

14A St Ives Local Centre

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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 vibrant local centres 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.kmc.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)

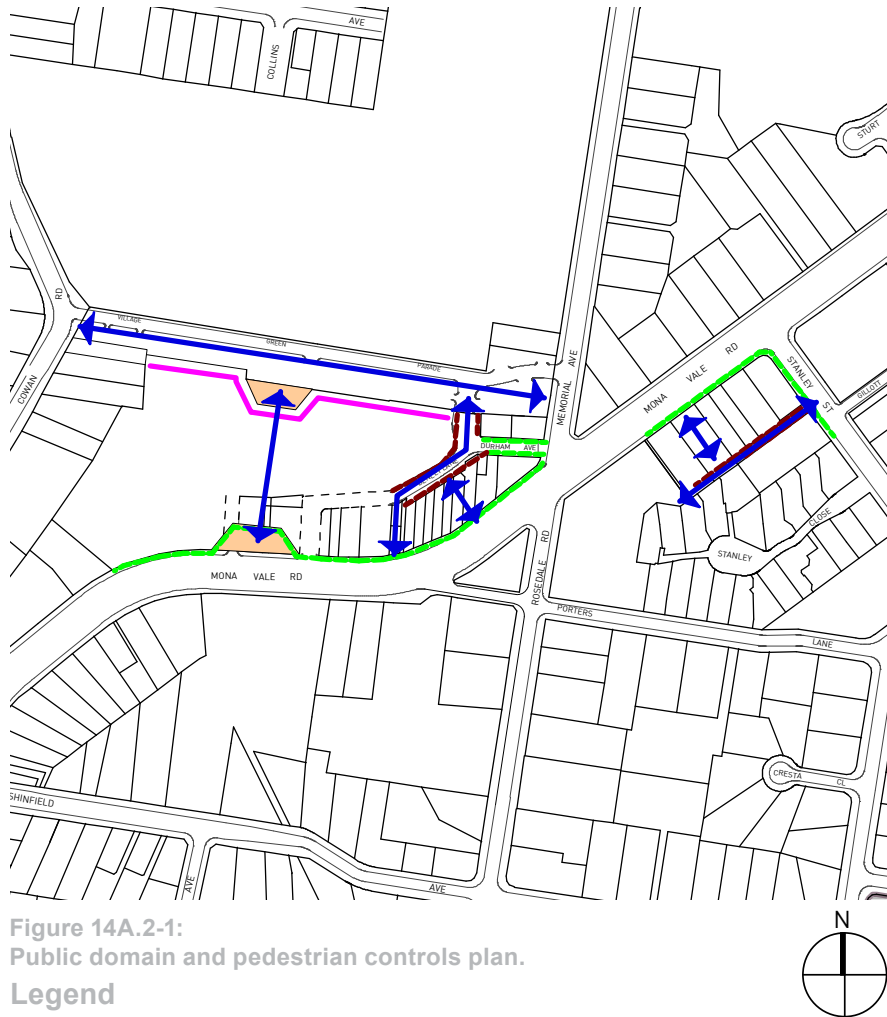
14A.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

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.



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.

14A.3 PROPOSED COMMUNITY INFRASTRUCTURE

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.

