

Ku-ring-gai Centres Technical Study



Transport Oriented Development Preferred Scenario
for Gordon, Killara, Lindfield and Roseville



Prepared for
Ku-ring-gai Council

Issued
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SJB acknowledges the Traditional Custodians of the lands, waters, and skies, and their perpetual care and connection to Country where we live and work. We support the Uluru Statement from the Heart and accept its invitation to walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people towards a better future.

We believe that inequity enshrined in our society continues to significantly disadvantage First Nations colleagues, friends, and community. Following the referendum, we are personally and professionally recommitting our support of Aboriginal and Torres Strait Islander people. We will continue to strive for (re)conciliation by acting with integrity and passion, in an effort to address this imbalance in our country and create lasting generational change.

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Certified Management Systems

ISO 9001:2015 Quality Management System
ISO 45001:2018 Occupational Health & Safety Management System
ISO 14001:2015 Environmental Management System

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Introduction

In May 2024 the Department of Planning, Housing and Infrastructure (DPHI) introduced their Transport Oriented Development (TOD) Program as part of a suite of reforms to increase housing supply to address the housing crisis.

The TOD Program allows residential apartment buildings of six to seven storeys to be built within a 400m catchment of train stations within Gordon, Lindfield, Killara and Roseville.

In response to the TOD program, Council prepared the ‘Planning for Better Outcomes - Alternatives Scenarios to the TOD program’ (the Alternative Scenarios) for public consultation during November and December 2024. The Alternative Scenarios identified options for achieving the TOD dwellings targets across the four centres, while minimising impacts on heritage, environmentally sensitive areas and maintaining tree canopy.

- DPHI
- Ku-ring-gai Council
- SJB

DEPARTMENT OF PLANNING HOUSING AND INFRASTRUCTURE (DPHI)

TRANSPORT ORIENTED DEVELOPMENT PROGRAM

The Transport Oriented Development planning controls commenced on 13 May 2024

The TOD program applies to all residential land within the 400m catchment from Roseville, Lindfield, Killara and Gordon train stations. It applies blank planning controls to allow for 6 storey residential flat buildings to all land including Heritage Conservation Areas (HCAs).

DWELLINGS DELIVERED BY TOD
22,054

SJB Urban and SJB Planning (SJB) were engaged by to review the Alternative Scenarios and TOD baseline scenario and working closely with Council, formulate a Preferred Scenario.

SJB's engagement has involved the following key tasks:

- Establishing a baseline - reviewing existing studies, policies, and data to inform decision-making.
- Place analysis - assessing urban, social, and environmental factors to shape the structure plans.
- Preparation of structure plans - defining spatial frameworks to guide land use, density, built form and public domain.
- Preparation of a proof of concept - testing the feasibility of proposed controls and development outcomes.
- Preparation of a Implementation strategy - outlining the required amendments to Ku-ring-ai Local Environmental Plan 2015 (KLEP) to implement the Preferred Scenario.

KU-RING-GAI COUNCIL (COUNCIL)

PLANNING FOR BETTER OUTCOMES

Ku-ring-gai Council developed alternative scenarios to the TOD program to redistribute planning capacity within the centres to retain Heritage Conservation Areas, areas of significant tree canopy and environmentally sensitive areas.

This alternative approach would deliver the same amount of dwellings envisioned by the TOD program.

DWELLINGS DELIVERED BY KU-RING-GAI ALTERNATIVE SCENARIO
23,200



Understanding Transport Oriented Development (TOD)



The Department of Planning, Housing and Infrastructure (DPHI) Transport-Oriented Development (TOD) Policy is incorporated within the State Environmental Planning Policy Housing 2021 (Housing SEPP). It amends planning controls within 400 metres of strategically located Metro and railway stations.

The objectives of the TOD program are to:

- Increase housing supply in well-located areas
- Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations
- Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity
- Increase the amount of affordable housing in these locations

Since 8 May 2024, Gordon, Killara, Lindfield, and Roseville have been designated as Tier 2 TOD stations. The Guide to Transport-Oriented Development, prepared by DPHI in May 2024, outlines the proposed controls and details the application of bonuses for senior living and affordable housing.

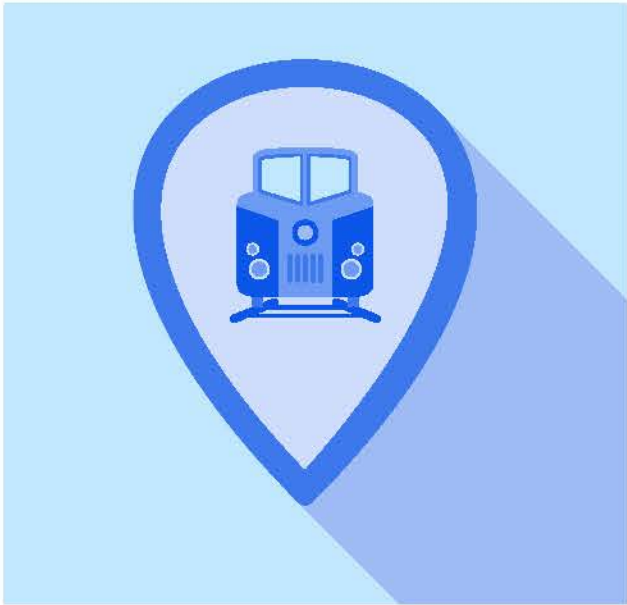
- The TOD program will allow residential flat buildings in residential zones and local centre zones, along with shop-top housing in local centre and commercial zones.
- Maximum 2.5:1 FSR
- Maximum 22m HOB in R1, R2, R3, R4
- Maximum 24m HOB in E1 (B2), E2 (B3)
- No minimum lot sizes
- Minimum 21m lot width.

The TOD amendment only applies if existing maximum height and floor space ratio controls are lower than the controls allowed under the policy.

The dwelling yield generated under TOD controls has been used as a baseline, and any alternative masterplan or proposed controls must achieve an equivalent housing capacity.



01 Increase housing supply in well-located areas



02 Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations



03 Increase the amount of affordable housing



04 Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity

Ku-ring-gai exhibited planning policy

In response to the blanket controls of the TOD program Council investigated four alternative scenarios to deliver housing which were publicly exhibited at the end of 2024. Each of the scenarios deliver the NSW Government housing targets within walking distance of the subject stations however they represent trade-offs between local character protection and building height.

Council’s scenarios propose building heights in excess of the TOD on appropriate sites as this enables protection of Heritage Conservation Areas (HCAs) and the associated mature tree canopy.

The scenarios were informed by the NSW Government’s *Transport Oriented Development - Guide to Strategic Planning*. The estimated number of additional dwellings under the TOD controls differs between Council and DPHI. This can be attributed to Council’s more rigorous application of the controls during investigation.



Have your say on five housing scenarios

Better planning between Roseville, Lindfield, Killara and Gordon stations



Council’s principles



Principle 1
Avoid environmentally sensitive areas
Not encouraging development in areas containing high-value biodiversity, natural watercourses, or steeply sloping or bushfire-affected land.



Principle 2
Minimise heritage item impacts
Avoiding locating development in areas with a high concentration of heritage items, which are properties individually listed in Council’s planning controls due to their importance. Where this cannot be avoided, allowing heritage item owners to benefit from surrounding development if their home is preserved and respected by this development.



Principle 3
Preserve heritage conservation areas
Prioritising the protection of heritage conservation areas, which are areas recognised and valued for their special historical and aesthetic character.



Principle 4
Minimise tree canopy impacts
Allowing more space around new buildings in development areas, to set aside space for existing and future trees, while also encouraging the replacement of any removed trees.



Principle 5
Manage transition impacts
Striving for an acceptable transition between areas of different density, including avoiding unreasonable privacy and overshadowing impacts on neighbours.

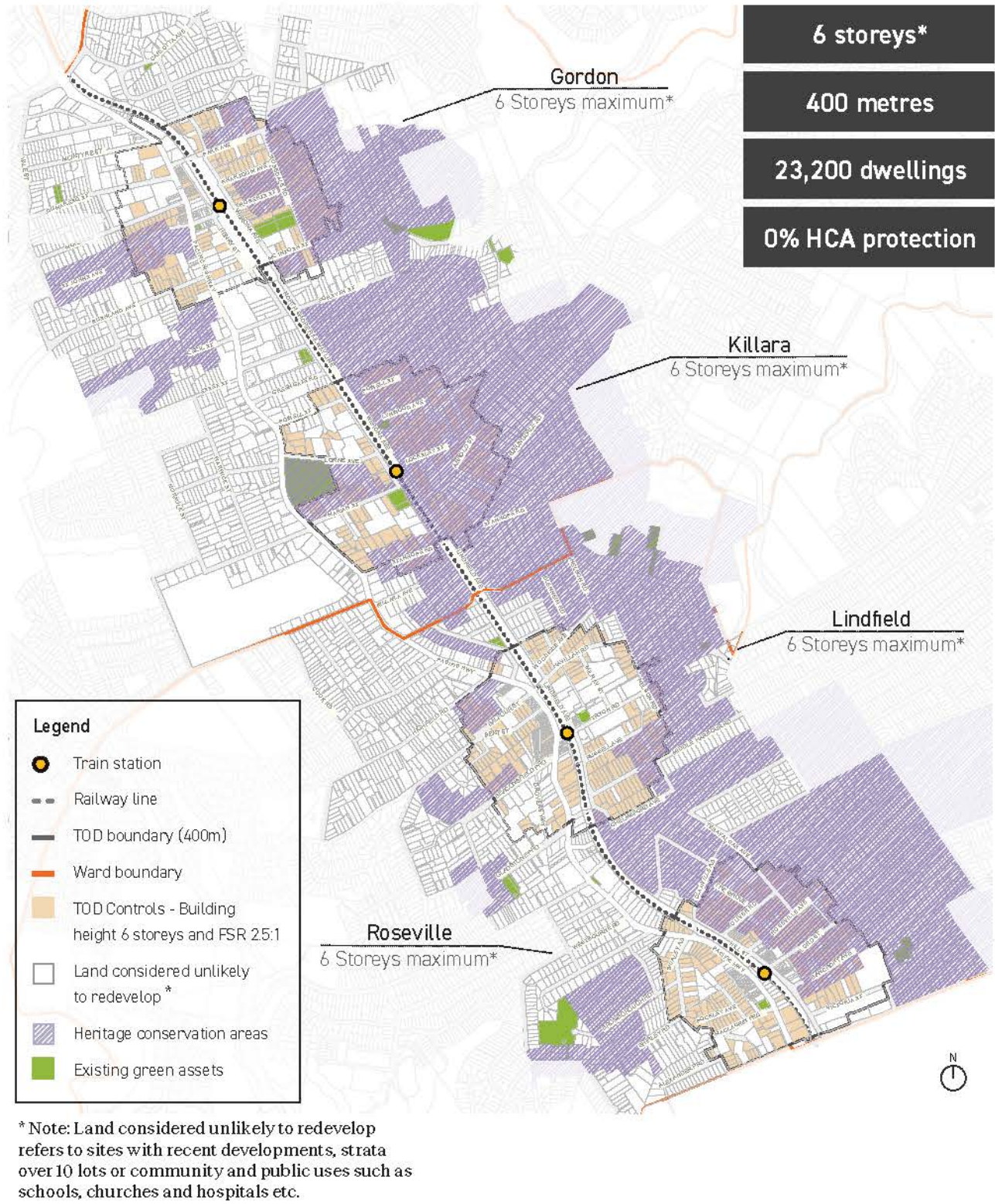


Principle 6
Ensure appropriate building heights
Delivering a range of building heights which are appropriate for Ku-ring-gai and in line with comparable Sydney centres.



Principle 7
Support local centre revitalisation
Promoting viable urban renewal in commercial areas that includes new retail facilities (including supermarkets) and helps deliver community infrastructure such as new libraries, open space and community centres.

