

14B Turramurra Local Centre

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14B.1 TURRAMURRA LOCAL CENTRE CONTEXT

Objectives

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

Controls

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

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

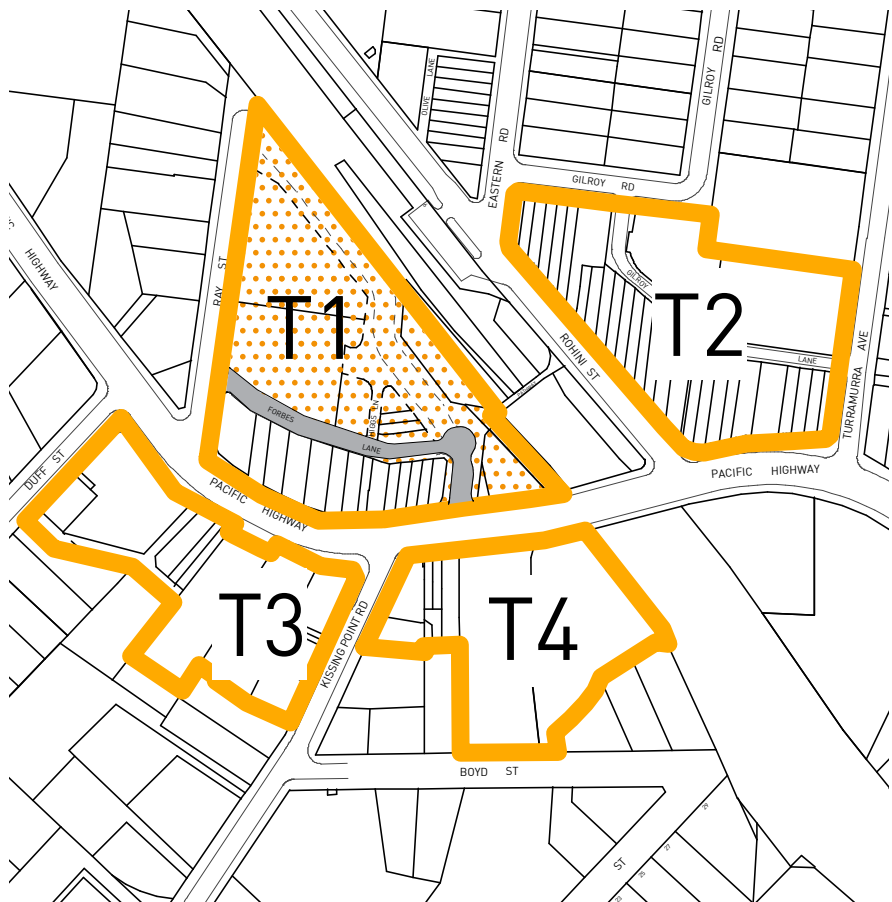




Figure 14B.1-1:
Turramurra Local Centre Precinct Plan
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

Legend

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

14B.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

Objectives

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

Controls

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

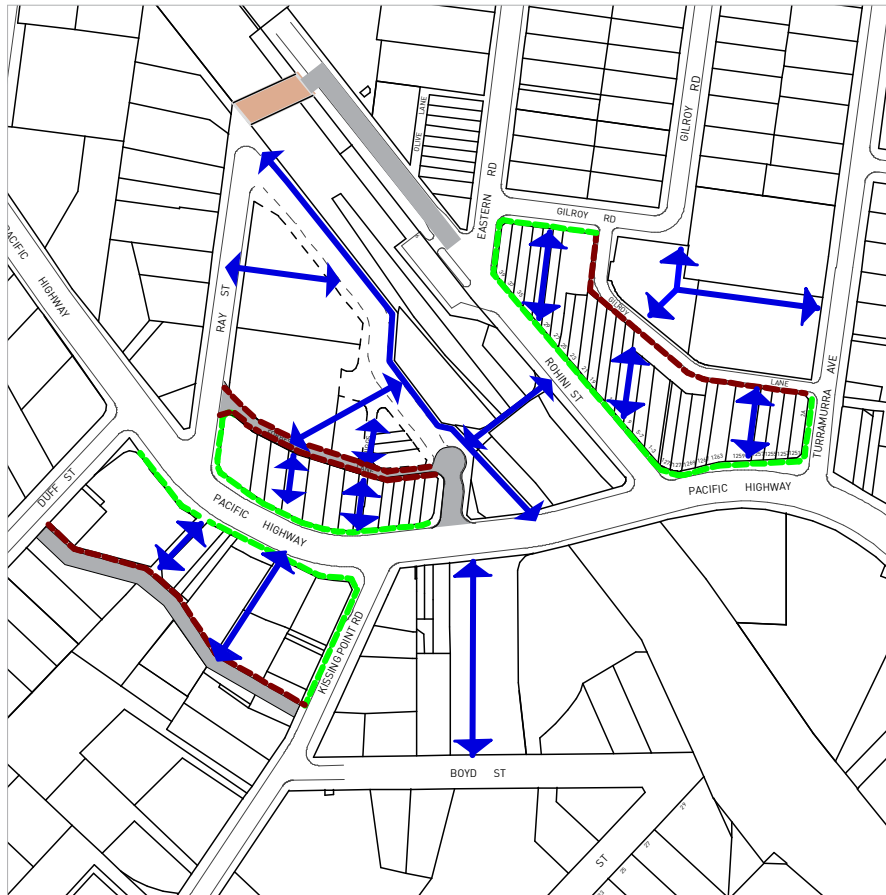


Figure 14B.2-1:
Public domain and pedestrian access plan.
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

Legend

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

14B.3 PROPOSED COMMUNITY INFRASTRUCTURE

Objectives

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

Controls

Proposed Community Infrastructure

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

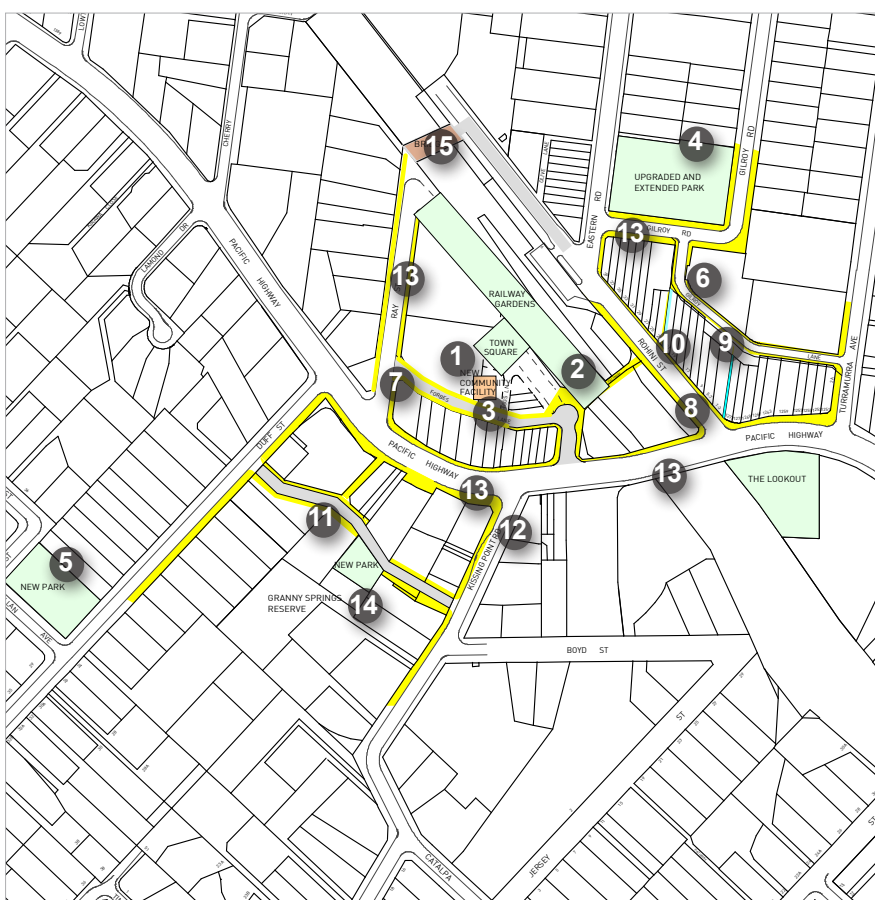


Figure 14B.3-1:
Community infrastructure plan.
(Refer to Part 14R.2 Turrumurra Community Hub Masterplan).



