

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.1 GORDON 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 enhance the role of Gordon as the civic and administrative heart of the Ku-ring-gai LGA by providing a range of new civic, community and cultural facilities.
- 4 To enhance and develop the role of Gordon as the primary retail and commercial centre for Ku-ring-gai.
- 5 To protect and enhance the distinctive scale and character of St Johns Avenue, Gordon.
- 6 To provide opportunities for new speciality retail, cafes and restaurants to be located away from the highway.
- 7 To encourage restaurants, cafes, outdoor dining and offices fronting on to rear lanes to contribute to increased activity and passive surveillance.
- 8 To create a new urban park on Wade Lane as a community focal point for Gordon.
- 9 To promote ease of circulation and connectivity between the railway station and the local centre.

Controls

Urban Precincts

- 1 All development within the Gordon local centre, as outlined in *Figure 14D.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>.

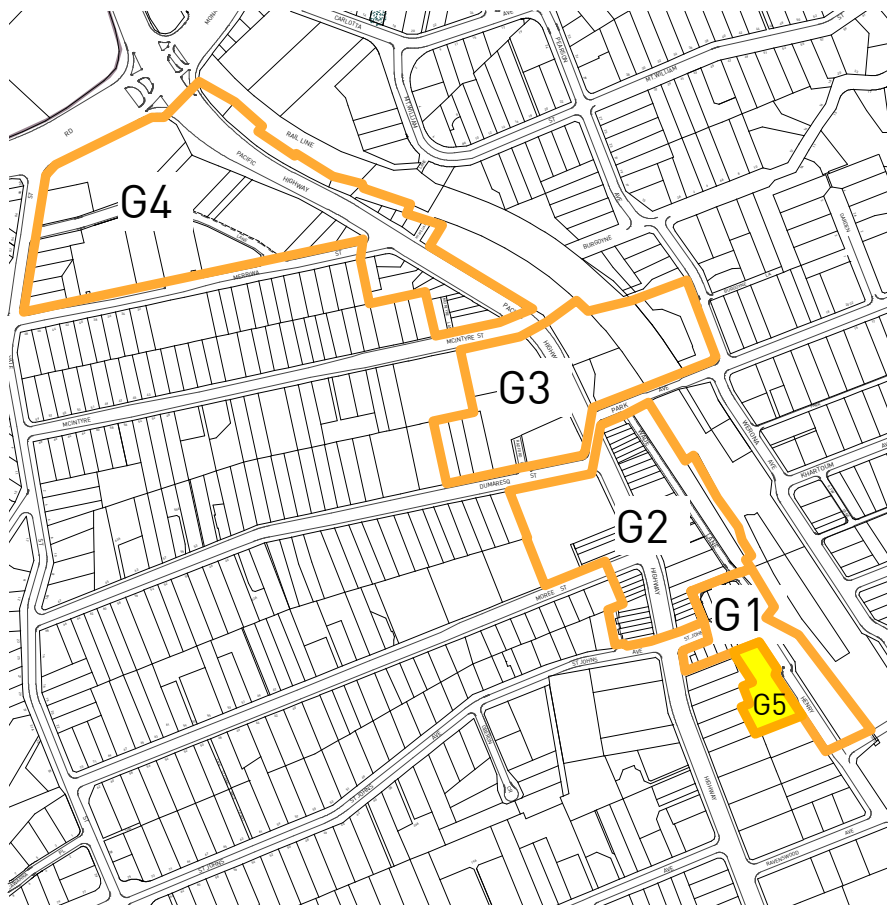


Figure 14D.1-1:
Urban precincts plan.

Legend

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

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.