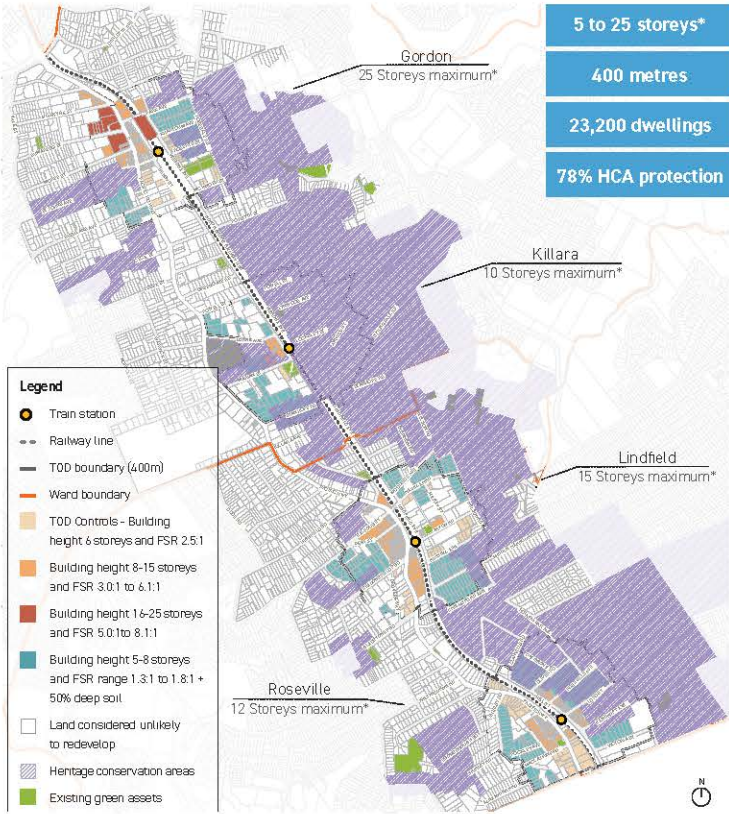
Scenario 1 - Baseline TOD controls (prepared by Council)



Ku-ring-gai Better Planning scenarios overview

Scenario 3B is preferred by the community

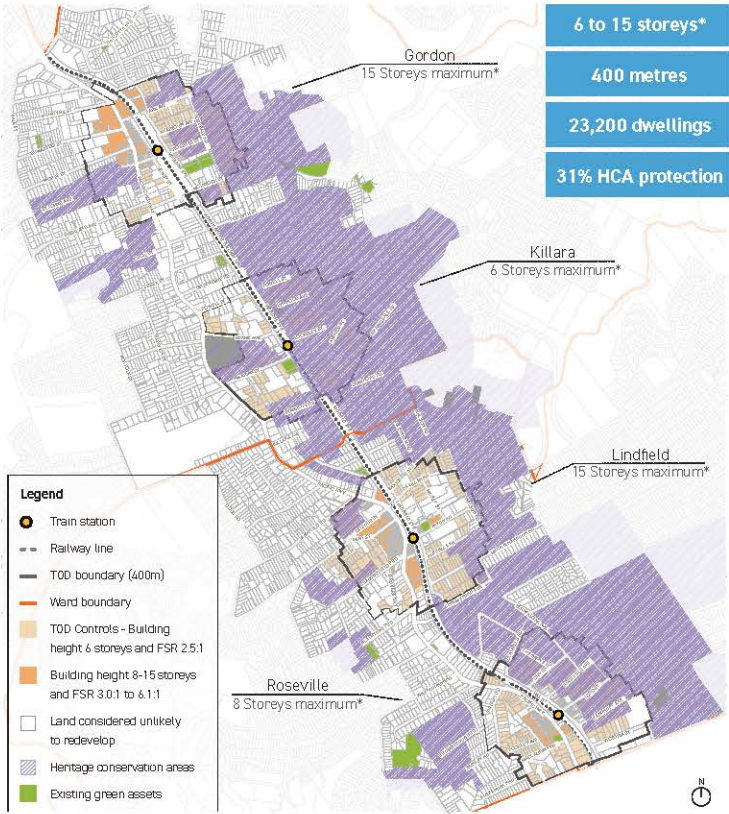
Scenario 2A - Safeguard and intensify



- By transferring dwellings to the E1 commercial zones, this option safeguards a large proportion of HCAs (78%) across the TOD areas
- Improvements in canopy protection are achieved by transferring dwellings from HCAs to the commercial areas and by changing TOD controls including reduced densities, flexibility in height and deep soil controls as per Principle 4
- Heritage items are protected by removing TOD controls from surrounding areas or allocating development rights as per Principle 2
- Transition impacts are managed by expanding or contracting development boundary as per Principle 5
- Increased building heights and density in commercial zones will support revitalisation as per Principle 7
- Maximum building heights - Gordon 25 storeys, Killara 10 storeys, Lindfield 15 storeys & Roseville 12 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 46)

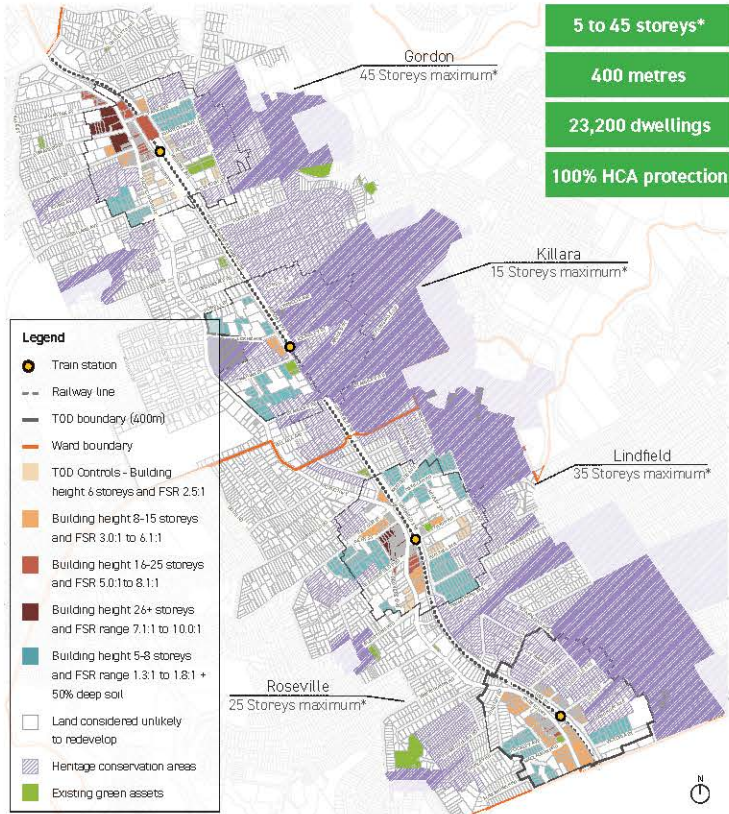
Scenario 2B - Minor Amendments to Existing NSW Government Controls



- Provides no protection for Heritage Items - not consistent with Principle 2
- Provides limited protection for HCAs (31% protection) - not consistent with Principle 3
- Provides minimal protection for tree canopy - not consistent with Principle 4
- Creates transition impacts - not consistent with Principle 6
- Provides some variation in building heights and density - partly consistent with Principle 6
- Increased building heights and density in commercial zones will support some revitalisation as per Principle 7
- Maximum building heights - Gordon 15 storeys, Killara 6 storeys, Lindfield 15 storeys & Roseville 8 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 48)

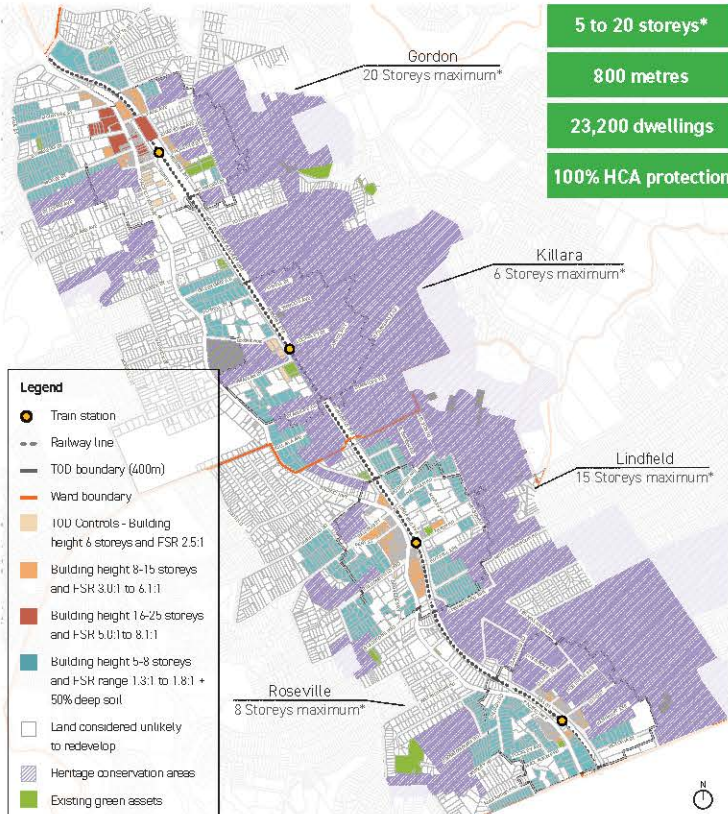
Scenario 3A - Preserve and Intensify



- Preserves 100% of existing HCAs in the TOD areas by transferring dwellings to areas within 400m of the rail stations - primarily to the commercial zones
- Provides added protection to the smaller centres of Killara and Roseville by transferring dwellings to the larger centres
- Improvements in canopy protection are achieved by transferring dwellings from HCAs to the commercial areas and by changing TOD controls including reduced densities, flexibility in height and deep soil controls as per Principle 4
- Heritage items are protected by removing TOD controls from surrounding areas or allocating development rights as per Principle 2
- Transition impacts are managed by expanding or contracting development boundary as per Principle 5
- Building heights exceed heights in larger centres like Hornsby - not consistent with Principle 6
- Increased building heights and density in commercial zones will support revitalisation as per Principle 7
- Maximum building heights - Gordon 45 storeys, Killara 15 storeys, Lindfield 35 storeys & Roseville 25 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 50)