Legend

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

14B.3 PROPOSED COMMUNITY INFRASTRUCTURE (continued)

Controls

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010* or by Voluntary Planning Agreement (VPA) or other delivery mechanism (refer to individual precincts 14B.8 to 14B.11):
- 1 A new Town Square (minimum dimensions of 25 metres by 40 metres);
 - 2 Public open space with a total area of 2,800 sqm
 - 3 A new community building adjoining the new town square to be owned by Council. With a total GFA of approx. 3,000 m2 comprising a new branch library and multi-purpose community centre.
 - 4 An extension of Cameron Park to create a new town park.
 - 5 A new local park on the intersection of Duff Street and Allen Street.
 - 6 A new multi-purpose community facility to be owned by Council on Gilroy Lane
 - 7 An upgraded and improved Forbes Lane
 - 8 Improvements to the Rohini Street footpath area including terracing to allow level areas for outdoor dining.
 - 9 An improved Gilroy Lane widened to be a 13 metre wide right-of-way with two-way traffic; on-street parking (one side); and footpaths (both sides).
 - 10 Embellishment of Council's pedestrian access ways from Gilroy Lane to Rohini Street.
 - 11 A new public street connecting Kissing Point Road and Duff Street with two way traffic, on-street parking (one side); and footpaths (both sides). The land is to be dedicated to Council as part of redevelopment. The road will be a minimum of 15 metres wide and will function as an Asset Protection Zone (APZ). In addition the new street will be designed to aid fire fighting and incorporate access specifications identified in *Planning for Bushfire Protection 2019*; and designed to minimise impact on adjoining Blue Gum High Forest.
 - 12 Improvements to Kissing Point Road including a new dedicated left-turn lane from Kissing Point Road to the highway.
 - 13 Embellishment of all the footpath areas along all streets within the Centre.
 - 14 Construction and embellishment of a new urban park
 - 15 A new bridge over the railway connecting Ray Street and Rohini Street with separate lanes for pedestrians, cyclists and vehicles.

14B.4 SETBACKS

Objectives

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

Controls

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

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

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

Legend

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



Figure 14B.4-1:
Building setbacks plan
(Refer to Part 14R.2
Turramurra Community
Hub Masterplan).

14B.5 BUILT FORM

Objectives

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

Controls

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

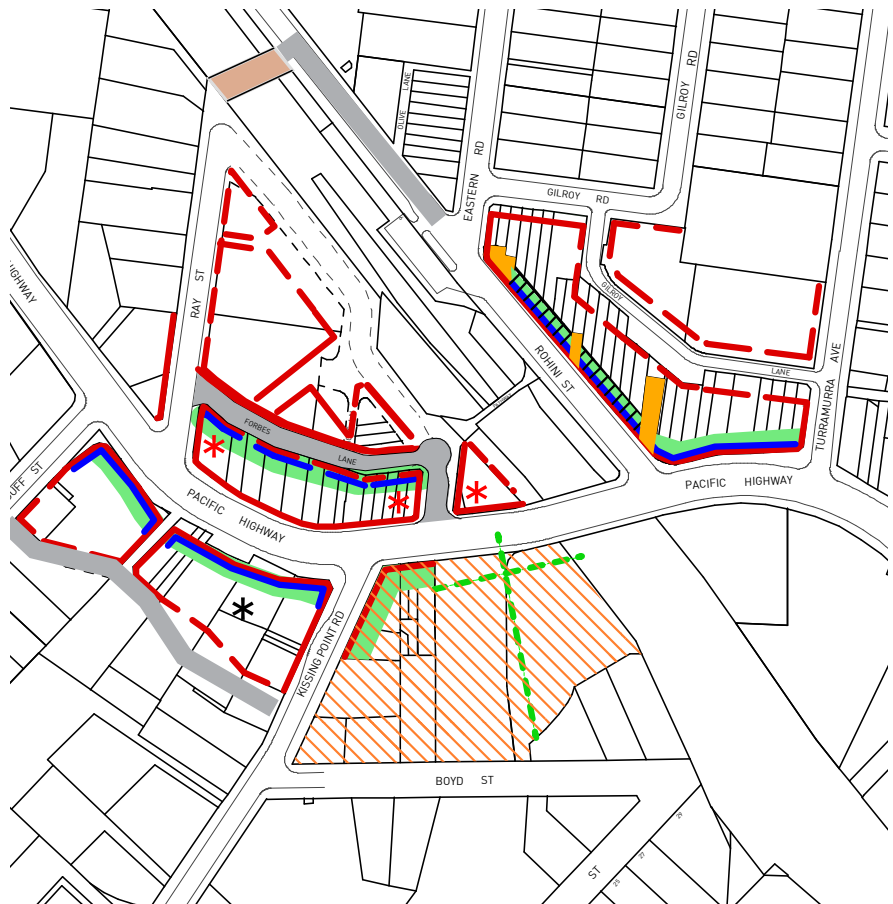


Figure 14B.5-1:
Built form plan
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

Legend

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

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

Objectives

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

Controls

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

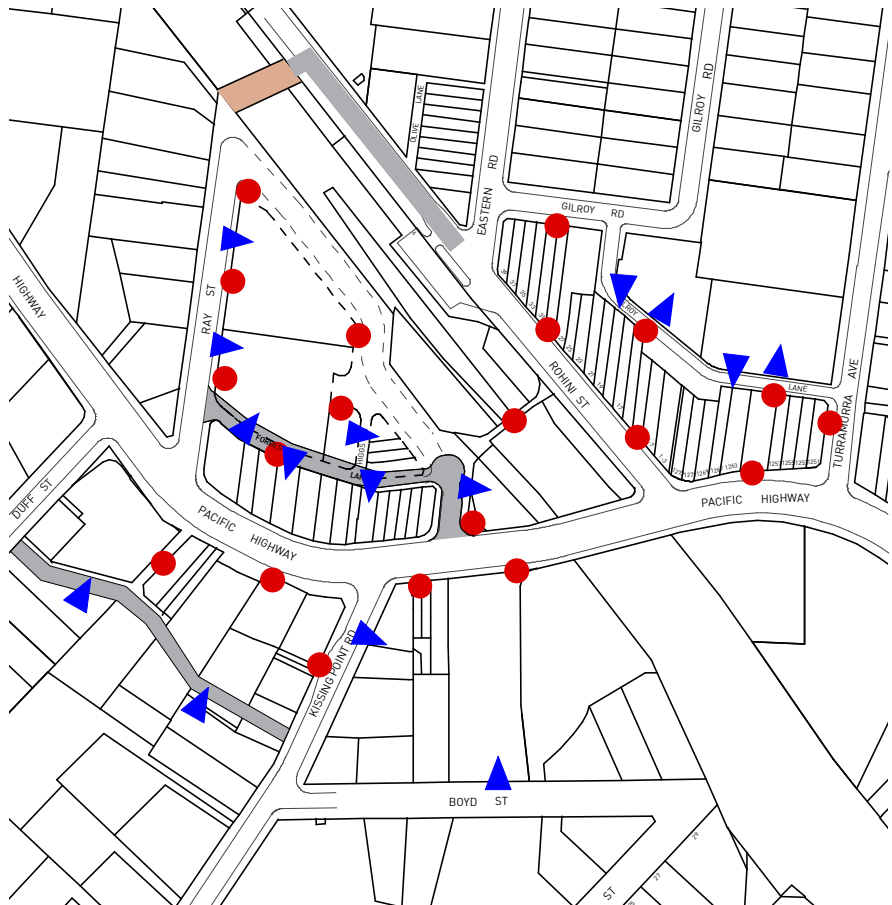






Figure 14B.6-1:
Building entries, car parking and service access plan.
(Refer to Part 14R.2 Turrumurra Community Hub Masterplan).

