

Pymble Business Park

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14G.1 URBAN PRECINCT:
PYMBLE BUSINESS PARK

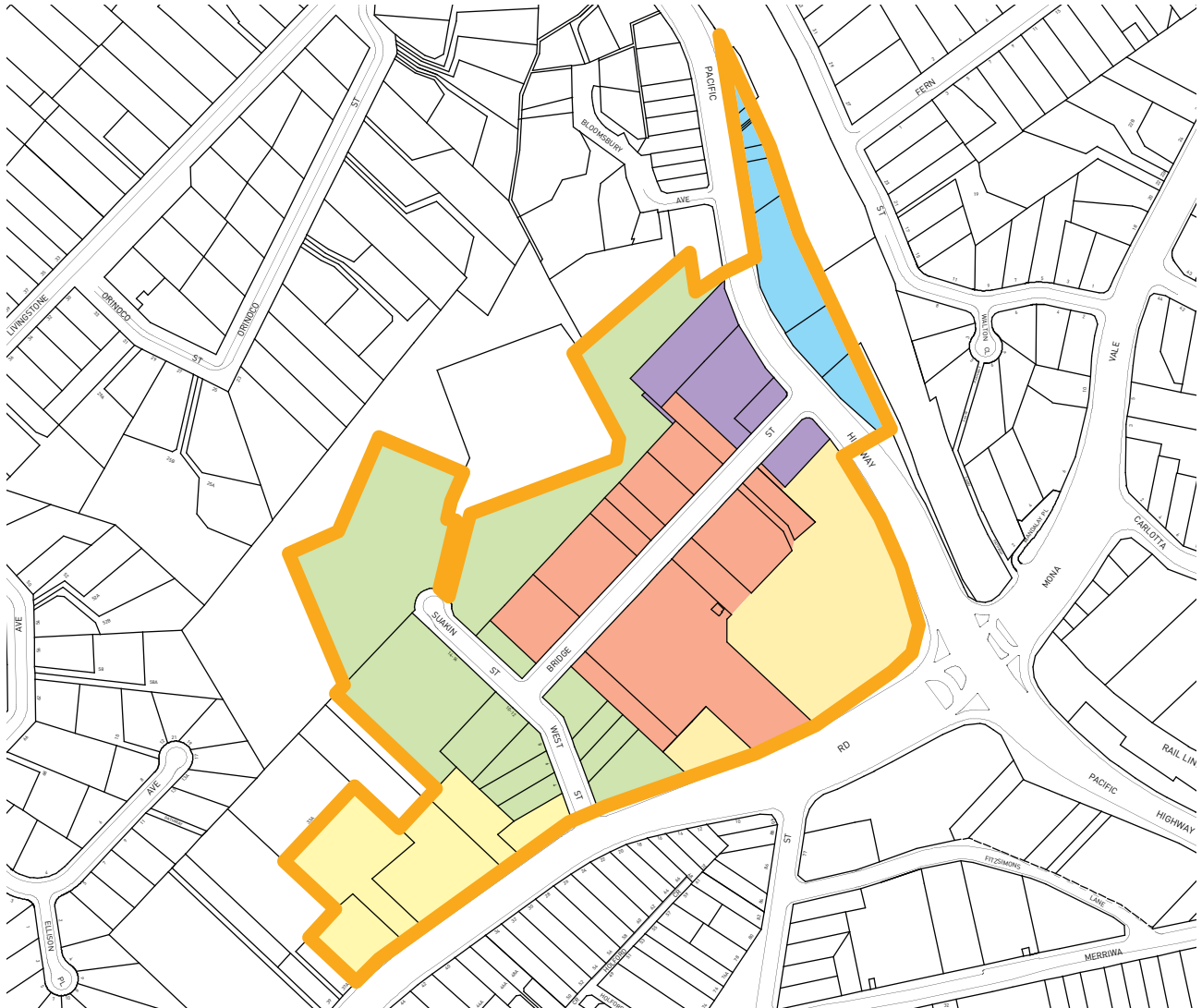






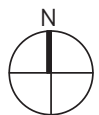


Figure 14G.1-1:
Urban Structure Plan

Legend

-  Core Urban Precinct (E3 Productivity Support Zone)
-  Pacific Highway (North Side)
-  Pacific Highway (South Side)
-  Bridge Street
-  West Street and Suakin Street
-  Ryde Road



14G.1 URBAN PRECINCT: PYMBLE BUSINESS PARK (continued)

Objectives

- 1 *To create a vibrant precinct capable of attracting commercial 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 employment precinct.*

Controls

Planned Future Character

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.