Scenario 3B - Preserve, intensify and expand

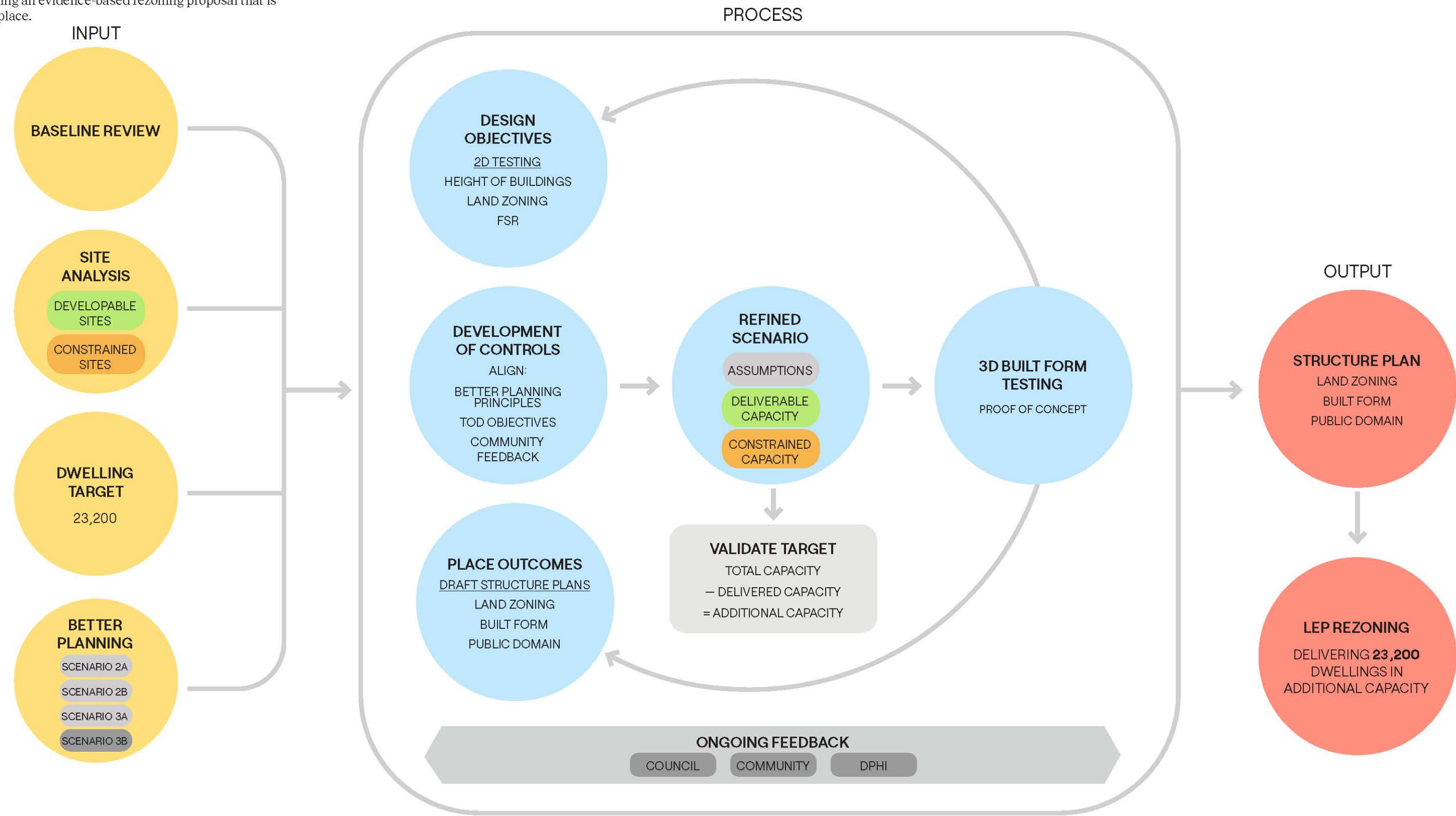


- Preserves 100% of HCAs in the TOD Areas by transferring dwellings to areas within the 400m & 800m of the rail stations as per Principle 3
- In addition, an area in Gordon has also been protected as it is recommended as an extension to the Robert Street/ Khartoum Avenue Heritage Conservation Area (C39) by the Draft Ku-ring-gai Southern Heritage Conservation Area Review, October 2024
- Provides added protection to the smaller centres of Killara and Roseville by transferring dwellings to Gordon and Lindfield
- Heritage items are protected by removing TOD controls from surrounding areas or allocating development rights as per Principle 2
- Improvements in canopy protection are achieved by transferring dwellings from HCAs to the commercial areas and by changing TOD controls including reduced densities, flexibility in height and deep soil controls as per Principle 4
- Transition impacts are managed by expanding or contracting development boundary as per Principle 5
- Building heights are managed appropriately consistent with Principle 6
- Increased building heights and density in commercial zones will support revitalisation as per Principle 7
- Maximum building heights - Gordon 20 storeys, Killara 6 storeys, Lindfield 15 storeys & Roseville 8 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 52)

Our approach

The below methodology diagram explains the processes used to deliver an evidence-based outcome. Consideration of existing work has informed the design process, with rigorous and iterative testing ensuring an evidence-based rezoning proposal that is grounded in place.



Approaches to calculating dwelling capacity

The methodology adopted by SJB to determine the additional dwelling targets for the centres can be explained through a number of key concepts:

Delivered capacity is the number of existing (built) dwellings on site.

Both Council and SJB methodologies, have accounted for the existing dwellings within the centres.

We understand DPHI has not considered the existing dwellings but relied on existing capacity (see below).

Existing capacity is the dwellings that could be developed on a site under the existing planning controls.

Existing unrealised capacity is the additional dwellings that could be developed on a site under the existing planning controls. This occurs where the height and FSR of the existing development on site is less than what is permitted under the existing planning controls. It is calculated by subtracting the 'delivered capacity' from the 'existing capacity'.

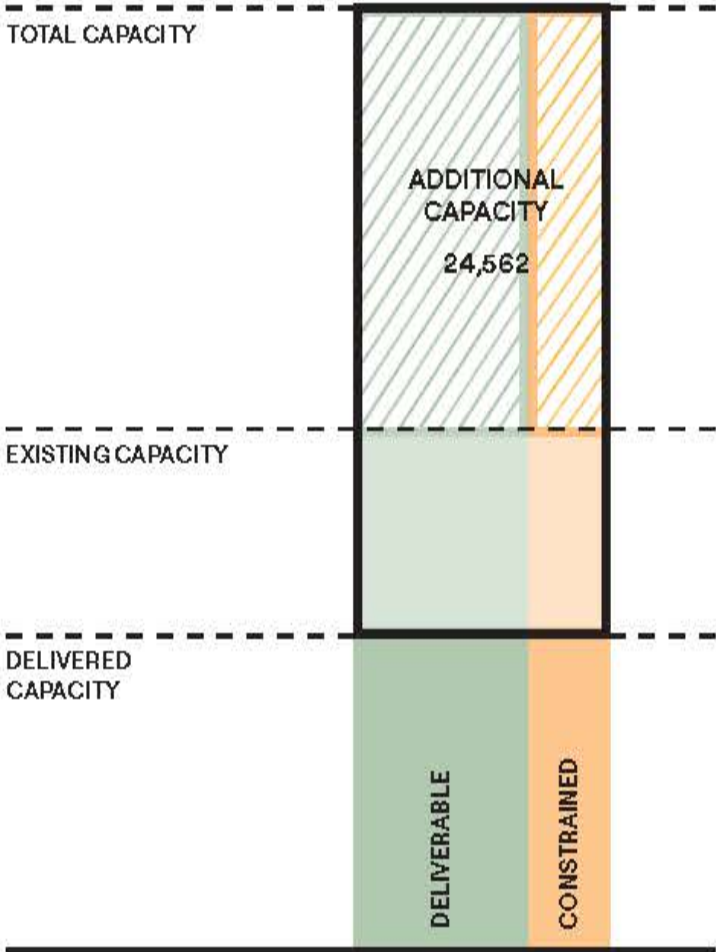
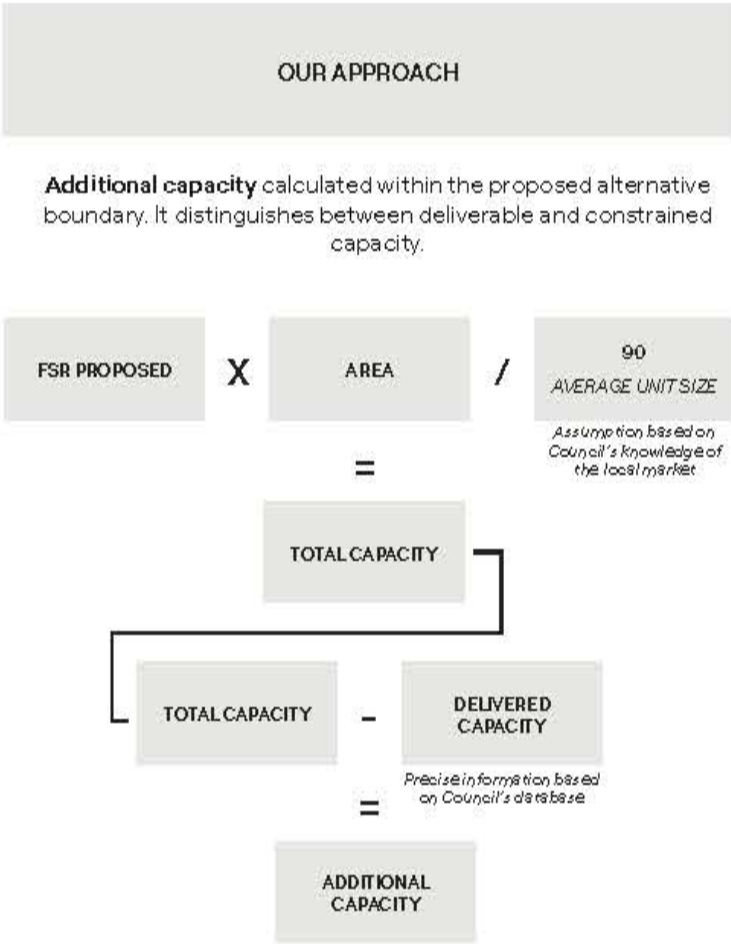
Total capacity is the total dwellings that could be delivered on a site under the proposed planning controls.

Additional capacity is the additional dwellings that could be developed on a site under the proposed planning controls. It is calculated by subtracting the 'delivered capacity' from the total 'planning capacity'.

Ordinarily, determining additional capacity involves distinguishing between 'deliverable capacity' and 'constrained capacity'. While all sites may have development potential under the planning controls, some sites are constrained and are less likely to be redeveloped. Of the overall additional capacity, only a portion will be deliverable as the rest is constrained. In determining additional dwelling capacity, SJB differentiates between "constrained" and "deliverable" capacity.

Constrained capacity refers to the dwellings that could be developed under the planning controls on sites that have been identified as being constrained. These are sites that are less likely to develop in the short to medium term. Identified constraints include considerations such as strata developments with more than 10 lots, schools, places of public worship or recently completed developments.

Deliverable capacity refers to the dwellings that could be developed under the proposed planning controls on largely unconstrained sites. These are sites which are likely to be redeveloped in the short-to medium term. It excludes potential capacity on constrained sites.



Purpose of this study

The primary objective of Council’s alternative scenarios, is to refine the dwelling distribution proposed under the TOD program to achieve better planning outcomes that minimises impacts on HCAs and heritage items, tree canopy and environmentally sensitive areas while ensuring that new development aligns with the desired character of each centre.

In line with the principles established by Council for the alternative scenarios, this study identifies a preferred scenario that focuses on relocating density to well-located sites and expanding the boundaries of change to include suitable areas within an 800m catchment of train stations.

This allows for a more controlled and strategic distribution of growth, ensuring that development occurs in appropriate locations while preserving valued areas. The redistribution of dwellings also considers the hierarchy of centres, reinforcing their role within the broader urban framework and ensuring that density is directed to locations that can best support it.



2

Baseline review and site appreciation

Study area

The Ku-ring-gai Local Government Area (LGA) is located approximately 13km north of the Sydney CBD and is flanked by national parks, such as Berowra Valley, Ku-ring-gai Chase, Garigal and Lane Cove.

The centres of Gordon, Killara, Lindfield and Roseville sit on the Pacific Highway and North Shore railway line in the southern part of the LGA. Each of these centres have historically evolved along the North Shore rail line and have had excellent connectivity to central Sydney since their late Victorian establishment.