Legend

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

14B.7 ENVIRONMENTAL PROTECTION AND BUSH FIRE PROTECTION

Objectives

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




Controls

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



Figure 14B.7-1:
Environmental protection and bush fire protection plan.
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

Legend

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

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

Controls

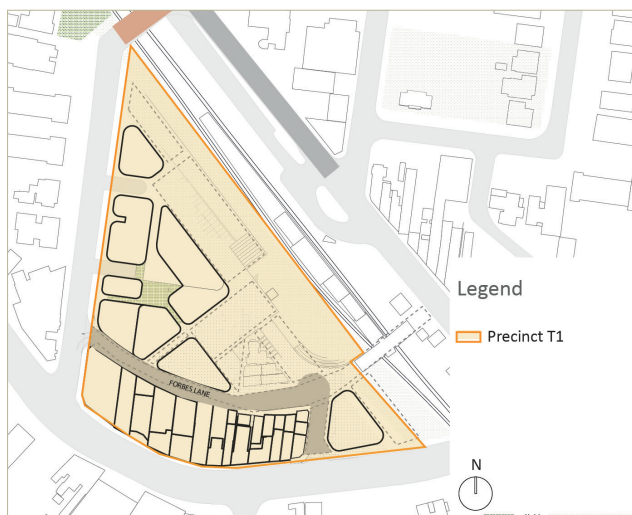
Planned Future Character

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

Refer to
PART 14R.2
Turramurra Community
Hub Masterplan

Objectives

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



T1

Figure 14B.8-1:
Precinct T1
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

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

The Turramurra Community Hub is to become a revitalised area with retail, residential and community facilities. Refer to the adopted Turramurra Community Hub Masterplan in part 14R.2 for a comprehensive collection of illustrations, plans and design principals. Where there is an inconsistency between the controls in this Part 14B.8 and the Turramurra Community Hub Masterplan, then the latter prevails to the extent of the inconsistency.

- 1 Development is to be designed in accordance with the Turramurra Community Hub Masterplan at part 14R.2 and is to support and enhance the planned future character of this Precinct by providing the following:
 - i) **Community Building:** New public building comprising a multi-purpose community centre and a branch library;
 - ii) **Open Space:** New public park and a town square;
 - iii) **Retail 1:** A major full-line supermarket and complimentary speciality shops located in a partly-sunken podium and linked seamlessly to the Ray Street level above;

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

Controls

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

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



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

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

Controls

Access

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

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

Refer to
PART 14R.2
Turrumurra Community
Hub Masterplan

Objectives

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

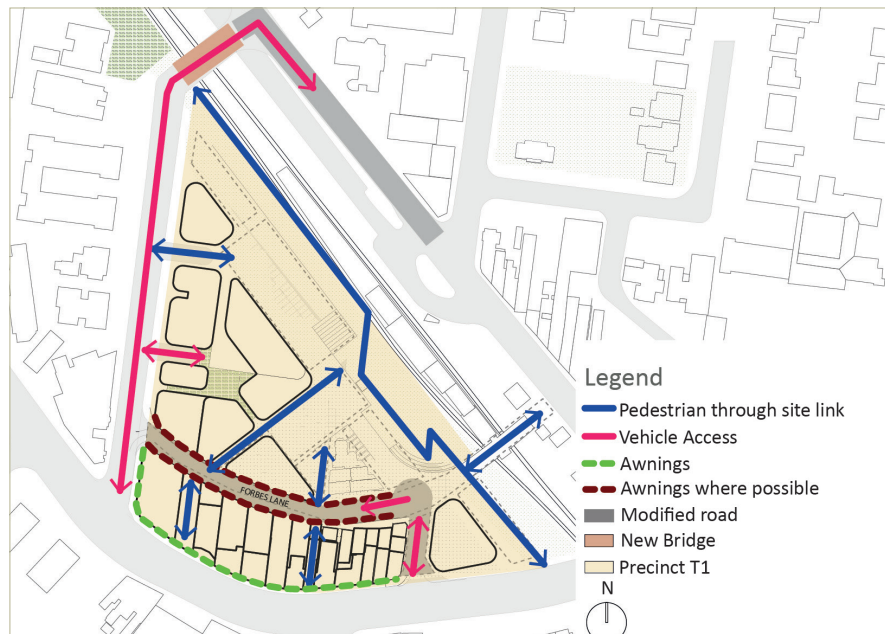


Figure 14B.8-3:
Pedestrian access plan.
(Refer to Part 14R.2 Turrumurra Community Hub Masterplan).

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

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

Controls

Objectives

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

- 3 Vehicular access is to be in accordance with the Turramurra Community Hub Masterplan at Part 14R.2, including provision of the following:
 - i) Modifications to Forbes Lane making it a narrow one-way (westbound) share-way catering for pedestrians, cyclists and vehicles, with provision of on-street parking on one side of the lane.
 - ii) Retention of existing roundabout on William Street and pick-up/drop-off area adjoining the train station as well as on-street parking (wherever possible).
 - iii) Pick up and drop off areas are to be provided on William Street and Forbes Lane.
 - iv) A new bridge connecting Ray and Rohini streets.
 - v) Access for loading off Ray Street.

Refer to *Figures 14B.8-3 and 14B.8-4* (see Turramurra Community Hub Masterplan at Part 14R.2 for complete illustrations.)



Figure 14B.8-4:
Forbes Lane Shared Way
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

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

Controls

Public Domain & Open Space

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

Refer to
PART 14R.2
Turrumurra Community
Hub Masterplan

Objectives

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

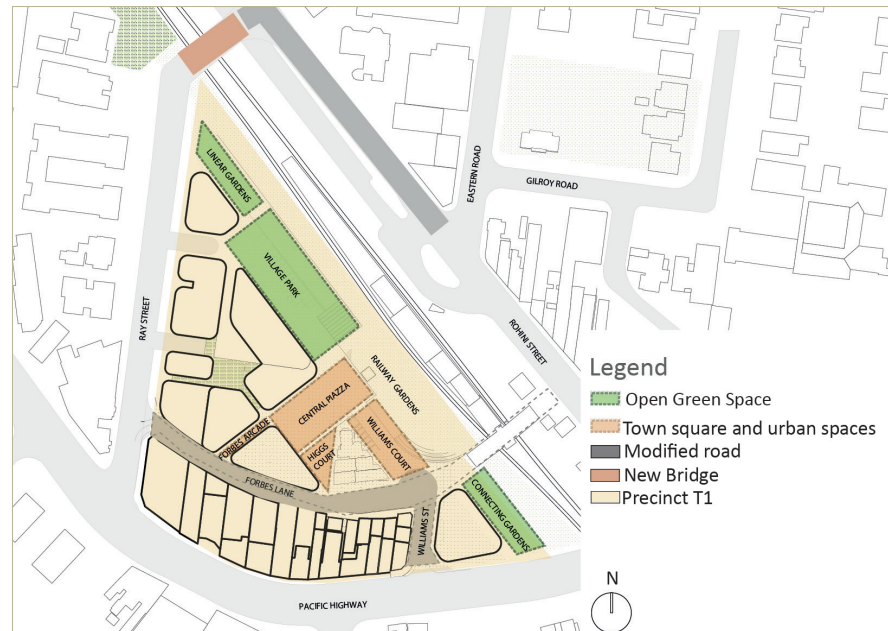


Figure 14B.8-5:
Public domain and open space plan.
(Refer to Part 14R.2 Turrumurra Community Hub Masterplan).