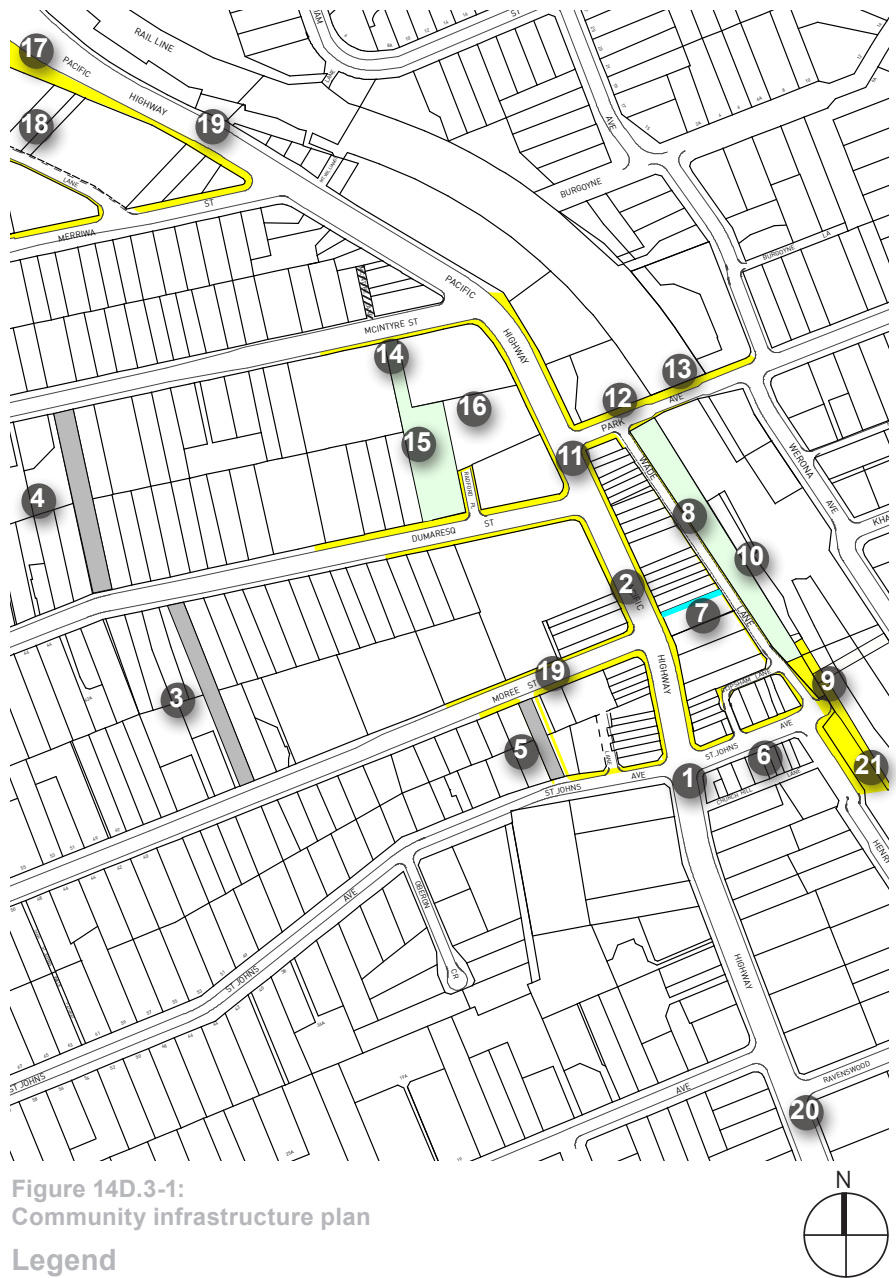







Figure 14D.3-1:
Community infrastructure plan

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

— 15m	- 15m setback	— 4m	- 4m setback		- Potential relocation of laneway to enable lot consolidation
— 13m	- 13m setback	— 3m	- 3m setback		- Reduced site coverage and deep soil requirements
— 12m	- 12m setback	— 2m	- 2m setback		
— 11m	- 11m setback	—	- Land dedication		
— 10m	- 10m setback				
— 6m	- 6m setback				
— 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.