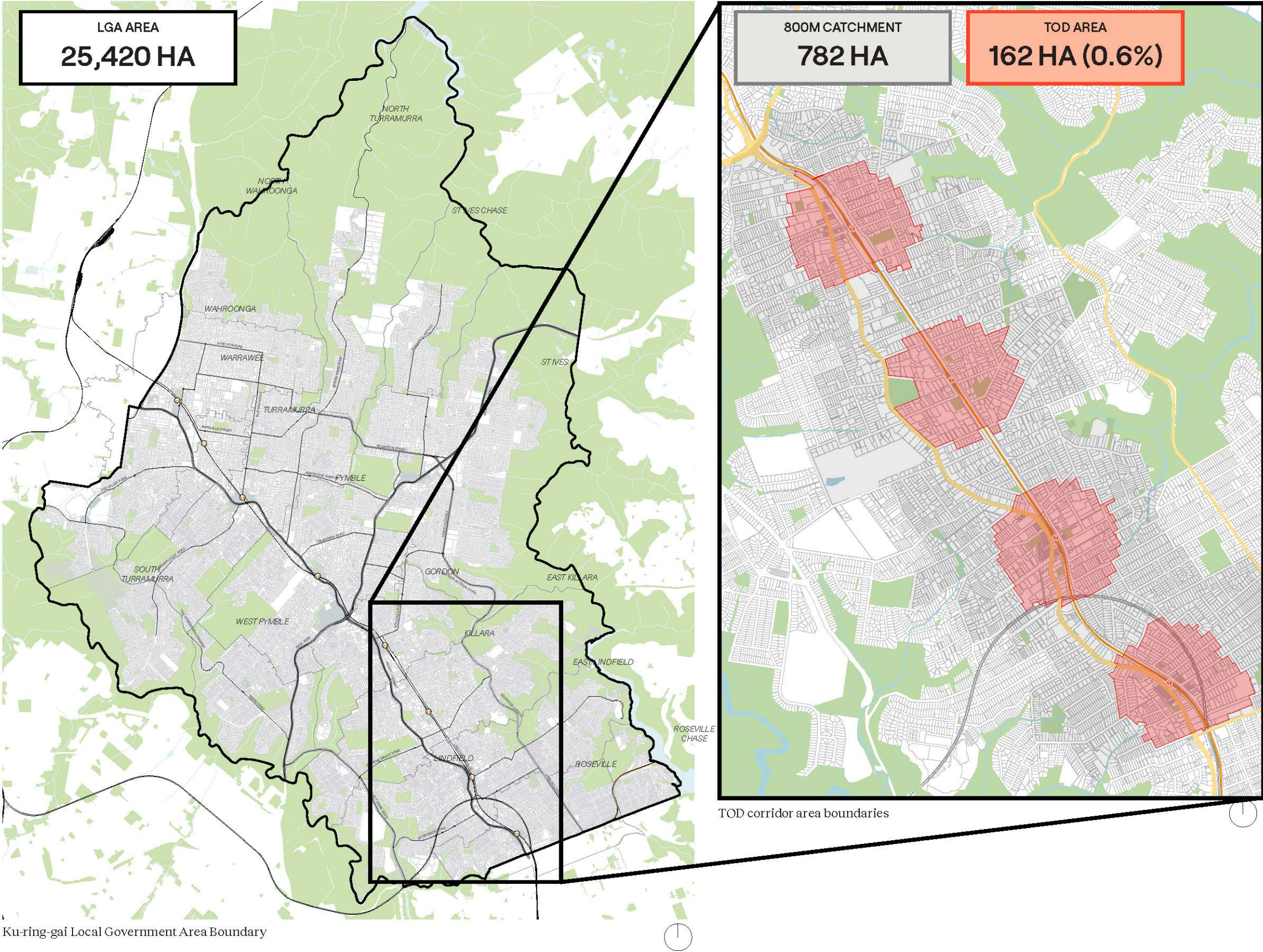
The presence of train stations as well as excellent existing infrastructure and bushland amenity make these four centres opportune locations to increase housing in line with the Ku-ring-gai Local Strategic Planning Statement and the objectives of the TOD program. The TOD Program adopts a blanket approach to intensification and dwelling delivery across the centres. Good planning and urban design requires a nuanced, place-based approach that is sensitive to the existing natural, physical and historical characteristics that define these places today.

The TOD program applies to around 162 hectares (ha) across the centres, which equates to approximately 0.6% of the total LGA area.

Key takeaway

The area of change impacted by the TOD rezoning constitutes a relatively small percentage of the entire LGA, However this area will accommodate a substantial proportion of additional dwelling for the LGA.

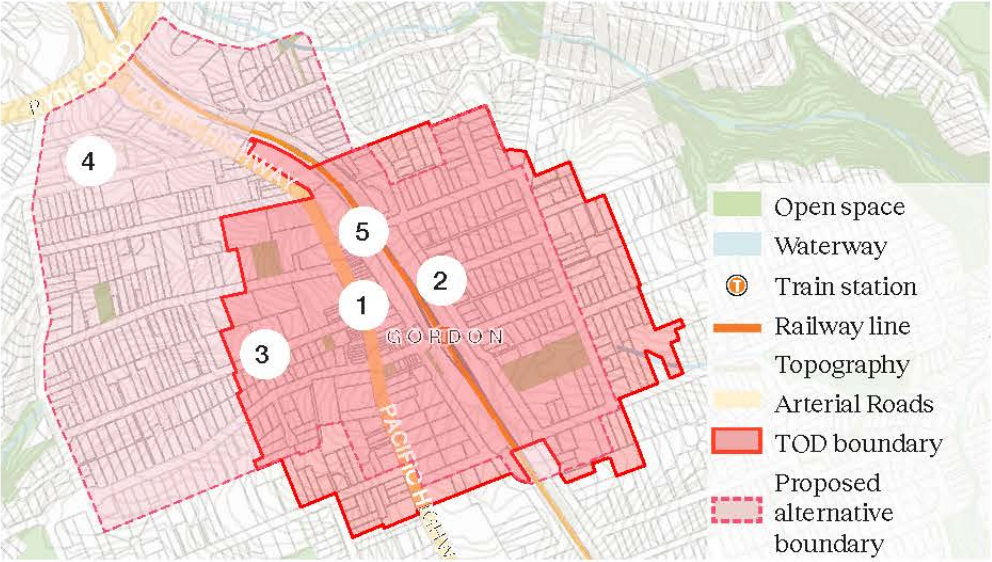
- Open space
- Waterway
- Local centre
- Train station
- Railway line
- Arterial Roads
- Secondary roads
- TOD boundaries
- Proposed alternate boundary
- 800m catchment



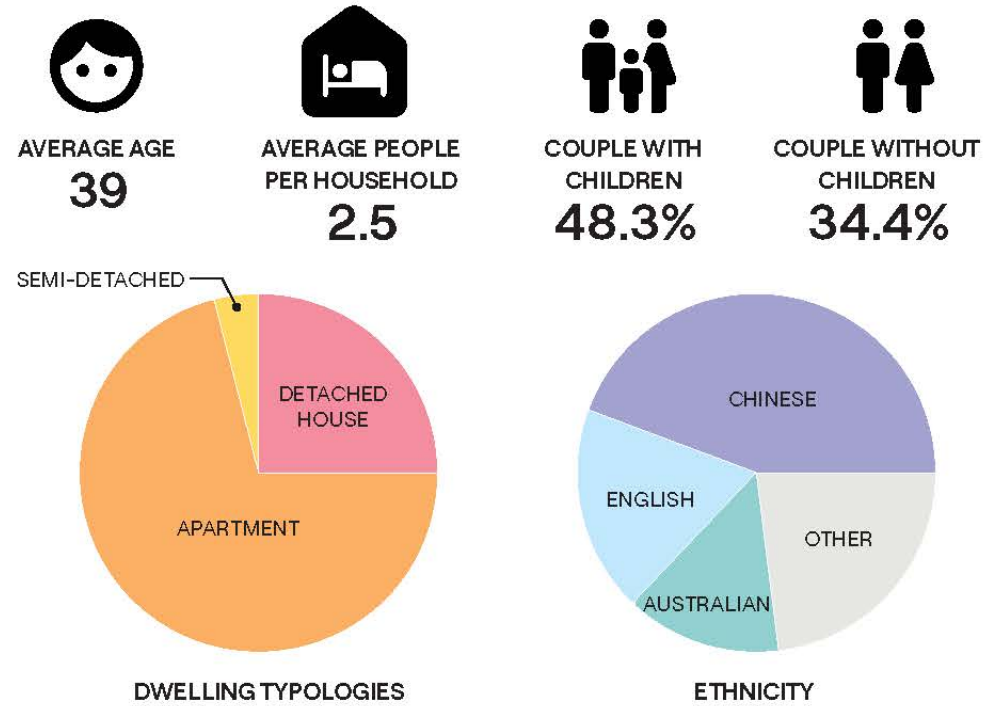
Gordon

Gordon local centre (Gordon) is a civic and commercial hub. Heritage-listed buildings, including the Council chambers, reflect its historic character. The Pacific Highway serves as the main commercial street, lined with low scale shop-top housing. St Johns Avenue connects to the train station and Bus Interchange.

Situated on a narrow ridge, the centre slopes steeply westward, making pedestrian and cyclist movement challenging. Limited crossing points over the highway hinder east-west connectivity, and the pedestrian bridge remains underutilised due to poor access and restricted hours.



Demographics



Source: ABS Census 2021



Pacific Highway is a busy movement corridor that is activated by retail shops and eateries.



