

**14C Pymble Local Centre**

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



## 14C.1 PYMBLE LOCAL CENTRE CONTEXT

### Further controls that may apply

#### SECTION B

**PART 7 - Residential Flat Building**

**PART 8 - Mixed Use Development**

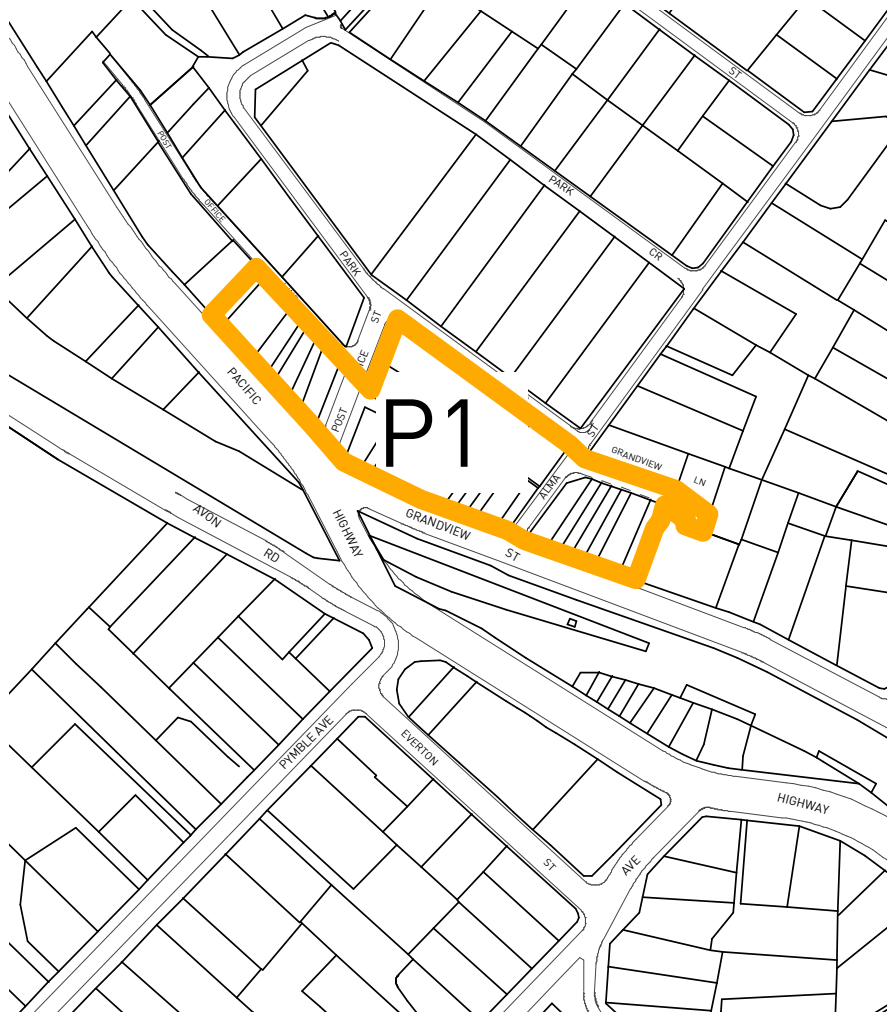
### Objectives

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

### Controls

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

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



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

#### Legend

- Core Urban Precinct (B2 and B4 zones)