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

Refer to Figures 14B.8-5, 14B.8-6, 14B.8-7 and 14B.8-8 (see Turrumurra Community Hub Masterplan at Part 14R.2 for complete illustrations.)

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

Controls



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

Figure 14B.8-6:
Public domain and open space plan.
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

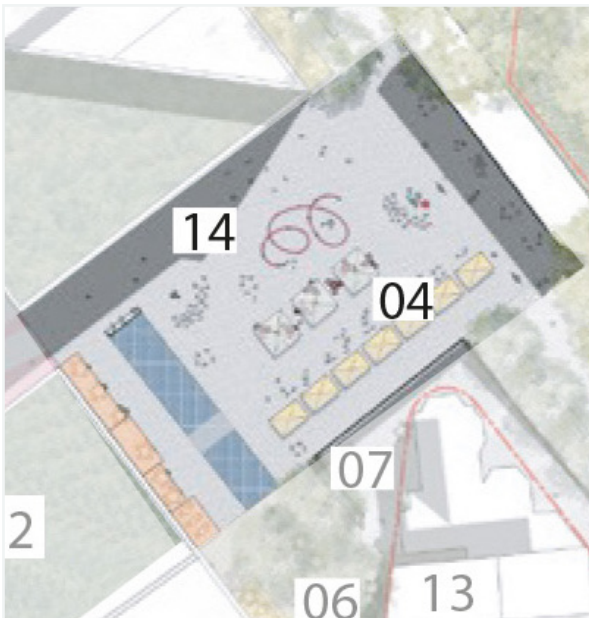


Figure 14B.8-7:
Central Piazza
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).



Figure 14B.8-8:
Village Park
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

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

Controls

Proposed Community Infrastructure

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

Refer to
PART 14R.2
Turramurra Community
Hub Masterplan

Objectives

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

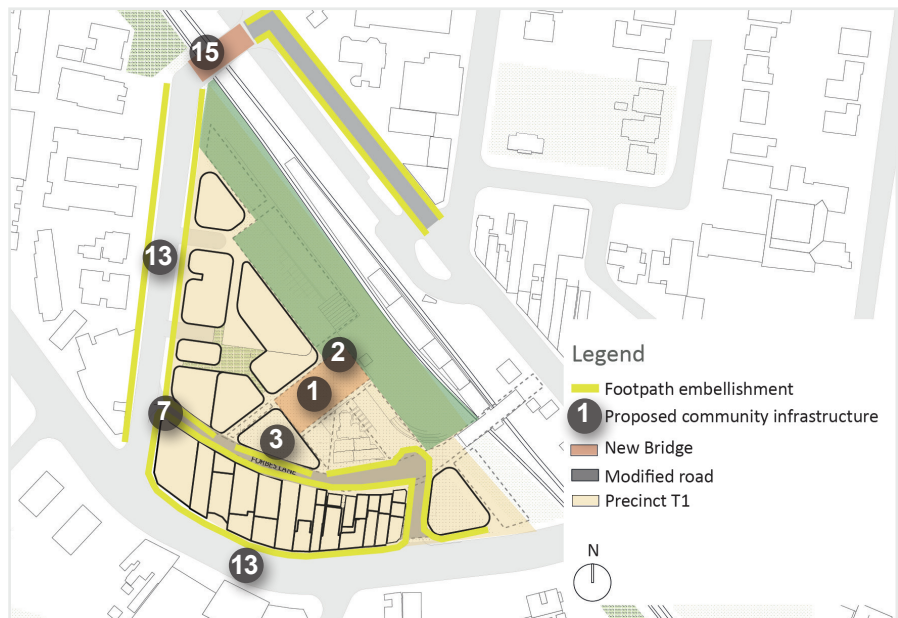


Figure 14B.8-9:
Key community infrastructure plan
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

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

Refer to Figure 4B.8-9 (see Turramurra Community Hub Masterplan at Part 14R.2 for complete illustrations).

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

Controls

Setbacks

Refer to
Objectives and Controls
PART 14B.4
Setbacks

Refer to
PART 14R.2
Turrumurra Community
Hub Masterplan

Objectives

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

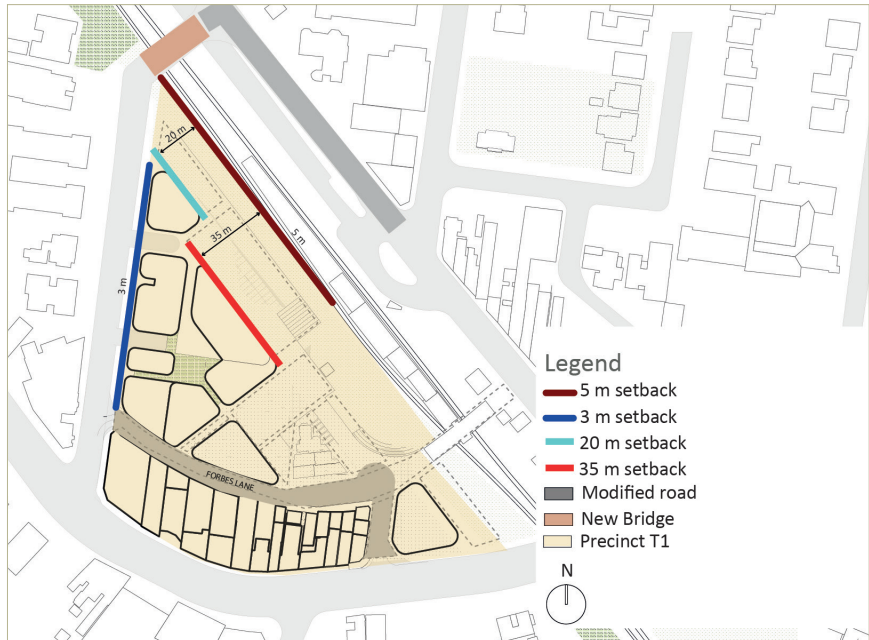


Figure 14B.8-10
Building alignment and setbacks plan.
(Refer to Part 14R.2 Turrumurra Community Hub Masterplan).

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

Refer to *Figure 14B.8-10* (see Turrumurra Community Hub Masterplan at Part 14R.2 for complete illustrations).

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

Controls

Built Form

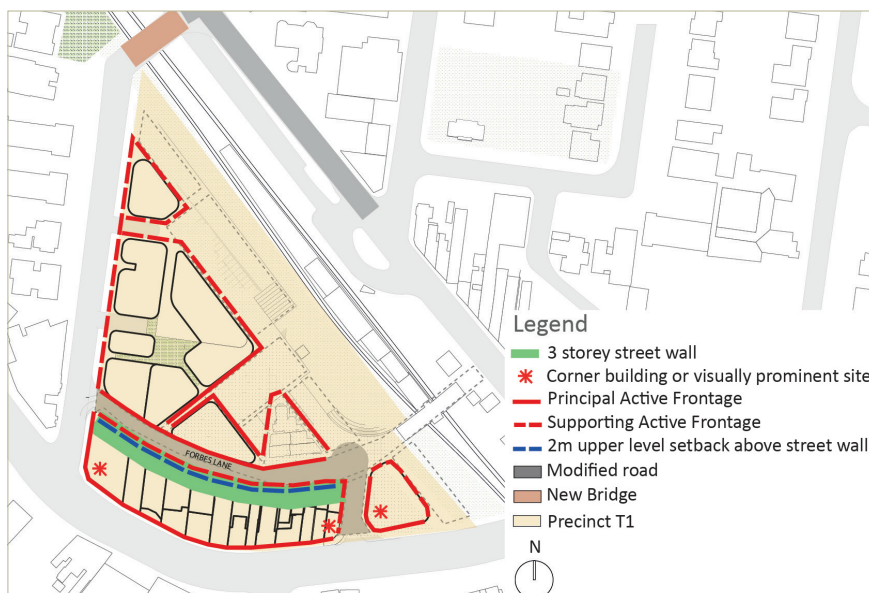


Figure 14B.8-11:
Built form plan.
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