Commuter carpark adjacent the train station



5 storey apartment building with deep landscaped setbacks



7 storey apartment building surrounded by tall trees

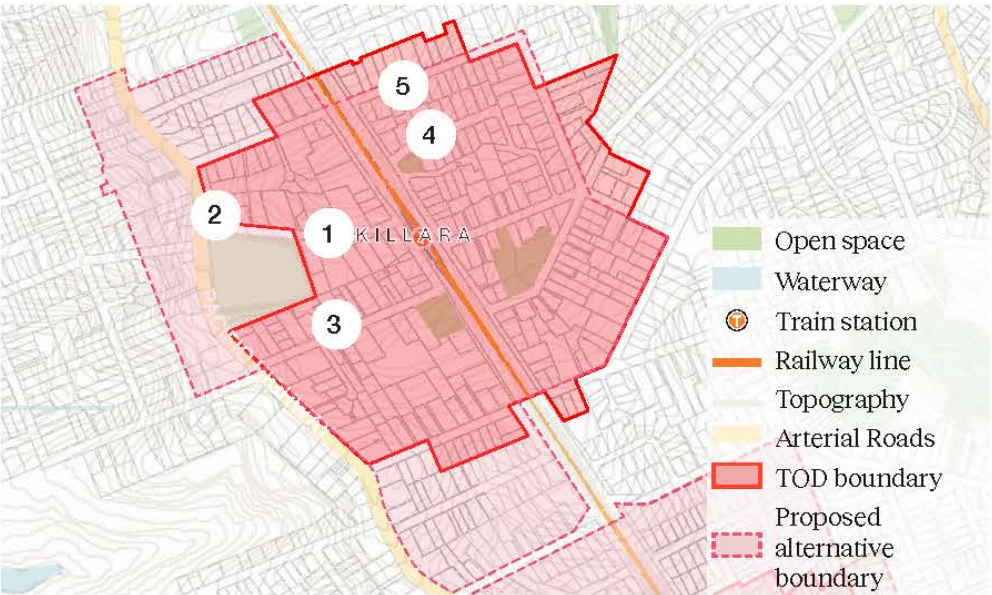


Wide pedestrian footpaths leading into Wade Lane

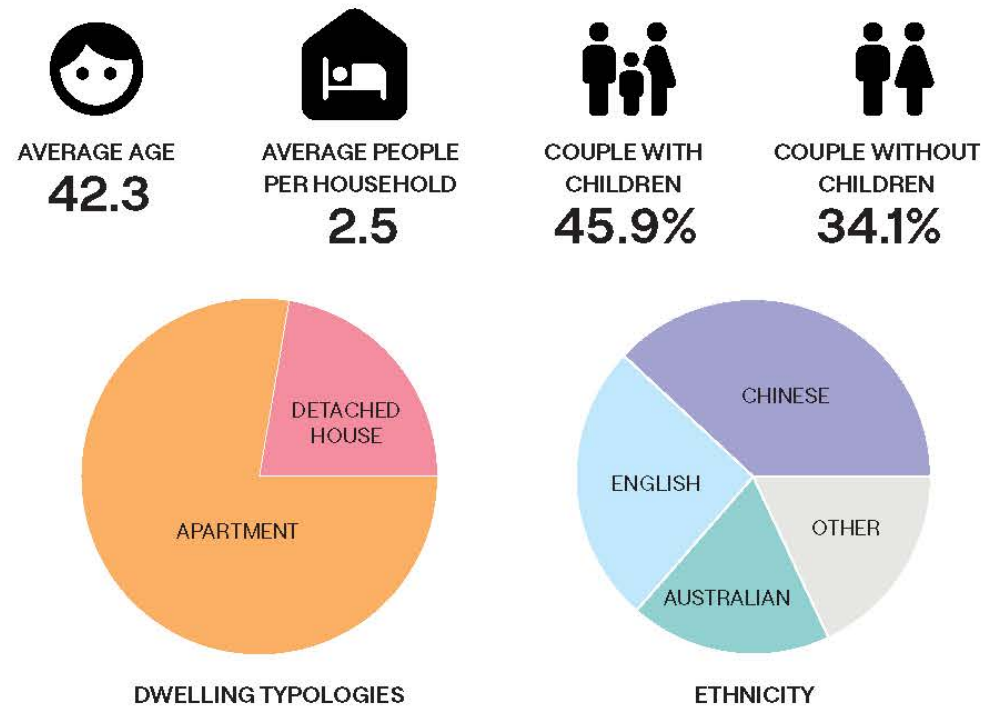
Killara

Killara is a secondary local centre. It is renowned for its lush landscapes, featuring fine examples of Federation and Inter-War architecture, expansive private gardens, and a generous tree canopy. Notable heritage-listed sites include the Harry and Penelope Seidler House and the Greengate Hotel.

The suburb is primarily residential, with commercial activities concentrated along the Pacific Highway. The HCAs and heritage items are concentrate on the eastern side of the rail corridor.



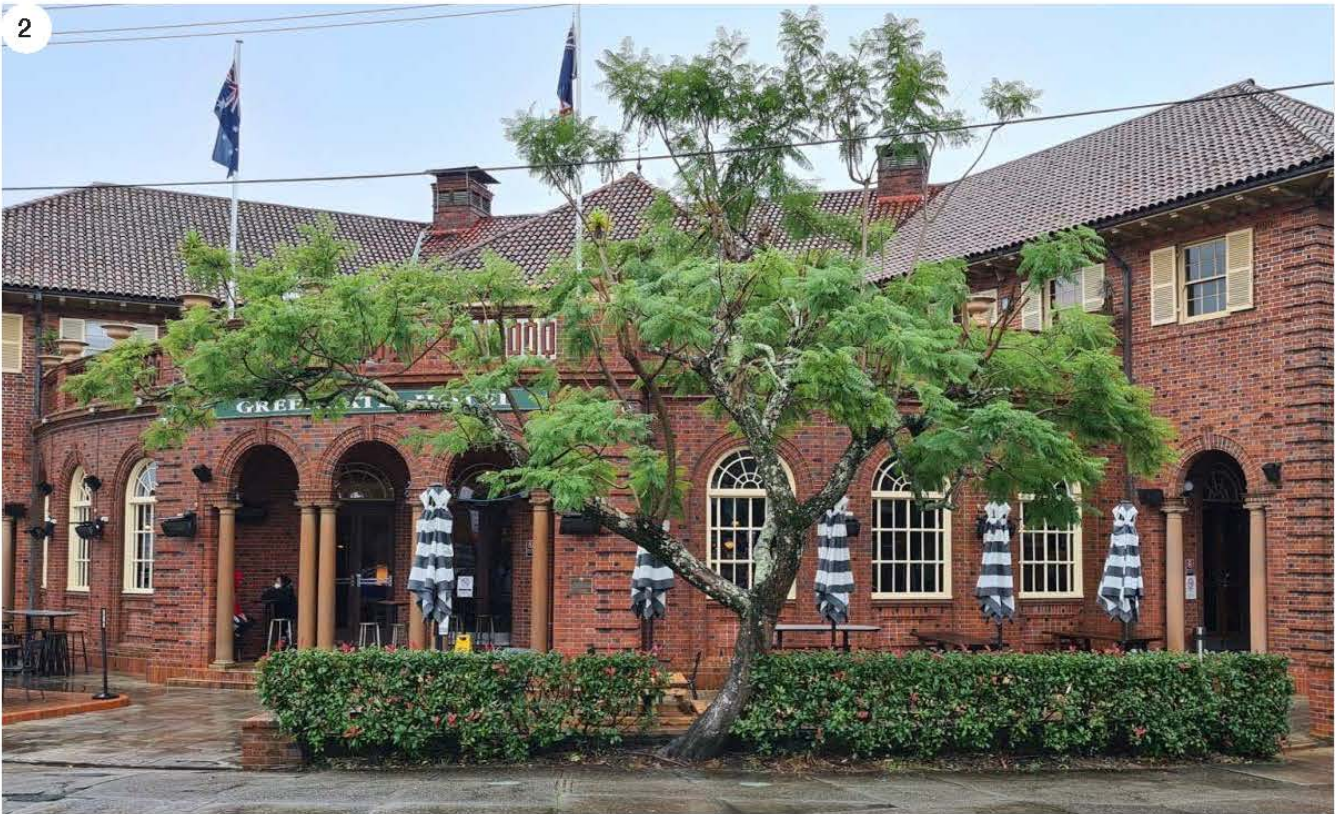
Demographics



Source: ABS Census 2021



5 storey apartment building with deep landscaped setbacks



Historic Greengate Hotel that functions as a busy pub with event spaces



Red brick 3 storey apartment buildings



Large single detached houses of Killara

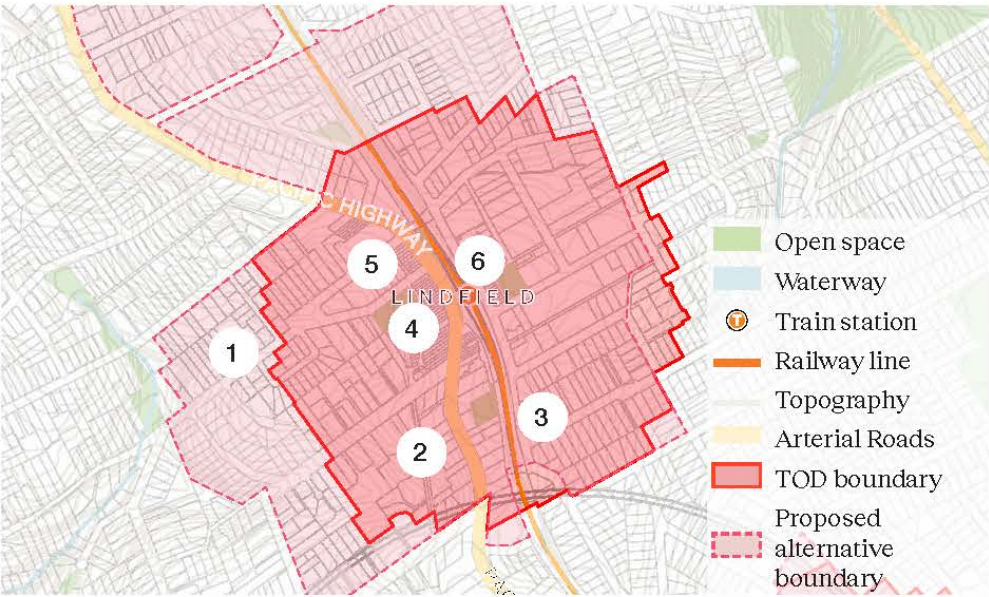


Extensive canopy coverage and tall street trees

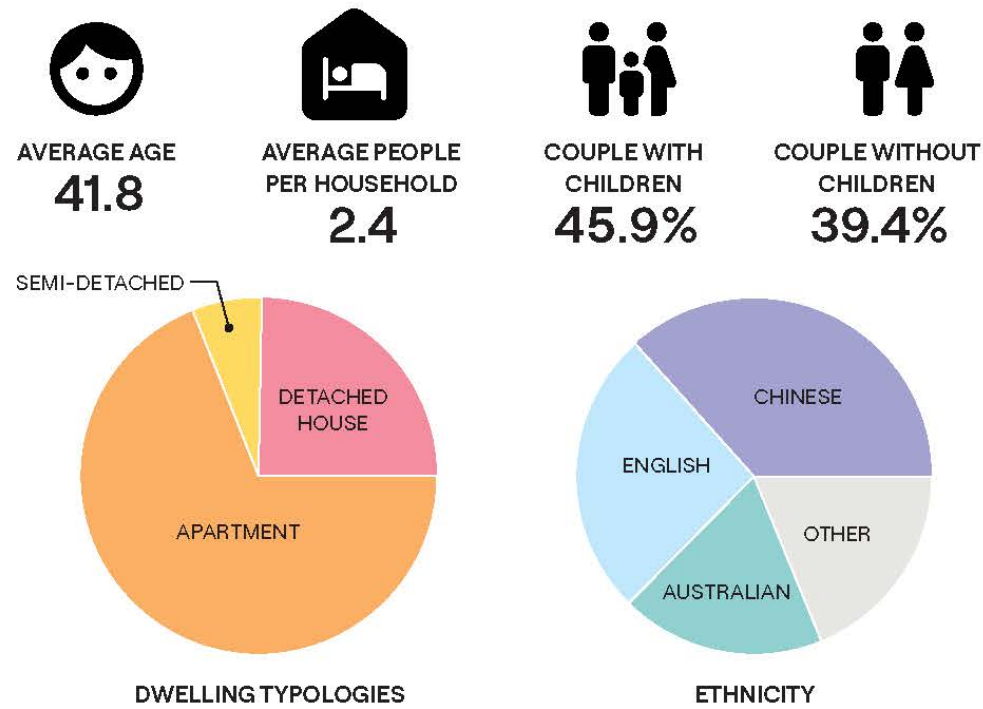
Lindfield

Lindfield is one of Ku-ring-gai's largest local centres, characterised by examples of Federation and Inter-War housing, shop-top housing, generous tree canopies, topography, and a mix of cafés, retail, and professional services.

The Pacific Highway and rail corridor divide the centre into two distinct halves, with the western side serving as the primary commercial precinct, anchored by the Lindfield Village Hub. On the eastern side, Lindfield Avenue continues to evolve as a vibrant shopping street, complemented by the Lindfield Village Green, a public space designed for gatherings, retail, and pedestrian-movement.