## 14C.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

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

### Controls

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

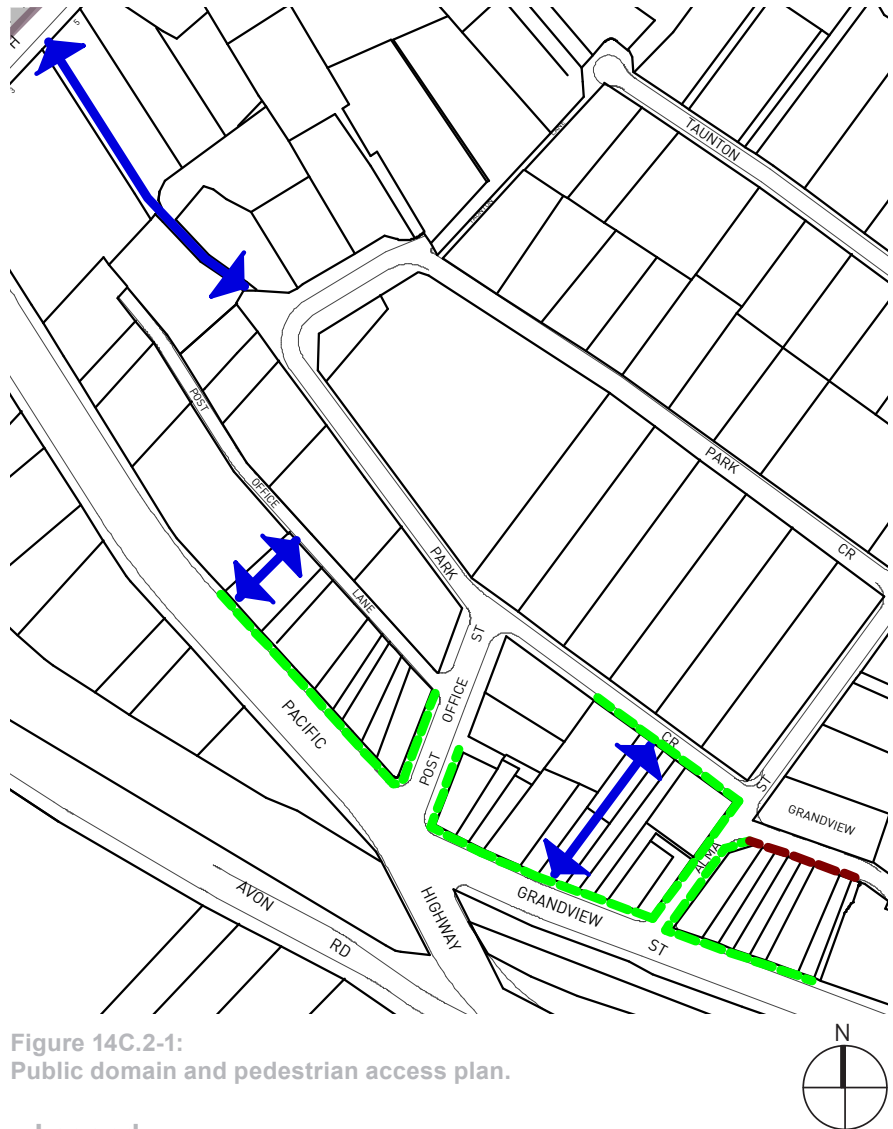


Figure 14C.2-1: Public domain and pedestrian access plan.