This is to be done through compliance with the specific requirements outlined in *Part 14G* of the DCP, compliance with the non-residential and office buildings controls at *Part 9* of the DCP, as well as other relevant parts of Section A, B and C of the DCP.

Where there is an inconsistency between *Part 14G* and other sections of the DCP, the controls in *Part 14G* will prevail to the extent of that inconsistency.

Pymble Business Park is a unique precinct as it is the only urban services land within the Ku-ring-gai area, which the North District Plan categorises as 'retain and manage'. Urban Services support the activities of the local population and businesses. The Business Park accommodates a broad range of land uses including light industries, warehouses, hardware, offices and limited specialised retail uses.

The precinct 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 C2 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 a landscaped environment to create a green employment precinct which supports the local economy and provides employment opportunities.

The planned future character for Pymble Business Park varies due to topography and location. The precinct has several sub-precincts:



- i) Bridge Street - new development is to address the street and provide building entries and frontages with direct physical access and visual surveillance from ground floors of the buildings. Developments are to have well-considered and landscaped front, side and rear setbacks.
- ii) Pacific Highway (North Side) - new development is to provide a continuous street wall with buildings built to the street alignment with primary active frontages.
- iii) Pacific Highway (South Side) - new development is to respect the Heritage Item and ensure its continued prominence in the streetscape.
- iv) West Street and Suakin Street - new development is to create a 'neighbourhood centre' character with buildings built to the street alignment, active uses at street level and continuous awnings for pedestrian amenity.
- v) Ryde Road - new development is to provide a strong landscape character with wide street setbacks and quality planting.

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 the pedestrian amenity of 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 passive 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 14G.2-1*. 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

-  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 Modifications to the traffic signals and localised road alterations at the intersection of Bridge Street and the Pacific Highway.
- 2 New traffic signals and localised road alterations at the intersection of West Street and Ryde Road to facilitate access out of Pymble Business Park.
- 3 Street tree planting to the Pacific Highway, Bridge Street, Suakin Street/West Street.

