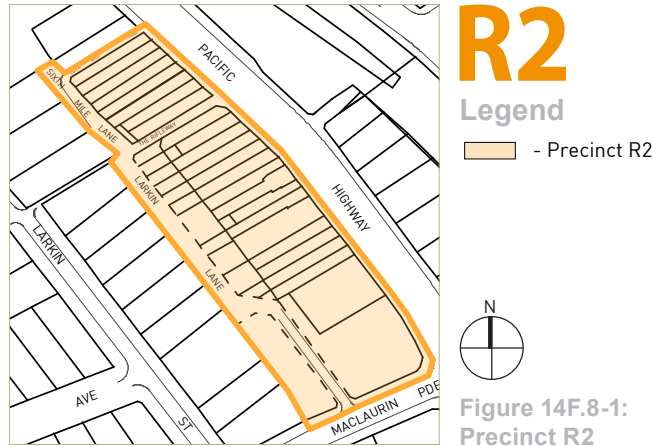
- 9 Vehicle and service access is to be provided via Roseville Lane or Bancroft Lane.
- 10 Residential and commercial lobbies and foyers are to be located off Roseville or Bancroft Lanes or Roseville Avenue and Bancroft Avenue or Hill Street.

## Objectives

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

## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS

## Controls

*Planned Future Character*

This precinct incorporates the traditional strip retail fronting the Pacific Highway and a Council car park on Larkin Lane. The shops have largely lost their role as local shops and the area has become established as an entertainment precinct with cafes, restaurants, and antique shops. Roseville cinema and the RSL club provide an anchor role for this precinct attracting people from across northern Sydney and beyond.

- 1 Development is to be designed to support and enhance the planned future character for the precinct, as following:
  - i) This precinct has potential to continue to grow and develop as a boutique entertainment precinct which offers an alternative to what is currently available in larger centres such as Chatswood.
  - ii) The character of this precinct will be preserved and enhanced. Small scale infill development or sympathetic adaptive re-use of existing character buildings will be encouraged.
  - iii) New low scale residential or commercial development may be located at the rear of the sites facing Larkin Lane.

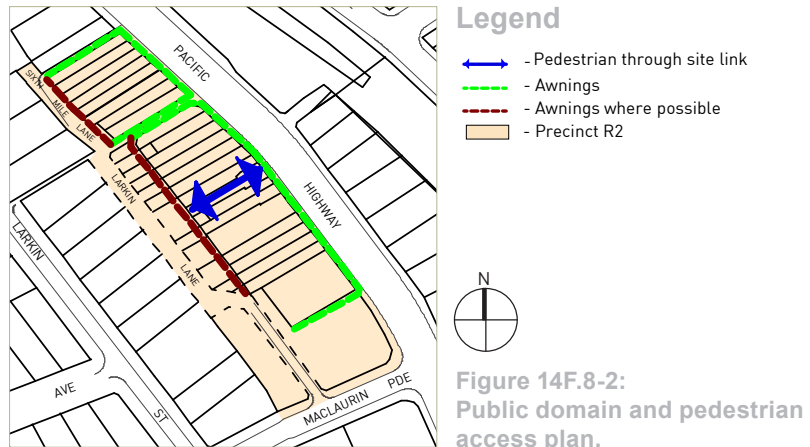
## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS (continued)

### Objectives

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

### Controls

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



- 2 Provide a new pedestrian arcade connecting the Pacific Highway with Larkin Lane.
- 3 Provide continuous awnings to Pacific Highway, Sixth Mile Lane, the Rifleway and the Memorial Park frontage.
- 4 Provide awnings to Larkin Lane where possible.

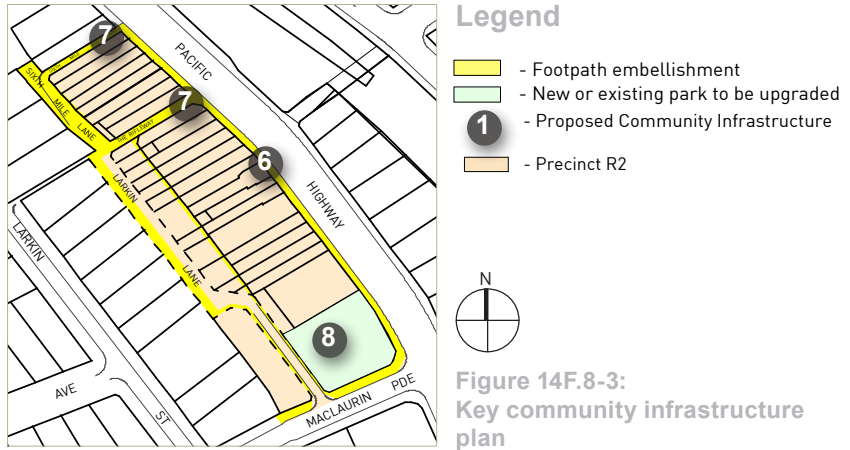
## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS (continued)

### Objectives

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

### Controls

#### Proposed Community Infrastructure

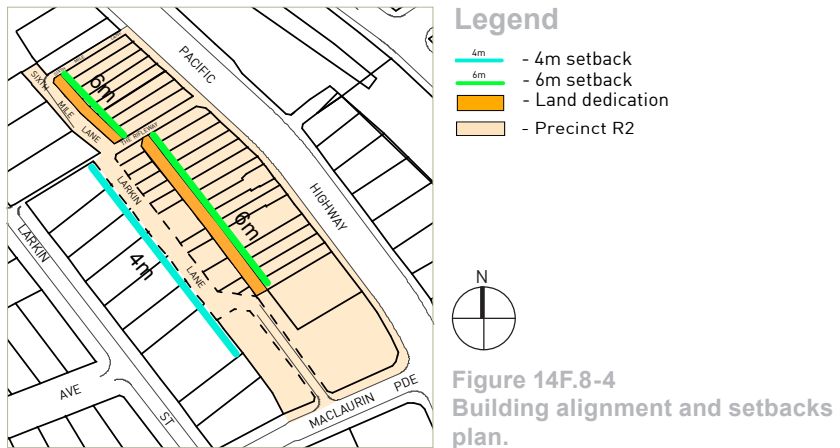


5 The following development as indicated in *Figure 14F.8-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:

- 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.
- 7 Upgrade of existing pedestrian lane ways including Sixth Mile Lane and the Rifleway.
- 8 Embellishment of Roseville Memorial Park to urban park standard.

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

#### Setbacks



- 6 Building setbacks are to be in accordance with *Figure 14F.8-4*, and all buildings in the B2 zone are required to be built to the street alignment and with a zero setback with the following exceptions:
- i) 6 metre rear setback to Larkin Lane applying to properties nos.66-108 Pacific Highway for additional public parking. Land is to be dedicated to Council at no cost.

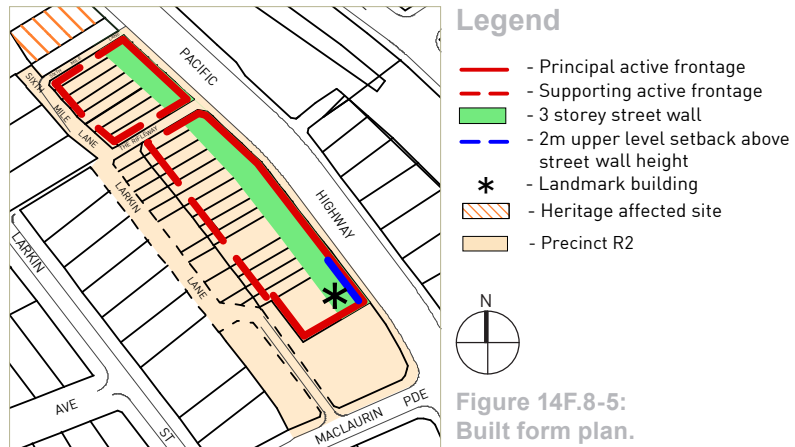
## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS (continued)

### Objectives

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

### Controls

#### Built Form



- 7 Buildings are to be designed in accordance with the Development Control Plan, *Figure 14F.8-1*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of the Pacific Highway.
  - ii) 2 metre upper level setback to all levels above the street wall height along the frontages of properties 64-70 Pacific Highway.
  - iii) Provide active street frontages along the Pacific Highway and the frontage to Memorial Park.
  - iv) Provide active frontages addressing Larkin Lane (car park), the Rifleway and Sixth Mile Lane wherever possible.
  - v) Provide a highly activated interface between Memorial Park that encourages use of the park.
  - vi) Design a landmark corner building for the site adjoining Memorial Park.

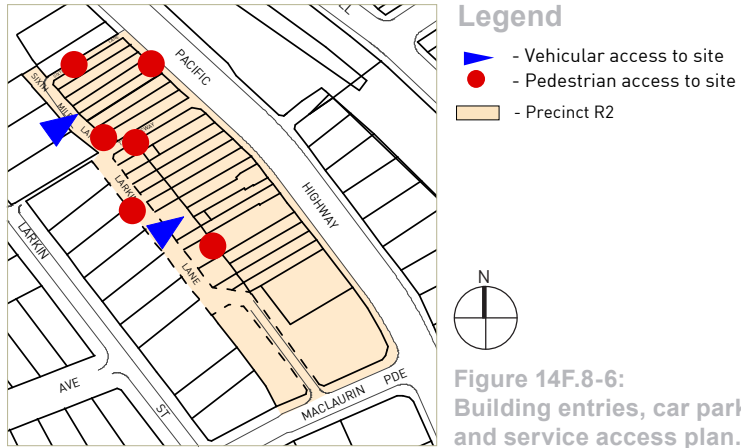
14F.8 PRECINCT R2:  
PACIFIC HIGHWAY SHOPS (continued)

Objectives

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

Controls

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



- 8 For the properties Nos.64-116 Pacific Highway vehicle and service access is to be provided via Larkin Lane or Sixth Mile Lane.
- 9 For the properties Nos.64-116 Pacific Highway residential and commercial lobbies and foyers are to be located off Larkin Lane, The Rifleway or Sixth Mile Lane.

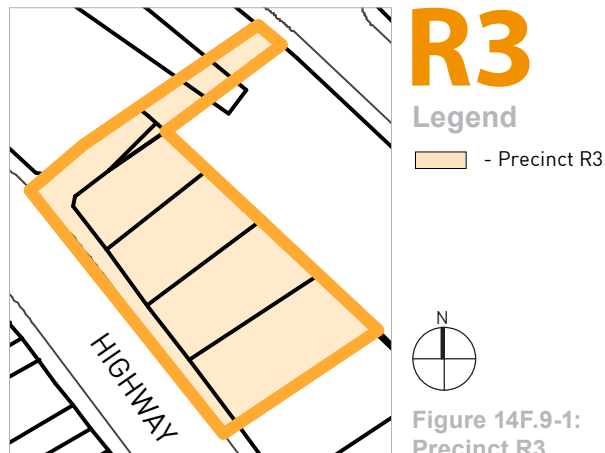
## Objectives

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

## 14F.9 PRECINCT R3: PACIFIC HIGHWAY TO ROSEVILLE STATION

### Controls

#### Planned Future Character



This precinct includes a pedestrian walkway from the Pacific Highway to the Roseville rail station. This area contains the former Commonwealth Bank building at No.83 Pacific Highway which is a listed heritage item and is significant because it represents a good example of the Art Deco style. The precinct also features the railway gardens and the listed former station master's residence at 89 Pacific Highway.

- 1 Development is to be designed to support and enhance the planned future character for the precinct and as follows:
  - i) This area will become a small mixed use precinct incorporating a new urban square at the western rail station entry. This precinct will provide a "bridge" between the two main commercial precincts.



14F.9 PRECINCT R3:  
PACIFIC HIGHWAY TO ROSEVILLE  
STATION (continued)

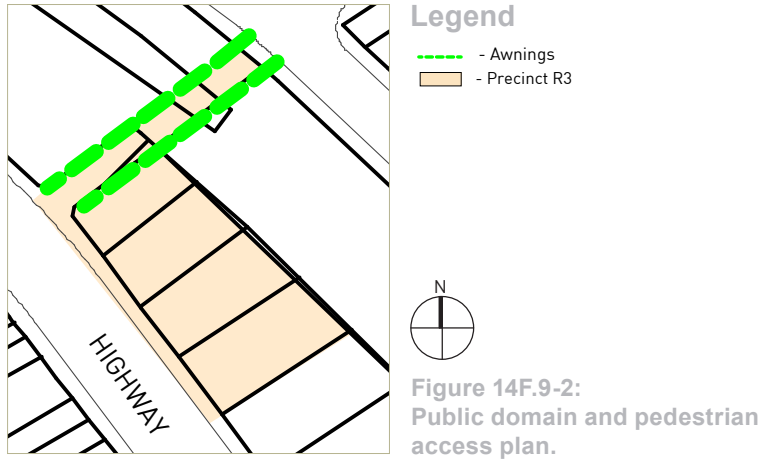
Objectives

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

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

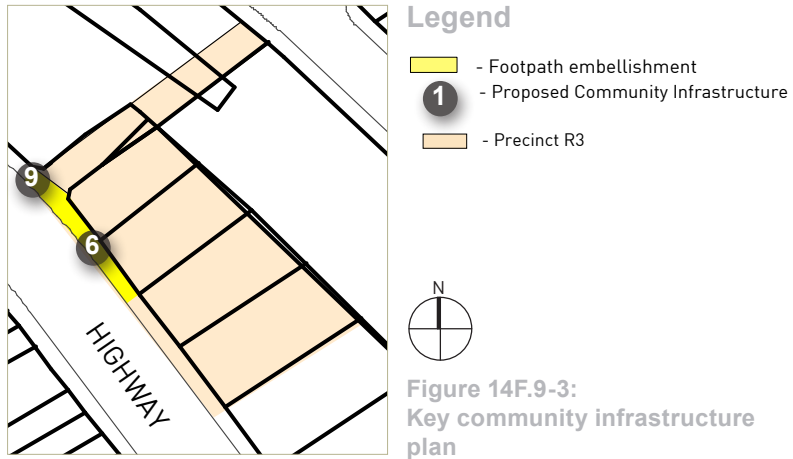
Controls

**Public Domain and Pedestrian Access**



- 2 Provide continuous awnings to the Pacific Highway and rail station accessway.

**Proposed Community Infrastructure**



- 3 The following development as indicated in *Figure 14F.9-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
  - 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.
  - 9 Improvements to western rail station entry off Pacific Highway to create new urban square including new paving, street trees and street furniture.

## Objectives

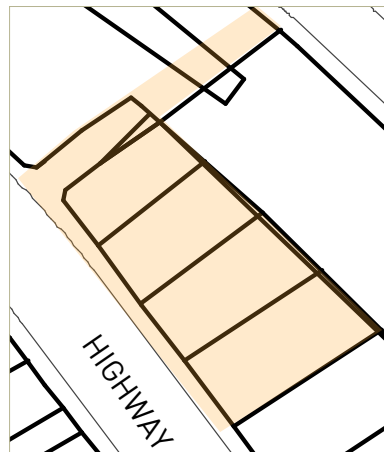
Refer to  
Objectives and Controls  
**PART 14F.4**  
Setbacks

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

## 14F.9 PRECINCT R3: PACIFIC HIGHWAY TO ROSEVILLE STATION (continued)

### Controls

#### Setbacks



#### Legend


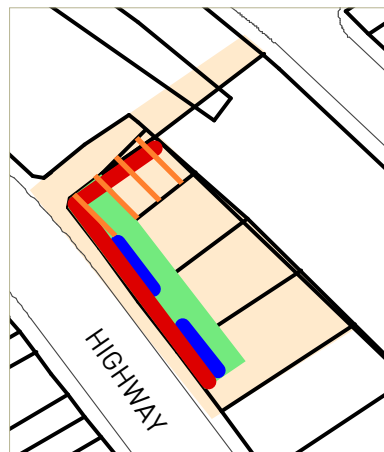
 - Precinct R3



Figure 14F.9-4  
Building alignment and setbacks  
plan.

- 4 All buildings are required to be built to the street alignment and with a zero setback.

#### Built Form



#### Legend






-  - Principal active frontage
-  - 3 storey street wall
-  - 2m upper level setback above street wall height
-  - Heritage affected site
-  - Precinct R3



Figure 14F.9-5:  
Built form plan.