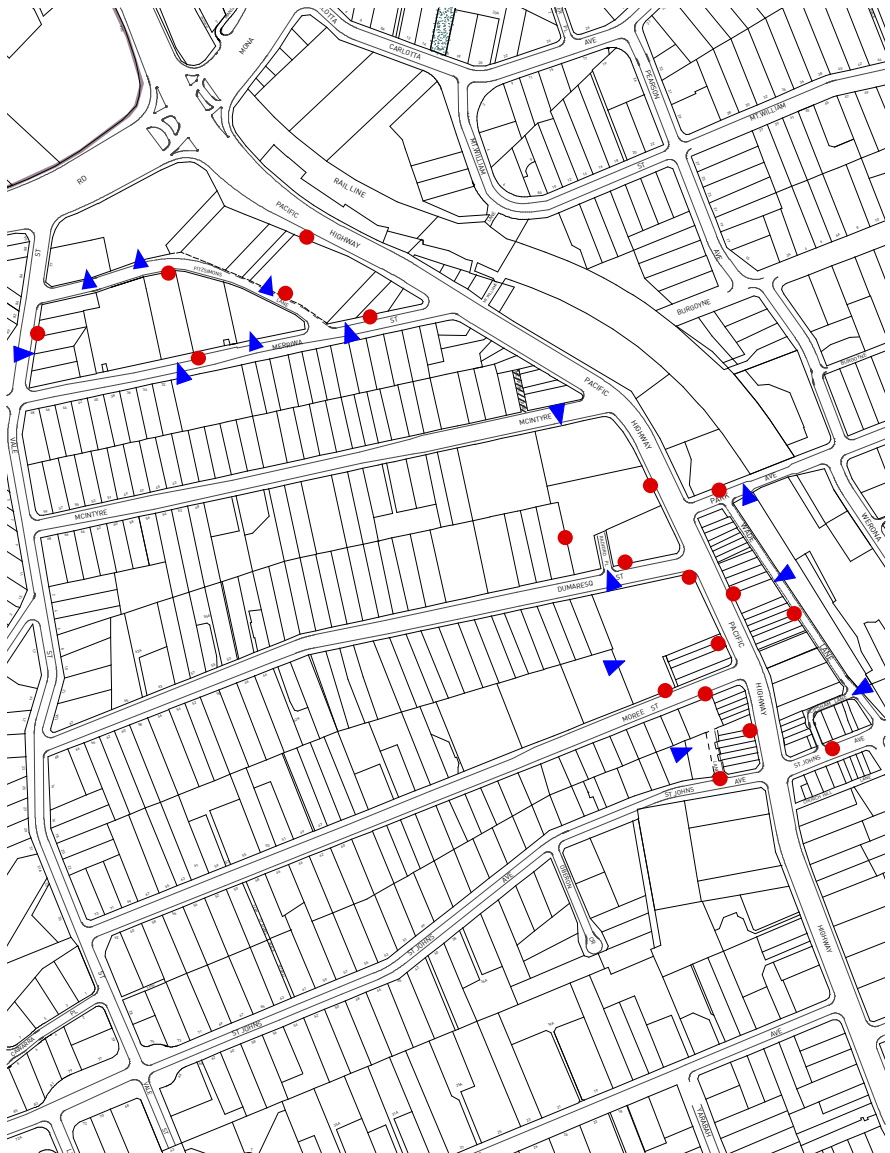





Figure 14D.6-1: Building entries, car parking and service access plan.

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.

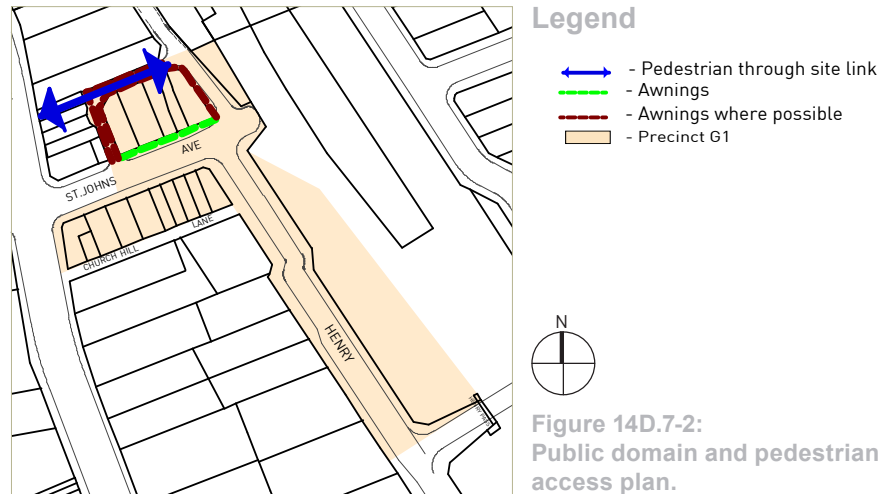
- 1 Development is to be designed to support and enhance the planned future character for the precinct as follows:
 - i) The eastern section of St Johns Avenue provides connection to public transport and has the potential to be a lively and attractive pedestrian area away from the busy atmosphere of 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.