#### Legend

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

## 14C.3 PROPOSED COMMUNITY INFRASTRUCTURE

### Objectives

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

### Controls

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

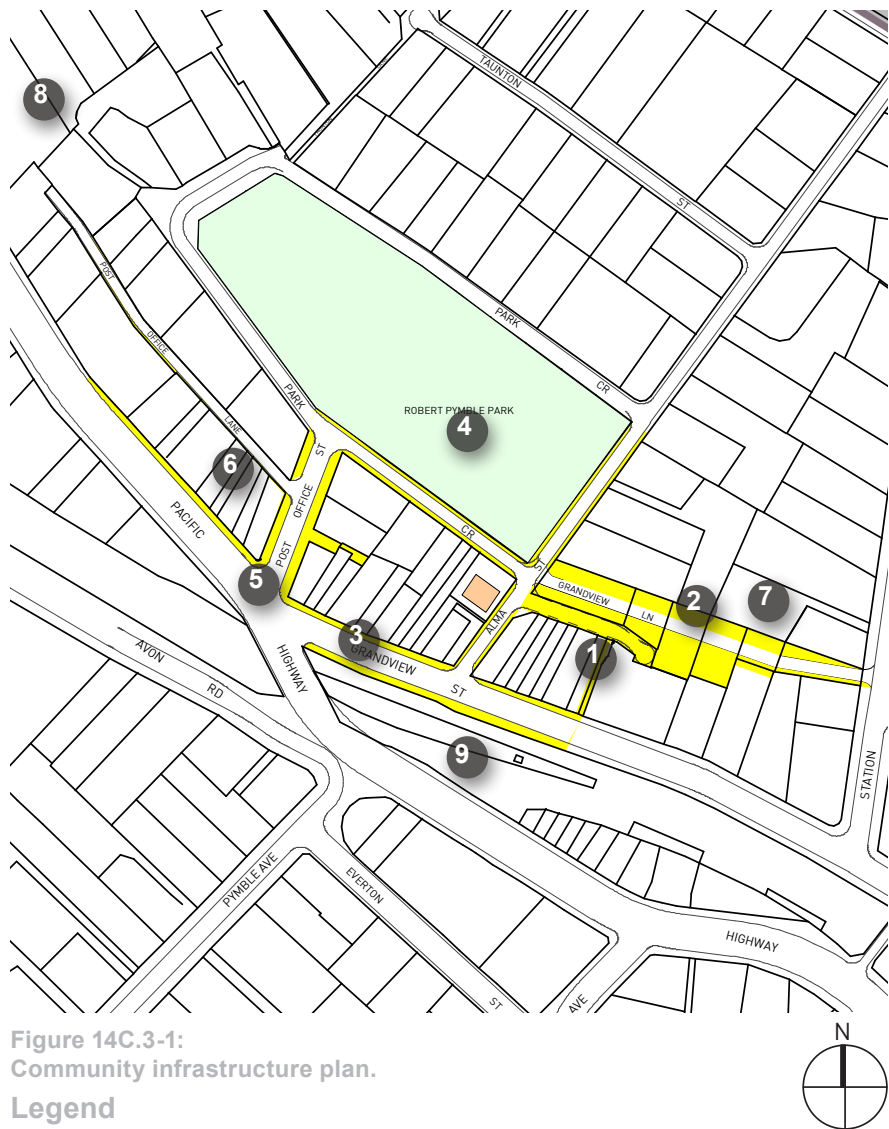


Figure 14C.3-1:  
Community infrastructure plan.