- 5 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14F.9-5*, and as follows:
  - i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of the Pacific Highway.
  - ii) In relation to properties Nos.69-71 and 79-81 Pacific Highway new building elements are to be setback from the highway frontage to a minimum depth of 10 metres.
  - iii) Conserve and adapt the former Commonwealth Bank building No.83 Pacific Highway) and the former station master's cottage (No.89 Pacific Highway).
  - iv) Provide active street frontages along the Pacific Highway and the public access way to the rail station.

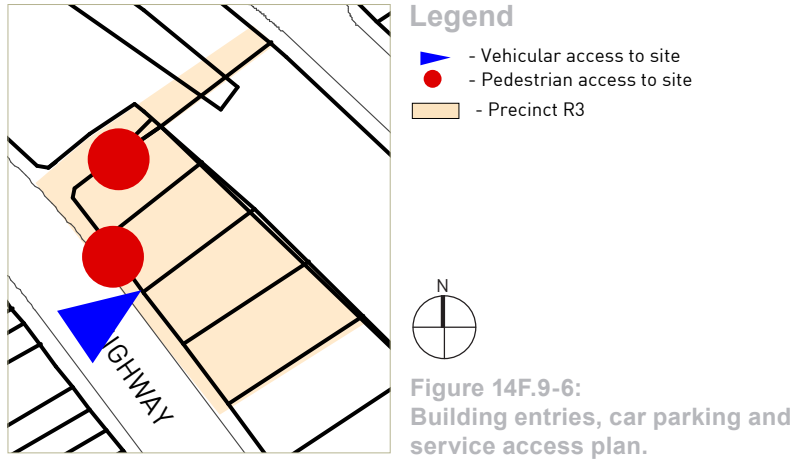
14F.9 PRECINCT R3:  
PACIFIC HIGHWAY TO ROSEVILLE  
STATION (continued)

Objectives

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

Controls

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



- 6 Vehicle and service access is to be provided via Pacific Highway at the southern corner of the site.
- 7 Residential and commercial lobbies and foyers are to be located off the Pacific Highway or the pedestrian access way to the rail station.

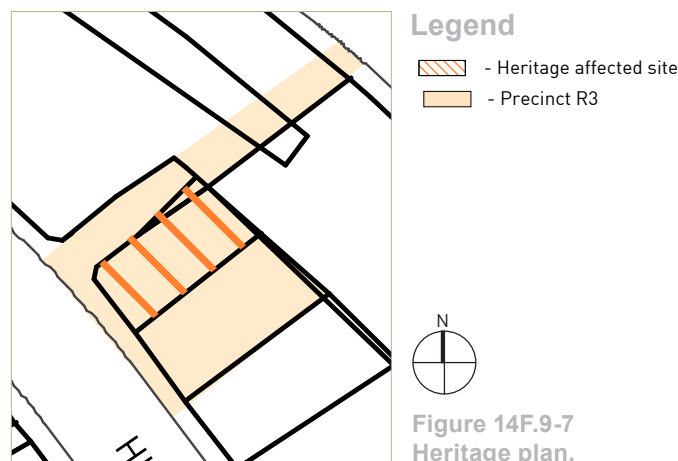
## 14F.9 PRECINCT R3: PACIFIC HIGHWAY TO ROSEVILLE STATION (continued)

### Objectives

- 1 To conserve heritage items and ensure new buildings respond to the scale, design, and character of adjoining heritage buildings.
- 2 To ensure infill buildings are designed to respect the 'fine grain' urban fabric of the street.
- 3 To ensure that new development responds appropriately to the quality and context of any adjoining and neighbouring listing heritage items.
- 4 To allow for and encourage the adaptive re-use of Heritage items in the local centre.

### Controls

#### Heritage



In relation to No.83 Pacific Highway, Roseville - (the former Commonwealth Bank Building):

- 8 Conserve all details and the form of external elevations including: the banking chamber that is adjoined by curved corners; the western elevation; the awning and pressed metal soffit; the intact shop fronts; and detailing to building foyers.
- 9 Prior to removal or alteration assess the significance of remnant internal fabric relating to banking operations such as the banking counter, furniture, the safe, and internal detailing.
- 10 Restoration works to be considered and undertaken to the northern and western elevations.
- 11 Major additions must include conservation works.
- 12 No additions to occur over the northern banking portion.
- 13 Additions may occur to the southern portion providing upper level additions are set back 5 metres from the parapet and must not detract from the prominence of the building in the streetscape.
- 14 Alterations and additions may occur behind the facade of the southern retail portion of the building.
- 15 Heritage items are not required to include awnings where it is detrimental to their heritage significance.

### **Pymble Business Park**

- 14G.1 Urban Precinct
- 14G.2 Public Domain and Pedestrian Access
- 14G.3 Proposed Community Infrastructure
- 14G.4 Building Setbacks
- 14G.5 Built Form
- 14G.6 Heritage



14G.1 URBAN PRECINCT:  
PYMBLE BUSINESS PARK

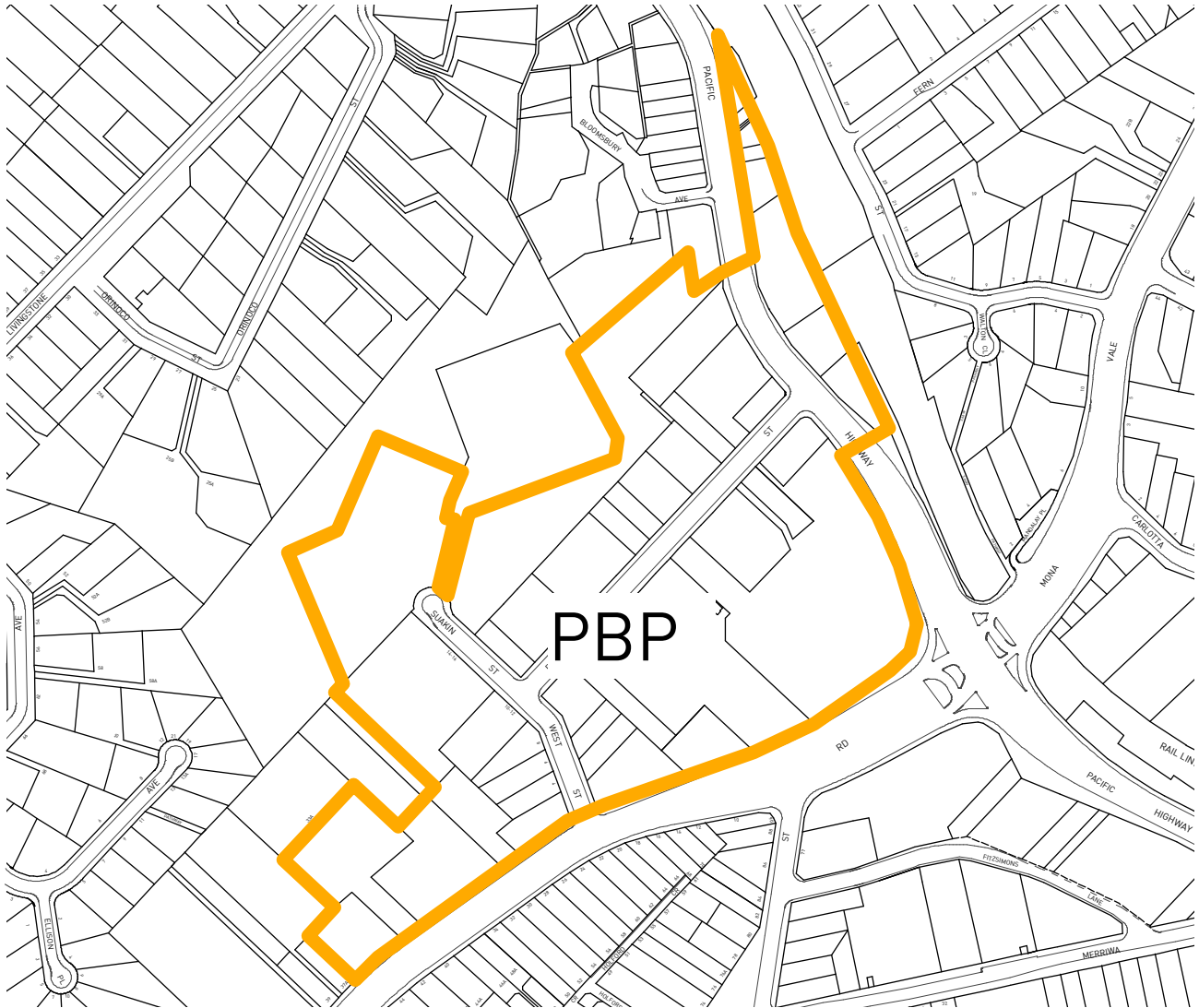


Figure 14G.1-1:  
Urban Structure plan

Legend

-  - Core Urban Precinct (B7 zone)



## 14G.1 URBAN PRECINCT: PYMBLE BUSINESS PARK (continued)

### Objectives

- 1 *To create a vibrant precinct capable of attracting business investment and quality tenants.*
- 2 *To encourage the growth of local businesses that provide employment and support the local economy.*
- 3 *To promote development that provides an excellent working environment alongside associated services and facilities.*
- 4 *To ensure development contributes to the urban character, quality and amenity of the business precinct.*

### Controls

#### **Planned Future Character**

- 1 All development within the Pymble Business Park precinct, as outlined in *Figure 14G.1-1*, is to be designed to support and enhance the planned future character of the precinct.

Pymble Business Park is a unique precinct within the Ku-ring-gai area. It has historically housed a concentration of business uses with associated ancillary facilities. It is a self contained precinct separated from residential development by the Pacific Highway, Ryde Road and E2 Environmental Conservation Lands. The exception to this is the established medium density housing to its north.

Pymble Business Park will be encouraged to consolidate its urban fabric and provide high quality buildings and an environment to create a green business precinct.

The planned future character for Pymble Business Park is one of commercial buildings that have good integration with the street character. Due to its topography and location the precinct has several pockets of differing character:

- i) Bridge Street is to have buildings with entries and frontages that contribute to the street activity through direct physical access and visual surveillance from ground floors of the buildings. It is to have a landscape character with well considered and planted front setbacks.
- ii) Development along the north of the Pacific Highway is to create a continuous urban character with buildings to the street boundary having a high ground floor visibility from adjacent roadways.
- iii) Development along the south of the Pacific Highway and to the north of Bridge Street is to respect the Heritage Item and ensure its continued prominence in that streetscape.
- iv) West and Suakin Streets are to have buildings built to the boundary with awnings and active frontages creating a neighbourhood character with shops and services at street level.
- v) Ryde Road is to have a landscaped character with large street setbacks allowing quality planting, and a landmark building at the corner of Ryde Road and Pacific Highway.

14G.2 PUBLIC DOMAIN AND  
PEDESTRIAN ACCESS



Figure 14G.2-1:  
Public domain and pedestrian controls plan

Legend

- ↔ - Pedestrian through site link
- - - Awnings





## 14G.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS (continued)

### Objectives

- 1 To increase the pedestrian permeability within the Pymble Business Park.
- 2 To improve pedestrian amenity by providing continuous sun and rain protection to the footpath areas.
- 3 To improve the streetscape quality and character of the streets within the Pymble Business Park precinct.
- 4 To enable safe and active streets with good surveillance.

### Controls

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

Enhancement of the public domain and improvement of pedestrian amenity is required to improve the pedestrian access and permeability through the area.




- 1 Provide a new public pedestrian laneway between Bridge Street and Ryde Road as illustrated in *Figure 14A.5-1*. The access way is to be open to the sky with natural light, and be publicly accessible during business hours.
- 2 Provide continuous awnings to West Street as illustrated in *Figure 14G.2-1*.

### 14G.3 PROPOSED COMMUNITY INFRASTRUCTURE



Figure 14G.3-1:  
Community infrastructure plan.

#### Legend

-  - Footpath embellishment
-  - Traffic signal and road modification
-  - Street tree planting

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

### Objectives

- 1 To implement the Works Programmes within the Ku-ring-gai Contributions Plan 2010.

### Controls

- 1 Development is to be designed to support the provision of Key Community Infrastructure as stipulated in the Ku-ring-gai Contributions Plan 2010.

Key Community Infrastructure for Pymble Business Park is to be provided through the Ku-ring-gai Contributions Plan 2010 or by Voluntary Planning Agreement (VPA). The Ku-ring-gai Contributions Plan 2010 stipulates elements to be implemented. These are listed below and illustrated in *Figure 14G.3-1*.

- 1 Embellishment of the footpath areas on the northern side of the Pacific Highway including new lighting, high quality paving, furniture and street tree planting.
- 2 Modifications to the traffic signals and localised road alterations at the intersection of Bridge Street and the Pacific Highway.
- 3 Modifications to the traffic signals and localised road alterations at the intersection of West Street and Ryde Road to facilitate access into Pymble Business Park.
- 4 Street tree planting to the Pacific Highway, Bridge Street, Suakin Street/West Street.

14G.4 BUILDING SETBACKS

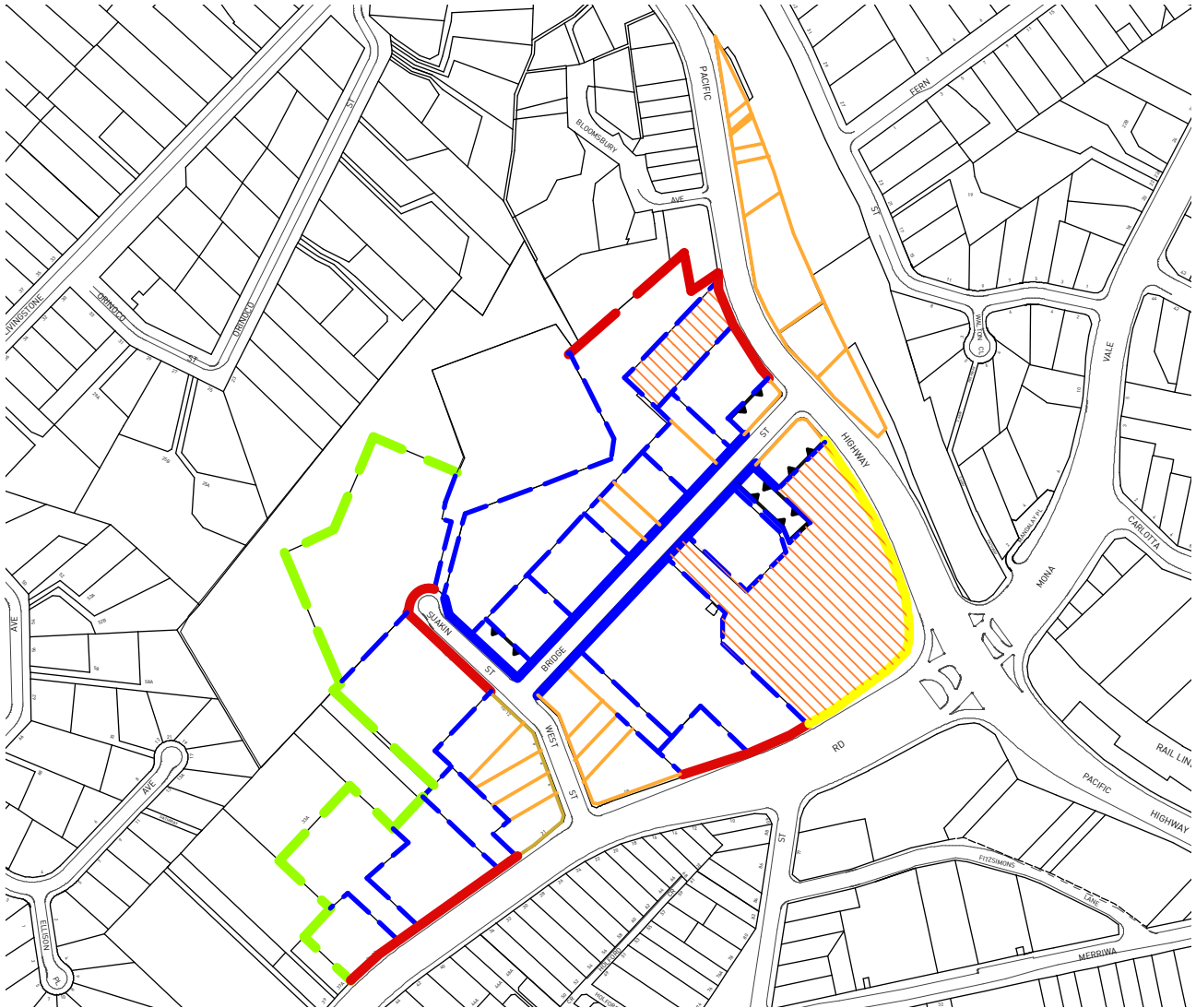











Figure 14G.4-1:  
Building setbacks plan.