Demographics



Source: ABS Census 2021



Existing single detached housing of varying character



Apartment buildings located along steep roads



Wide roads lined with street trees offer extensive canopy cover



Woodford Lane carpark is planned to become the Lindfield Village Hub, offering community facilities, shops and housing



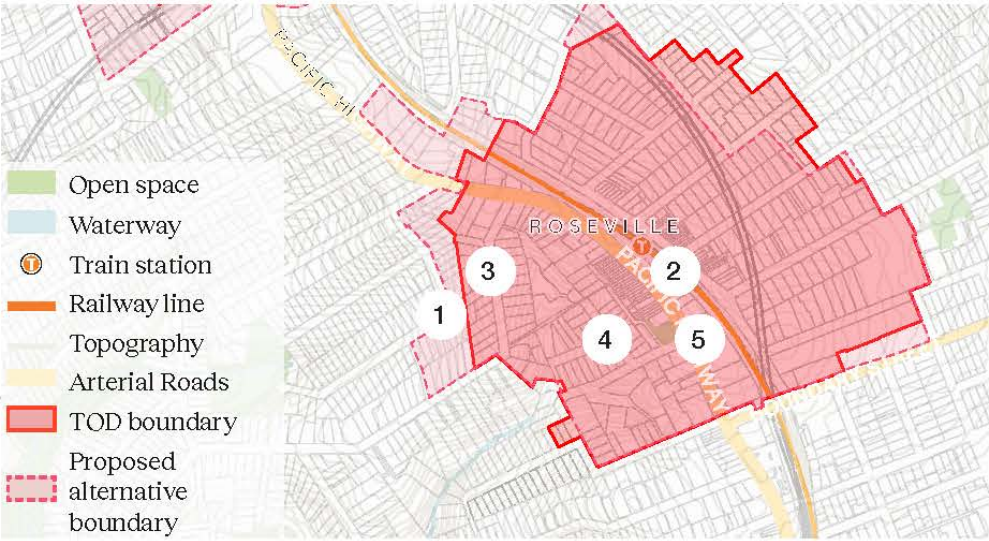
New mixed-use development along Pacific Highway with 4 storeys of above podium residential apartments



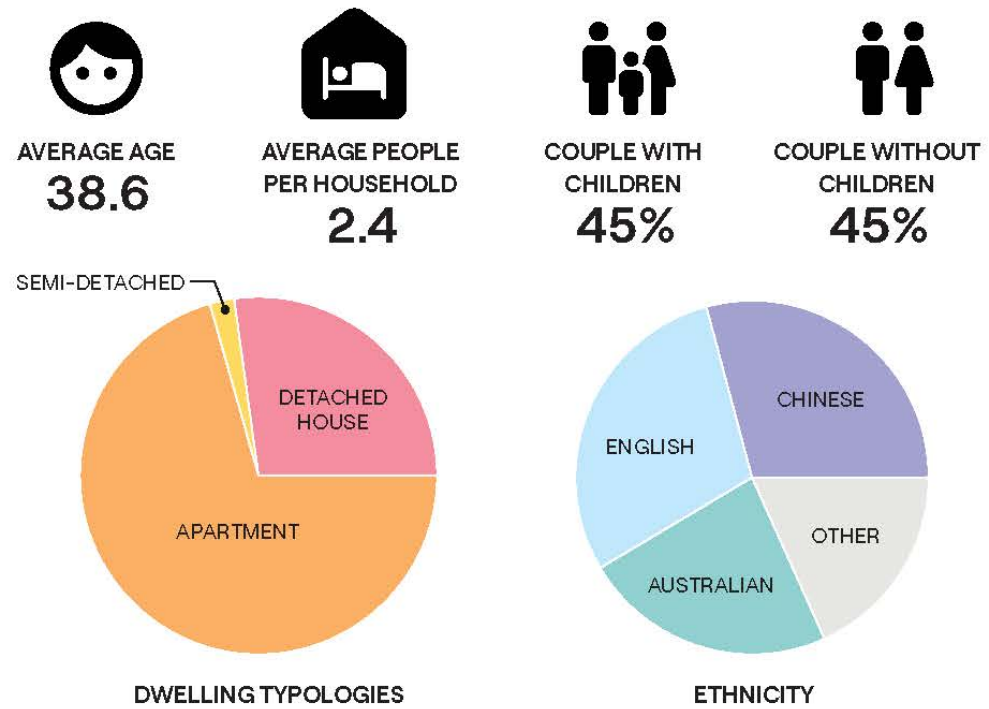
Lindfield Village is a new mixed-use development that activates Lindfield Avenue with ground floor retail

Roseville

Roseville local centre (Roseville), the southernmost gateway to Ku-ring-gai, is divided by the Pacific Highway and rail corridor. The eastern side features some of Ku-ring-gai's oldest streetscapes, characterised by detached dwelling houses, HCAs, and grand tree-lined avenues. The western side serves as the commercial hub, with retail, cafés, and the heritage-listed Roseville Cinema, the only cinema in Ku-ring-gai. Roseville's growth began with the railway in the 1890s, with early settlement favouring the flatter eastern side, while the steeper western side retains a bushland character. Many original shop fronts from the 1920s remain, continuing to support retail and commercial activity.



Demographics



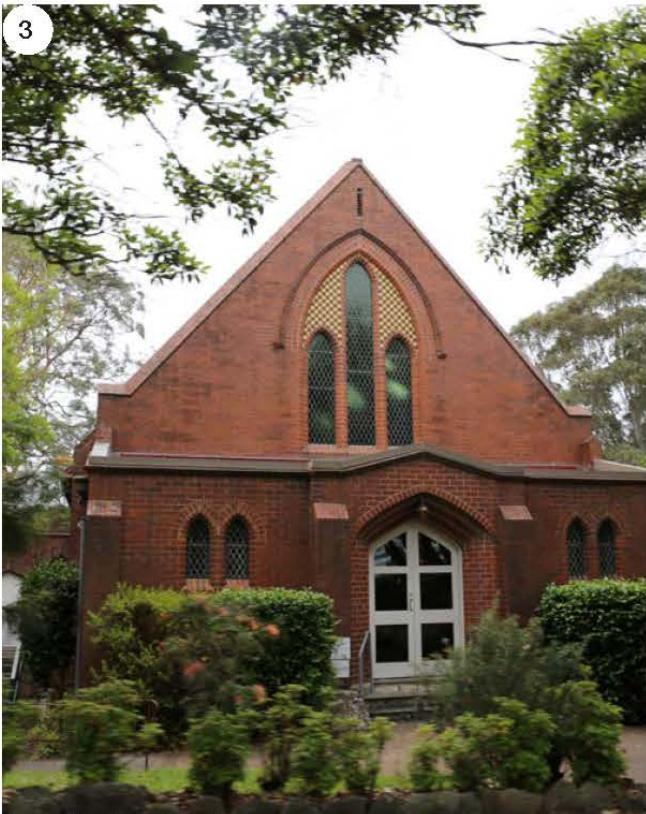
Source: ABS Census 2021



Existing single detached housing of heritage character



Recently upgraded entry into Roseville Station from Hill Street



Roseville New Church



5 storey apartment building located on steep topography

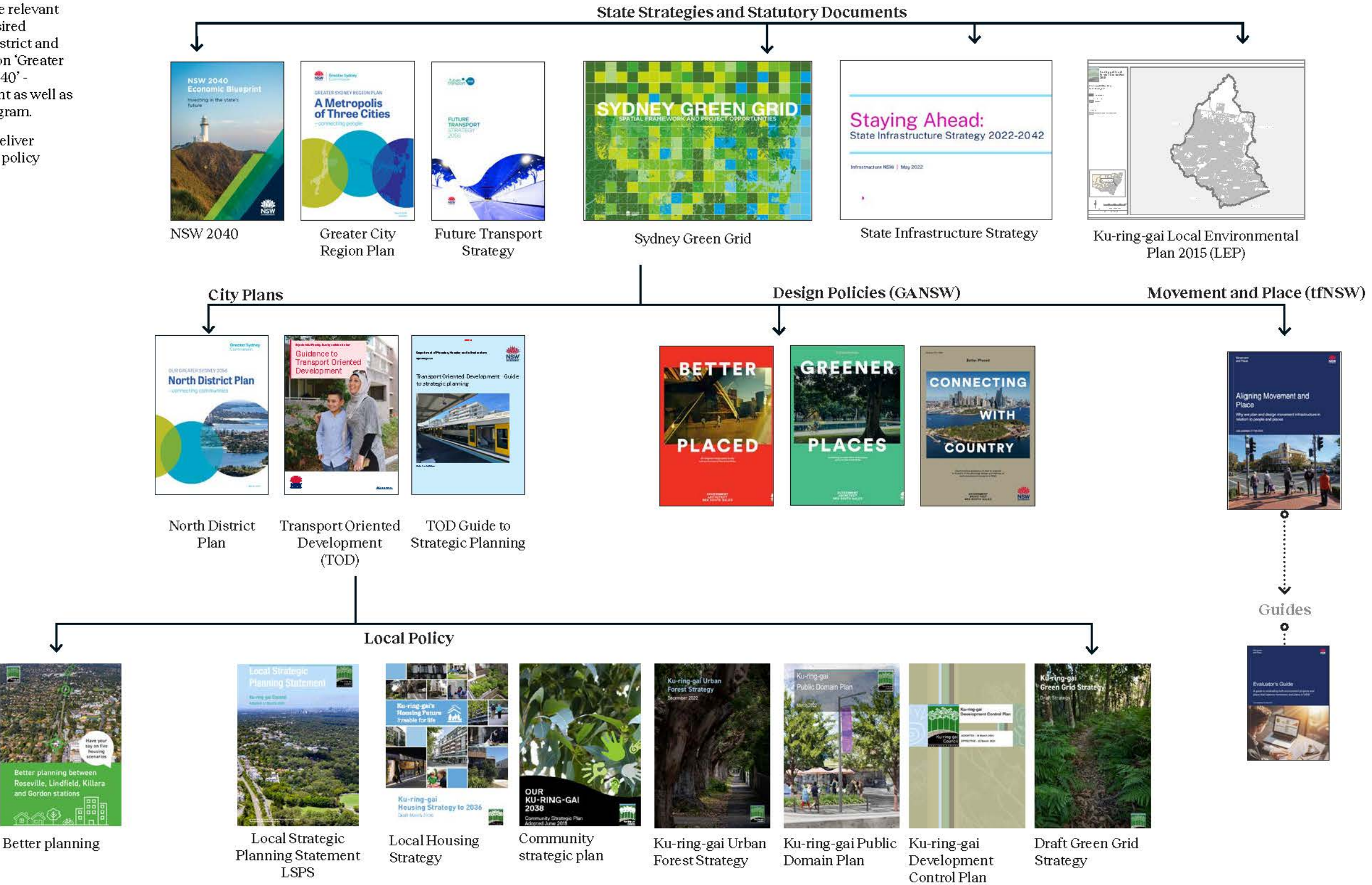


Fine grain retail character along Pacific Highway

Hierarchy of planning documents

There exists a number of key planning policies that are relevant to any renewal of the site, and which articulate the desired planning priorities and outcomes at a metropolitan, district and local level. They include: the Greater Cities Commission ‘Greater Sydney Region Plan’, ‘North District Plan’, ‘Towards 2040’ - Ku-ring-gai Council Local Strategic Planning Statement as well as a number of local strategy guides, identified in the diagram.

The proposed changes are deemed to align with and deliver the relevant priorities and actions set out within these policy documents.



Ku-ring-gai Local Strategic Planning Statement (LSPS)

The District Plans introduced by the NSW Government and the Greater Sydney Commission include Ku-ring-gai LGA within the North District Plan. The Ku-ring-gai Local Strategic Planning Statement (LSPS) responds to the priorities and actions outlined within the District Plan, and provides directions regarding future land use planning and development. This is then presented as part of an overall vision for the LGA.