Refer to
PART 14B.5
Built Form

Refer to
PART 14R.2
Turramurra Community
Hub Masterplan

Objectives

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

42 To promote well articulated and modulated building facades.

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

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

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

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

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

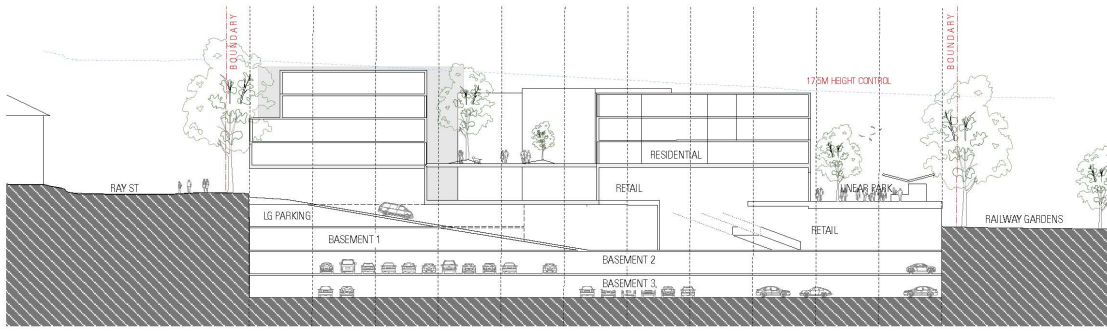
Refer to Figures 14B.8-11, 14B.8-12 and 14B.8-13 (see Turramurra Community Hub Masterplan at Part 14R.2 for complete illustrations).

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

Controls

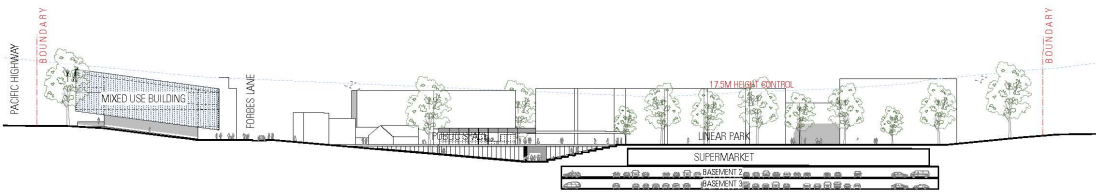


Figure 14B.8-12:
Views through public space
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).



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

0 1 5 10



SECTION B - THROUGH LINEAR PARK - SCALE 1:1000

0 10 50



SECTION B - THROUGH LINEAR PARK - SCALE 1:750

0 10 50

Figure 14B.8-13:
Sections
(Refer to Part 14R.2 Turramurra Community Hub Masterplan).

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

Controls

Building Entries, Car Parking and Service Areas

**Refer to
PART 14B.6**

Building Entries, Car Parking and Service Access

**Refer to
PART 14R.2**

Turrumurra Community Hub Masterplan

Objectives

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

48 To minimise vehicular entry points to the site.

49 To retain a cohesive streetscape character.

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

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

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

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

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

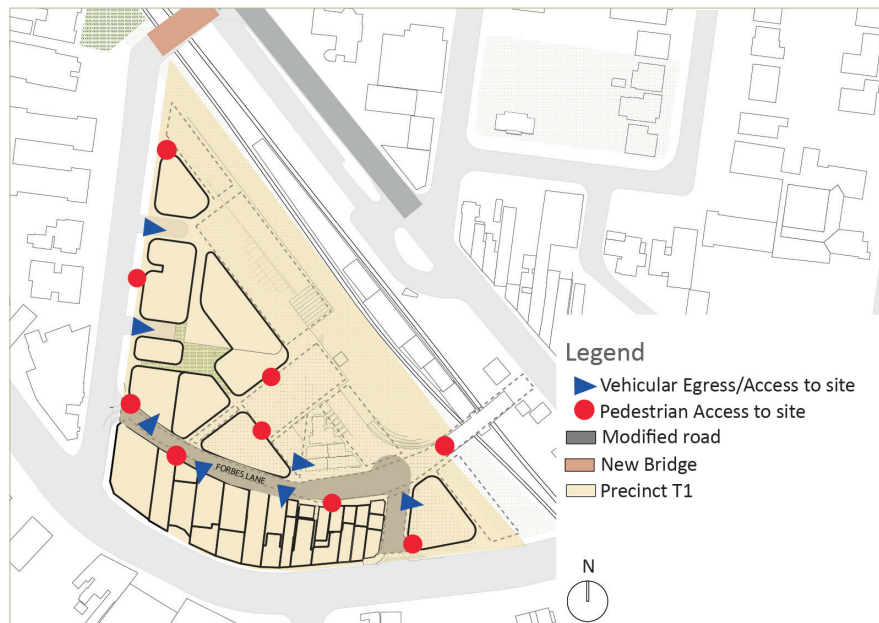


Figure 14B.8-14
Building entries, car parking and service access plan.
(Refer to Part 14R.2 Turrumurra Community Hub Masterplan).

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

Refer to Figure 14B.8-14 (see Turrumurra Community Hub Masterplan at Part 14R.2 for complete illustrations).