Legend

-  - Heritage affected site
-  - Setbacks to adjoining bushland to be merit-based to allow best fit on site and in accordance with biodiversity and riparian requirements
-  - Landscaped street setback 5m min
-  - Landscaped street setback 10m min
-  - Landscaped street setback 20m min
-  - Landscaped side/rear setback 5m min
-  - Landscaped side/rear setback 10m min
-  - Zero setback to boundary
-  - Zero setback to flagged side/rear of one property with 5m setback to other

## 14G.4 BUILDING SETBACKS (continued)

### Objectives

- 1 *To create cohesive streetscapes with consistent building alignments and setbacks.*
- 2 *To provide opportunities for street tree planting and front setback planting where appropriate.*
- 3 *To facilitate building modulation and articulation of building facades.*

### Controls




- 1 All buildings within the Pymble Business Park must comply with the setback controls illustrated in *Figure 14G.4-1*.
- 2 Setbacks on properties adjacent to the Heritage Item must comply with the controls in Part 19 of this DCP.
- 3 Building setbacks stipulated in *Figure 14G.4-1* respond to the location within the business park. They are:
  - i) zero setbacks to sites that are constrained or where an urban frontage would benefit the location;
  - ii) landscaped setbacks to sites where a landscaping element within the setback is required to enhance the character of the streetscape.

14G.5 BUILT FORM



Figure 14G.5-1:  
Built form plan

Legend

-  - Primary active frontage
-  - Corner or visually prominent site
-  - Landmark site

## 14G.5 BUILT FORM (continued)

### Objectives

- 1 To ensure building facades are well designed, articulated and address public streets, public spaces, footpaths, parks and reserves.
- 2 To provide active frontage to the main streets and lanes.
- 3 To support pedestrian activity and enhance the amenity, safety and surveillance of the public domain.
- 4 To enhance the quality and character of the public domain in the commercial precincts.
- 5 To contribute to the locality by creating distinctive buildings.

### Controls

The topography and road orientation within Pymble Business Park creates a number of sites that are visually prominent. Many of these are either corner sites or sites at the end of a street. Building design at these locations have the potential to be unique and recognised due to their prominent location, therefore a high design quality is required. There is one landmark site at the corner of Ryde Road and Pacific Highway. This is a visually prominent site with the potential to serve as a memorable marker in this locality.

Buildings are to be designed in accordance with *Figure 14G.5-1*.

- 1 Provide active street frontages along Pacific Highway, Bridge Street, Suakin Street and West Street in line with *Part 9C.10 of this DCP*.
- 2 Ground floor frontages are to provide for active uses that contribute to the active street frontage.
- 3 Building slabs are to be stepped on sloping sites to ensure ground floor level does not exceed 0.3m above or below finished footpath level.
 

**Note:** Variations may be permitted on very steep streets.
- 4 Building entries to each individual commercial premises are to be level with adjoining footpaths, with openings (doors and windows) that allow a direct visual connection between the building and the street. See *Figure 8C.14-4*.
 

**Note:** Variations may be permitted on very steep streets.
- 5 Provide buildings on corner and visually prominent sites that have distinct articulation addressing their location in line with *Part 9C.9 of this DCP*.
- 6 The site is to have a landmark building that is unique and site responsive. The building design is to be visually prominent and distinctive in architectural form and identify the location of Pymble Business Park within the region.

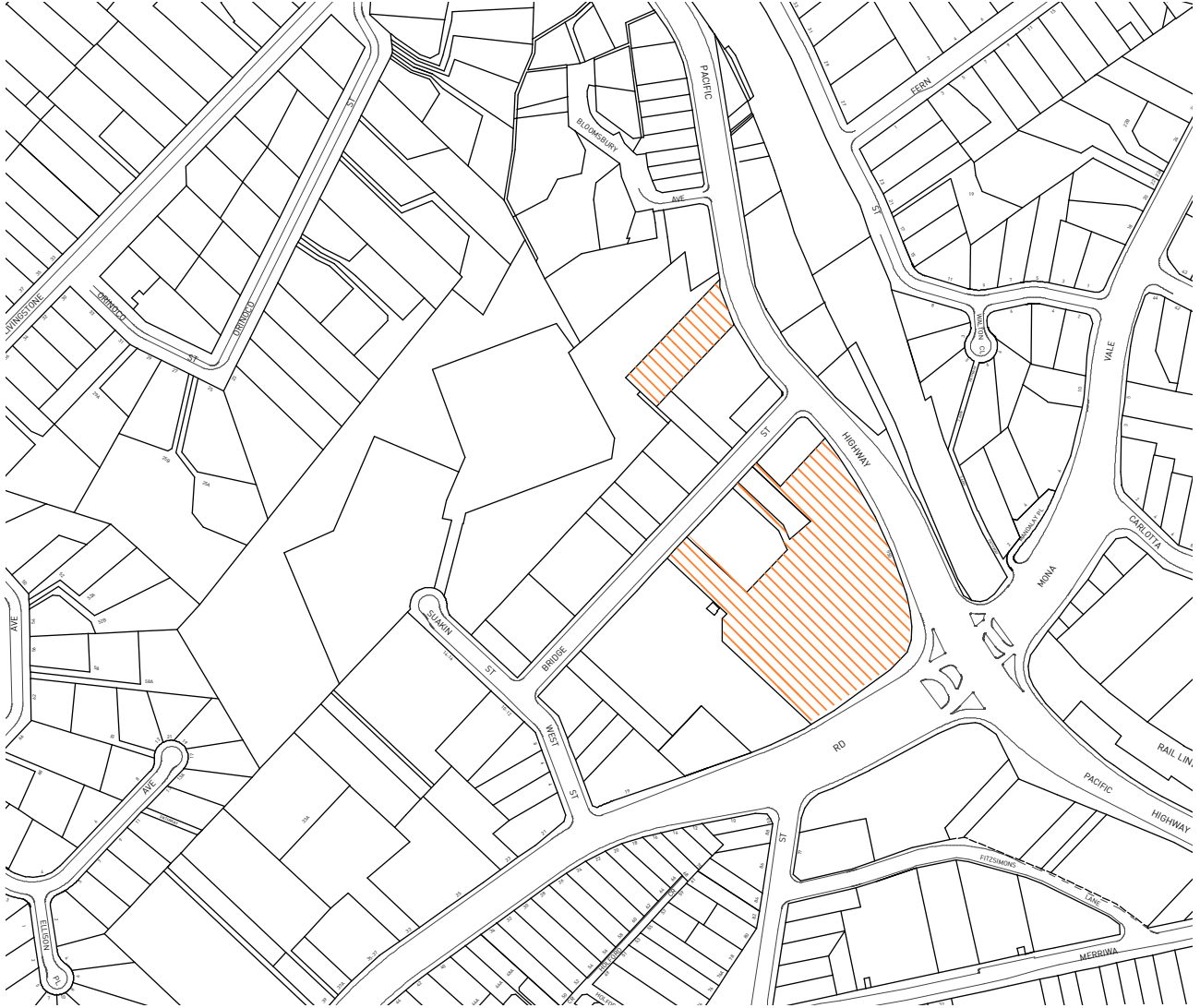


Figure 14G.6-1:  
Heritage plan

Legend

 - Heritage affected site



## 14G.6 HERITAGE (continued)

### Objectives

- 1 *To conserve heritage items and ensure new buildings respond to the scale, design, and character of adjoining heritage buildings.*

### Controls

The Pymble Business Park has a state listed Heritage Item located on the Pacific Highway as illustrated in *Figure 14G.6-1*. The Pymble Substation and Depot is significant as an example of a purpose-built infrastructure building designed in the inter-war period.

- 1 Conserve all details and the form of the external elevations.
- 2 Removal or alteration to any interior feature is generally not supported and must have an assessment as to the significance of remnant internal fabric relating to operations and internal detailing.
- 3 Front setbacks to buildings adjacent to the Heritage Item must ensure significant views from the Pacific Highway in both directions of the Heritage Items.
- 4 Front setbacks of buildings adjacent to the Heritage Item are to have a minimum front setback equal or greater than the front setback of the Heritage Item.



Figure 14G.6-2  
Pymble Substation and Depot

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**Screen Australia Site**

14H.1 Urban Precinct

14H.2 Public Domain and Pedestrian Access

14H.3 Building Setbacks

14H.1 URBAN PRECINCT:  
SCREEN AUSTRALIA SITE

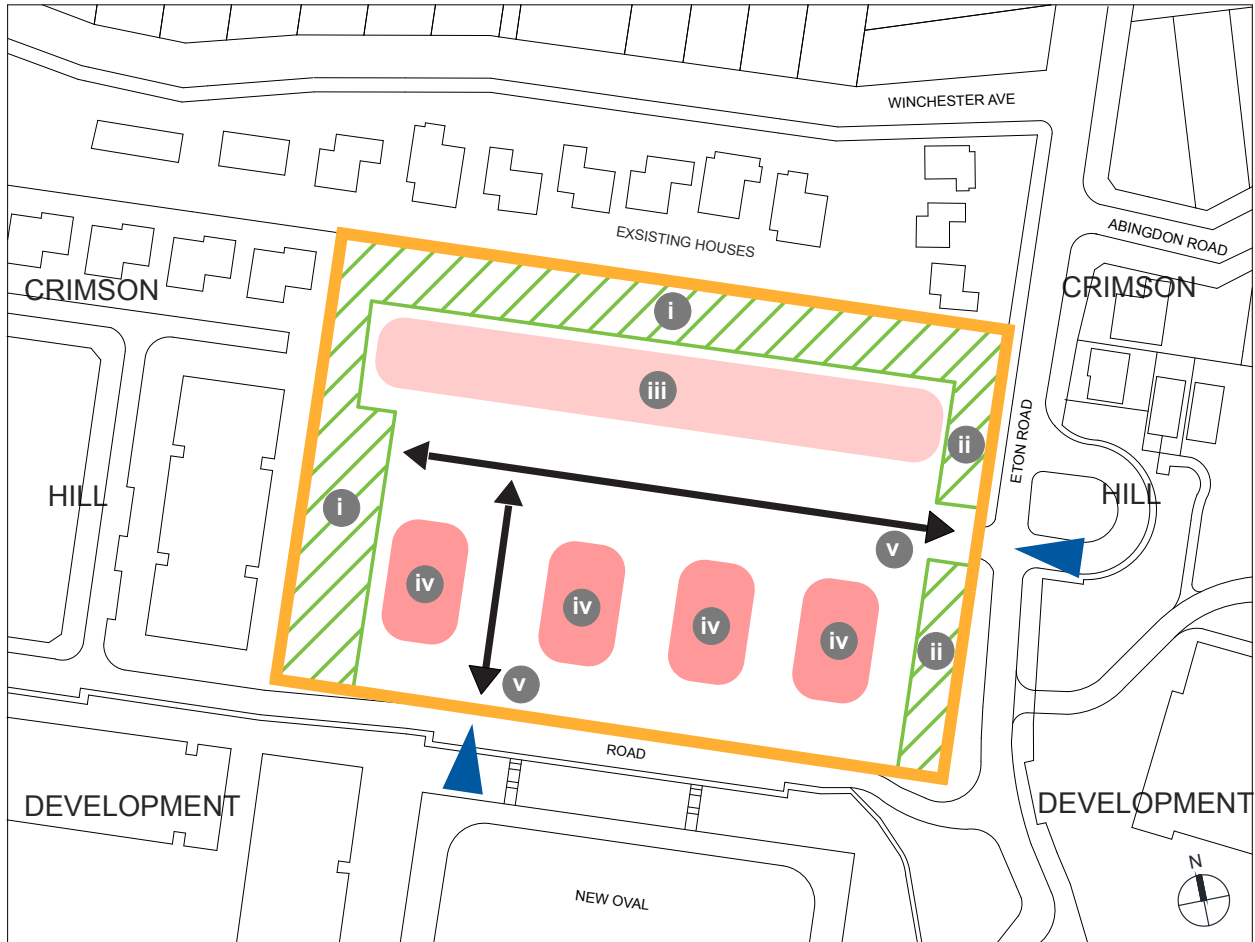








Figure 14H.1-1:  
Urban Structure plan

Legend

-  Core Urban Precinct
-  R1 - Up to 4 storey residential
-  R2 - 2 storey residential
-  Site access points
-  Pedestrian and Vehicle access
-  Landscape buffer

## 14H.1 URBAN PRECINCT: SCREEN AUSTRALIA SITE (continued)

### Objectives

- 1 *To reinforce the bushland character of the site.*
- 2 *To retain significant vegetation.*
- 3 *To provide a transition between the low-density residential neighbourhoods and the higher density Crimson Hill Development and adjoining UTS Ku-ring-gai campus.*
- 4 *To ensure the development complements surrounding residential areas.*

### Controls

#### **Planned Future Character**

The site at 101 Eton Road, Lindfield, which is currently occupied by Screen Australia is zoned for a combination of low density detached residential dwellings and residential flat buildings. The site provides a transitional role between the low-density residential neighbourhoods and the higher density Crimson Hill Development on the adjoining UTS Ku-ring-gai campus. Both sites are set within the bushland setting of the Lane Cove National Park. The planned future character of the site seeks to retain and enhance the existing features of the site and integrating them within the planned scale and density of the proposed residential development.

- i) Existing vegetation is retained along the northern and western boundaries, establishing a landscaped buffer between the site and adjacent residential development.
- ii) The vegetation along Eton road is retained and enhanced to reinforce the historical Bushland Entry Area of the UTS Ku-ring-gai Campus.
- iii) Low-density residential development will be aligned within the northern portion of the site to create an appropriate transition between the site and the existing low density neighbourhoods.
- iv) Higher density development will be focused to the south of the site transitioning up to four storey residential flat buildings which will be oriented towards the sporting fields.
- v) Vehicle and pedestrian access to the site will continue to be gained from Eton Road to the east. Secondary access will be gained from the south.
- vi) New development is orientation towards street frontages and open spaces to reduce passive and inactive edges to the streetscape.
- vii) Dwelling houses in the R2 zone are to reflect the character of houses in adjoining residential areas through compatible roof forms, response to topography and the garden settings of the buildings.
- viii) Higher density development is orientation north/south to present a less dominating visual impact overlooking the oval and providing view corridors through the site both from the oval and the main UTS campus building.
- ix) The design of the residential flat building within this area is to be consistent with those in within the adjoining Crimson Hill development to achieve a unified development character.