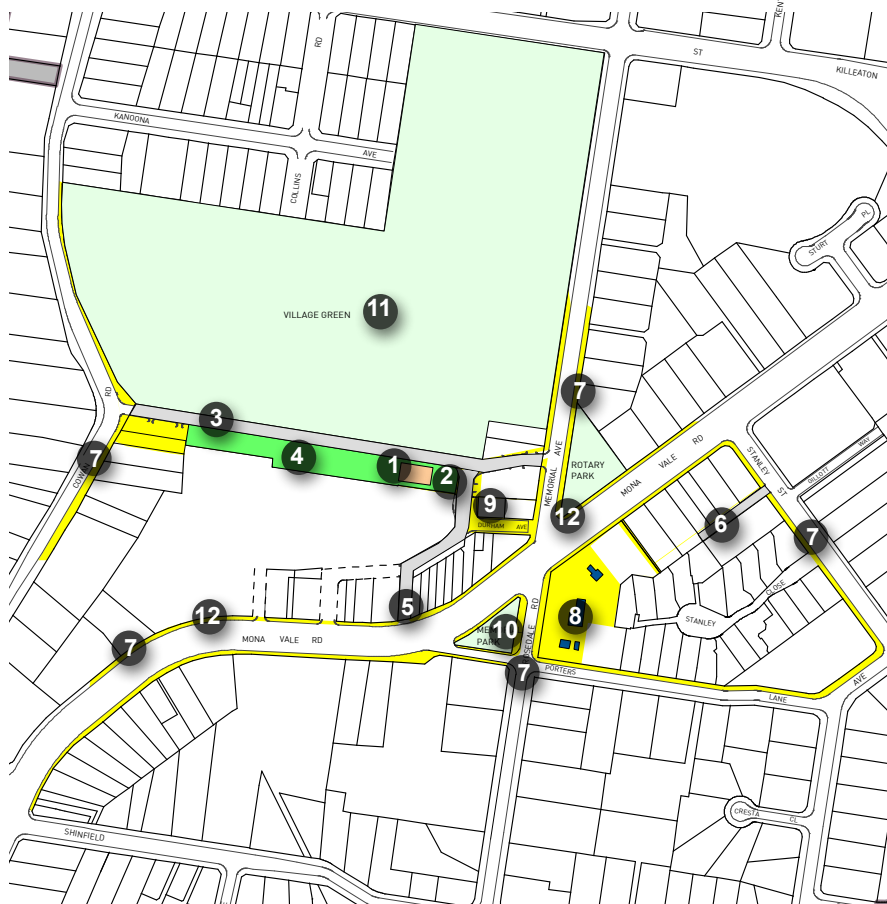
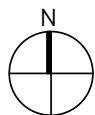


Figure 14A.3-1:
Key community infrastructure plan.

Legend

- | | |
|--|--|
|  - Footpath embellishment |  - New/realigned road |
|  - New or existing park to be upgraded |  - Proposed pedestrian promenade |
|  - Historic/character building to be retained |  - 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.

