

1364-1396 Pacific Hwy, and 1, 1A and 3A Kissing Point Rd, Turramurra

- 14X.1 Urban Precinct
- 14X.2 Pedestrian and Vehicular Access
- 14X.4 Built Form and Setbacks
- 14X.5 Public Domain


**1364-1396 PACIFIC HIGHWAY, AND 1, 1A AND 3A
KISSING POINT ROAD, TURRAMURRA**

14X.1 URBAN PRECINCT:
1364-1396 Pacific Highway, and 1, 1A and 3A
Kissing Point Road, Turramurra



Figure 14X.1-1:
Planned Future Character Plan

Legend

 1364-1396 Pacific Highway, and 1, 1A and 3A Kissing Point Road, Turramurra

14X URBAN PRECINCT:

Controls

Objectives

- 1 To ensure new built form is cohesive with the streetscape character.
- 2 To provide a transition between Pacific Highway and the adjacent low density residential character.
- 3 To promote pedestrian connectivity between Pacific Highway and the future park at the rear of the site.
- 4 Ensure future development contributes to creating a Turramurra Local Centre.
- 5 To enhance the amenity of the streetscape and public domain.

Planned Future Character

The site at 1364-1396 Pacific Highway, and 1, 1A and 3A Kissing Point Road, Turramurra is bounded by Pacific Highway and Kissing Point Road. The site is currently occupied by a commercial / retail building and carparking.

The planned future character of the site seeks to retain existing key features of the site, ensure future development is cohesive with surrounding character and facilitate the integration of the site into the existing Turramurra Local Centre.

- 1 All development within the site, as outlined in Figure 14X.1-1, is to be designed to support and enhance the planned future character of the site. This is to be done through compliance with these site specific requirements within Part 14X of the DCP, and compliance with other relevant parts of Section A, B, C of the DCP.
- 2 New development is to include the following key elements:
 - i) Ensure new development is cohesive with the street character, including the future character of Turramurra Local Centre.
 - ii) Ensure new development provides active street frontages to both Pacific Highway and Kissing Point Road.
 - iii) Ensure new development is appropriately sited and designed to appropriately manage amenity and visual impacts to adjoining residential properties.
 - iv) Create a mixed use development providing a range of uses on site including residential apartments, retail and commercial premises.
 - v) Extend Stonex Drive to provide access to the rear of the site and Kissing Point Road.
 - vi) Deliver a new community park of approximately 700m², south of an extended Stonex Drive.
 - vii) promote pedestrian activity between Pacific Highway and the future park at the rear of the site ensure that new development is appropriately sited and designed to manage amenity and visual impacts to neighbouring residential properties