14H.2 PUBLIC DOMAIN AND  
PEDESTRIAN ACCESS

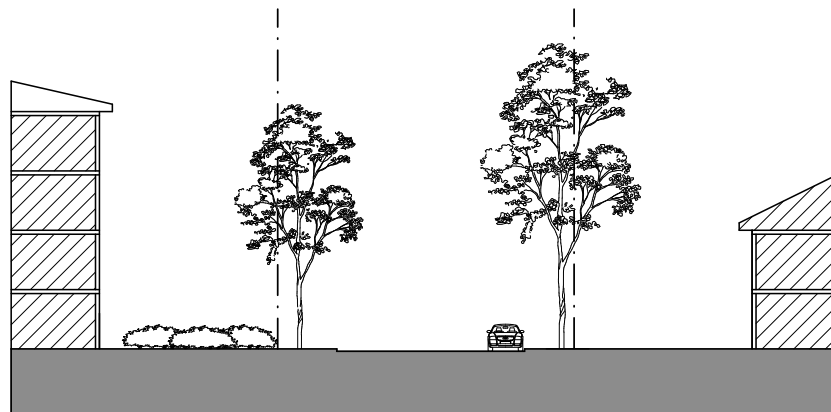
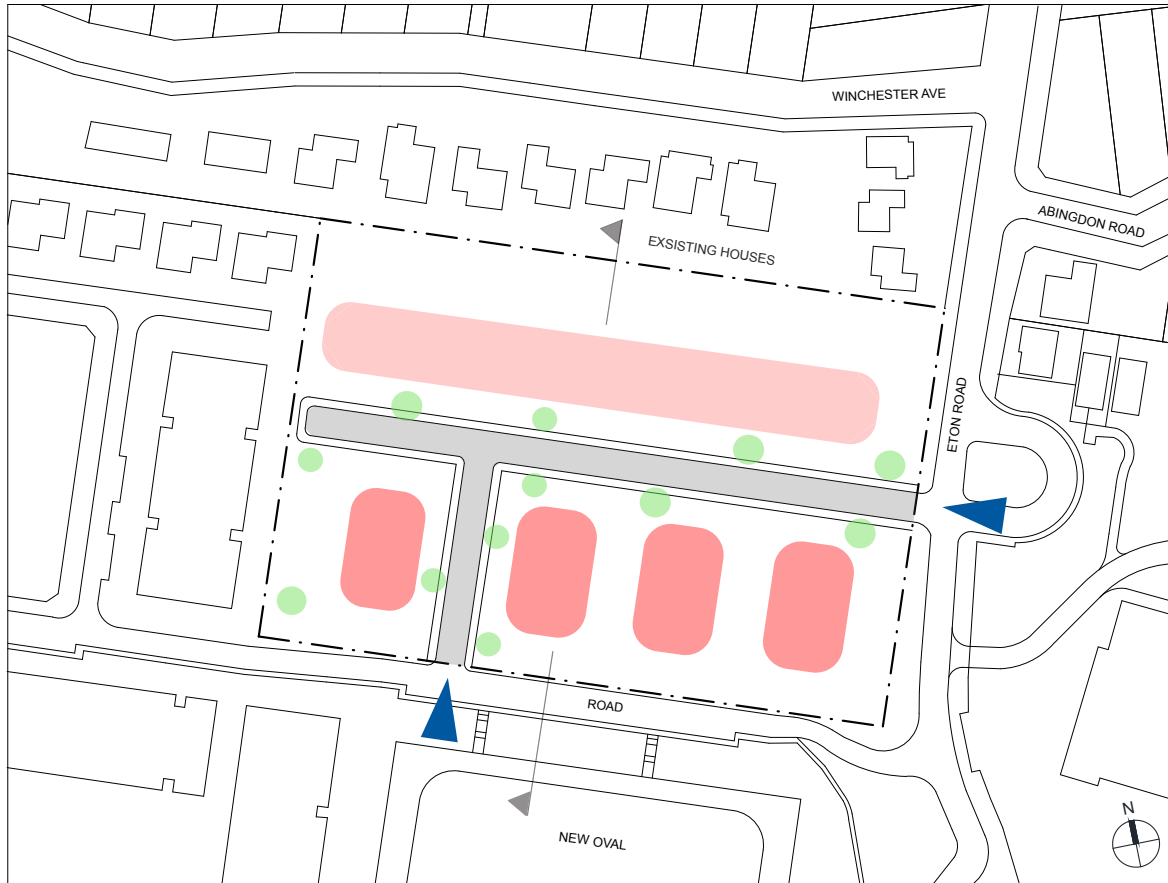





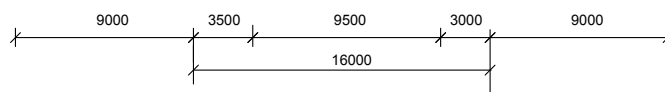


Figure 14H.2-1:  
Public domain  
and pedestrian  
controls plan

Legend

-  Site Access Points
-  R2 - 2 Storey Residential
-  R1 - Up to 4 Storey Residential
-  Road and Footpath
-  Site Boundary line



## 14H.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS (continued)

### Objectives

- 1 *To provide for good vehicle access and pedestrian permeability through the site that integrates with the surrounding road networks and activities.*
- 2 *To provide new intimately scaled residential streets that reinforce and enhance the unique leafy, green landscape character of Ku-ring-gai.*

### Controls






- 1 The primary vehicle and pedestrian access to the site is to be from Eton Road to the east and should be integrated with existing movement network ensuring that congestion along Eton Road is minimised and patronage of the bus service is maximised.
- 2 Secondary access will be gained from the south.
- 3 The road corridors are to be included as a part of the site for FSR calculations.
- 4 The new east/west and north/south road corridors are to have a width of 16m the dimensions of the carriage way and verges are to be in accordance with Figure 14H.2-1 both streets should accommodate two way traffic and one land of on street parking.
- 5 The siting of new roadways is to consider the location of major trees with existing significant trees to be retained where possible.
- 6 New trees should be planted and integrated with the design proposal, as part of the public and private domain.
- 7 New streets and verges are to incorporate appropriate landscaping and water sensitive urban design (WSUD) to support stormwater management including elements such as permeable paving, rain gardens, tree pits and swales.
- 8 All power lines and utilities are to be underground.

### 14H.3 BUILDING SETBACKS



Figure 14H.3-1:  
Building setbacks plan.

**Legend**

-  Setback as per DCP Part 4 - Dwelling Houses
-  Setback to adjoining development 20m
-  Setback to public roads 12m
-  Setback from main internal road 9m
-  Setback from secondary internal road 6m



### 14B.3 BUILDING SETBACKS (continued)

#### Objectives

- 1 *To provide building setbacks that allows retention of existing established vegetation and maintaining the established bushland character of the site.*
- 2 *To create cohesive streetscapes defined by a landscaped setback on both sides with consistent building alignments.*

#### Controls

- 1 Side and rear setbacks for dwelling houses are to comply with the requirements of Part 4 of this DCP.
- 2 Setbacks of 12m to Eton Road and the new road along the Oval
- 3 Setbacks of 9m to the new internal east/west road,
- 4 Setbacks of 6m to the new north/south road and;
- 5 A setback of 20m to the western boundary of the site to retain existing vegetation between the new R1 Zoned Residential development and the adjacent Crimson Hill site;
- 6 Land Zoned R1 General Residential is to provide a minimum 55% deep soil area.

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**Killara Golf Club**

- 141.1 Urban Precinct
- 141.2 Pedestrian and Vehicular Access
- 141.3 Building Setbacks
- 141.4 Built Form
- 141.5 Heritage

14I.1 URBAN PRECINCT:  
KILLARA GOLF CLUB

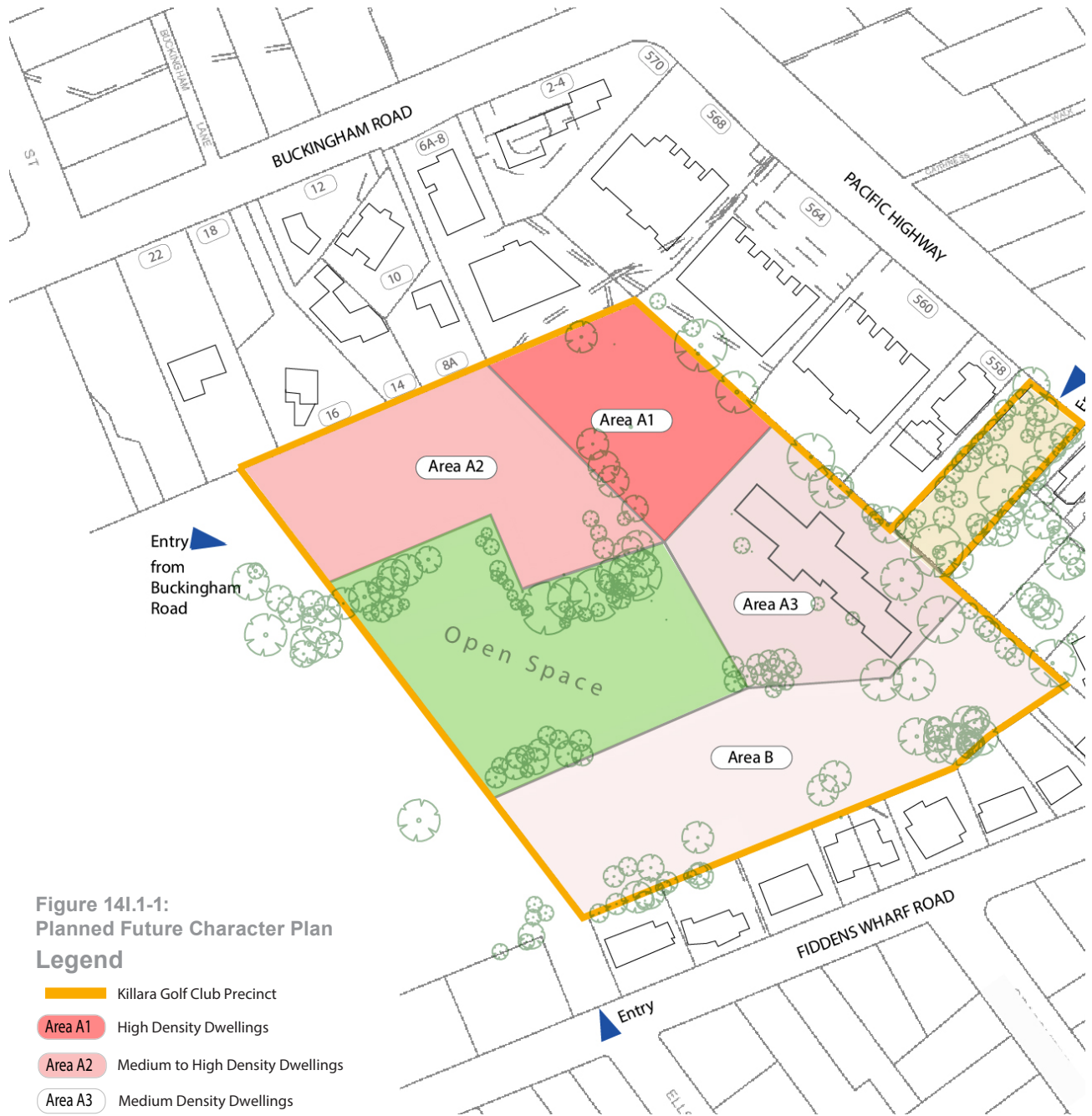









Figure 14I.1-1:  
Planned Future Character Plan  
Legend

-  Killara Golf Club Precinct
-  Area A1 High Density Dwellings
-  Area A2 Medium to High Density Dwellings
-  Area A3 Medium Density Dwellings
-  Area B Low Density Dwellings
-  Open Space
-  Existing Trees



## 14I.1 URBAN PRECINCT: KILLARA GOLF CLUB (continued)

### Objectives

- 1 *To ensure new built form is integrated into the existing landscape to reflect the Ku-ring-gai character of buildings within a garden setting and tall canopy trees.*
- 2 *To reduce the impacts of bulk and scale on adjacent residential neighbourhoods and on the Clubhouse Heritage Item.*
- 3 *To provide a transition between the new medium to high density residential buildings and the adjacent established low density residential neighbourhood fronting Buckingham Road.*
- 4 *To retain the curtilage setting of the Clubhouse Heritage Item.*
- 5 *To ensure long term improvement and protection of the Blue Gum High Forest.*

### Controls

#### **Planned Future Character**

The site is located to the north-east of the Killara Golf Course at 556 Pacific Highway, Killara. The land slopes from the site down to the golf course lands which extend to and beyond Golf Links Road to the east and Fiddens Wharf Road to the south.

The site comprises four areas as illustrated in Figure 14I.1 that are zoned for residential development as follows:

- i) **Area A1** – high density apartment buildings relating to the high density neighbourhood to the north and west.
- ii) **Area A2** – medium to high density apartment buildings with reduced heights to facilitate the interface with the low density residential neighbourhood to the north.
- iii) **Area A3** – medium density apartments provided through the adaptive reuse of the Heritage Item Clubhouse.
- iv) **Area B** – low density detached dwellings relating to the low density residential neighbourhood to the south and/or existing mature significant vegetation.

The planned future character of the site seeks to retain key existing features, integrate them into the new residential development and reflect the Ku-ring-gai area character of high quality buildings located within high quality landscaped gardens including tall canopy trees.

- 5 All development within the Killara Golf Club site, as outlined in Figure 14I.1-1, is to be designed to support and enhance the planned



Figure 14I.1-2  
Photo of Heritage Item Clubhouse

## 14I.1 URBAN PRECINCT: KILLARA GOLF CLUB (continued)

### Controls

future character of the site, and ensure its integration into the overall Ku-ring-gai character. This is to be done through compliance with the site specific requirements stipulated in this Part 14C of the DCP, and compliance with all other relevant parts of Section A, B, C of the DCP.

2 New development is to include the following key components:

- i) retention of the Blue Gum High Forest trees located within and adjacent to the site;
- ii) retention of significant trees within the boundaries of the Heritage Item and the established mature trees that form the setting of the Heritage Item;
- iii) residential flat buildings in Area A1 and Area A2 are to provide high quality integration of new residential flat buildings into their landscaped gardens, and include tall canopy trees and screening to adjacent low density and other neighbouring dwellings, and to the adjacent Clubhouse and golf course;
- iv) view corridors are to be provided between new buildings in Area A1 and Area A2 to reduce bulk and scale impacts to adjacent dwellings and in particular to the low density houses to Buckingham Road;
- v) retention of the historical association of the Clubhouse in Area A3 with the Killara Golf Club through its views and vistas to the Golf Course; and
- vi) dwelling houses in Area B are to reflect the character of houses in adjoining residential areas through their built forms, response to topography and garden settings.

## 14I.2 PEDESTRIAN AND VEHICULAR ACCESS

### Objectives

- 1 To provide good vehicle access and pedestrian permeability through the site.
- 2 To enable safe pedestrian access and active public domains with good surveillance throughout the site.
- 3 To provide vehicle access for residents and service providers that integrates with the surrounding road networks and activities.
- 4 To provide new residential streets that reinforce and enhance the unique landscape character of the Ku-ring-gai area.
- 5 To ensure street trees are able to achieve their mature height and contribute to the tree canopy of the Ku-ring-gai area.
- 6 To retain the historical views and vistas from the Heritage Item Clubhouse to the golf course lands.

### Controls

- 1 Pedestrian and vehicular access to Area A1 and Area A2 is to be provided from Buckingham Road.
- 2 Pedestrian and vehicular access to Area A3 is to be provided from the Pacific Highway.
- 3 Pedestrian and vehicular access to Area B is to be provided from Fiddens Wharf Road.
- 4 All new roads including access through the golf course are to have a minimum width of 8.5m and accommodate two way traffic and one lane of on-street parking. Pedestrian pathways are to be separated from the new internal roads by landscaped verges. Refer to Figure 14I.2-1 and to the *Public Domain Plan*.

**Note:** See 14C.2(5) for exception to road width.

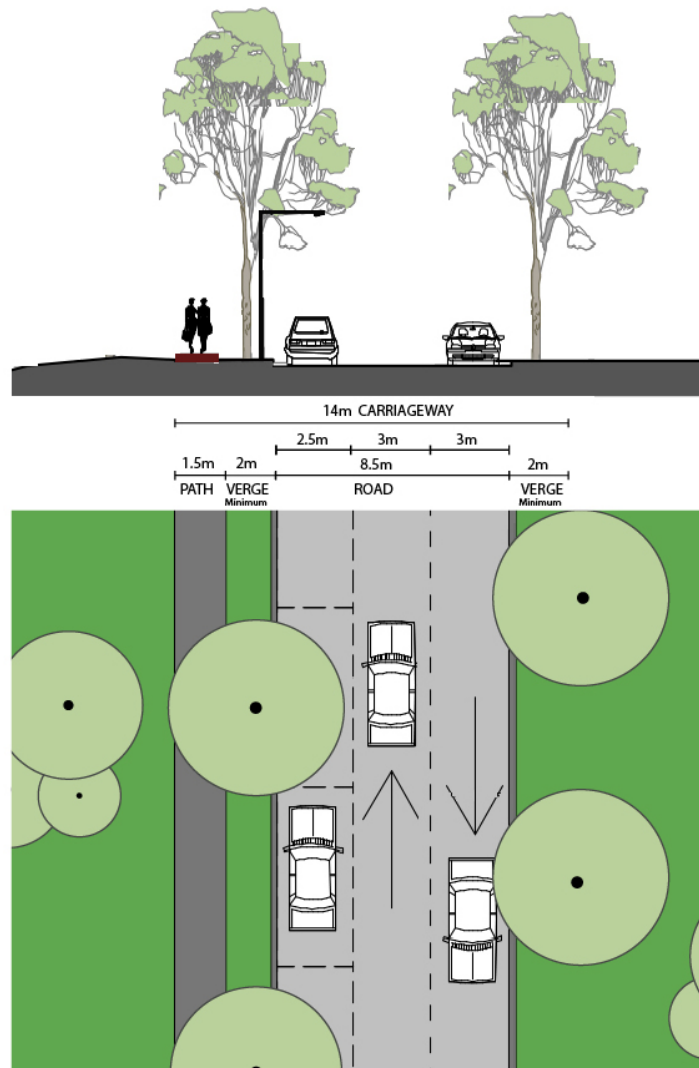


Figure 14I.2-1:  
Internal road footpaths, verges and tree planting

14I.2 PEDESTRIAN AND VEHICULAR ACCESS  
(continued)