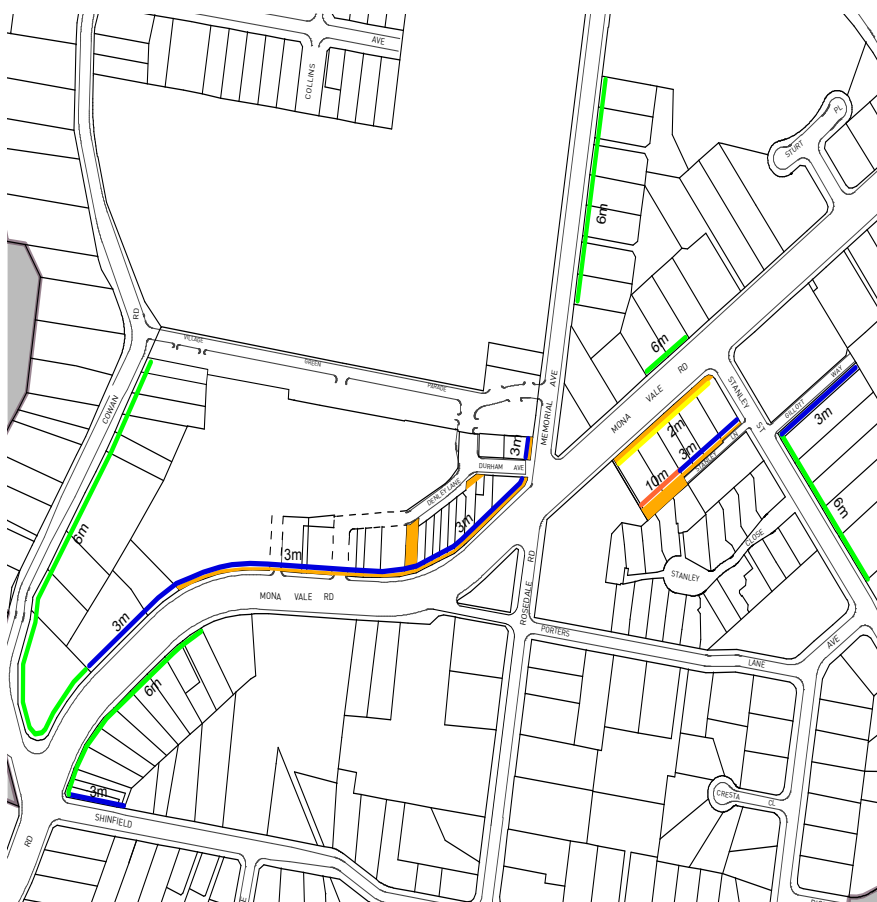


Figure 14A.4-1:
Building setbacks plan.

Legend

10m	- 10m setback	2m	- 2m setback
6m	- 6m setback		- Land dedication
3m	- 3m setback		

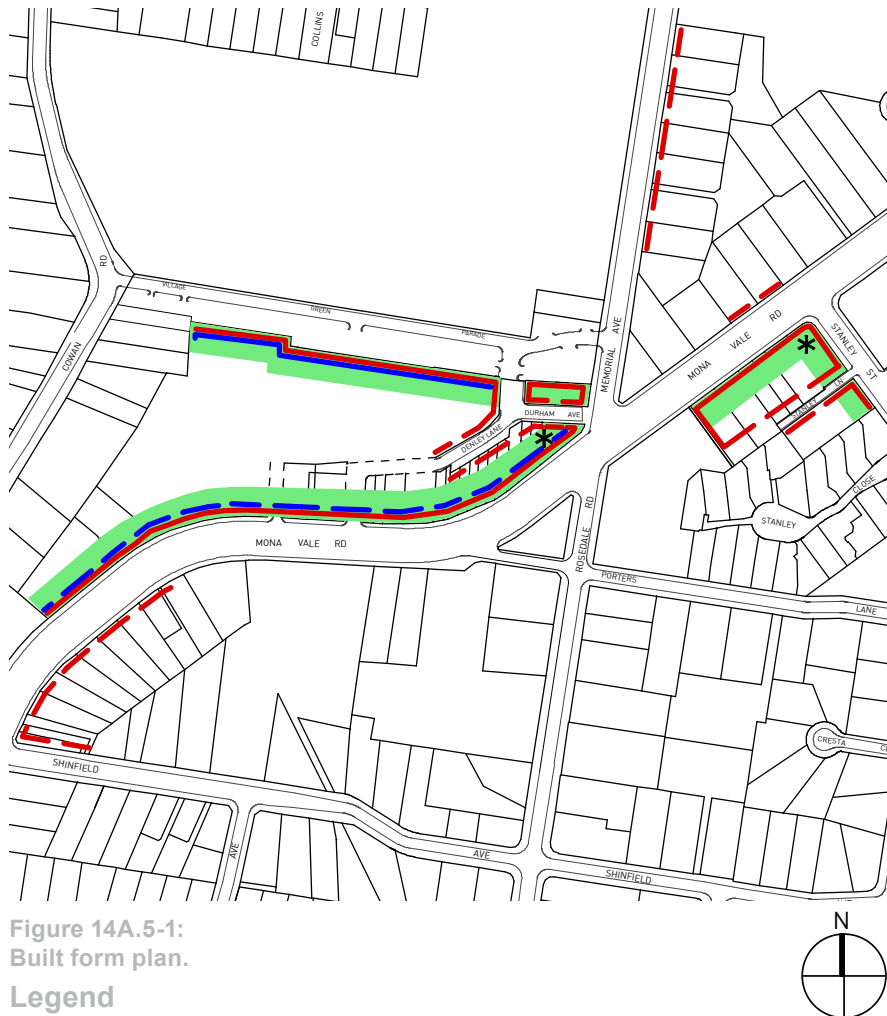
14A.5 BUILT FORM

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.