14G.4 BUILDING SETBACKS

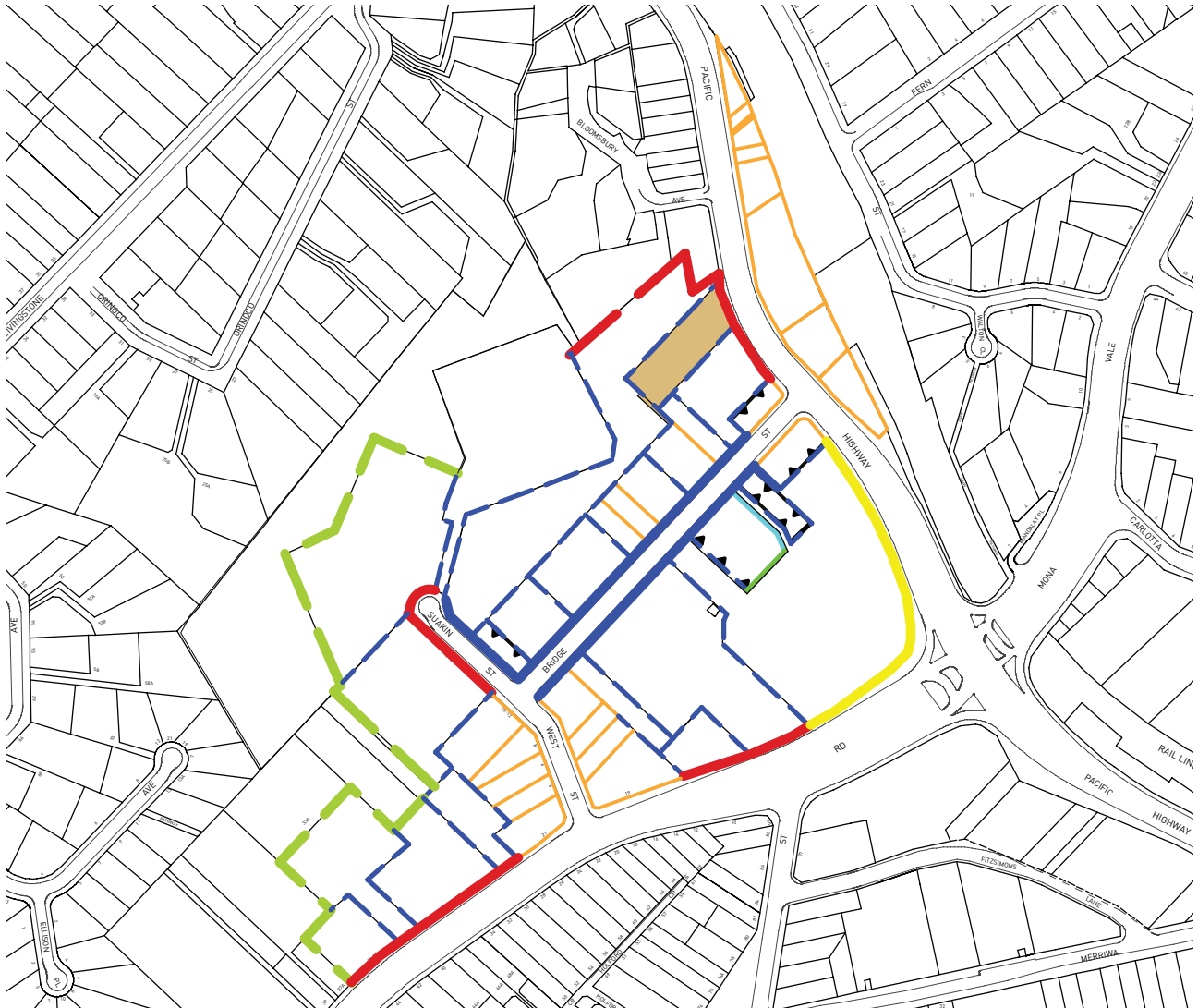


Figure 14G.4-1:
Building setbacks plan

Legend

- Heritage Item
- Setbacks to adjoining bushland are 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
- 7m deep soil setback
- 2m deep soil setback

14G.4 BUILDING SETBACKS (continued)

Objectives

- 1 *To create cohesive streetscapes with consistent building alignments and setbacks.*
- 2 *To maximise opportunities for street tree planting and landscaping.*
- 3 *To encourage modulation and articulation of building facades.*
- 4 *To ensure appropriately sized floor plates can be provided to facilitate the broad mix of uses permitted in the Business Park.*
- 5 *Retain existing trees and vegetation and minimise the impacts of new development.*

Controls

- 1 All buildings within the Pymble Business Park are to comply with the setback controls illustrated in *Figure 14G.4-1*.
- 2 Setbacks on properties adjacent to the Heritage Item are to comply with the controls in *Part 14G.6* and *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.
- 4 Building setbacks for 4-10 Bridge Street are illustrated in *Figure 14G.4-1* and are to comply with the following:
 - i) 5m front landscaped setback to front boundary along Bridge Street;
 - ii) zero setback to the south side boundary adjoining the driveway to 950 Pacific Highway;
 - iii) 2m minimum deep soil setback to north side boundary adjoining the driveway to 950 Pacific Highway.
 - iv) 7m minimum deep soil setback to rear east boundary adjoining 950 Pacific Highway to ensure the retention of existing trees.




Note: where deep soil setbacks are required, the whole setback area is to comprise of deep soil.

14G.5 BUILT FORM



Figure 14G.5-1:
Built form plan

Legend

-  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 street frontages to encourage physical and visual connection between the building and the street.
- 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 employment precinct.
- 5 To contribute to the locality by creating distinctive buildings.
- 6 Ensure any above ground parking is of high-quality design that is integrated within the building, screened from the public domain and does not adversely impact the streetscape.
- 7 To ensure appropriately sized floor plates can be provided to facilitate the broad mix of use permitted in the Business Park.