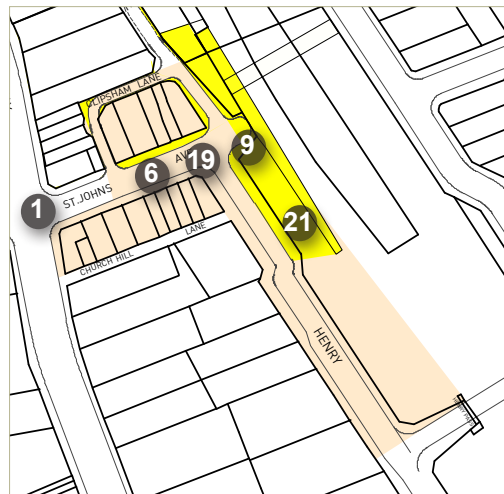
Objectives

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.

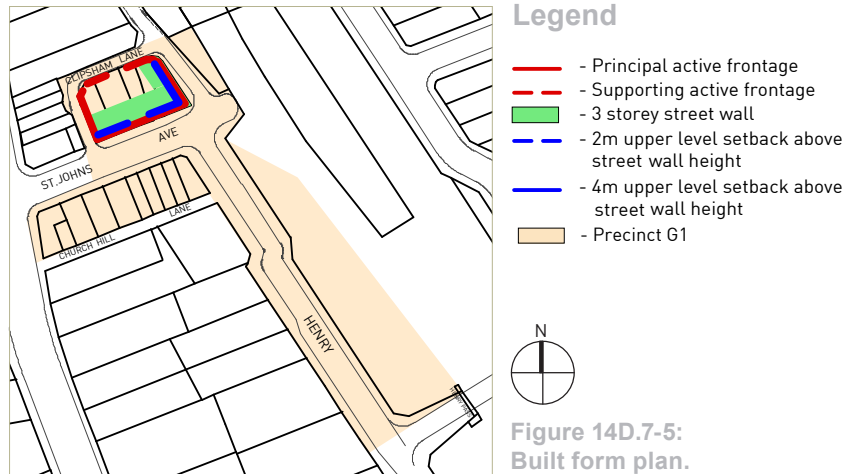
Objectives

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.

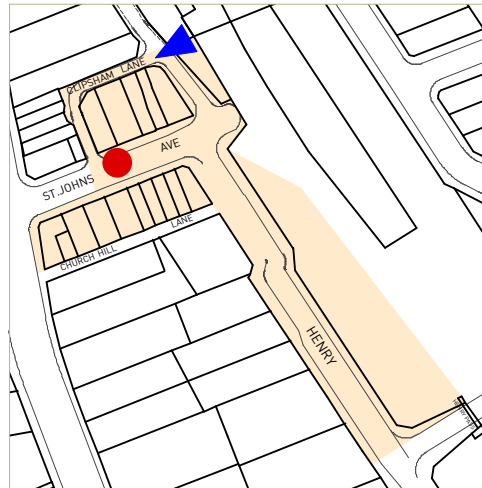
14D.7 PRECINCT G1: ST JOHNS AVENUE AND HENRY STREET (continued)

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.