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.

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

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.

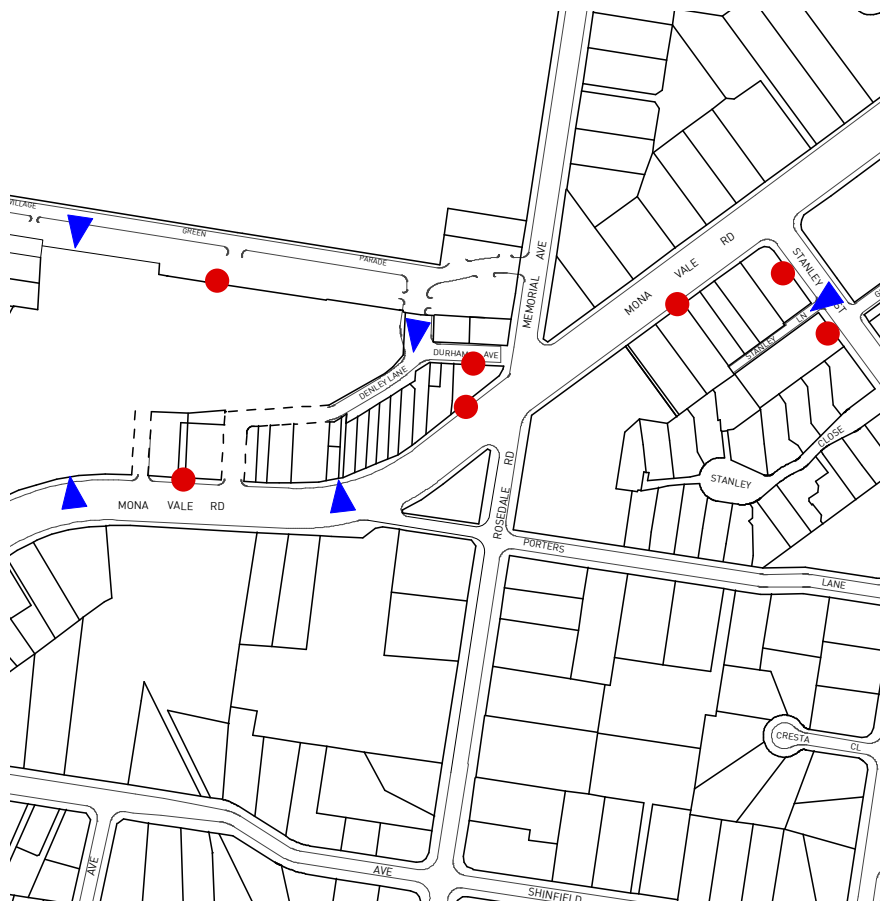


Figure 14A.6-1:
Building entries, car parking and service access controls plan

Legend

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



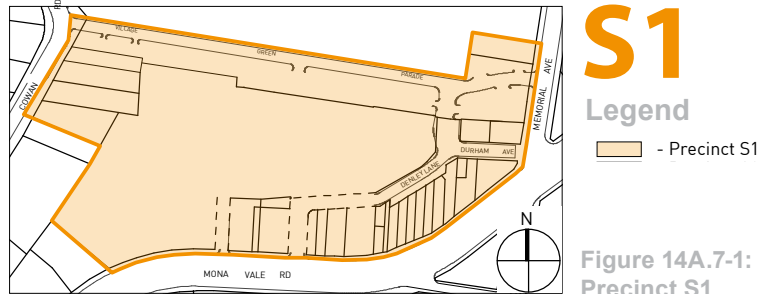
14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE

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.