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 designed to respond to their prominent location. 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.

The steep topography of Bridge Street creates challenges for the provision of continuous active frontages along the street, especially for uses that require large floorplates, such as specialised retail premises, and multiple vehicle access/egress points. Due to the topography a split level approach to the ground plane treatments for buildings on Bridge Street is an acceptable design solution. The desired character is combination of active frontage (such as building foyers, small commercial premises) and landscaped gardens.

Buildings are to be designed in accordance with *Figure 14G.5-1*.

- 1 Provide active street frontages along Pacific Highway, Suakin Street and West Street in line with *Part 9C.10 of this DCP*.
- 2 Provide active street frontages along Bridge Street with a combination of landscaped setback and a minimum of 50% active street frontage. All ground floor frontages are to provide for active uses that contribute to the active street frontage, examples include:
 - i) Window displays or display cases for displaying goods.
 - ii) Floor to ceiling clear glazing for visual connection with ground floor internal uses/activities.
 - iii) Well defined pedestrian entries and foyers.
- 4 Building entries are to be designed as per *Part 9C.4* of the DCP and 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 9C.10-1*.

Note: Variations may be permitted on very steep streets.
- 5 To facilitate the development of Specialised Retail Premises and other uses which require large floor plates, *Part 9C.8* Control 1 and Control 2 do not apply within the Pymble Business Park.
- 6 Provide buildings on corner and visually prominent sites that have distinct articulation addressing their location in line with *Part 9C.9 of this DCP*.
- 7 Landmark sites are 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.
- 8 Buildings facades are to be designed and articulated to emphasise vertical proportions, rather than horizontal to minimise the bulk of Specialised Retail Premises and other uses which require large floor plates.

14G.5 BUILT FORM (continued)

- 9 Building facades are to incorporate architectural details and materials that create shadows and depth to achieve three-dimensional modulation.
- 10 The preferred location for any car parking within Pymble Business Park is basement carparking. Where there are identified constraints such as topography or level changes across a site, a proportion of the required parking spaces may be provided above ground.
- 11 Where Council is satisfied that a proportion of above ground parking is justified, the above ground parking areas are to:
 - i) be integrated into the building;
 - ii) be concealed by utilising innovative and aesthetically pleasing screening methods, examples include above ground parking areas sleeved with a permitted use or glazed display cases;
 - iii) not result in any blank walls facing the street or public areas;
 - iv) not adversely impact the streetscape character.



Figure 14G.5-2:
Example of above ground car parking sleeved with glazed display cases