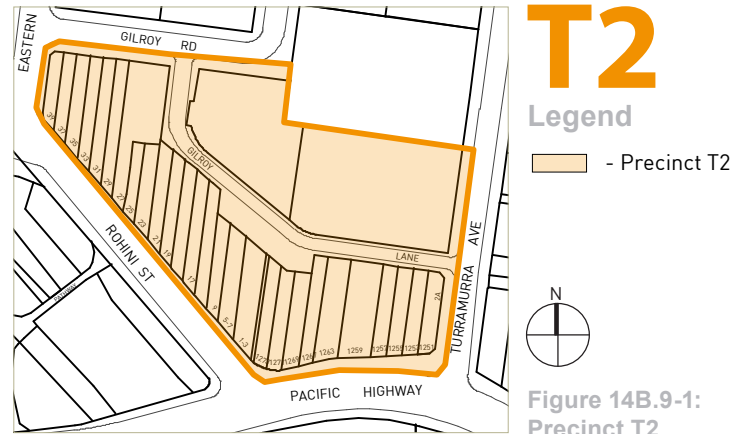
14B.9 PRECINCT T2: ROHINI STREET AND EASTERN ROAD RETAIL AREA

Objectives

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

Controls

Planned Future Character



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

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

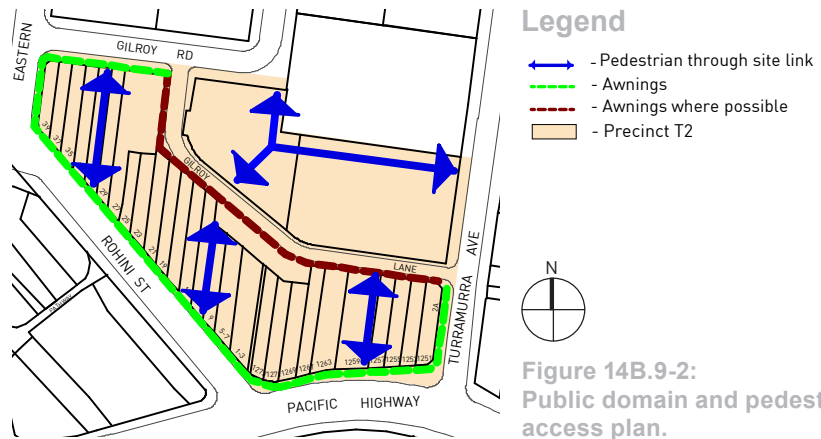
Objectives

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

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

Controls

Public Domain and Pedestrian Access



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

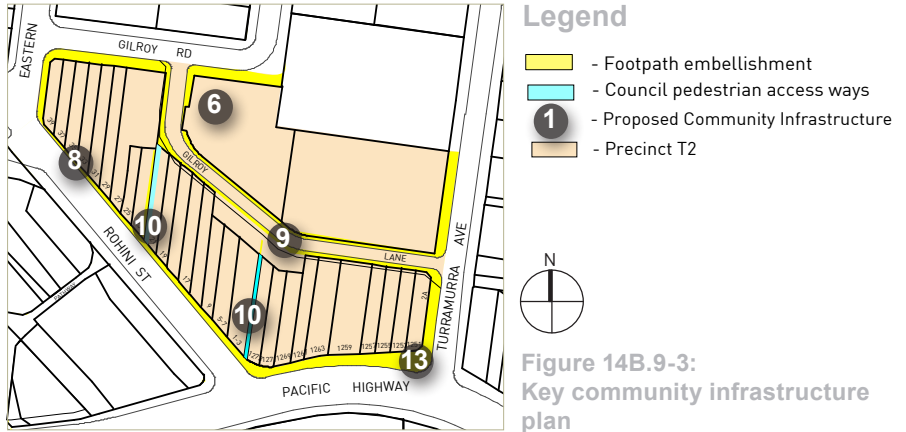
14B.3 PRECINCT T2:
ROHINI STREET AND EASTERN ROAD
RETAIL AREA (continued)

Objectives

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

Controls

Proposed Community Infrastructure



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

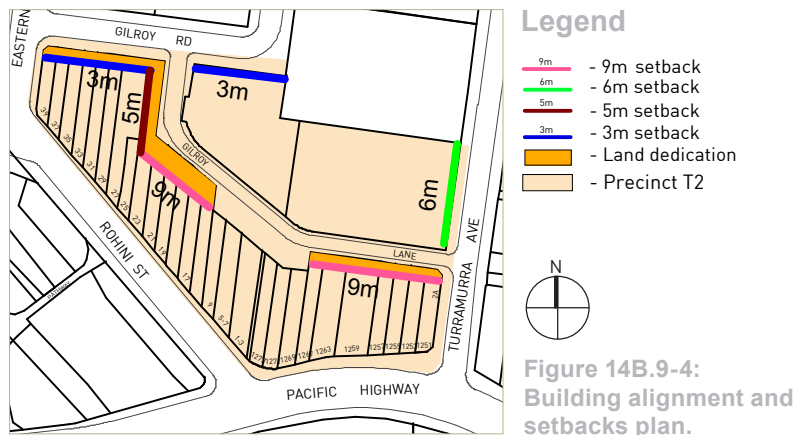
Objectives

Refer to
Objectives and Controls
PART 14B.4
Setbacks

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

Controls

Setbacks



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

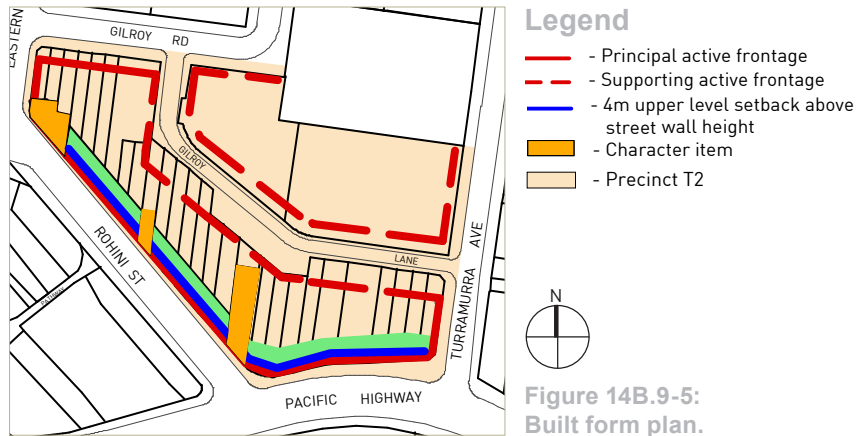
14B.9 PRECINCT T2: ROHINI STREET AND EASTERN ROAD RETAIL AREA (continued)