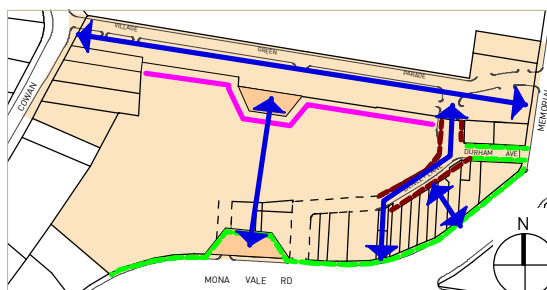
14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE (continued)

Objectives

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

Controls

Public Domain and Pedestrian Access



Legend

- ↔ - Pedestrian through site link
- - Entry plaza/forecourt
- - - Awnings
- - - Awnings where possible
- Continuous colonnade
- - Precinct S1

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

- 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.

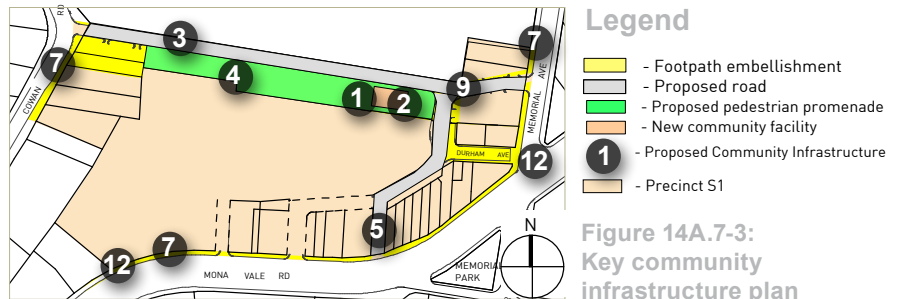
14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE (continued)

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.

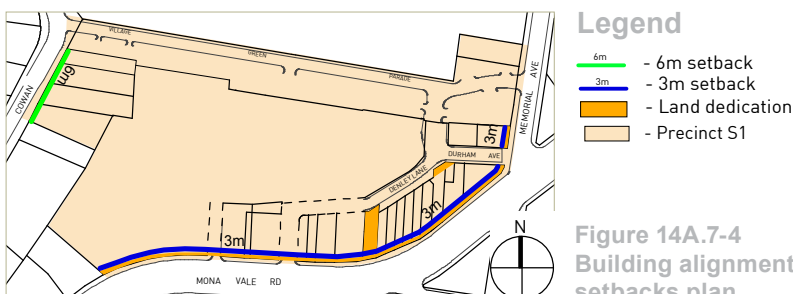
Objectives

Refer to
Objectives and Controls
PART 14A.4
Setbacks

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

Controls

Setbacks



- 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:
- 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.
 - 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.
 - 6m building setback to Cowan Road applying to the properties Nos.11-21 Cowan Road.

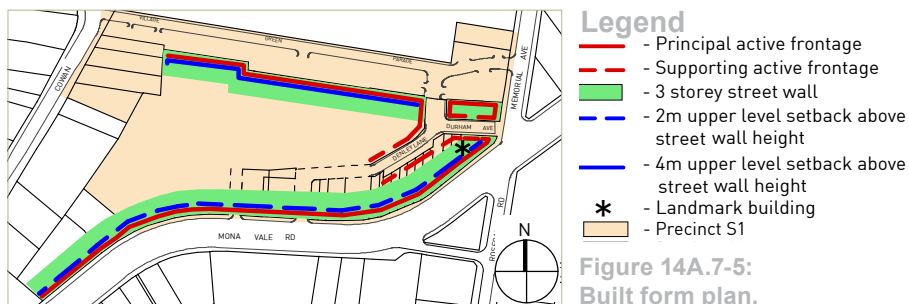
14A.7 PRECINCT S1: ST IVES SHOPPING VILLAGE (continued)