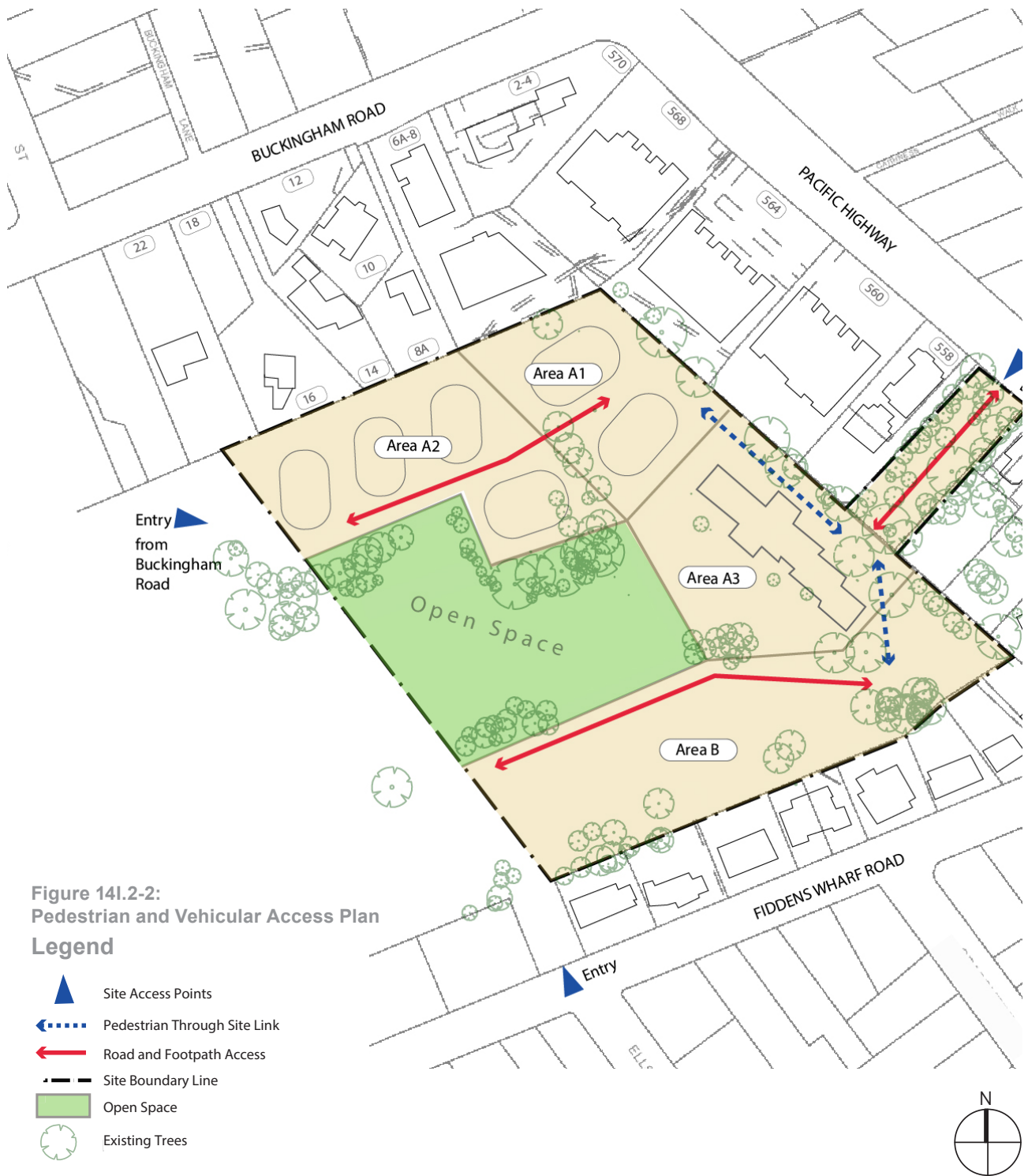








Figure 14I.2-2:  
Pedestrian and Vehicular Access Plan  
Legend

-  Site Access Points
-  Pedestrian Through Site Link
-  Road and Footpath Access
-  Site Boundary Line
-  Open Space
-  Existing Trees





## 14I.2 PEDESTRIAN AND VEHICULAR ACCESS (continued)

### Controls

- 5 New internal roads at the following locations are to have a minimum width of 6m to accommodate two way traffic, and a pedestrian pathway of minimum 1.5m adjacent to the road and incorporate street planting:
  - i) within the boundaries of Area A3;
  - ii) from Fiddens Wharf Road to the boundary of Area B; and
  - iii) the access road from Pacific Highway to Area A3.
- 6 Access to Area A1, Area A2 and Area A3 is to accommodate movement and turning of vehicles up to the size of a medium size rigid truck.
- 7 Access to Area B is to accommodate movement and turning for Council's standard sized waste collection vehicle.
- 8 The siting of new roadways is to consider the location and retention of existing large mature trees.
- 9 New street trees with a mature height of minimum 15m are to be planted along both sides of the new internal streets at maximum 12m spacing.
 

**Note:** Street tree planting and landscaping plans are to be provided. All street tree species selection subject to Council approval.
- 10 Street tree planting is to be integrated with the site landscaping and other infrastructure and services.
- 11 New streets and verges are to incorporate appropriate landscaping and Water Sensitive Urban Design (WSUD) to support stormwater management including elements such as permeable paving, rain gardens, tree pits and swales.
- 12 Provide new through-site pedestrian links as follows and as indicated in Figure 14C.2-2:
  - i) from Area A3 to Area B; and
  - ii) from Area A3 to Area A1.
- 13 Where the Clubhouse is adaptively reused for residential dwellings, parking rates are to comply with the requirements of the DCP. This parking may be provided in the basement of adjoining buildings.
- 14 Where the Clubhouse use is to be retained, any car parking that is lost as a result of the development of the existing carpark is to be provided in the basement of new building within Area A1. Where the commercial and residential uses share the same vehicle entry/exit, clear demarcation of parking areas is to be made. Residential parking is to be secure and separate from the commercial parking serving the Clubhouse.
- 15 Any new road/footpath on the boundary of the Heritage Item and the golf course is to avoid utility/street furniture, street parking and landscaping elements that obstruct the views and vistas from the Clubhouse building to the golf course beyond the Heritage Item's site boundary.

14I.3 BUILDING SETBACKS

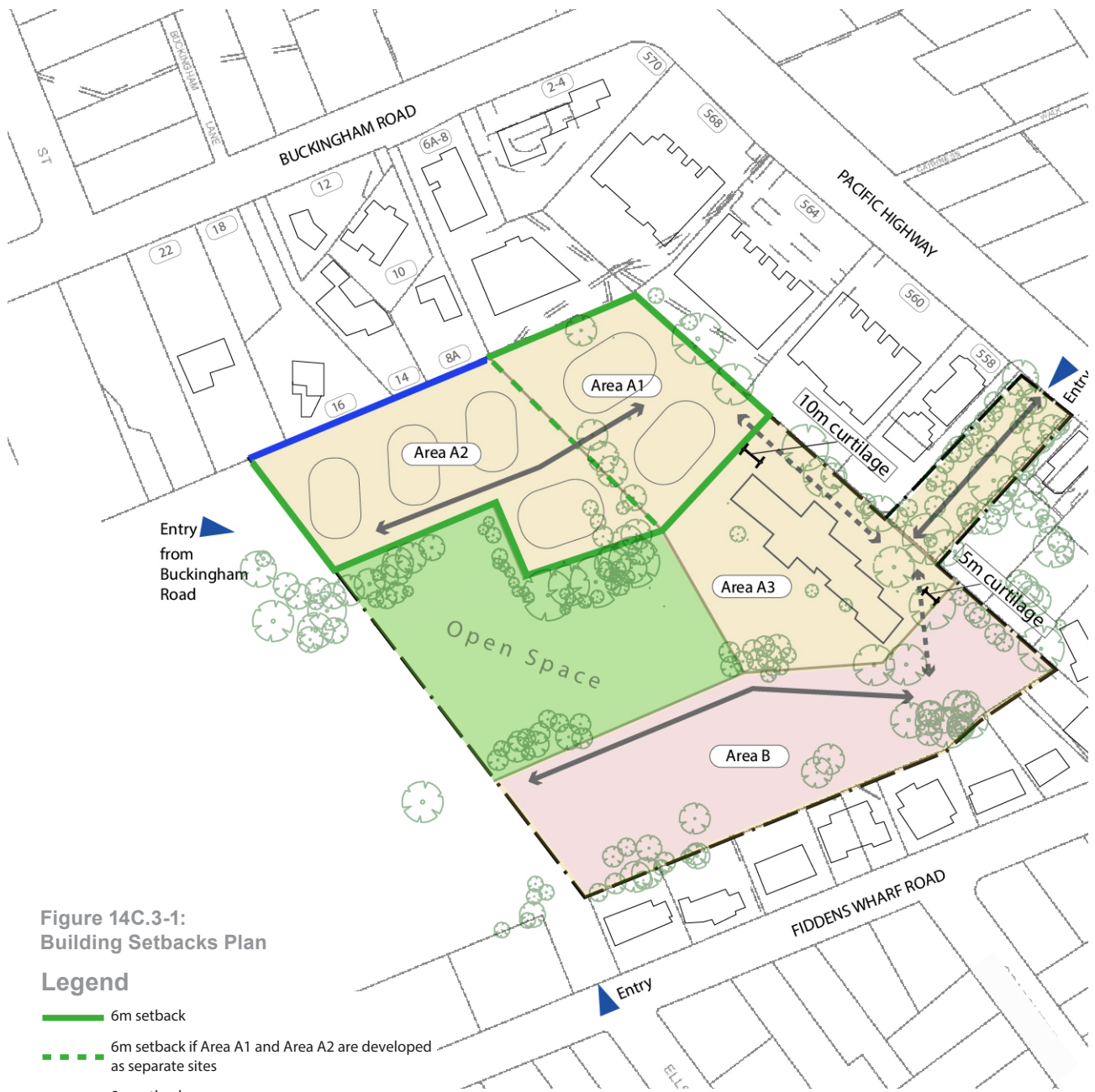


Figure 14C.3-1:  
Building Setbacks Plan

Legend

- 6m setback
- - - 6m setback if Area A1 and Area A2 are developed as separate sites
- 9m setback
- Setback to Area B as per DCP Part 4 - Dwelling Houses (except for 9m front setbacks to roads)
- Open Space
- Site Boundary Line
- ← Road and Footpath
- - - - - Pedestrian Through Site Link
- 🌳 Existing Trees

Note: 9m building front setback to all new roads in Area A1, Area A2 and Area A3

### 14I.3 BUILDING SETBACKS (continued)

#### Objectives

- 1 *To provide building setbacks that allow the retention of existing established vegetation and planting of new vegetation, including large trees, to enhance the unique Ku-ring-gai landscape character.*
- 2 *To create cohesive streetscapes defined by a landscaped setback to the street and public domain.*
- 3 *To ensure provision of deep soil landscaping areas to all site boundaries.*
- 4 *To ensure new residential development reflects the standards and character of similar scale development in the Ku-ring-gai area.*
- 5 *To ensure long term improvement and protection of the Blue Gum High Forest.*

#### Controls

- 1 Building setbacks are to be in accordance with Figure 14I.3-1.
- 2 All new buildings within Area A1, Area A2 and Area B are to provide a minimum 9m front setback to the new internal road carriageway.
 













**Note:** The carriageway includes footpaths and verges.
- 3 Within Area A1, provide a minimum 6m setback to:
  - i) the boundary with 6A-8 Buckingham Road;
  - ii) the boundary with 560 to 564 Pacific Highway;
  - iii) the boundary with Area A3.
- 4 Within Area A2, provide:
  - i) a minimum 9m setback to the boundary with 8A to 22 Buckingham Road;
  - ii) a minimum 6m setback to the open space to the south and west; and
  - iii) a minimum 6m setback to the boundary with the golf course land to the west.
- 5 If Area A1 and Area A2 are developed as separate sites then provide minimum 6m setbacks to the boundary between Area A1 and Area A2.
- 6 Within Area A3, the Clubhouse Building is to retain the following:
  - i) 10m curtilage to the north-west boundary adjoining Area A1; and
  - ii) 5m curtilage to the south-east boundary adjoining Area B.
- 7 Side and rear setbacks for low density dwelling houses located in Area B are to comply with the requirements of Part 4 of this DCP.

## 141.4 BUILT FORM



**Figure 141.4-1:  
Built Form Plan.**

### Legend

-  Site Access Points
-  Road and Footpath
-  Pedestrian Through Site Link
-  Area A1 - High Density Dwellings  
Max. Height 17.5m
-  Area A2 - Medium to High Density Dwellings  
Max. Height RL 109.500
-  Area A3 - Medium Density Dwellings (Adaptive Reuse)  
Max. Height RL 120.880
-  Area B - Low Density Dwellings
-  Open Space
-  View Corridors
-  Minimum 6m Landscaped Area buffer
-  Site Boundary Line
-  Existing Trees



## 14I.4 BUILT FORM (continued)

### Objectives

- 1 *To reduce the impacts of bulk and scale of new medium and high density development on the adjacent neighbourhood.*
- 2 *To ensure preservation of visual amenity from:*
  - *neighbouring properties up-slope of the new buildings;*
  - *the Clubhouse Heritage Item;*
  - *the golf course lands down slope of the site.*
- 3 *To ensure adequate screening of balcony and terrace areas for storage and utility purposes.*
- 4 *To ensure the built form reflects the character of the Ku-ring-gai area, of buildings within high quality garden settings including tall canopy trees.*
- 5 *To reduce Ku-ring-gai's heat island effect by minimising hard surfaces that absorb and emit heat.*
- 6 *To ensure safety, surveillance and visibility of pedestrian pathways.*
- 7 *To ensure long term improvement and protection of the Blue Gum High Forest.*

### Controls

- 1 All buildings in Area A1 and Area A2 are to be sited and orientated to provide view corridors to adjacent neighbouring residential buildings.
 

**Note:** Within Area A1: consideration may be given to the excavation and setting down of buildings to reduce building height impacts to neighbouring residential areas, provided deep soil areas are not compromised and hydrological impacts are addressed.
- 2 The siting of buildings are to demonstrate clear, visible entry points and surveillance of through site links, paths and communal areas.
- 3 All plant equipment and services to buildings within Area A1, Area A2 and Area A3 are to be located within the basement of buildings.
- 4 Clear glass balustrades are not permitted to the entire length of a balcony or terrace.
- 5 A minimum 6m Landscaped Area buffer, including retention of existing trees, is to be provided on the boundary of Area A1, Area A2, Area A3 and Area B as per the Figure 14I.4-1. This Landscaped Area buffer is to consist only of deep soil area. The following will not be permitted within the Landscaped Area buffer;
  - i) utilities and service corridors;
  - ii) pathways and roads;
  - iii) any structures and hard surfaces; or
  - iv) basements.

**Note:** Refer to the definition of Landscaped Area under KLEP.
- 6 Where the Landscaped Area buffer contains Greenweb areas, planting within the Greenweb area is to comprise of species from the Blue Gum High Forest community including ground shrub and canopy, and include trees with a mature height of minimum 15m.
- 7 The site layout is to minimise impact to the Blue Gum High Forest including consideration of overshadowing and changes to hydrological conditions (storm water / ground water supply).
- 8 A Vegetation Management Plan addressing the ongoing management of the Blue Gum High Forest within the site is to be prepared by an appropriately qualified consultant.

141.5 HERITAGE



Figure 141.5-1:  
Heritage Plan.

Legend

- Heritage Clubhouse Building
- Heritage Item
- Site Boundary Line
- Indicative significant views and vistas from Heritage Item to golf course beyond
- Road and Footpath
- Pedestrian Through Site Link
- Existing Trees
- Landscaped Area retaining existing screening to Heritage Item at Pacific Highway



## Objectives

- 1 To conserve the Heritage Item and ensure new buildings respond to the scale, design, setting and character of the Item.
- 2 To improve pedestrian access, permeability, activation and surveillance to the north-west of the Heritage Item.
- 3 To ensure adaptive reuse of the Heritage Item retains the integrity of the Item.
- 4 To retain the historically significant views and vistas from the Clubhouse Building to the golf course lands.



Figure 14C.5-2  
Landscape screen to adjacent Item at 558 Pacific Highway

## 14I.5 HERITAGE (continued)

### Controls

The Killara Golf Clubhouse and its curtilage area (encompassing the putting green and garden, front fairway and significant trees at the front, rear and side) is a locally listed Heritage Item.