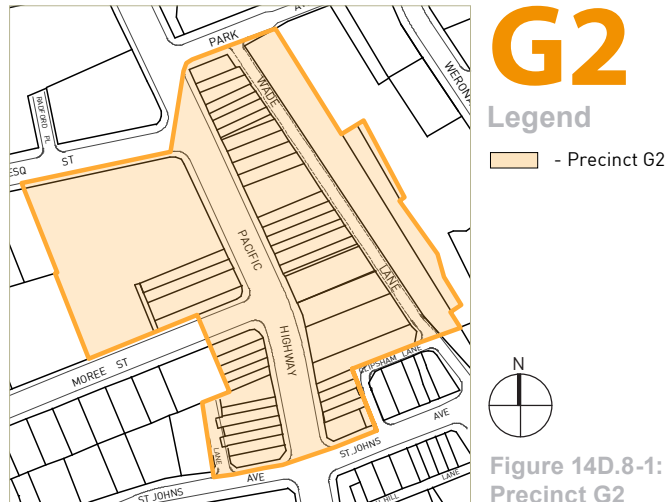
Objectives

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

14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL

Controls

Planned Future Character



G2

Legend

Orange box - Precinct G2



Figure 14D.8-1:
Precinct G2

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.

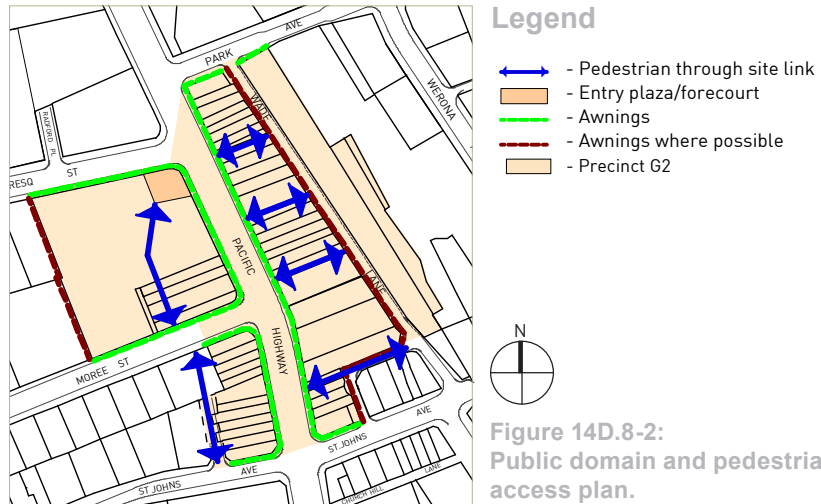
14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL (continued)

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.

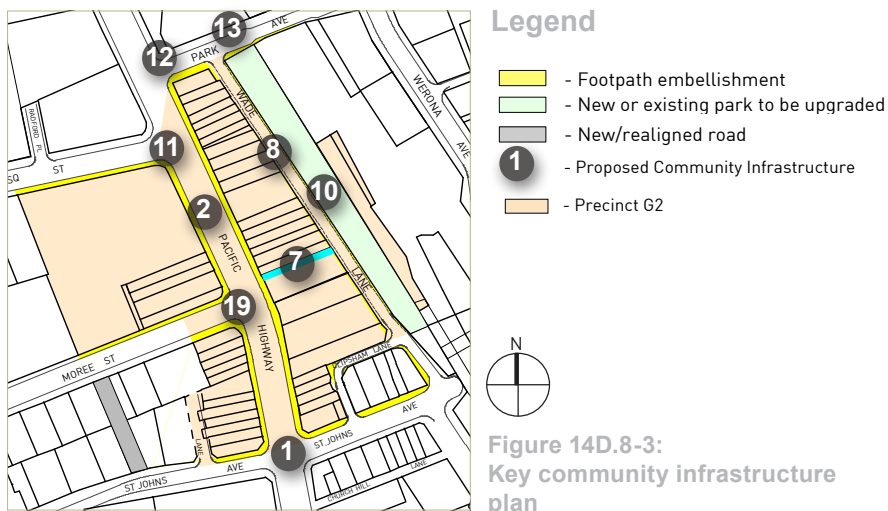
14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL (continued)

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.