Objectives

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

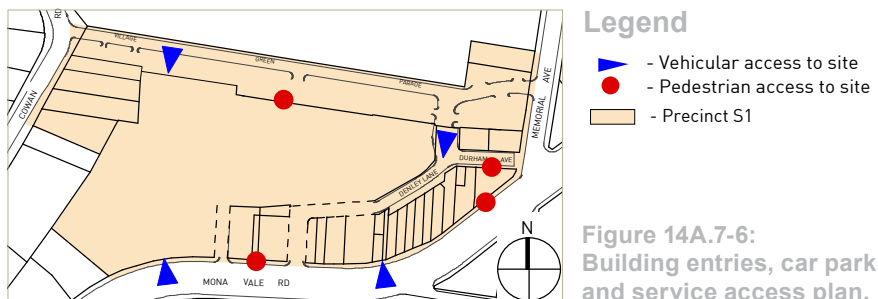
Controls

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 Monna 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 Monna Vale Road, the Village Green Parade and Durham Avenue.
 - Provide a corner building with distinct articulation addressing the Monna Vale Road and Durham Ave intersection.

Building Entries, Car Parking and Service Access



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

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

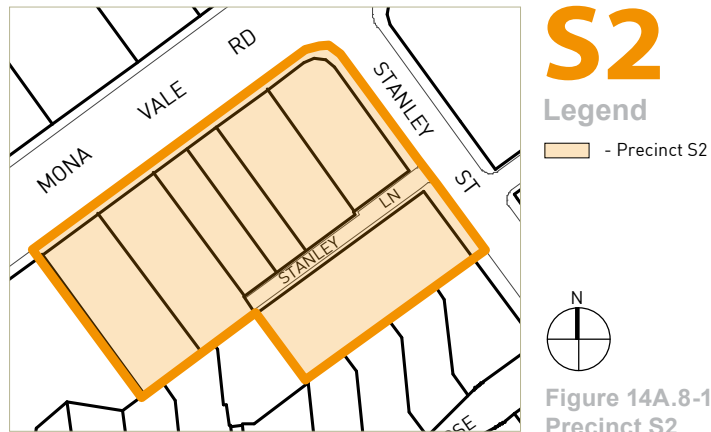
Objectives

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

14A.8 PRECINCT S2: STANLEY STREET SHOPS

Controls

Planned Future Character



This precinct consists of a small group of shops fronting Monna 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 Monna 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 Monna 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 Monna Vale Road clearway in the future (subject to RMS). Stanley Lane will be further upgraded with street trees and new footpaths.

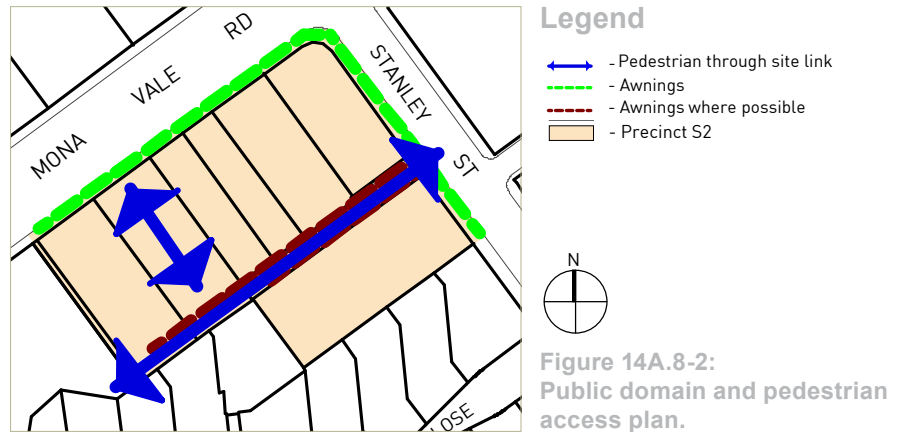
14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