The LSPS has a strong relationship with Council's Community Strategic Plan - Our Ku-ring-gai 2038 which will continue to be utilised as the basis for Council's decisions, resource allocation and activity over the next 10-20 years. Council's vision for the LGA is as follows:

"Strategically located in the heart of Sydney's North District, Ku-ring-gai is an area of socially connected, healthy, sustainable communities that support vibrant local centres, live in harmony with the unique natural environment, and conserve our local assets for future generations"

The LSPS highlights a number of planning priorities which address the elements of infrastructure and collaboration, liveability, local and neighbourhood centres. Key planning priorities that have been identified by the LSPS include:

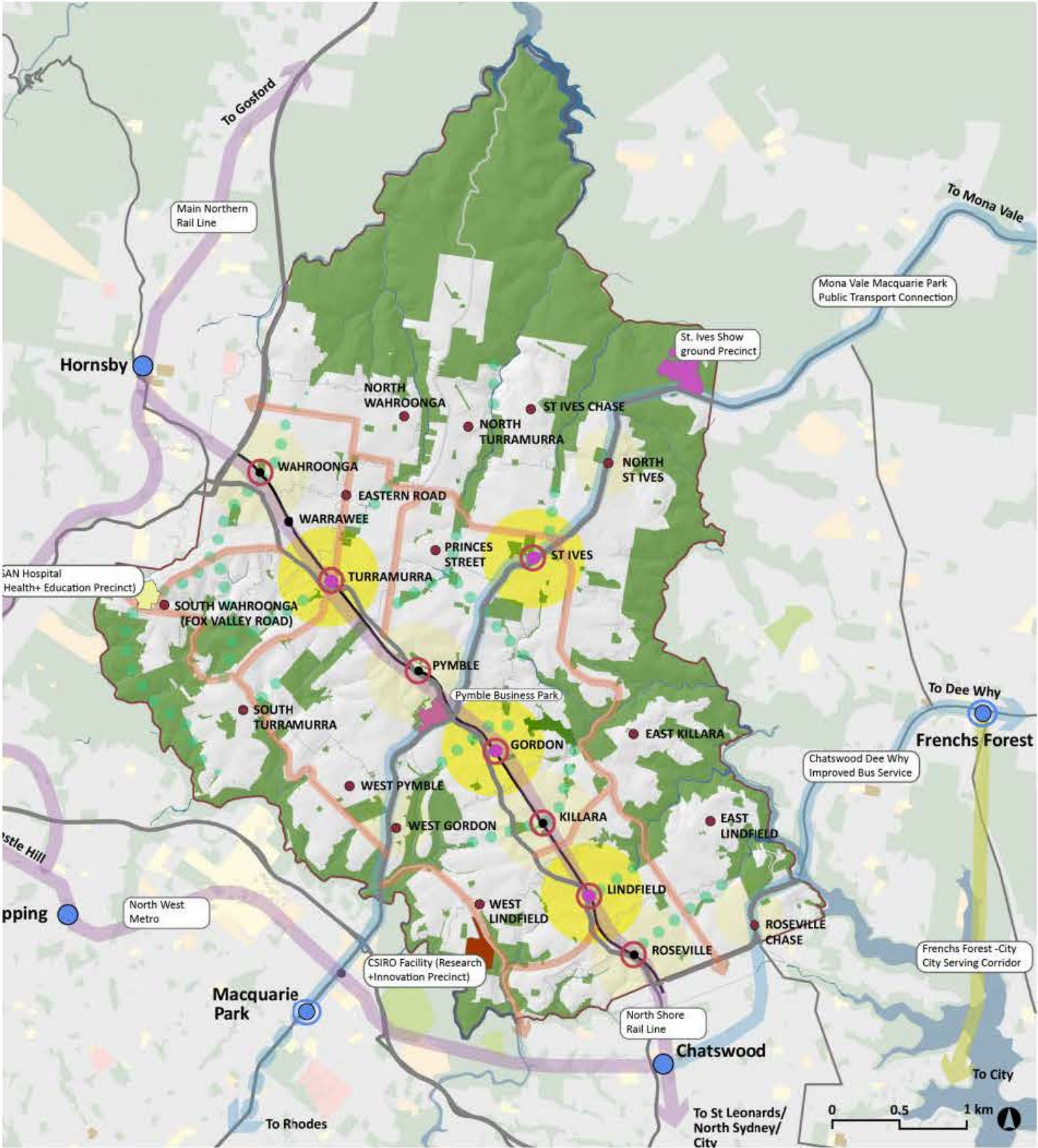
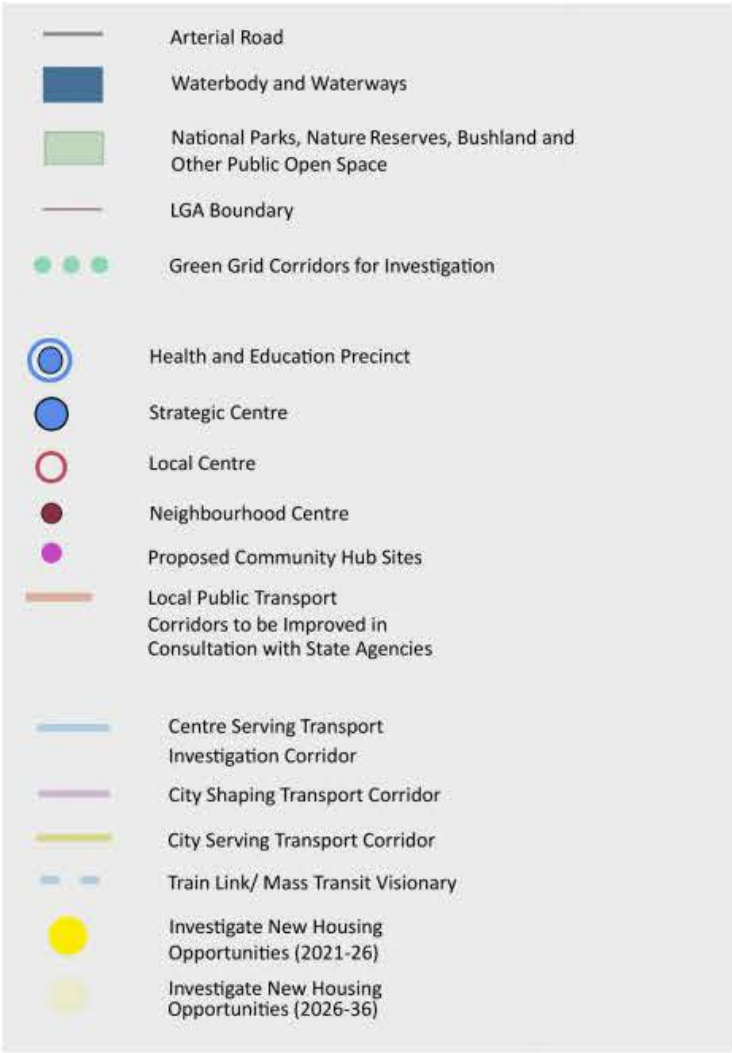
- K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community;
- K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place;
- K5. Providing affordable housing that retains and strengthens the local residential and business community;
- K6. Revitalising and growing a network of centres that offer a unique character and lifestyle for local residents. This priority will support and build a sense of community identity by recognising and protecting local characteristics and qualities of the centres that residents value while offering a range of shops and new homes where people can live, work, shop and spend leisure time;
- K7. Facilitating mixed use developments within the centres that achieve urban design excellence. This priority will support delivering safe, inclusive and walkable mixed-use areas that exhibit urban design excellence and are connected to transport, social infrastructure and open space. The LSPS also acknowledges that the key challenge facing the LGA in the provision of additional housing is its integration into the established fabric of the area, and the retention of its significant natural character.

This is supported by the following planning priorities:

- K12. Managing change and growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character.
- K13. Identifying and conserving Ku-ring-gai's environmental heritage.
- K16. Protecting, conserving and managing Ku-ring-gai's Aboriginal heritage objects, items and significant places.

Key takeaway

The Ku-ring-gai LSPS establishes a centre hierarchy along the corridor and prioritises Gordon and Lindfield for development renewal due to their connectivity and access to existing infrastructure and amenity.



Structure Plan - Ku-ring-gai LSPS, p23

Ku-ring-gai LSPS - Urban Precincts

As part of the Local Strategic Planning Statement (LSPS), Ku-ring-gai Council has identified local and neighbourhood centres where revitalisation is prioritised as a key planning objective. Gordon and Lindfield are among the identified centres, recognised for their potential to bring people together and enhance the area’s liveability.

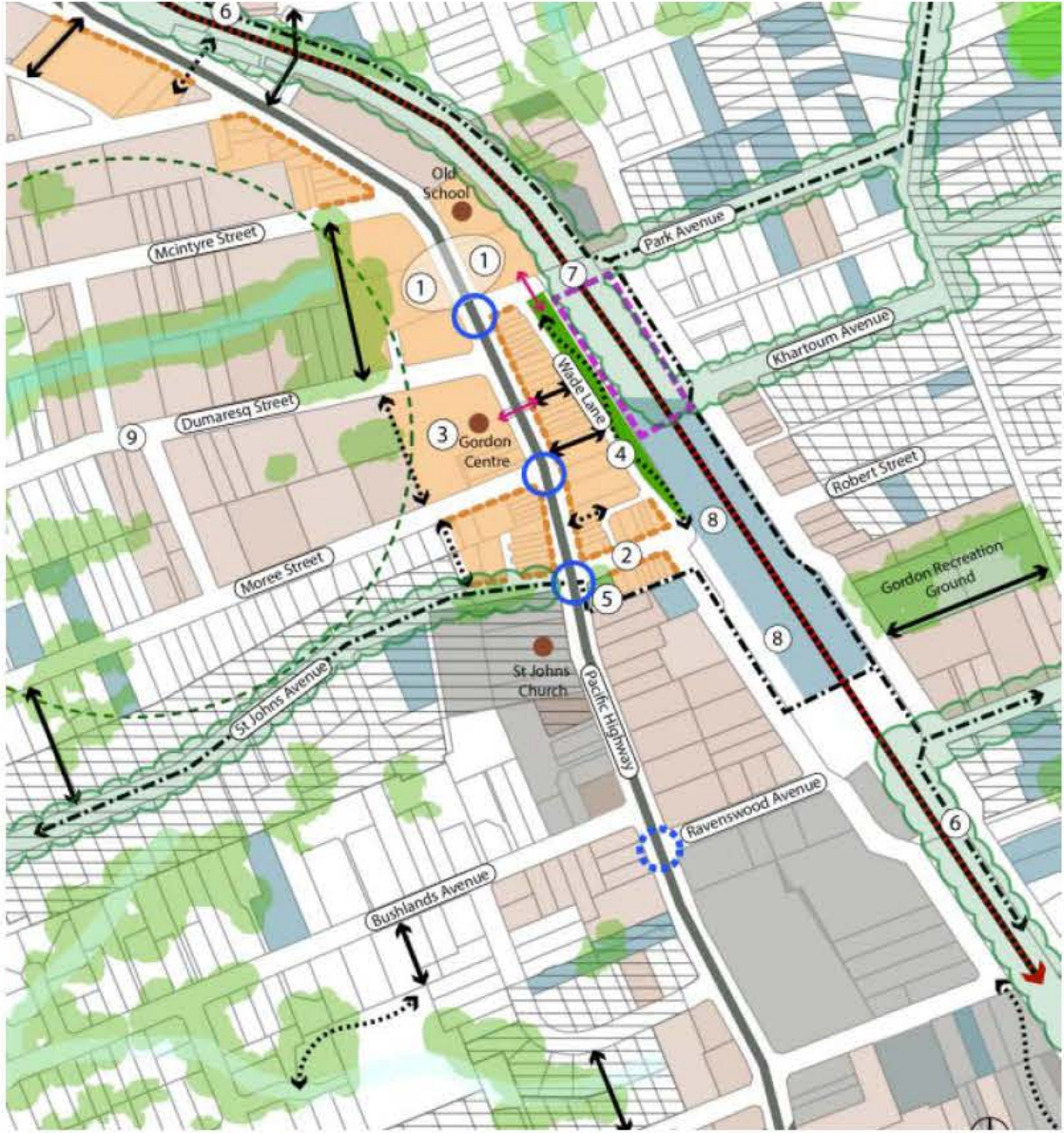
To support this vision, the Council has committed to:

- Undertaking a place-based planning process for primary local centres, including targeted community engagement focused on housing scenarios.
- Preparing Local Centre Structure Plans for primary local centres, identifying locations for new housing (short-term).
- Developing revised Public Domain Plans to improve the public realm within the primary local centres. (complete)
- Drafting site-specific Development Control Plans (DCPs)** for primary local centres (short-term).
- Establishing an Urban Design Excellence Policy and incorporating statutory provisions to ensure high-quality design outcomes for primary local centres (short to medium-term).