14G.6 HERITAGE

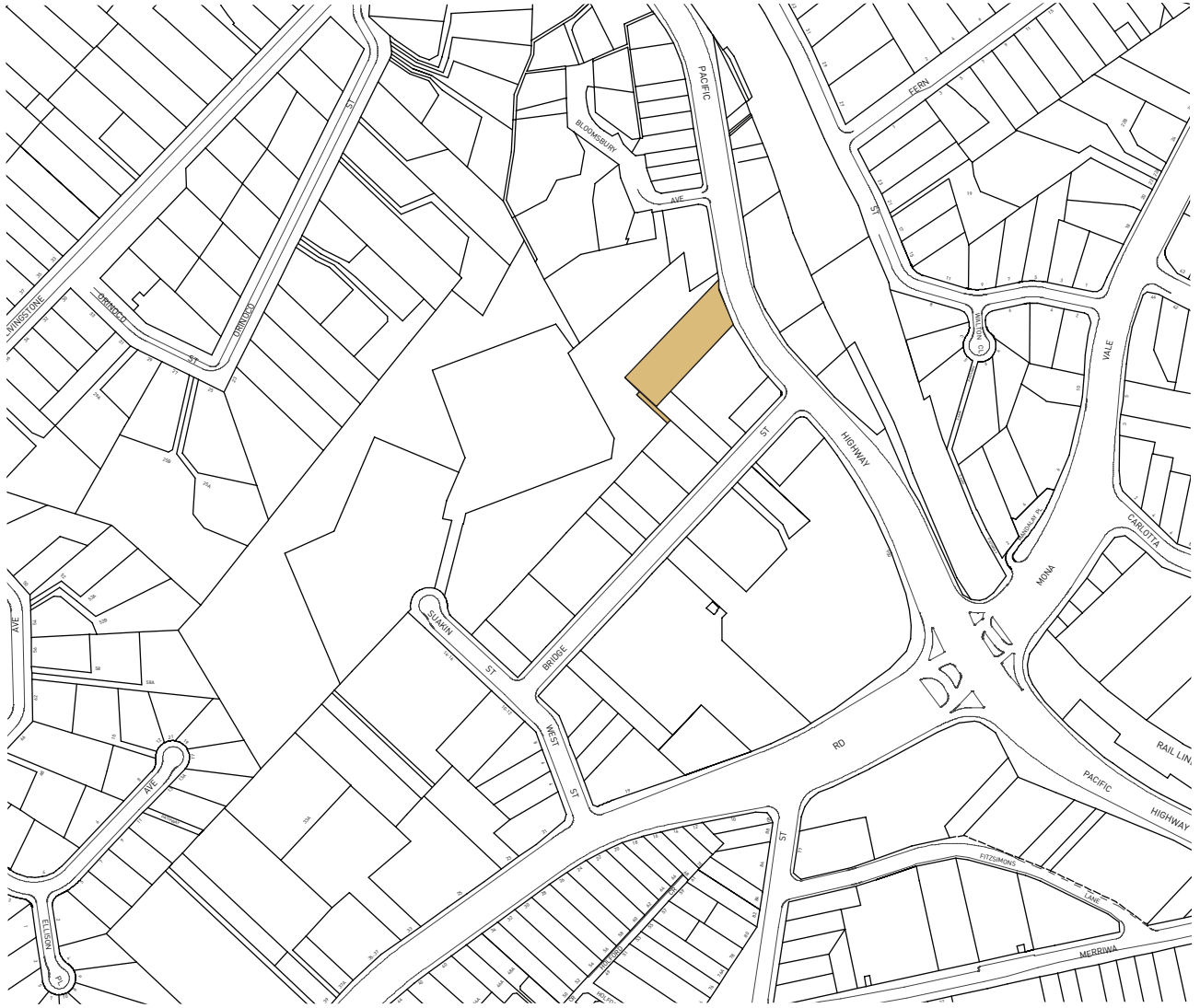
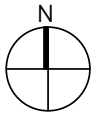


Figure 14G.6-1:
Heritage plan

Legend

-  Heritage Item



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 is to 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 are to 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

14G.7 SHARED ON-SITE PARKING

Objectives

- 1 To facilitate shared use of on-site car parking spaces among multiple uses to take advantage of non-conflicting peak periods.

Controls

Shared parking is parking that is used by two or more land uses on a site. If a development comprises of multiple land uses where peak demands occur at different times of day or different days of the week, on-site parking can be shared between the land uses. This type of parking arrangement is only appropriate for situations where peak demand times differ between the land uses.

The table below provides an indication of compatible land uses that could share parking facilities.

Typical Peak Parking Demand Periods of Various Land Uses

Weekday	Weekday Evening	Weekend
<ul style="list-style-type: none"> - Offices and Business Premises - Public Halls - Medical Centres - Child Care Centres - Health Consulting Rooms 	<ul style="list-style-type: none"> - Gymnasiums - Indoor Sports Facilities - Entertainment Facilities - Function Centres - Hotel Accommodation 	<ul style="list-style-type: none"> - Bulky Goods Retail Stores - Hardware and Building Supplies - Landscape and Garden Supplies - Indoor Sports Facilities - Entertainment Facilities - Function Centres - Hotel Accommodation

- 1 Any application for parking supply reduction based on internal shared parking arrangements due to non-conflicting land use peaks are to be justified through a Parking Assessment Report/Traffic Report.

Note: For parking rates, refer to *Part 22R.1* of this DCP.

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