Objectives

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

Controls

Public Domain and Pedestrian Access



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

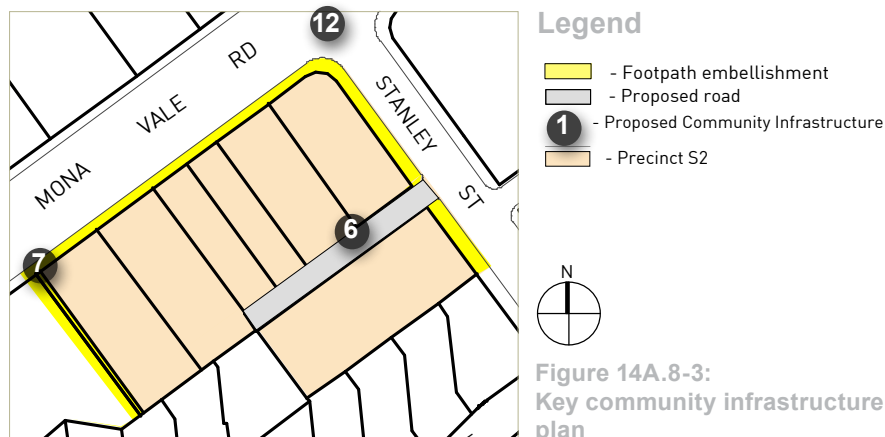
14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

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 Monavale 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 Monavale 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.

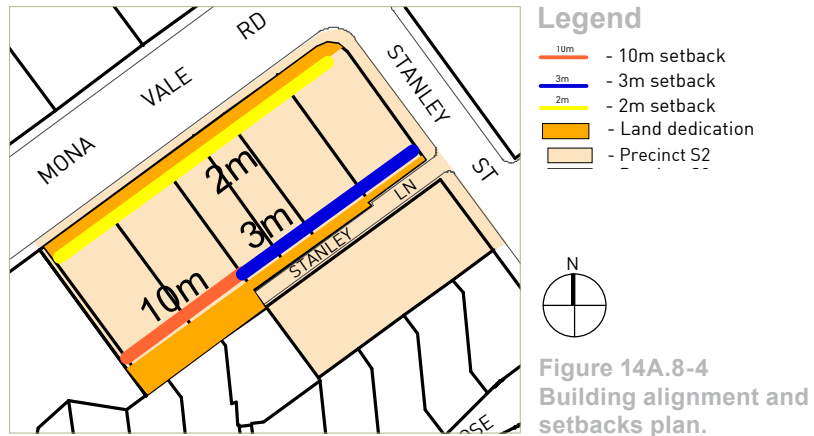
14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

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:
- 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.
 - 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.

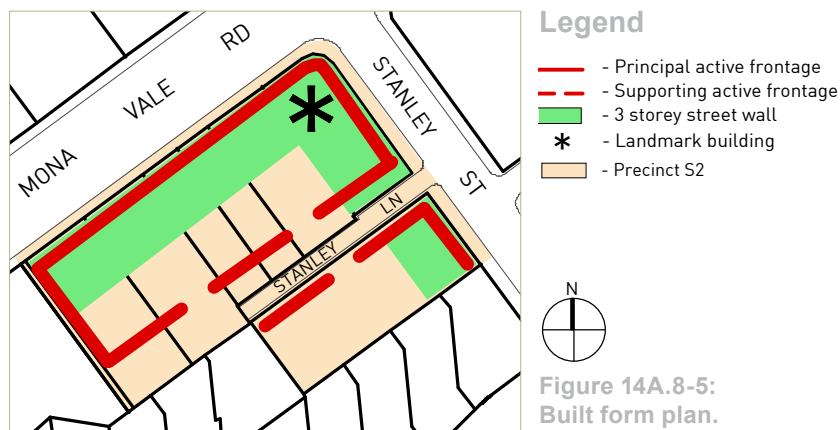
Objectives

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

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

Controls

Built Form



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

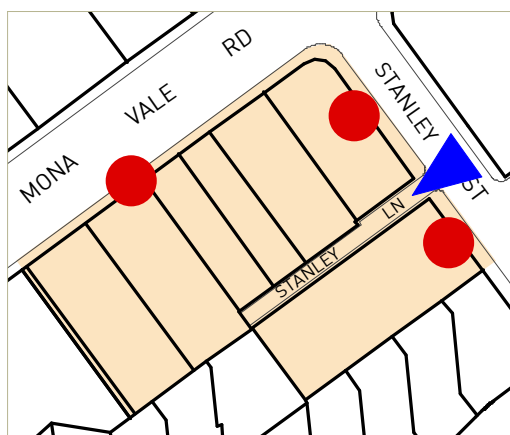
14A.8 PRECINCT S2: STANLEY STREET SHOPS (continued)

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 Monavale Road.