- 1 All buildings within Area A1, Area A2 and Area B are to demonstrate consideration of the Clubhouse Heritage Item and its curtilage.
- 2 The fabric and form of the external elevations of the Clubhouse Heritage Item building are to be conserved.
- 3 Removal or alteration to any significant interior feature is generally not supported and must have an assessment as to the significance of remnant internal fabric (operational and internal details) and the impact of any works.
- 4 Any alterations and additions to the Heritage Item, or its adaptive reuse, are to have consideration to the current Conservation Management Plan (CMP) as recognised by Council. A current CMP must have been completed or updated within the last 5 years.
- 5 The portico to the north-east of the building may be removed only if the removal is to facilitate a demonstrated improvement of the following:
  - i) access and connection between the different areas (Area A1, Area A2, Area A3, Area B and Pacific Highway access area);
  - ii) Landscaped Area buffer to the boundary.

The renovation works replacing the portico are to reinstate the original fabric and architectural details or reflect the façade symmetry of the existing Heritage Item.

- 6 Any new builds or structures that obstruct the views and vistas to the golf course are not supported, including:
  - i) boundary fences;
  - ii) pathways utilities, street furniture parking; and
  - iii) trees and landscaping.
- 7 Provide a Landscaped Area adjacent to the neighbouring Heritage Item known as Dormie House at 558 Pacific Highway. This is to retain existing plant screening.



Figure 14C.5-3  
Heritage Item Clubhouse, and putting green and fairway.

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**Holford Crescent, Gordon**

14J.1 Building Setbacks

**HOLFORD CRESCENT**

## 14J.1 SETBACKS

Further controls that may apply	
SECTION A PART 3A - General Controls for Consolidation and Subdivision	

### Objectives

- 1 *To support the future subdivision and development of the identified properties by facilitating vehicular access to a formal street frontage on Holford Crescent.*
- 2 *To provide for the progressive extension and widening of Holford Crescent in Gordon.*
- 3 *To ensure that safe pedestrian and vehicular access can be provided from the Holford Crescent frontage.*
- 4 *To ensure that public utilities and services can be provided.*
- 5 *To ensure all road works conform with Council's standard specifications.*

### Controls

- 1 All future development of the affected properties are to provide 8.23m setbacks to allow the extension and widening of Holford Crescent to achieve a continuous 16.46 metre wide public road in accordance with Figure 14J.1-1.
- 2 The land is to be dedicated to Council at no cost to facilitate the provision of vehicular access to the subject property as part of any development of that property.
- 3 The new roadway is to be designed in accordance with 3A.4 and 3A.5 of this DCP. Council will provide an indicative horizontal and vertical alignment so that the road can integrate with the northern and southern ends, and make provision for a defined low point to accommodate stormwater/drainage needs.
- 4 The new road is to be constructed in accordance with Council's Specification for Road and Drainage Works.
- 5 Future subdivision of affected properties is to ensure that public utilities and services are to be provided to new lots. Such services are to be located underground where new road construction occurs. Refer to 3A.6 Infrastructure of this DCP.

#### *Affected properties:*

- 24-28 Holford Crescent (58A Ryde Road)
- 52 Ryde Road (30-34 Holford Crescent)
- 36 Holford Crescent (48 Ryde Road)
- 46 Ryde Road (38 Holford Crescent)
- 50 Ridge Street (23-29 Holford Crescent)
- 52A Ridge Street (31 Holford Crescent)
- 54A Ridge Street (33 Holford Crescent)
- 56 Ridge Street (35 Holford Crescent)
- 60 Ridge Street (41 Holford Crescent)
- 64 Ridge Street (43 Holford Crescent)
- 66 Ridge Street (45 Holford Crescent)
- 70 Ridge Street (Nar-rang Park)

14J.1 SETBACKS (continued)

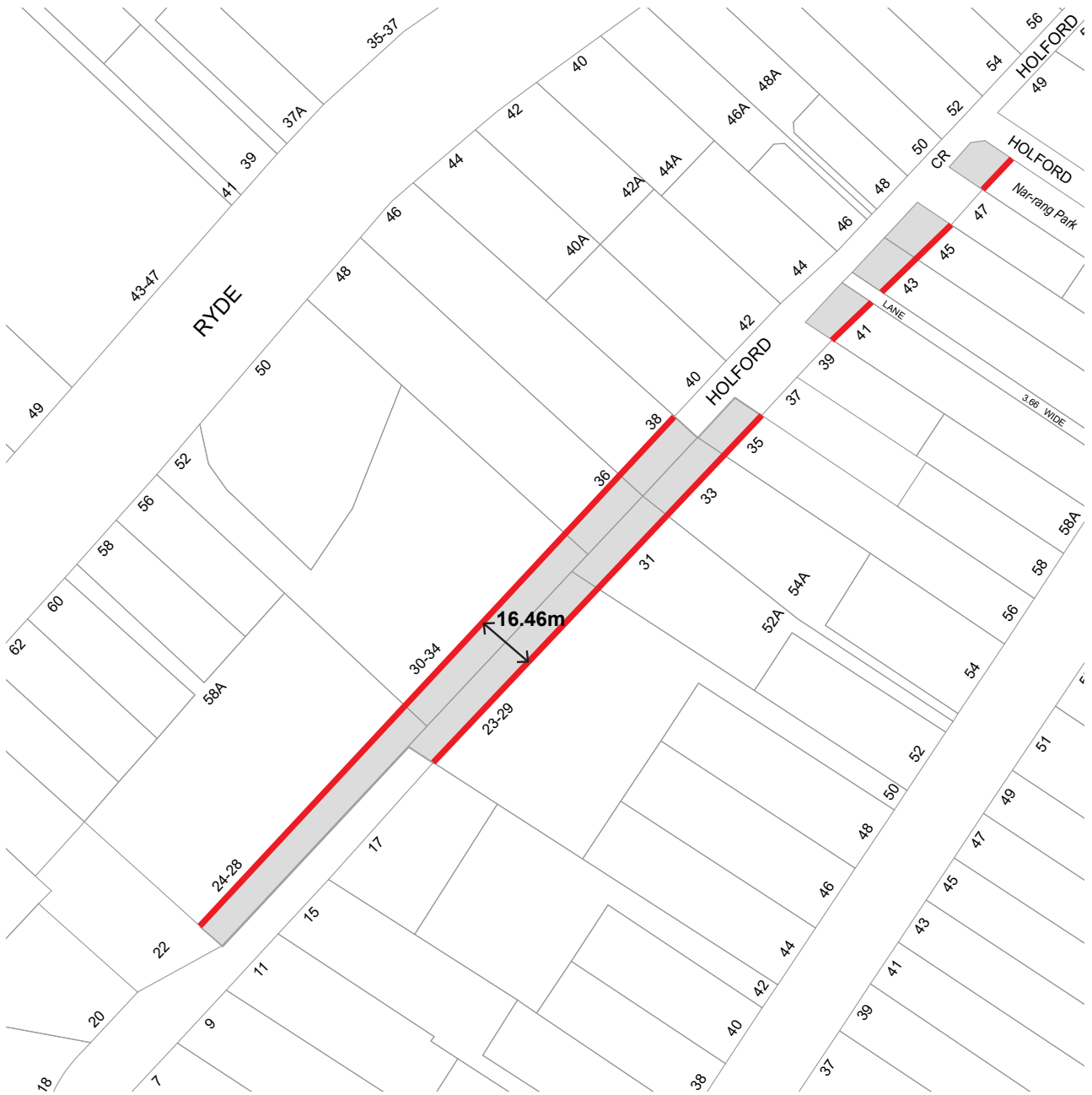


Figure 14J.1-1  
Building setbacks plan.

Legend

8.23m setback

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**45-47 Tennyson Avenue and 105 Eastern Road,  
Turramurra**

- 14K.1 Urban Precinct
- 14K.2 Pedestrian and Vehicular Access
- 14K.3 Building Setbacks
- 14K.4 Built Form
- 14K.5 Public Domain

14K.1 URBAN PRECINCT:  
45-47 TENNYSON AVE AND 105 EASTERN RD



Figure 14K.1-1:  
Planned Future Character Plan

**Legend**

- 45-47 Tennyson Avenue and 105 Eastern Road Precinct
- Existing Trees

## 14K.1 URBAN PRECINCT: 45-47 TENNYSON AVE AND 105 EASTERN RD (continued)

### Objectives

- 1 *To ensure new built form is cohesive with the streetscape character.*
- 2 *To provide a transition between the existing Eastern Road Neighbourhood Centre Shops and the adjacent low density residential character.*
- 3 *To promote pedestrian connectivity between the site and the existing Eastern Road Neighbourhood Centre shops.*
- 4 *Ensure future development contributes to creating a vibrant Neighbourhood Centre.*
- 5 *To retain the scale, character and local function of Eastern Road as a Neighbourhood Centre.*
- 6 *To enhance the amenity of the streetscape and public domain.*
- 7 *To retain, and protect, the local native vegetation including Blue Gum High Forest Critically Endangered Ecological Community (CEEC)\* and to restore and revegetate a mix of local Blue Gum High Forest species.*

### Controls

#### **Planned Future Character**

The site at 45-47 Tennyson Avenue and 105 Eastern Road, Turramurra is bounded by Eastern Road, Tennyson Avenue and Alice Street. The site is currently occupied by a Service Station and Nursery. The site adjoins the existing Eastern Road Neighbourhood Centre to the south which comprises of small scale, fine grain retail shops, and low density residential housing to the north, west and east.

The planned future character of the site seeks to retain existing key features of the site, ensure future development is cohesive with surrounding character and facilitate the integration of the site into the existing Neighbourhood Centre so that it forms an extension of the existing Eastern Road retail strip. While small, these shops provide a valuable local function servicing the day-to-day needs of local residents.

- 1 All development within the site, as outlined in Figure 14K.1-1, is to be designed to support and enhance the planned future character of the site. This is to be done through compliance with these site specific requirements within Part 14K of the DCP, and compliance with other relevant parts of Section A, B, C of the DCP.
- 2 New development is to include the following key elements:
  - i) Retention, restoration and revegetation of trees and vegetation associated with Blue Gum High Forest Critically Endangered Ecological Community (CEEC) located within the areas identified as biodiversity setback in Figure 14K.3-1 Building Setbacks Plan. Refer to Part 18.4 of the DCP.
  - ii) Ensure new development is cohesive with the street character, including existing Eastern Road Neighbourhood Centre retail strip to the south of the site, and adjacent low density residential dwellings to the north, east and west of the site.
  - iii) Ensure new development provides active street frontages to both Eastern Road and Tennyson Avenue.
  - iv) Ensure new development is appropriately sited and designed to minimise amenity and visual impacts to adjoining residential properties.

\*Blue Gum High Forest CEEC refers to the Blue Gum High Forest in the Sydney Basin Bioregion as listed under the NSW Biodiversity Conservation Act 2016.

14K.2 PEDESTRIAN AND VEHICULAR ACCESS



Figure 14K.2-1:  
Pedestrian and Vehicular Access Plan

Legend

- Pedestrian Access
- Indicative Site Access Point
- Existing Trees





## 14K.2 PEDESTRIAN AND VEHICULAR ACCESS (continued)

### Objectives

- 1 *To provide vehicle access for customers and service vehicles that is integrated into the surrounding road network.*
- 2 *To enable safe pedestrian access and permeability.*
- 3 *To minimise pedestrian and vehicle conflicts.*
- 4 *To minimise the number of vehicle access points on active street frontages.*
- 5 *To provide adequate and accessible on-site service areas and loading facilities.*
- 6 *To locate and design car parking so that it is integrated into the design of the site and building.*
- 7 *To retain, and protect, the local native vegetation including Blue Gum High Forest Critically Endangered Ecological Community (CEEC)\* and to restore and revegetate a mix of local Blue Gum High Forest species.*
- 8 *To provide for future transport and vehicle options including Electric Vehicle charging stations, e-bicycles and the like.*

### Controls

- 1 Pedestrian access is to be provided from Eastern Road and Tennyson Avenue.
- 2 Car parking is to be provided within the basement of new development.
- 3 Vehicle access for basement car parking is to be provided from Eastern Road.
- 4 Where provision of all required car parking within the basement is not feasible due to impacts on native trees and vegetation, a limited amount may be provided at grade, as follows:
  - It is to be located behind the building line.
  - Screened from view.
  - Not adversely impact on street activation, amenity or native trees and vegetation.
  - Access to be provided from Tennyson Avenue at location of existing driveway crossover.
  - Refer to 9B.2 for additional requirements for at grade parking areas.
- 5 Active street frontages are to be provided to Eastern Road and Tennyson Avenue. Opaque and blank walls are to be minimised at ground level.
- 6 Service/loading areas are to be located in the basement to minimise conflict between pedestrians and vehicles, and minimise amenity impacts to adjoining residential properties.
- 7 Service vehicle access must be combined with parking access.
- 8 All development is to be setback from native trees and vegetation on the site and adjoining properties, to ensure their protection and retention. The following are to apply:
  - i) Setbacks are to meet the requirements of Part 18.4 of the DCP relating to landscape remnant.
  - ii) Verification of exact setbacks is to be subject to demonstration of meeting the requirements in Protection of Trees on Development Sites (AS 4970-2009).
  - iii) Consideration should also be had to the potential hydrological impacts on Blue Gum High Forest CEEC.
- 9 Parking areas are to be designed and constructed so that electric vehicle charging points can be installed.

14K.3 BUILDING SETBACKS



Figure 14K.3-1:  
Building Setbacks Plan

Legend

- Front Setback to align with front building line of Eastern Road Shops
- Side Setback to align with front building line of residential properties to the east
- Nil Setback
- Minimum 6m Setback
- Biodiversity Setback (to comply with requirements of Part 18.4 of the DCP to ensure protection and retention of native trees)
- Existing Trees

## 14K.3 BUILDING SETBACKS (continued)

### Objectives

- 1 *To create a cohesive streetscape with consistent building alignments and setbacks.*
- 2 *To protect the privacy and amenity of adjoining residential land uses.*
- 3 *To provide building and basement setbacks that allow the retention of existing significant trees and vegetation on the site.*
- 4 *To ensure adequate areas to enable landscaping within setbacks where appropriate.*

### Controls

- 1 All building setbacks are to be in accordance with Figure 14K.3-1.
- 2 The front building line of new development is to be setback from Eastern Road boundary so that it aligns with front building line of the existing Eastern Road retail shops.
- 3 The side setback to Alice Street is to align with front building line of residential properties to the east.
- 4 A corner building at the Eastern Road and Tennyson Avenue intersection is to be built to the street alignment along Tennyson Avenue with zero setback.
- 5 A minimum 6m setback is to be provided from the rear boundary adjoining 1 Alice Street.
- 6 All buildings and basements are to be setback from native trees and vegetation on the site and adjoining properties, to ensure their protection and retention. The following are to apply:
  - i) Setbacks are to meet the requirements of Part 18.4 of the DCP relating to landscape remnant.
  - ii) Verification of exact setbacks is to be subject to demonstration of meeting the requirements in Protection of Trees on Development Sites (AS 4970-2009).
  - iii) Consideration should also be had to the potential hydrological impacts on Blue Gum High Forest CEEC.

14K.4 BUILT FORM



Figure 14K.4-1:  
Built Form Plan

Legend

- Front Setback Landscape Zone (hard and soft scape)
- Active Street Frontage
- Landscape Buffer Area to be provided
- Existing Trees



## 14K.4 BUILT FORM (continued)

### Objectives

- 1 *To ensure that buildings are designed to interact and engage with pedestrians at street level.*
- 2 *To ensure the façade of the building is articulated to complement and enhance the character of the street.*
- 3 *To ensure that corner buildings respond to the characteristics of the two streets they address, and reinforce corner elements.*
- 4 *To ensure future development is compatible with the height and roof form of surrounding buildings to produce a cohesive streetscape.*
- 5 *To maintain the small scale, Neighbourhood Centre character.*
- 6 *To ensure retention and protection of the Blue Gum High Forest CEEC.*

### Controls

- 1 The site layout is to minimise impact and ensure retention of the native trees on site and adjoining properties, including Blue Gum High Forest CEEC, and include consideration of change to hydrological conditions.
- 2 The siting of buildings is to demonstrate clear visible entry points that contribute to the building facade design and enhance active street frontages.
- 3 Active street frontages are to be provided to both Eastern Road and Tennyson Avenue to enhance the commercial potential of the space. Opaque and blank walls are to be minimised at ground level.
- 4 The style and pitch of new roofs should relate sympathetically to neighbouring buildings.
- 5 New development is to provide a high standard of external finishes and appropriate level of architectural detail.
- 6 All plant and services is to be integrated into the built form and/or roof.
- 7 The area between the front building line and Eastern Road property boundary is to be appropriately landscaped, including paving and planting, while ensuring active street frontage is achieved. Outdoor dining and the display of goods is encouraged within the front setback area.
- 8 Provide a corner building at Eastern Road and Tennyson Avenue intersection. The building façades should:
  - i) be appropriately articulated.
  - ii) respond to the character of each street.
  - iii) provide active street frontages to both Eastern Road and Tennyson Avenue.
- 9 A landscape buffer area (including retention of existing trees) is to be provided within the setback areas adjoining Alice Street, Tennyson Avenue and residential properties 43 Tennyson Avenue and 1 Alice Street.
- 10 A landscape plan is to be prepared which comprises of species from the Blue Gum High Forest community.