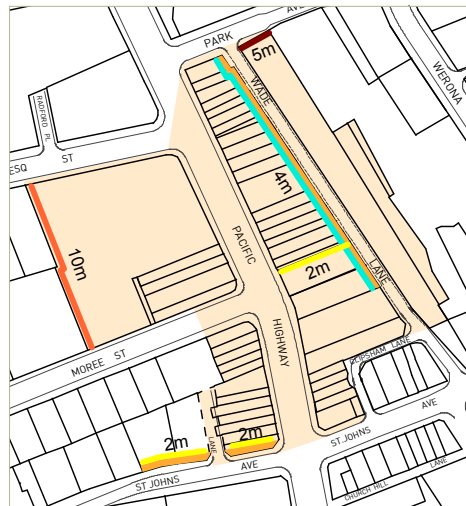
14D.8 PRECINCT G2: PACIFIC HIGHWAY RETAIL (continued)

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 setback 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.

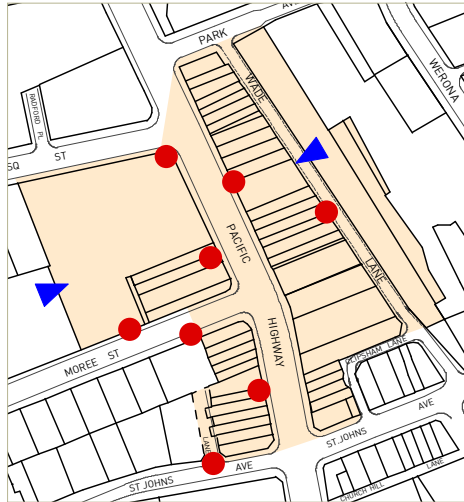
14D.8 PRECINCT G2:
PACIFIC HIGHWAY RETAIL (continued)

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



Figure 14D.9-1:
Precinct G3

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.

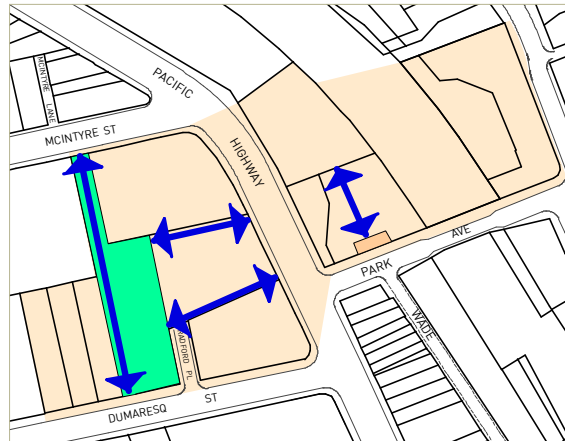
14D.9 PRECINCT G3: CIVIC HUB (continued)

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).

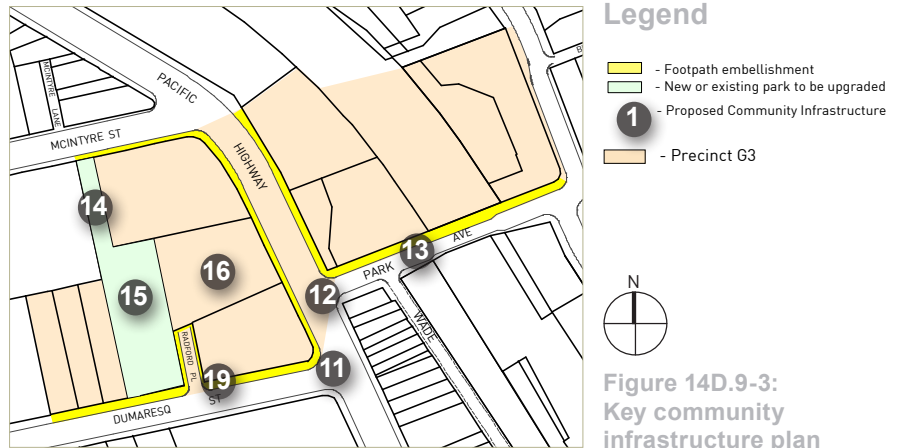
14D.9 PRECINCT G3: CIVIC HUB (continued)