14X.2 PEDESTRIAN AND VEHICULAR ACCESS

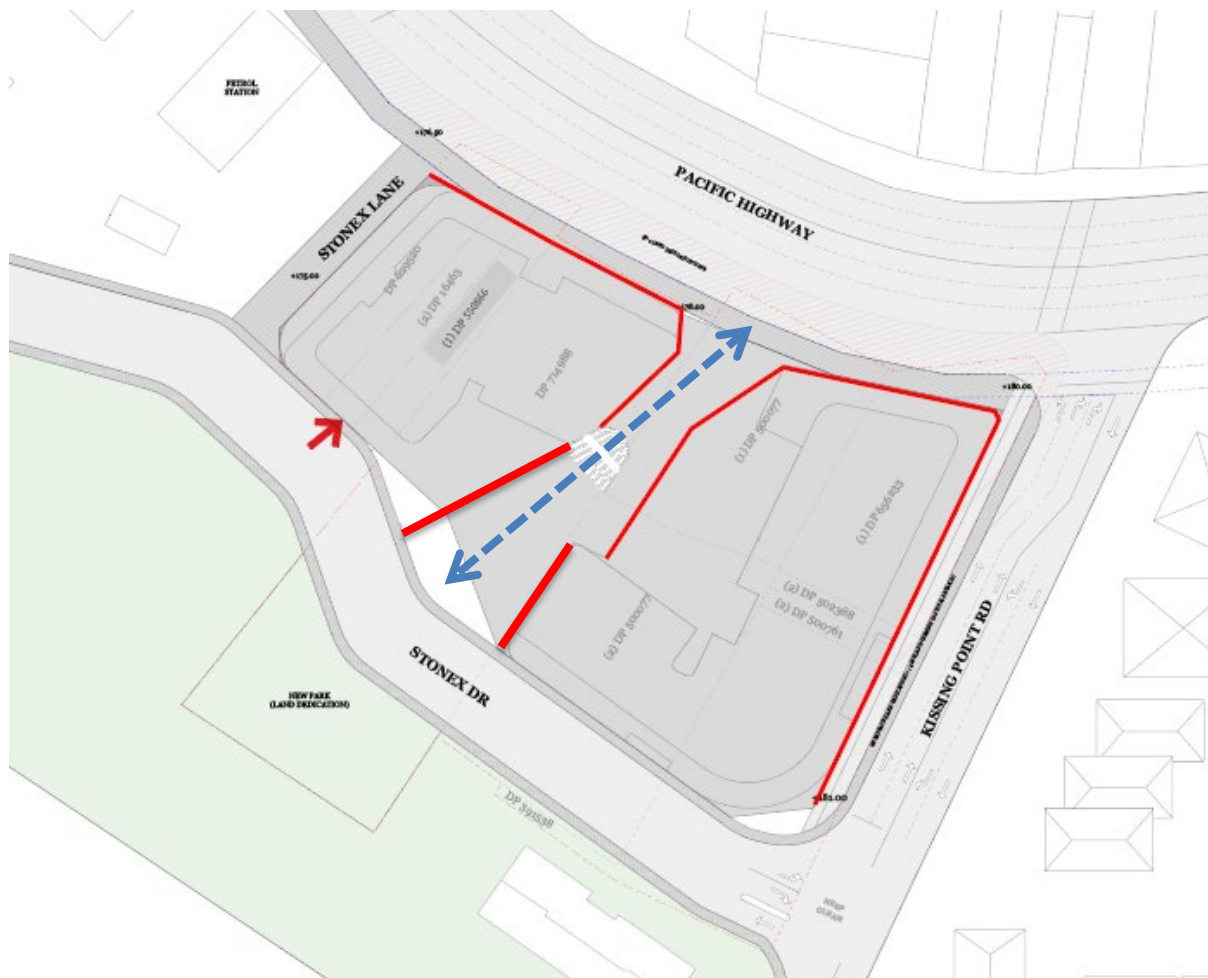


Figure 14X.2-1:
Pedestrian and Vehicular Access Plan

Legend

- Active Frontage
- Indicative Site Access Point
- Indicative through site link

14K.2 PEDESTRIAN AND VEHICULAR ACCESS (continued)

Objectives

- 1 *To provide vehicle access for customers and service vehicles that is integrated into the surrounding road network.*
- 2 *To enable safe pedestrian access and permeability.*
- 3 *To minimise pedestrian and vehicle conflicts.*
- 4 *To minimise the number of vehicle access points on active street frontages.*
- 5 *To provide adequate and accessible on-site service areas and loading facilities.*
- 6 *To locate and design car parking so that it is integrated into the design of the site and building.*
- 7 *To provide for future transport and vehicle options including Electric Vehicle charging stations, e-bicycles and the like.*

Controls

- 1 Active Frontages are to be provided along Pacific Highway and the internal through site link, promoting pedestrian activity between Pacific Highway and the future park.
- 2 The pedestrian through site link is to be open to the sky.
- 3 Where practicable, Active frontage are also to be provided along Kissing Point Road, noting topography and level changes.
- 4 Service/loading areas are to be located in the basement to minimise conflict between pedestrians and vehicles, and minimise amenity impacts to adjoining residential properties.
- 5 Service vehicle access must be combined with parking access.
- 6 Provide 30 car spaces for public use within the basement

Ku-ring-gai Development Control Plan

14X.4 BUILT FORM AND SETBACKS



Figure 14X.4-1:
Built Form Plan

Legend

- — — 15m Setback for delivery of Stonex Drive
- — — 3m Setback from Boundary
- — — 3.5m Setback from Land dedication zone
- — — 3.5m total setback consisting 2m setback (land dedication) + 1.5m Road Widening

Objectives

- 1 *To ensure that buildings are designed to interact and engage with pedestrians at street level.*
- 2 *To ensure the façade of the building is articulated to complement and enhance the character of the street.*
- 3 *To ensure that corner buildings respond to the characteristics of the two streets they address, and reinforce corner elements.*
- 4 *To ensure future development is compatible with the height and roof form of surrounding buildings to produce a cohesive streetscape.*