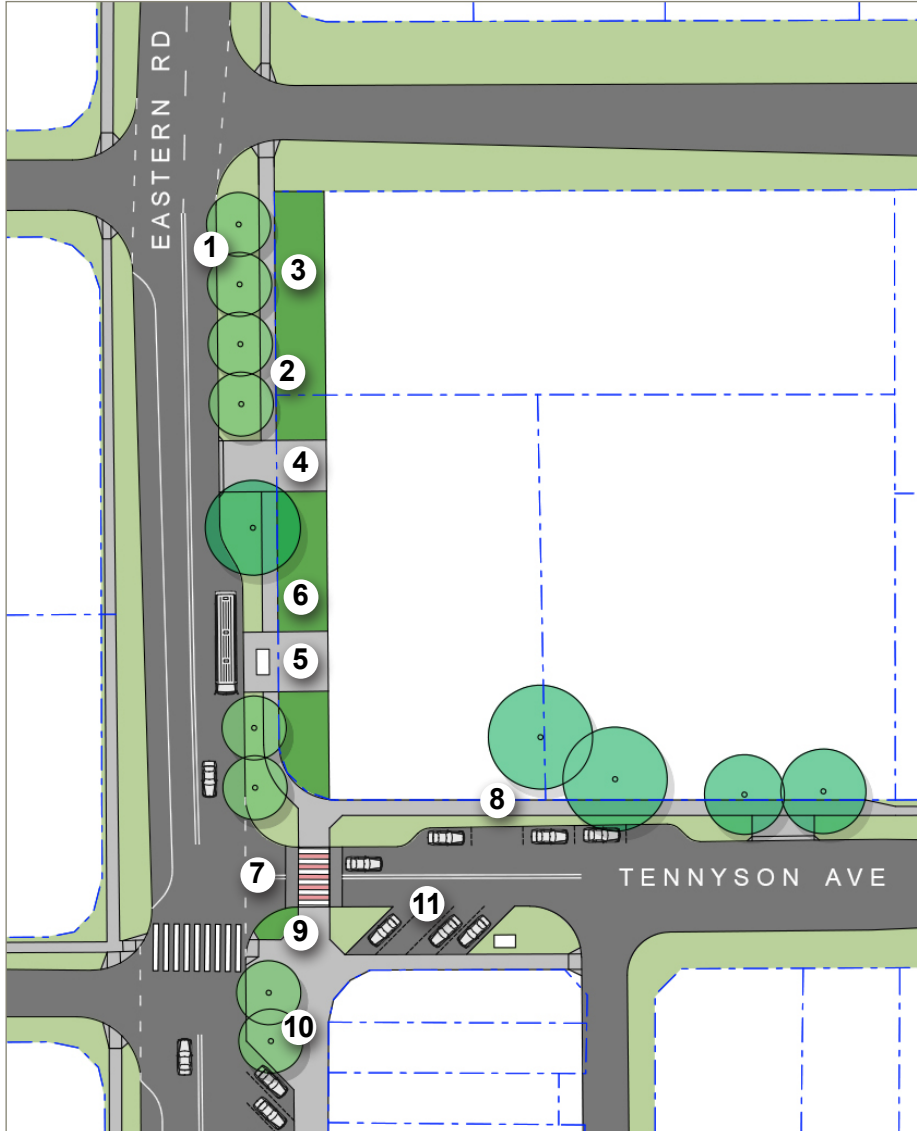


Figure 14K.5-1  
Public Domain Controls



**Legend**

- 1** Public Domain Controls

## 14K.5 PUBLIC DOMAIN (continued)

**Objectives**

- 1 *To provide a high quality streetscape that engages and activates the Neighbourhood Centre, and contributes to its economic viability.*
- 2 *To improve and enhance pedestrian connection and access within the Eastern Road Neighbourhood Centre.*
- 3 *To provide continuity in the streetscape and promote pedestrian amenity.*
- 4 *To service the public parking demands for the Neighbourhood Centre.*

**Controls**

- 1 Public domain works are to be in accordance with Figure 14K.5-1. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism and include the following:
  - 1 Kerb extension on Eastern Road for wider footpath and street tree planting
  - 2 New wider footpath
  - 3 Landscape zone in building setback area
  - 4 Indicative vehicular crossover for basement parking
  - 5 Upgraded bus stop and bus shelter
  - 6 Landscape zone - hard and soft scape in building setback area
  - 7 New pedestrian crossing with raised threshold on Tennyson Avenue
  - 8 Parallel parking setback into existing verge north side of Tennyson Avenue
  - 9 Kerb extension and realignment to corner of Tennyson avenue and Eastern Road
  - 10 Creation of small plaza with trees and seating on corner Tennyson Avenue and Eastern Road through removal of 2 angled parking spaces
  - 11 45° angle parking south side Tennyson Avenue

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**Part 62 and 64-66 Pacific Highway, Roseville**

- 14L.1 Urban Precinct
- 14L.2 Pedestrian and Vehicular Access
- 14L.3 Building Setbacks
- 14L.4 Built Form
- 14L.5 Heritage
- 14L.6 Public Domain



14L.1 URBAN PRECINCT:  
62 (PART) & 64-66 PACIFIC HIGHWAY



Figure 14L.1-1:  
Planned Future Character Plan

Legend

 62 (part) & 64-66 Pacific Highway, Roseville

 Existing Trees



## 14L.1 URBAN PRECINCT: 62 (PART) & 64-66 PACIFIC HIGHWAY (continued)

### Objectives

- 1 *To facilitate the redevelopment of the site to achieve a landmark building with high quality urban form and that fully engages with the relationship to Roseville Memorial Park and surrounding public domain.*
- 2 *To ensure new development contributes to the creation of a vibrant local centre through the provision of active street frontages and public space engagement.*
- 3 *To ensure new development is respectful to the surrounding context, with articulated height and massing providing an appropriate interface to the Roseville Memorial Park and adjoining properties.*
- 4 *To ensure that new development does not result in adverse impacts on the amenity and solar access of adjoining properties, including the Roseville Memorial Park.*
- 5 *To contribute to the quality and appearance of the public domain.*
- 6 *Maximise the interface between new development and Roseville Memorial Park to provide enhanced amenity, casual surveillance and encourage use of the park.*
- 7 *To retain and protect established trees in Roseville Memorial Park.*
- 8 *To provide a visual extension of Roseville Memorial Park into Larkin Lane.*

### Controls

#### **Planned Future Character**

The site at 62 (part) and 64-66 Pacific Highway, Roseville is located at the southern entry to the Ku-ring-gai local government area, and the Roseville Local Centre. The site is bounded by the Pacific Highway to the east, Larkin Lane to the west and Roseville Memorial Park to the south. The site is part of the traditional strip retail fronting the Pacific Highway and is currently occupied by the Roseville Memorial Club.

The site is located at the crest of a ridgeline and is highly visible from the public domain from all sides and from long approaches. All future development must demonstrate a good fit with the surrounding context, and not just consider the site in isolation. The site location provides an opportunity for a 'landmark building' defining the southern gateway to Ku-ring-gai. The planned future character of the site seeks to ensure future development on the site achieves a landmark building with high quality urban form and architectural design, while also ensuring development fits sensitively within the streetscape and enhances the interface with the public domain.

- 1 All development on the site, as outlined in Figure 14L.1-1, is to be designed to support and enhance the planned future character of the site. This is to be done through compliance with these site specific requirements within Part 14L of the DCP, and compliance with other relevant parts of Section A, B, and C of the DCP.
- 2 New development is to include the following key elements:
  - i) Provision of a landmark building of high quality form and design, which is responsive to the specific context of the site and its features including interface with Roseville Memorial Park.
  - ii) Protection and retention of existing trees with Roseville Memorial Park.
  - iii) Commercial uses at the ground floor should create an active and vibrant interface along the Pacific Highway and Roseville Memorial Park frontages.
  - iv) Provision of a 6m setback from Larkin Lane to facilitate:
    - Pedestrian movement and activation of Larkin Lane.
    - A consistent street alignment along Larkin Lane.
    - To ensure no additional overshadowing of Roseville Memorial Park.
  - v) Articulated height and massing through the provision of 3 storey street wall height and setbacks (refer to 14L.3) ensuring appropriate interface to Roseville Memorial Park, public domain and adjoining properties.
  - vi) Provision of new street trees along Larkin Lane.

14L.2 PEDESTRIAN AND VEHICULAR ACCESS



Figure 14L.2-1:  
Pedestrian and Vehicular Access Plan

Legend

- Pedestrian Access
- Indicative Residential Entry Point
- Indicative Secondary Entry Point to Ground Floor Commercial Uses
- Indicative Vehicular Access Point
- Primary Entry to Ground Floor Commercial Uses
- Existing Trees



## 14L.2 PEDESTRIAN AND VEHICULAR ACCESS (continued)

### Objectives

- 1 *To enable safe pedestrian access and permeability connecting the site to public spaces and the wider Roseville centre.*
- 2 *To minimise pedestrian and vehicle conflicts.*
- 3 *To minimise the number of vehicle access points.*
- 4 *To ensure future development provides adequate car parking for both commercial and residential components*
- 5 *To provide adequate and accessible on-site service areas and loading facilities.*
- 6 *To provide for future transport and vehicle options including electric vehicle charging stations, e-bicycles and the like.*

### Controls

- 1 Provision of pedestrian access linkages to Roseville Memorial Park, Larkin lane and the rest of Roseville Local centre.
- 2 Primary entry to ground floor commercial uses must be provided on the corner of Pacific Highway and Roseville Memorial Park. Secondary entry points may be provided on Pacific Highway and Larkin Lane frontages.
- 3 On-site parking is to be provided for non-residential uses at the minimum rates set out below:

Land Use	Parking Rate
Registered Club	1 space per 20m <sup>2</sup> GFA for patrons plus 1 space per 2 employees.
Retail	As per car parking rates set out in 22R.1 of this DCP.
Commercial	As per car parking rates set out in 22R.1 of this DCP.

**Note:** The car parking rate for any residential component is to be as per Part 8B.2 Car Parking Provisions for Mixed Use Development

- 4 All car parking is to be provided in the basement of new development.
- 5 All service and loading areas are to be located in the basement to minimise conflict between pedestrians and vehicles, and minimise amenity impacts.
- 6 Parking areas are to be designed and constructed so that electric vehicle charging points can be installed.

14L.3 BUILDING SETBACKS



Figure 14L.3-1:  
Building Setbacks Plan

Legend

- 2m Front Setback for Upper Levels above Pacific Highway 3 storey/11.5m Street Wall
- 3m Side Setback from Roseville Memorial Park
- 6m Rear Setback from Larkin Lane (up to 5 storey)
- 12m Rear Setback from Larkin Lane (6-7 storey)
- 6m Side Setback on Northern Boundary (1-4 storey above the commercial/retail podium)
- 9m Side Setback on Northern Boundary (5-6 storey above the commercial/retail podium)
- Existing Trees



### 14L.3 BUILDING SETBACKS (continued)

#### Objectives

- 1 *To provide building and basement setbacks that allow for the retention of existing significant trees within the Roseville Memorial Park.*
- 2 *To create cohesive streetscape with consistent building alignments and setbacks.*

#### Controls

- 1 All development must comply with the setback controls illustrated in Figure 14L.3-1 and outlined below to facilitate building articulations, modulation, adequate visual and acoustic privacy and access to sunlight:
  - i) 6m setback is to be provided from Larkin Lane (up to 5 storey (ground level + 4 storeys)), providing a consistent rear setback requirement with adjoining properties.
  - ii) 12m setback is to be provided from Larkin Lane (6 and 7 storey) to allow for solar access.
  - iii) 3m setback from boundary adjoining Roseville Memorial Park at ground level.
  - iv) Balconies at the upper levels are permitted within the 3m side setback from the boundary with Roseville Memorial park, subject to not adversely impacting on tree canopy.
  - v) 2m setback for upper levels above street wall along Pacific Highway frontage.
 

**Note:** This setback does not apply to the corner element. Refer to 14L.4 Built Form for more detailed control on the requirements for the corner element.
  - vi) Along the northern edge of the site, no setbacks are required to be provided upto 20m from the Pacific Highway. Beyond that the setbacks are to be provided as follows:
    - 1-4 storeys above the commercial/retail podium – 6m
    - 5-6 storeys above the commercial/retail podium – 9m
  - vii) Basement levels are permitted to extend to the Larkin Lane boundary subject to the provision of a minimum 3m soil depth to enable for the establishment of street trees.
- 2 Basement and building setbacks are to ensure the protection and retention of trees in Roseville Memorial Park through meeting the requirements of Protection of Trees on Development Sites (AS 4970-2009).

14L.4 BUILT FORM



Figure 14L.4-1:  
Built Form Plan

Legend

- Awnings
- Primary Active Street Frontage
- Secondary Active Street Frontage
- Street Wall Height (3 storey/11.5m)
- Existing Trees



## 14L.4 BUILT FORM (continued)

### Objectives

- 1 *To ensure new development is respectful to the surrounding context, with articulated height and massing providing an appropriate interface to the Roseville Memorial Park and adjoining properties.*
- 2 *To facilitate the redevelopment of the site to achieve a landmark building with high quality urban form and architectural design.*
- 3 *To create a cohesive streetscape with consistent street wall along the western side of the Pacific Highway.*
- 4 *To provide a consistent urban form and human scale along all public interfaces.*
- 5 *To ensure buildings are designed to interact and engage with pedestrians at all public domain interfaces to create a vibrant and safe streetscape.*
- 6 *To minimise the visual bulk and scale of new buildings when viewed from the public domain.*
- 7 *To ensure building facades are well designed, articulated and address public streets, footpaths, public spaces and parks.*
- 8 *To minimise the visual impact of service facilities.*




### Controls

- 1 Provision of a landmark building of high quality form and design. The building form will be viewed in the round and highly visible from the public domain on all sides. The landmark building should:
  - i) Turn the corner and address both street frontages.
  - ii) Provide building entries on corners as an effective way of achieving architectural expression.
  - iii) Incorporate corner articulations that differentiate the mass at the corner reinforcing the building as a landmark or focal point.
  - iv) Include chamfered/rounded corners extending through the height of the façade detailed as stronger visual elements.
  - v) Utilise, where possible, variation in height within the massing, potentially allowing the corner to be expressed as a taller element.
  - vi) Use different materials/colours to create a distinct architectural expression.
- 2 3 storey/11.5m street wall is to be provided to the Pacific Highway boundary, providing a consistent street wall height requirement with the adjoining properties to the north.
- 3 Primary entry to ground floor commercial uses must be provided on the corner of Pacific Highway and Roseville Memorial Park. Secondary entry points may be provided on Pacific Highway and Larkin Lane frontages.
- 4 Active street frontages must be provided to the primary active frontages being the Pacific Highway frontage and Roseville Memorial Park and the secondary active frontage being Larkin Lane.
- 5 Floor to ceiling glazing is to be provided at the ground level to the primary active frontages in order to encourage visual connection between the public domain and building interior and active street frontage.
- 6 Ground floor uses or elements which require blank walls are to be located on the secondary active frontage to Larkin Lane.
- 7 Restaurants, cafes and outdoor dining are encouraged to front the Roseville Memorial Park.
- 8 Provide continuous awnings to the Pacific Highway and Memorial Park frontages.
- 9 Awnings are not to extend over Roseville Memorial Park, or disturb tree canopy. All awnings are to be cantilevered.
- 10 Service elements are to be integrated into the overall design of the roof, so that that they are not visible from the public domain or any surrounding development. These elements include lift overruns, plant equipment, chimneys, vent stacks, water storage, communication devices and signage.