Objectives

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

Controls

Built Form



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

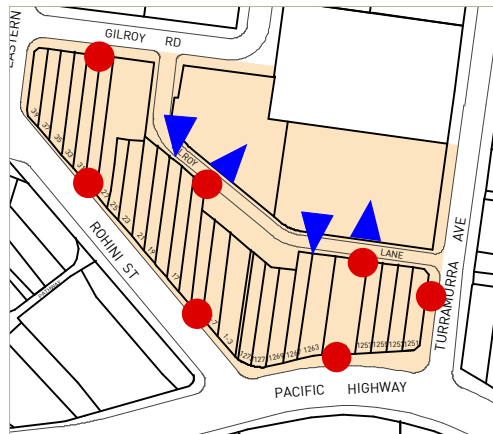
Objectives

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

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

Controls

Building Entries, Car Parking and Service Areas



Legend




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



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

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

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

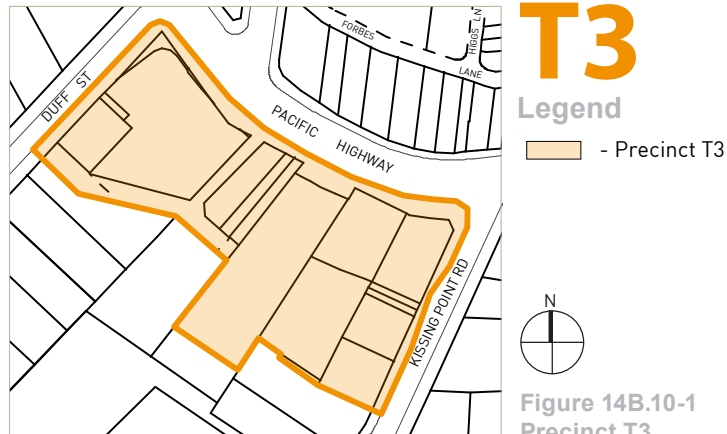
14B.10 PRECINCT T3: KISSING POINT ROAD RETAIL AREA

Objectives

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

Controls

Planned Future Character



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

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

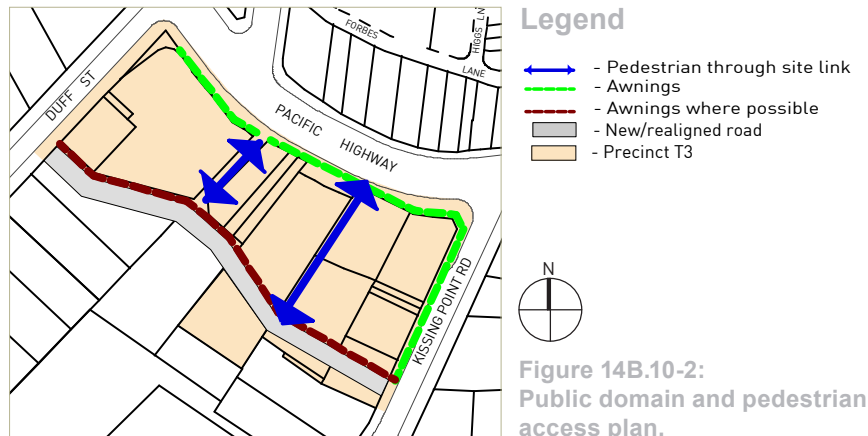
Objectives

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

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

Controls

Public Domain and Pedestrian Access



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

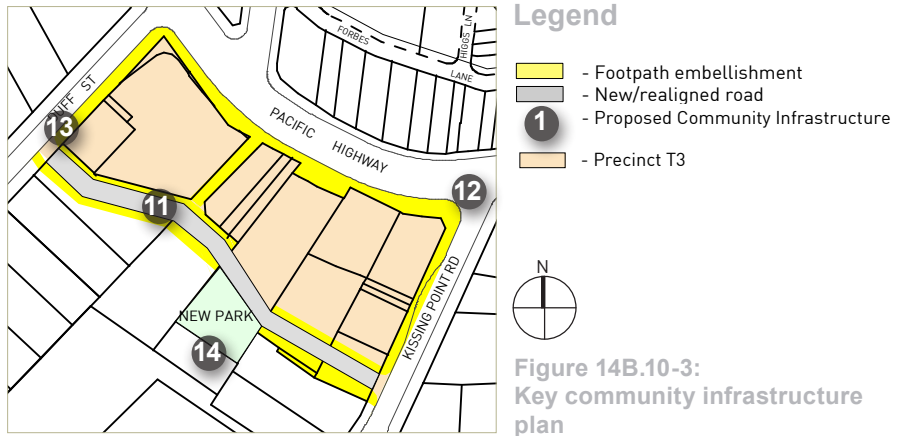
14B.10 PRECINCT T3:
KISSING POINT ROAD RETAIL AREA
(continued)

Objectives

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

Controls

Proposed Community Infrastructure



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

Objectives

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

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

Controls

Setbacks

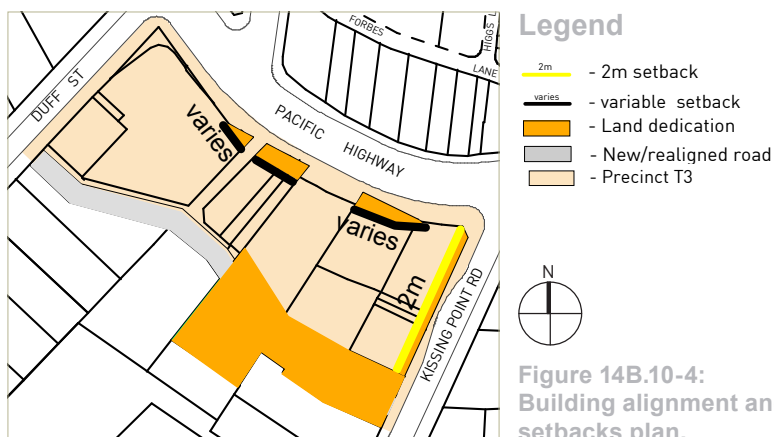


Figure 14B.10-4:
Building alignment and setbacks plan.

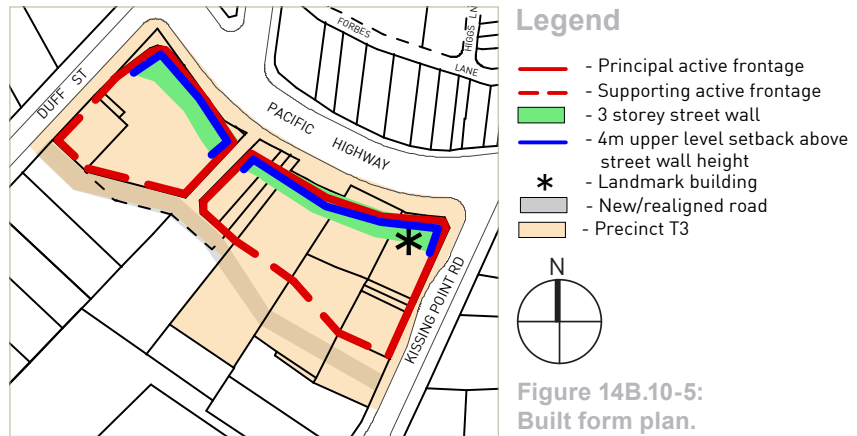
- 7 Building setbacks are to be in accordance with *Figure 14B.10-4*, and all buildings in the B2 zone are to have a zero setback to all lot boundaries with the following exceptions:
- i) Properties 1A, 1 and 3 Kissing Point Road and 1364 Pacific Highway are to provide a 2m setback to the Kissing Point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

Objectives

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

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

Controls

Built Form

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

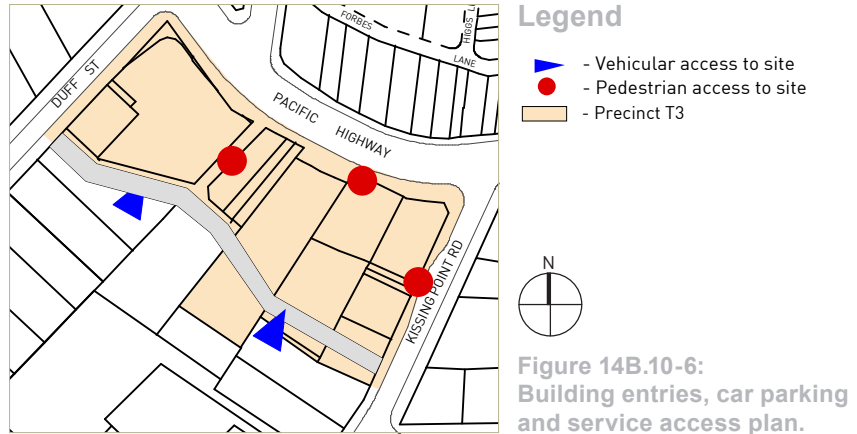
Objectives

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

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

Controls

Building Entries, Car Parking and Service Areas



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

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

Objectives

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

Controls

Environmental Protection and Bushfire Protection



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

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

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

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

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

Controls

- 13 All building facades facing the hazard require building construction standards to Level 3 as per AS3959. All other facades require building construction standards to Level 2 as per AS3959.
- 14 Entrance and exit points to underground parking and service areas are to be provided via the new street. Because the area will be subject to ember attack, radiated heat and smoke during a bush fire, appropriate measures are required to ensure safe evacuation during a fire.
- 15 To minimise the impacts of wind-borne ember attack, landscaped gardens are to be separated from each other by a minimum distance of 5m.
- 16 Garden beds that run up to a building or are up against buildings, are to be avoided, especially where they run beneath windows. Organic mulch should be avoided, with inorganic mulches such as decorative pebbles preferred.
- 17 Tree plantings should not link with those trees within the reserve nor should they form rows leading up to buildings. 'Fire retardant' species should be considered for inclusion.

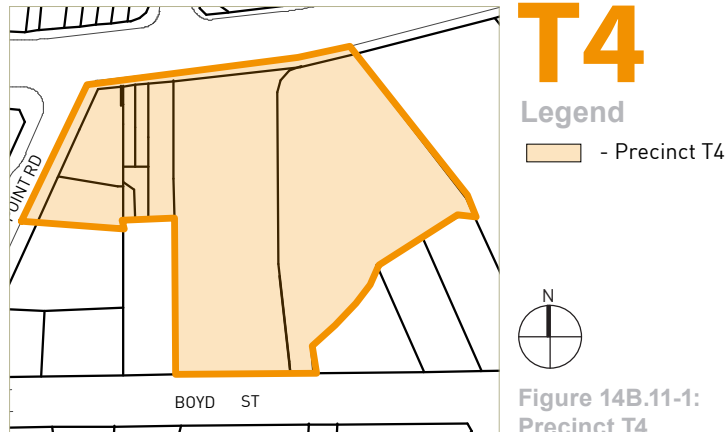
Note: 'Fire retardant' species do not generally retard a fire, rather, they take longer to burn.
- 18 A dedicated water supply for fighting fires is required. The tanks are to be minimum capacity of 10,000 litres and each building is to have a separate tank. Installation of tanks at ground level or below is preferred however they may be installed on upper levels of building. Signage indicating the location of the outlets should be prominent.
- 19 A deluge system designed to spray water over of the building façade facing the bushland reserve is required.
- 20 Air conditioning systems are to be designed to be automatically switched off in a bushfire emergency, or alternatively, have smoke scrubbers fitted.
- 21 All gas, water and electricity services are to be sited below ground. Where they must be above ground then they are to be sited on the opposite side of the buildings to the hazard.