### Legend

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

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

#### Controls

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

## 14C.4 SETBACKS

### Objectives

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

### Controls

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

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

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



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

### Legend

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



## 14C.5 BUILT FORM

### Objectives

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

### Controls

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



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

#### Legend

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

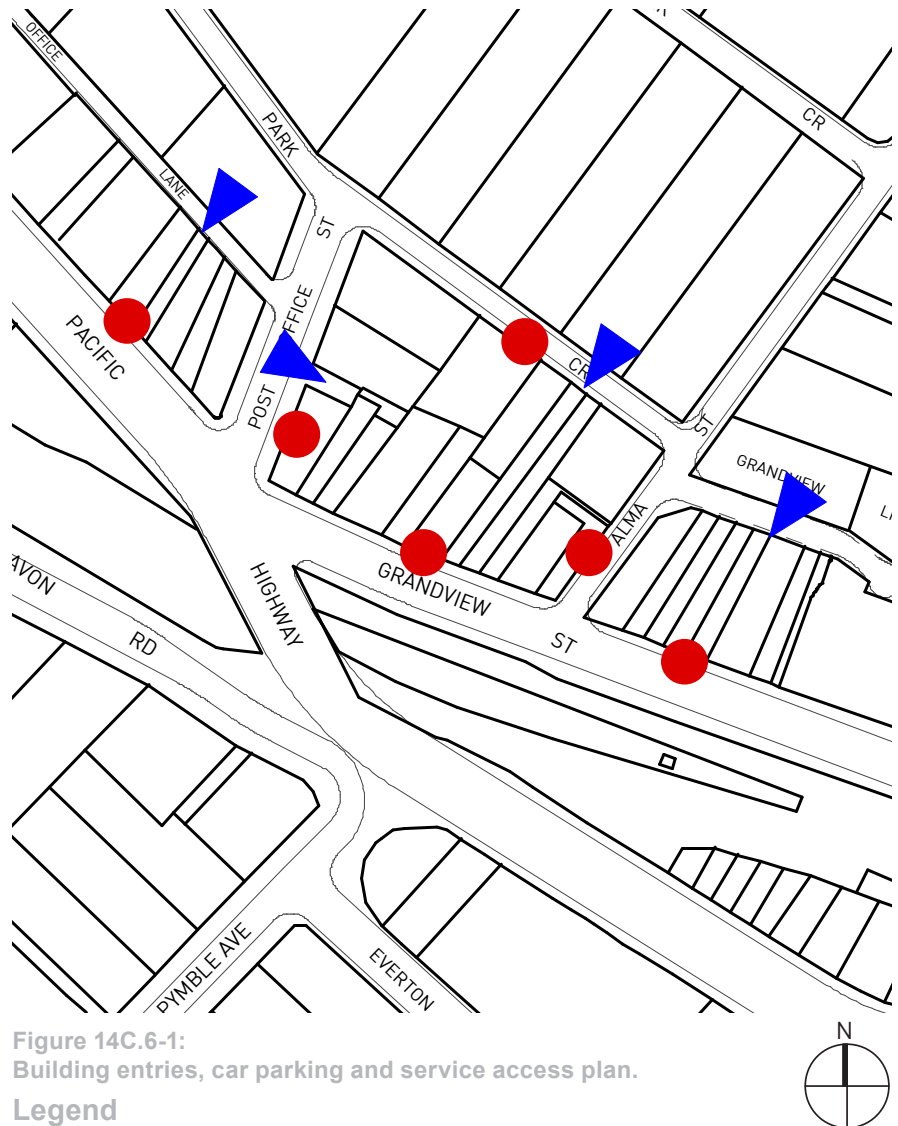
## 14C.6 BUILDING ENTRIES, CAR PARKING AND SERVICE ACCESS

### Objectives

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

### Controls

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





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

### Controls

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

#### Planned Future Character



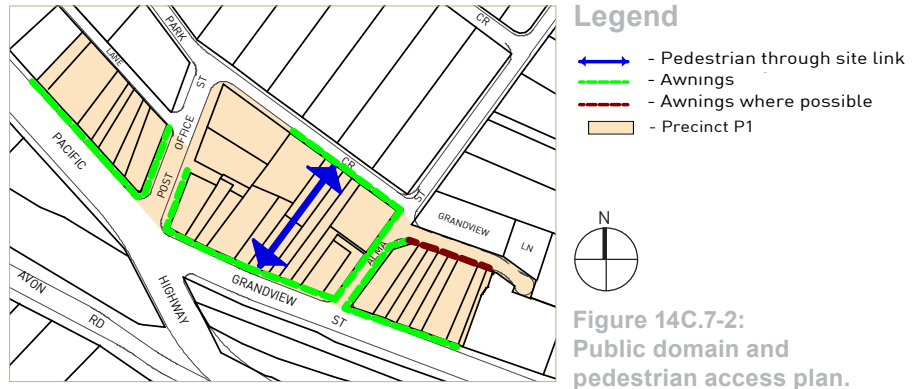
The Pymble commercial precinct is characterised by strip retail fronting Grandview Street and the Pacific Highway. The area currently comprises a mix of small retail and business uses. Over time the commercial area of Pymble has declined due to the fragmentation caused by the Highway and rail corridor.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

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

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

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

**Public Domain and Pedestrian Access**



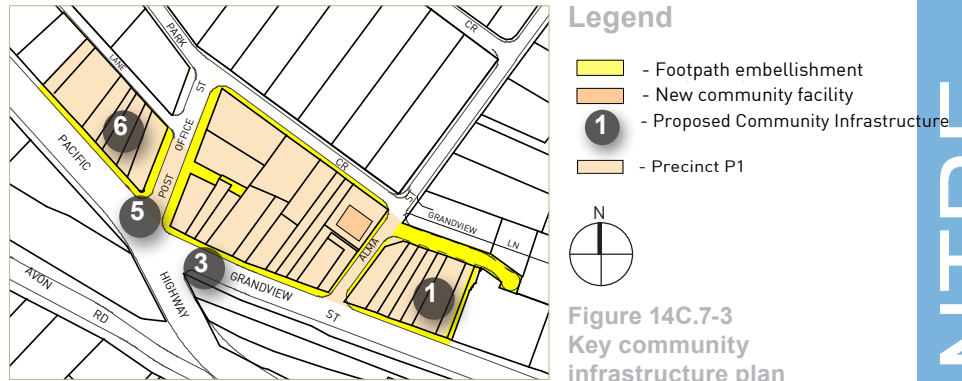
- 2 Provide a new pedestrian walk way connecting the Pacific Highway with Post Office Lane.
- 3 Provide an internal access way linking Grandview Street with Park Crescent.
- 4 Provide continuous awnings to Pacific Highway, Post Office Street, Grandview Street, Alma Street, Park Crescent.
- 5 Provide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