Objectives

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

Controls

Proposed Community Infrastructure



- 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

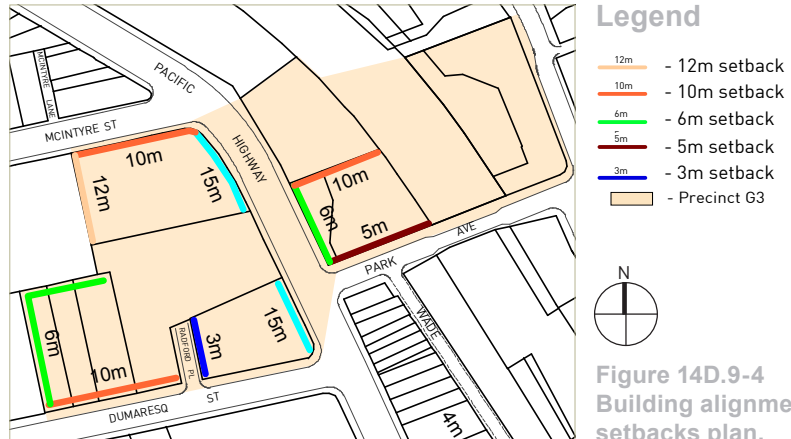


Figure 14D.9-4
Building alignment and setbacks plan.

- 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.

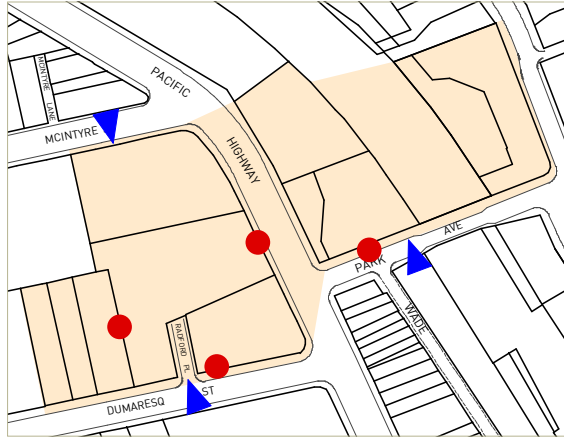
14D.9 PRECINCT G3:
CIVIC HUB (continued)

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.

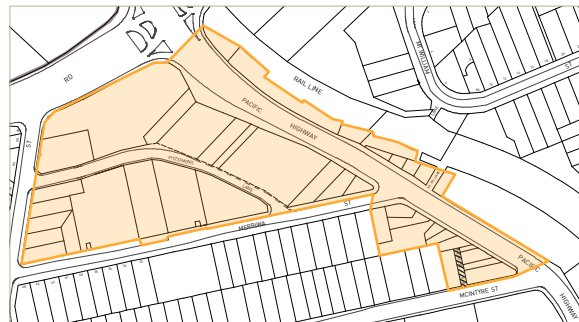
Objectives

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.

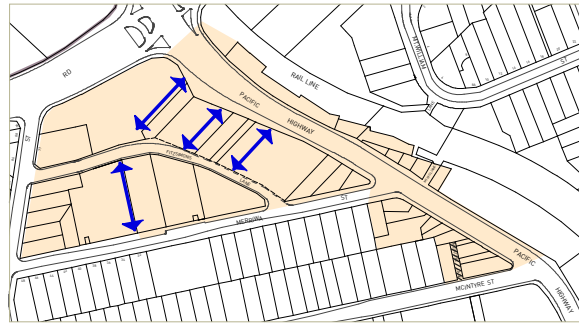
14D.10 PRECINCT G4: MIXED USE (continued)

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.

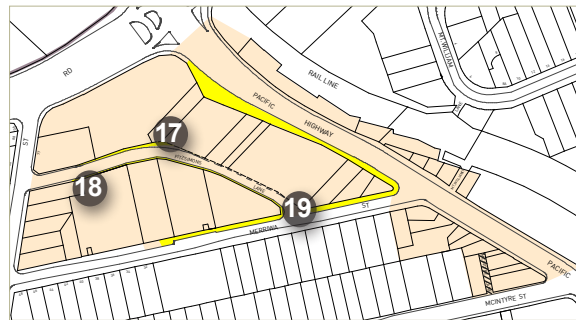
14D.10 PRECINCT G4: MIXED USE (continued)

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.