Controls

- 1 A variable setback along Pacific Highway is to be provided allowing land dedication as detailed in Figure 14X.
- 2 A 3.5m setback is to be provided along Kissing Point Road, consisting of 1.5m for road widening and 2m for footpath.
- 3 A 11.5m high street wall is to be provided along Pacific Highway
- 4 A minimum 4m setback above podium for buildings.
- 5 A minimum setback of 15m wide along southern boundary to allow for delivery of Stonex Drive extension.
- 6 A setback of 3m from Stonex Laneway.
- 7 The siting of buildings is to demonstrate clear visible entry points that contribute to the building facade design and enhance active street frontages.
- 8 A pedestrian through site link open to the sky is to be provided between Pacific Highway and Stonex Drive.
- 9 Active street frontages are to be provided to both Pacific Highway and Kissing Point Road to enhance the commercial potential of the space. Opaque and blank walls are to be minimised at ground level.
- 10 The active street frontage along Kissing Point may be reduced to respond to final design of buildings, and responding to site topography.
- 11 Tower footprints are to ensure a level of articulation which minimizes the perceived visual bulk.
- 12 New development is to provide a high standard of external finishes and appropriate level of architectural detail.
- 13 Development is to minimise opaque and blank walls at ground level
- 14 All plant and services is to be integrated into the built form and/or roof.
- 15 Development is to ensure compliance with the requirements of the NSW Government *Apartment Design Guideline*. In particular, development is to demonstrate compliance with the minimum solar access requirements to public spaces, providing for a high level of comfort and amenity for pedestrians and to enable use for outdoor dining throughout the year including at lunch time in midwinter.
- 16 A minimum of 7% deep soil area is to be achieved, with a minimum dimension of 2m and is to be located adjacent to the Stonex Drive frontage of the through site link.
- 17 Development is to demonstrate that the design is compatible with adjoining Heritage Conservation Areas and nearby Heritage Items and reflects the character of the Tumamurra Local Centre.
- 18 A Detailed Site Investigation to be submitted with any DA for the subject site.
- 19 Development is to incorporate a minimum of 5% affordable housing.

14K.5 PUBLIC DOMAIN



Figure 14K.5-1
Public Domain Controls

Legend

- New park (approx. 708m²)
- Extended Stonex Drive (approx. 1,434m²)
- Kissing Point Road Footpath upgrade (approx. 255m²)
- Pacific Highway Footpath upgrade (approx. 265m²)
- Land dedication SP2 Zone (approx. 141m²)

14K.5 PUBLIC DOMAIN (continued)

Objectives

- 1 *To provide a high quality streetscape that engages and activates the Neighbourhood Centre, and contributes to its economic viability.*
- 2 *To improve and enhance pedestrian connection and access within the Eastern Road Neighbourhood Centre.*
- 3 *To provide continuity in the streetscape and promote pedestrian amenity.*
- 4 *To service the public parking demands for the Turramurra Local Centre.*

Controls

- 1 Tree planting with the public domain is to consist of endemic tree species and ensure the delivery of significant street trees where appropriate.
- 2 Powerlines directly adjoining the site frontages are to be undergrounded.
- 3 Public domain works are to be in accordance with Figure 14X. It is to be delivered through a Voluntary Planning Agreement (VPA) or other delivery mechanism and include the following:
 - a) A new 708sqm publicly accessible park south of the new Stonex Drive
 - b) Extension to Stonex Drive connecting to Kissing Point Road
 - c) Land dedication along Kissing Point Road and upgrading of footpath
 - d) Land dedication along Pacific Highway and upgrading of footpath
 - e) Provision of 30 car spaces for public use within the basement of future development
- 4 A community space is to be provided within the subject site and must achieve up to 400m² and be dedicated to Council. This space must:
 - a) Not be located on the corner of Kissing Point and Pacific Highway, only have a frontage to Pacific Highway or be located on the central through site link;
 - b) Must have a frontage to either Stonex Lane or Stonex Drive;
 - c) Be provided with appropriate levels of natural light and air;
 - d) Achieve commercial floor to ceiling heights;
 - e) Comply with relevant accessibility requirements; and
 - f) Include appropriate bathroom and kitchen facilities.
- 5 The design of the buildings adjoining the through site link are to be considered to ensure that a suitable level of solar access to the public plazas are achieved. This will need to give appropriate consideration to the orientation of the site, orientation of buildings and the significant falls across the site.

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