Figure 14L.5-1:  
Heritage Plan

Legend

-  Heritage Building 'Killicrankie'
-  Heritage Item
-  Existing Trees

## 14L.5 HERITAGE (continued)

### Objectives

- 1 *To consider the impact on the historic curtilage and setting of the Heritage Item located at 1 Maclaurin Parade, Roseville.*
- 2 *To retain the significance of Heritage Item.*
- 3 *To ensure that the scale of new development does not dominate, detract from or compete with the Heritage Item.*
- 4 *To ensure that new development respects and conserves the significance of the Heritage Item its setting.*
- 5 *To ensure that new development does not visually dominate the adjoining or nearby Heritage Item.*
- 6 *To ensure new development provides an interface of scale and bulk to preserve the amenity to the adjacent Heritage Item or building within a HCA.*
- 7 *To ensure that the scale of new development does not dominate, detract from or compete with the Heritage Item.*
- 8 *To protect significant views and vistas to and from the Heritage Item.*

### Controls

#### **Heritage Impact Assessment**

- 1 New development is to include a Heritage Impact Statement (HIS), which is prepared in accordance with NSW Heritage best practice guidelines. The HIS is to address the effect of the proposed development on the property at 1 Maclaurin Avenue and demonstrate that the proposed works will not adversely impact upon its significance, including any related heritage features within the item's identified curtilage and setting.

#### **Built Form**

- 2 In relation to the heritage item, new development on the subject site is to have regard to:
  - i) the form of the existing heritage item including its height, roofline, setbacks and building alignment;
  - ii) dominant architectural language such as horizontal lines and vertical segmentation;
  - iii) materials and colours;
  - iv) siting and orientation; and
  - v) the setting and context.

#### **Views**







- 3 New development must not reduce or impair important views to and from the Heritage Item from the public domain.

14L.6 PUBLIC DOMAIN



Figure 14L.6-1  
Public Domain Controls

Legend

-  Streetscape Paving (in accordance with local centres public domain technical manual 'Ku-ring-gai Local Centre paving mix')
-  Transparent Balustrade at ground level
-  6m Setback Zone
-  Minimum 2m wide path within 6m setback
-  Soft Landscape within 6m setback including a minimum of 3 trees
-  Existing Trees



## 14L.6 PUBLIC DOMAIN (continued)

### Objectives

- 1 *To provide a high quality streetscape that engages and activates the Local Centre, and contributes to its economic viability.*
- 2 *To improve and enhance pedestrian and visual connection to Roseville Memorial Park and the local centre.*
- 3 *To provide continuity in the streetscape and improve pedestrian amenity along the Pacific Highway and Larkin Lane.*
- 4 *To respect the heritage significance of the memorials within Roseville Memorial Park.*
- 5 *To protect the existing vegetation within Roseville Memorial Park.*
- 6 *To provide visual extension of the park into Larkin Lane within the setback zones.*
- 7 *To minimise overshadowing of the park.*
- 8 *To facilitate the planned future activation of Larkin Lane through pedestrianisation and landscaping.*

### Controls

- 1 Public domain works are to be in accordance with Figure 14L.6-1. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism and include the following:
  - i) 6 metre setback from Larkin Lane with minimum 2 metre wide path and remainder as soft landscape.
  - ii) Paving to Pacific Highway frontage must be in accordance with the Public Domain Technical Manual for Local Centres, or as agreed with Council's Public Domain Coordinator.
  - iii) Any external works must respect the locations of memorials within the Roseville Memorial Park.
  - iv) Any signage or any other elements must not detract from the memorials within the Roseville Memorial Park, and must respect the memorials.
  - v) Light spill from the building into the Roseville Memorial Park must be minimised.
  - vi) Balustrades surrounding any outside ground level terraces interfacing with the Roseville Memorial Park should be transparent for visual continuity with the park.
  - vii) Provide tree planting within the landscape zone of Larkin Lane, to provide continuity to Roseville Memorial Park.

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**47 Warrane Road, Roseville Chase**

14M.1 Urban Precinct

14M.2 Public Domain, Pedestrian and Vehicular Access

14M.3 Building Setbacks







14M.1 URBAN PRECINCT:  
47 WARRANE ROAD



Figure 14M.1-1:  
Planned Future Character Plan

Legend

-  3m deep soil landscape buffer (nil excavation)
-  Site access point
-  Proposed roads
-  Site boundary





## 14M.1 URBAN PRECINCT: 47 WARRANE ROAD (continued)

### Objectives

- 1 *To ensure new built form retains the scale and character of the surrounding low density residential area.*
- 2 *To ensure the streetscape is integrated into the surrounding neighbouring context.*
- 3 *To retain, protect and increase tree canopy on new subdivided sites and on neighbouring sites.*
- 4 *To ensure the built form of corner buildings responds to the character of the two streets they address.*
- 5 *To ensure new development is compatible with the bulk, scale, height and roof form of neighbouring buildings.*
- 6 *To ensure the landscaped setback areas support the Ku-ring-gai character of built form within a garden setting including canopy trees.*
- 7 *To ensure the amenity of existing properties is maintained*

### Controls

#### **Planned Future Character**

The site is located at 47 Warrane Road, Roseville Chase, south of Babbage Road and Warringah Road. The land is the former location of the East Roseville Bowling Club and surrounded by low density residential housing.

The planned future character seeks to integrate elements of the existing area and reflect the Ku-ring-gai character of high quality dwellings and landscaping.

- 1 All development within the site is to be designed to support and enhance the planned future character of the site. This is to be done through compliance with the site-specific requirements stated in this Part 14M of the DCP, and compliance with other relevant parts of Section A, B, C of the DCP.
- 2 New development is to include the following key elements:
  - i) The streetscape of Warrane Road and the new road on site is to be cohesive with the character of the surrounding low density residential dwellings.
  - ii) Provide new trees and increased canopy cover in accordance with Part 4A.4 of the DCP.
  - iii) Minimise impacts on neighbouring residential properties through landscaping, setbacks, built form, bulk and scale.
  - iv) The siting of buildings is to demonstrate clear visible entry points to dwellings from the street.
  - v) Roofs are to be pitched and hipped in the style that relates sympathetically to neighbouring dwellings.
  - vi) Provide a high standard of external finishes and appropriate level of architectural detail.
  - vii) Provide a 3m wide deep soil landscape buffer, excluding retaining walls, to common boundaries with existing neighbouring lots, as indicated in figure 14M.1-1.
  - viii) Provide planting within the deep soil landscape buffers that enables screening to adjacent neighbouring properties.
  - ix) Development is to avoid the Tree Protection Zones (TPZ) for all existing and proposed large trees on the site and neighbouring sites.

14M.2 PUBLIC DOMAIN, PEDESTRIAN AND  
VEHICULAR ACCESS



Figure 14M.2-1:  
Plan indicating proposed vehicular and pedestrian access

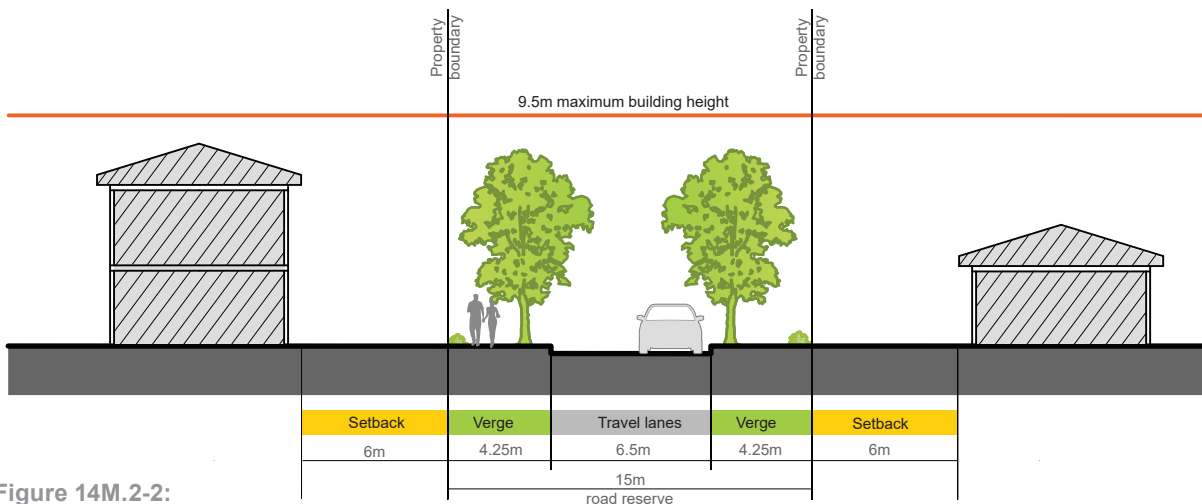


Figure 14M.2-2:  
Planned Future Character:  
Section through the proposed road

## 14M.2 PUBLIC DOMAIN, PEDESTRIAN AND VEHICULAR ACCESS (continued)

### Objectives

- 1 *To provide vehicle and pedestrian access to all new subdivided lots via a new road, that is integrated into the surrounding road network.*
- 2 *To ensure residents have suitable vehicle and pedestrian access to new lots and dwellings.*
- 3 *To extend pedestrian amenity into and around the site.*
- 4 *To minimise the number of vehicular access points required off Warrane Road.*
- 5 *To provide adequate and accessible on-site parking.*
- 6 *To provide new intimately scaled residential streets that reinforce and enhance the unique, leafy, green landscape character of the Ku-ring-gai.*
- 7 *To provide high quality public domain within the site including street tree plantings.*
- 8 *To ensure high standards of amenity and safety.*

### Controls

- 1 Provide a new road perpendicular to Warrane Road, centrally located within the site. The road is to be designed in accordance with Figure 14M.2-2.
- 2 The land is to be subdivided as a community title scheme under the [Community Land Development Act 2021](#). The new access road and any common open space created as part of the subdivision is to be included as association property within the meaning of the [Community Land Development Act 2021](#).
- 3 All new lots are to have a road frontage. No lot is to be developed with a battle-axe access handle.
- 4 The new road is to contain a suitably sized turning head to accommodate movement and turning for Council's standard sized waste collection vehicle and removalist trucks.
- 5 Pedestrian access is to be maintained off Warrane Road and provided through the site via 1.2m wide footpaths on both sides of the new road.
- 6 Parking is to be provided on-site and only within identified lots. No on-street parking is to be provided. Parking provision will be in accordance with Part 4B of the DCP.
- 7 The new road is to have an overall width of 15m. The dimensions of the carriage way and verges are to be in accordance with Figure 14M.2-2. The new road is to accommodate two way traffic into and out of the site.
- 8 The siting of the new road is to consider the location of major trees and retain existing significant trees.
- 9 Landscaping and new trees are to be incorporated into the public and private domain of the subdivided site.
- 10 Each new lot is to provide 2 trees within the frontage, with a canopy spread of minimum 6m. Local indigenous tree species are preferred.
- 11 New street verges are to incorporate appropriate landscaping and water sensitive urban design (WSUD) to support stormwater management including elements such as permeable paving, rain gardens, tree pits and swales.
- 12 Utilities, including fire hydrants and substations, are to be located within the site, not visible from Warrane Road, and not detract from the new streetscape.
- 13 Street lighting in the site (connected to a private meter) is to be provided in accordance with AS1158 and AS3000.
- 14 All power lines and utilities are to be located underground.

14M.3 BUILDING SETBACKS

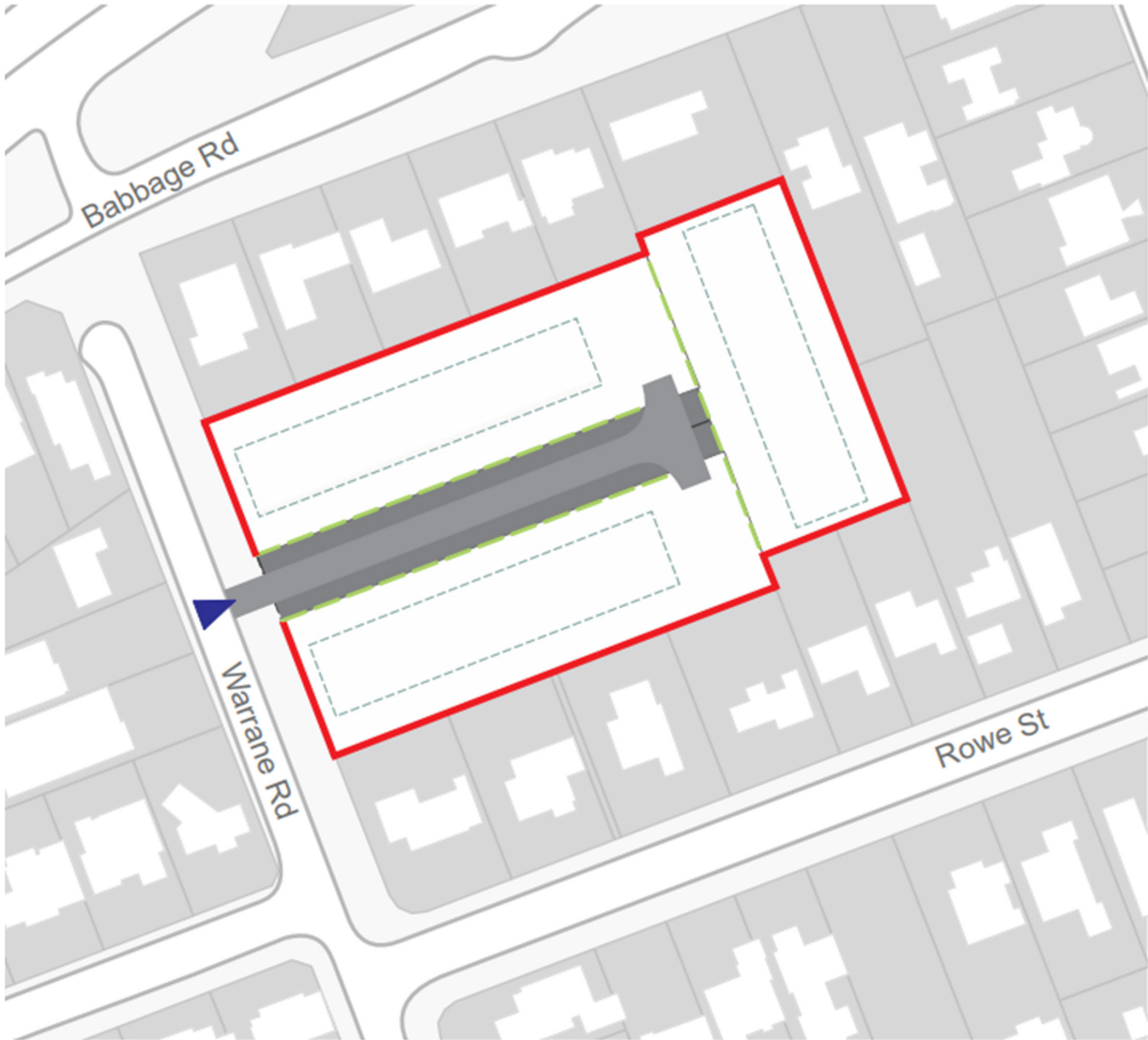







Figure 14M.3-1:  
Planned Building setbacks

Legend

-  Developable area
-  6m min. setback from internal road
-  Setback to boundary as per DCP - Part 4
-  Proposed road
-  Site access point

Note: All other setbacks as per DCP - Part 4



14M.3 BUILDING SETBACKS (continued)

**Objectives**

- 1 To create a cohesive streetscape with consistent building alignments and setbacks.
- 2 To protect the privacy and amenity of adjoining residential land uses.
- 3 To provide building setbacks that enable retention of existing established vegetation and maintain the bushland character of the site.

**Controls**

- 1 All building setbacks are to be in accordance with Figure 14M.3-1.
- 2 All new development is to front the new road.
- 3 Development that fronts both the new road and Warrane Road is to treat Warrane Road as the secondary road, in keeping with the surrounding context.
- 4 The front setback to the new road is to be a minimum of 6m.
- 5 The side and rear setbacks, including those in between lots, are to be in accordance with Part 4A of the DCP, except if they conflict with the required 3m landscape buffer.
- 6 Setbacks to Warrane Road are to be as per Part 4A.2 of the DCP.



Figure 14M.3-2: Indicative Plan

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# PART 14R

## **14R References**

14R.1 Lindfield Village Green Masterplan

14R.2 Lindfield Library Site Masterplan

14R.3 Turrumurra Community Hub Masterplan

# REFERENCES

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