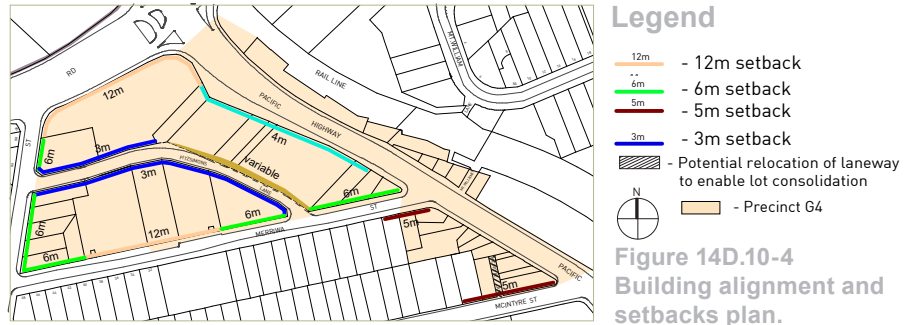
14D.10 PRECINCT G4: MIXED USE (continued)

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.

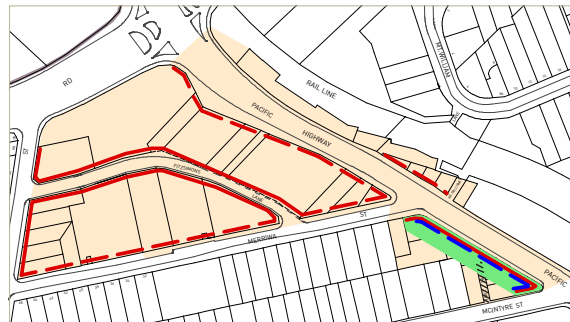
14D.10 PRECINCT G4: MIXED USE (continued)

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
- 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

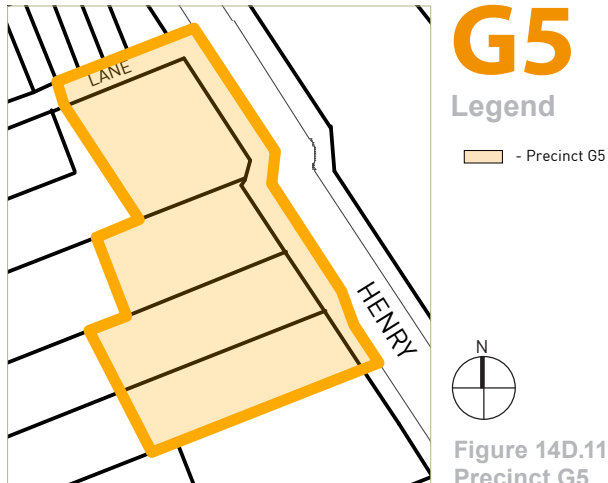


Figure 14D.11-1:
Precinct G5

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.

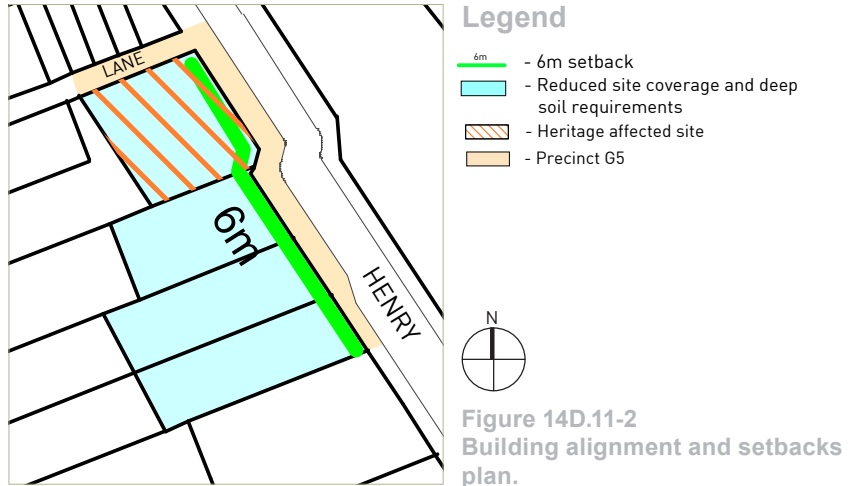
14D.11 PRECINCT G5: BUILDINGS IN R4 ZONES (continued)

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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