Objectives

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

14B.11 PRECINCT T4: HILLVIEW AREA

Controls

Planned Future Character

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

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

Objectives

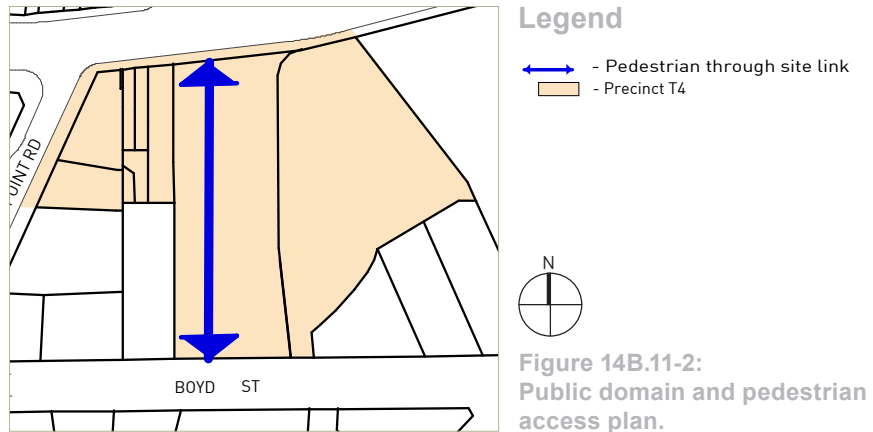
Refer to Objectives and Controls **PART 14B.2** Public Domain and Pedestrian Access

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

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

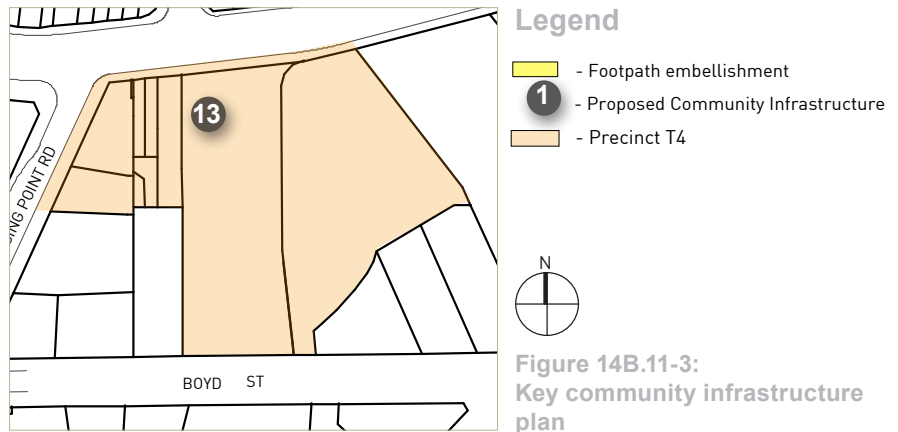
Controls

Public Domain and Pedestrian Access



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

Proposed 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 delivery mechanism:
 - 13 Embellishment of all the footpath areas within the Urban Precincts on Kissing Point Road, Pacific Highway, Ray Street, Gilroy Road, Eastern Road, Turramurra Avenue and Duff Street. Works will include underground power lines, new street lighting, high quality paving and furniture, and street tree planting.

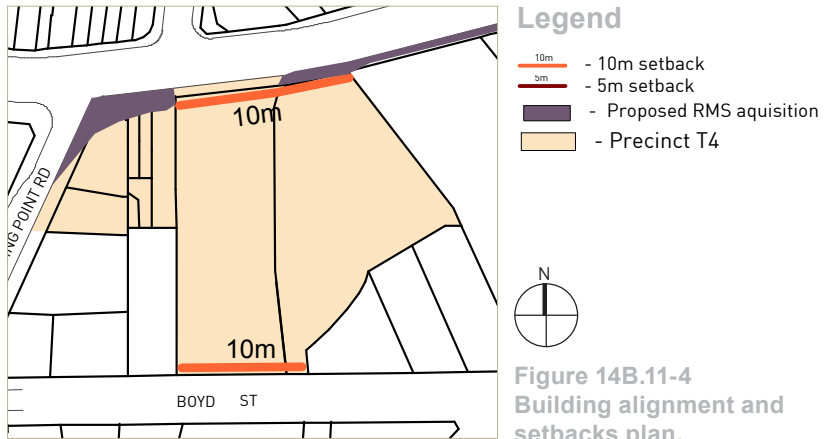
14B.11 PRECINCT T4: HILLVIEW AREA (continued)

Objectives

Refer to
Objectives and Controls
PART 14B.4
Setbacks

Controls

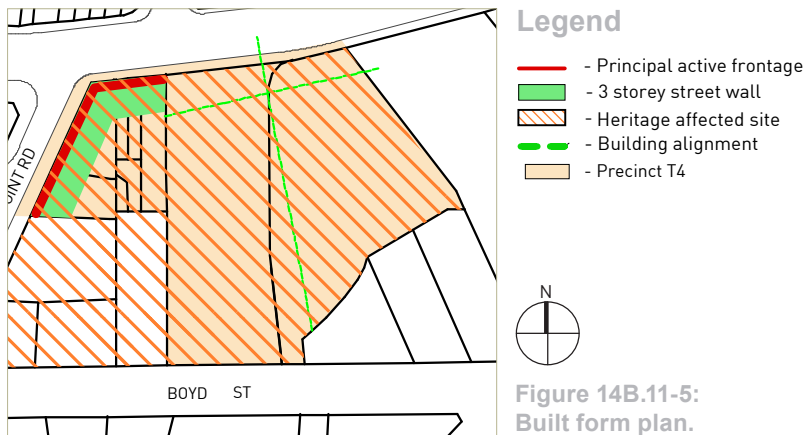
Setbacks



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

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

Built Form



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

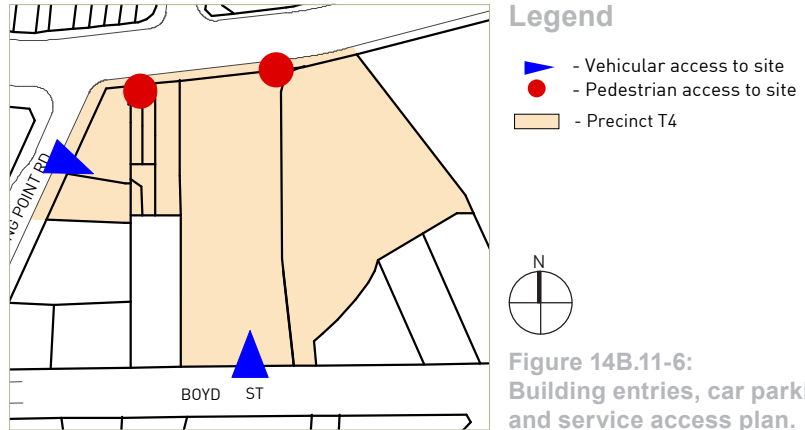
14B.11 PRECINCT T4: HILLVIEW AREA (continued)

Objectives

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

Controls

Building Entries, Car Parking and Service Areas



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