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

### Controls

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

### Proposed Community Infrastructure



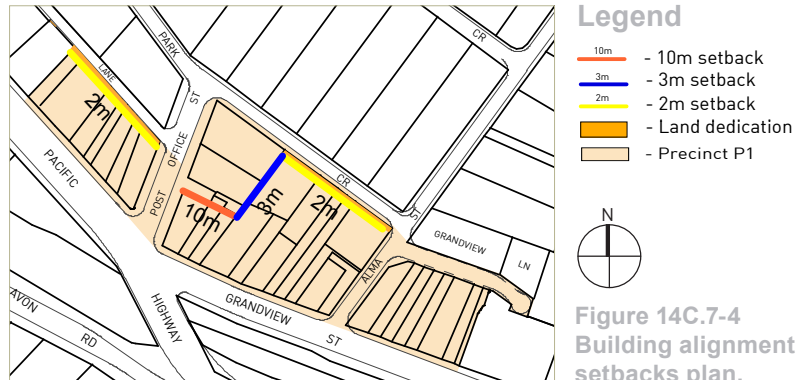
- 8 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism:
- 1 Upgrade works to the existing pedestrian access way from Grandview Lane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

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

### Controls

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

### Setbacks



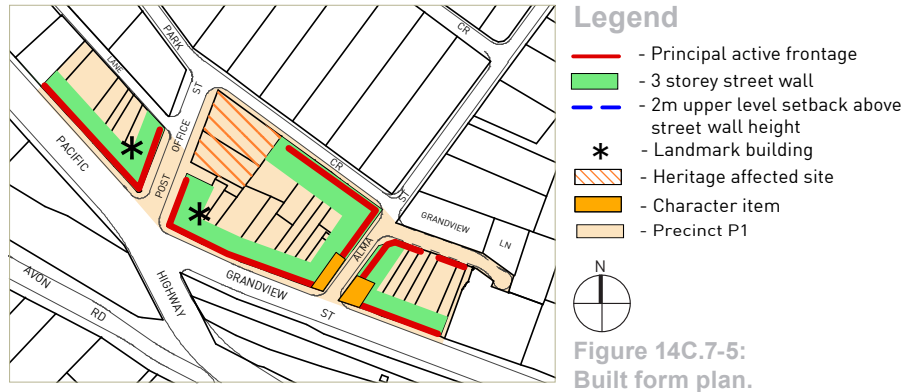
- 9 Building setbacks are to be in accordance with *Figure 14C.7-4*, and as follows: all buildings in the B2 zone are to have a zero setback to all lot boundaries with the following exceptions:
- i) 2 metre setback to Park Crescent, applying to the properties Nos.2-4 Park Crescent, and Nos.91-93 Grandview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

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

Controls

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

### Built Form



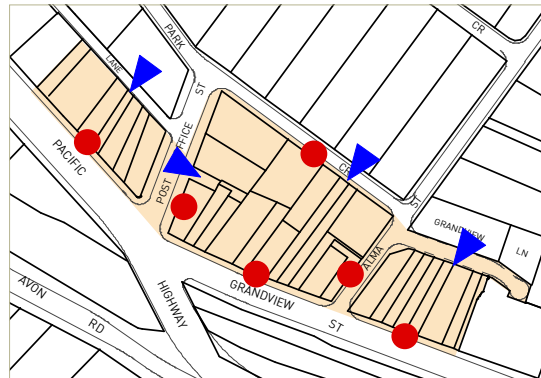
- 10 Buildings are to be designed in accordance with the built form control plan, *Figure 14C.7-5*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Grandview Street, the Pacific Highway, Alma Street, Grandview Lane, Post Office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

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




Controls

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

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



**Legend**

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



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

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