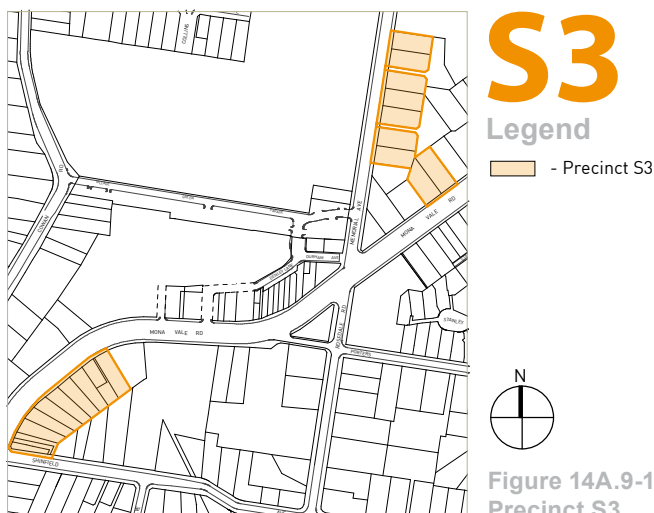
Objectives

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 Monna Vale Road and Memorial Avenue.
 - iii) All properties will provide reduced front setbacks to enhance the urban character.

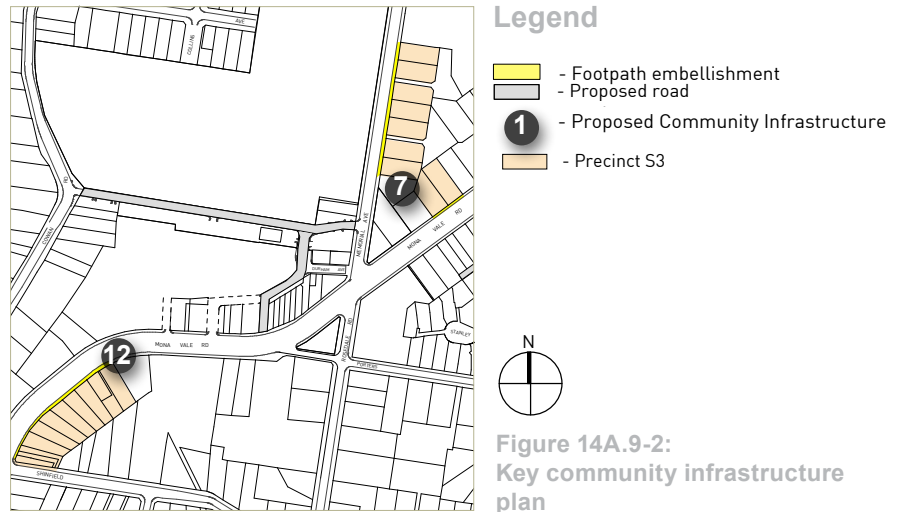
14A.9 PRECINCT S3: BUILDINGS IN R4 ZONES (continued)

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.

Objectives

Refer to
Objectives and Controls
PART 14A.4
Setbacks

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

Controls

Setbacks



Legend

- 6m - 6m setback
- 3m - 3m setback
- Precinct S3



Figure 14A.9-3
Building alignment and setbacks plan.

- 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 Monna Vale Road are to provide a 6m front setback.
 - iii) Properties 167-171 Monna Vale Road are to provide a 6m front setback.
 - iv) Property 167 Monna 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.