For both Gordon and Lindfield, specific actions have been outlined in relation to land use, built form, movement, key sites, streetscape, and public domain improvements.

Key takeaway

The Ku-ring-gai LSPS prioritises Gordon and Lindfield as local centres with new housing opportunities, supported by detailed public domain plans. However, since the TOD program considers all centres with train stations as key locations for new housing, Killara and Roseville must be investigated with a similar rigour.



Gordon Structure Plan - Ku-ring-gai LSPS, liveability, (p 34)

- | | | |
|--|---|--|
| Proposed Mixed Use Development | Existing Strata Apartments and Town houses/Existing medium and high density zones | Existing Through Block Pedestrian Links |
| Existing Special Uses and Infrastructure | Heritage Items | Opportunities for Pedestrian Links |
| Biodiversity | Heritage Conservation Area | Opportunities for Overhead Pedestrian Links |
| Riparian Corridor | New or Proposed Park / Plaza | Proposed Cycleway |
| Key Landmark Sites | Existing Park | Railway Line |
| Fine Grain Shop Top Housing | Potential Over Rail Development | Existing Signalled Pedestrian Crossings Retained |
| Proposed Green Grid Corridor | | Proposed Traffic Signals |
| Planned Precinct - Community Hub | Planned Precinct - Wade Lane | Proposed Bridge Upgrade |
| Main Street Revitalisation | Heritage Square Upgrade | Train Station and Bus Interchange |
| Proposed Mixed Use Revitalisation | Shared Pedestrian / Cycle Path along Rail Line | Investigation Area for New Park |



Lindfield Structure Plan - Ku-ring-gai LSPS, liveability, (p 60)

- | | | |
|--|--|---|
| Proposed Mixed Use Development | Existing Strata Apartments and Townhouses/Existing medium and high density zones | Proposed Separated Cycleway |
| Existing Special Uses and Infrastructure | Heritage Items | Opportunity for New Through Site Links |
| Biodiversity | Heritage Conservation Area | Opportunity for New Pedestrian Bridge (subject to funding) |
| Riparian Corridors | New and Proposed Park/ Public Space | Opportunity for Improved and Widened Rail Crossings |
| Key Landmark Sites | Proposed Green Grid Corridor for Investigation | New Streets |
| Fine Grain Low Scale Shop Top Housing | Existing Park to be Upgraded | Railway Line |
| Existing Park | Existing Cycleway | Existing Traffic Signals with Pedestrian Crossings to be Retained |
| | Proposed Cycleway | Proposed Traffic Signals with Pedestrian Crossing |
| Planned Precinct - Lindfield Village Hub | Main Street/Highway Revitalisation | Planned Precinct - Lindfield Living |
| Planned Precinct - Lindfield Village Green | Heritage Frontage Upgrade | Lindfield Station |
| Proposed Coles Redevelopment | At-grade Pedestrian Link from Pacific Highway to Lindfield Hub | Station Entry Plaza Upgrade |

Ku-ring-gai DCP Review - Built Form Controls

As identified below, Section A, Part 7 and 8 of the KDCP contains objectives and controls for residential flat buildings and mixed use development, which were considered in the baseline analysis.

This included:

- Street setbacks
- Site coverage
- Deep soil
- Side and rear setbacks to manage transitions between to lower density residential zones.

Part A is supplemented by precinct specific provisions contained in Part 14 of the KDCP. Gordon, Lindfield and Roseville centres have precinct specific provisions relating to context, public domain, community infrastructure, setbacks and built form. The baseline analysis included consideration of the relevant precinct objectives and controls. Given the extent of change that is proposed for the centres, the existing DCP provision will need to be reviewed.



Section A - Part 7 of Ku-ring-gai DCP covers controls for residential flat buildings. The following are the controls that have an impact on the development potential of the site.

Setbacks in residential zones:

- Front setback: 10m plus 2m articulation zone
- Side and rear setback within similar zoning: min 6 up to 4 storey, min 9 from the 5th storey and above
- Side and rear setback in transition zones: min 9 up to the 4th store, min 12 from the 5th storey and above.

Separation between buildings:

- as per Apartment Design Guide

Site coverage:

- 30 % site coverage

Deep soil:

- Less than 1800 sqm: 40% of the site
- 1800 sqm or more: 50% of the site

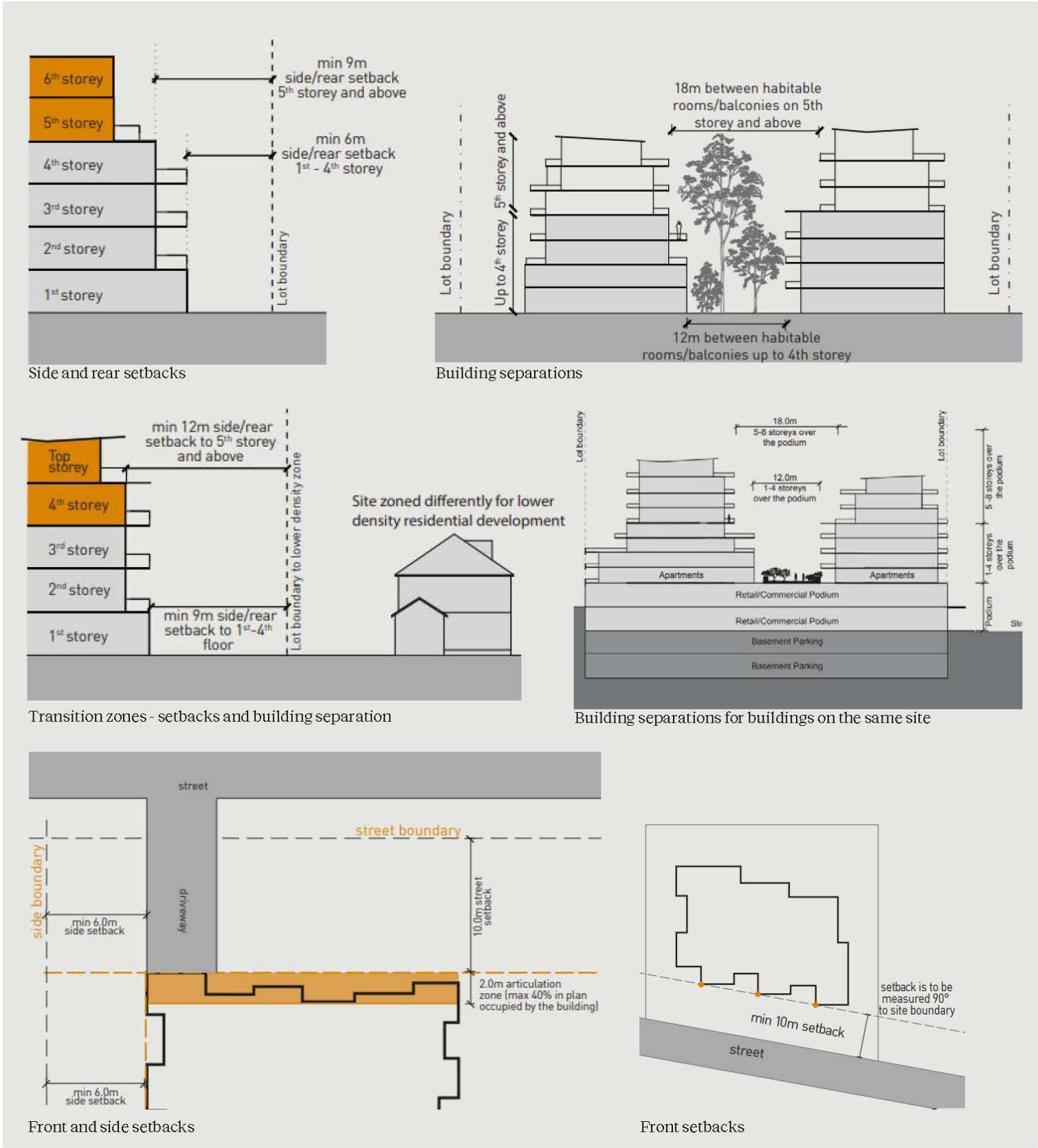
Section A - Part 8 of Ku-ring-gai DCP covers controls for mixed use developments. The followings are the controls that have an impact on the development potential of the site.

Setbacks in E1 and MU1 zones:

- Front setback: Required to be built to the street alignment with a zero setback.
- Side and rear setback: Generally not required to provide side and rear setbacks.

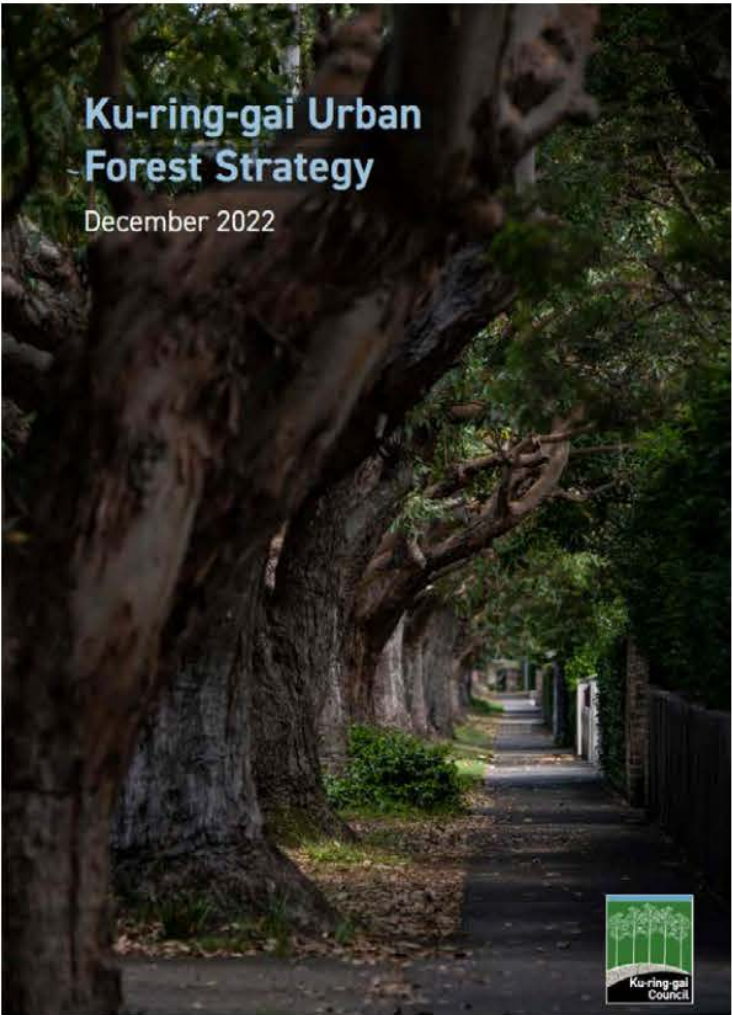
Separation between buildings:

- as per Apartment Design Guide



Diagrams - Source: Ku-ring-gai DCP, Section A

Ku-ring-gai Urban Forest Strategy



Council has development the Urban Forest Strategy to protect and enhance its character and identity through sustainable management of the trees. The strategy includes actions and plans for:

- Integration of green landscaping elements within built infrastructure
- Conservation of our magnificent environment for future generations
- Balancing benefits from the protection, health and growth of the urban forest against associated risks

Council is committed to maintaining, protecting, replenishing it and expanding the urban forest. They have identified areas that lack canopy, pinpointing road reserves that can accommodate trees, parks that lack sufficient tree cover, and active transport routes that lack shade.

The key strategic principles are:

- Retain & Protect - Key to increasing urban tree canopy is

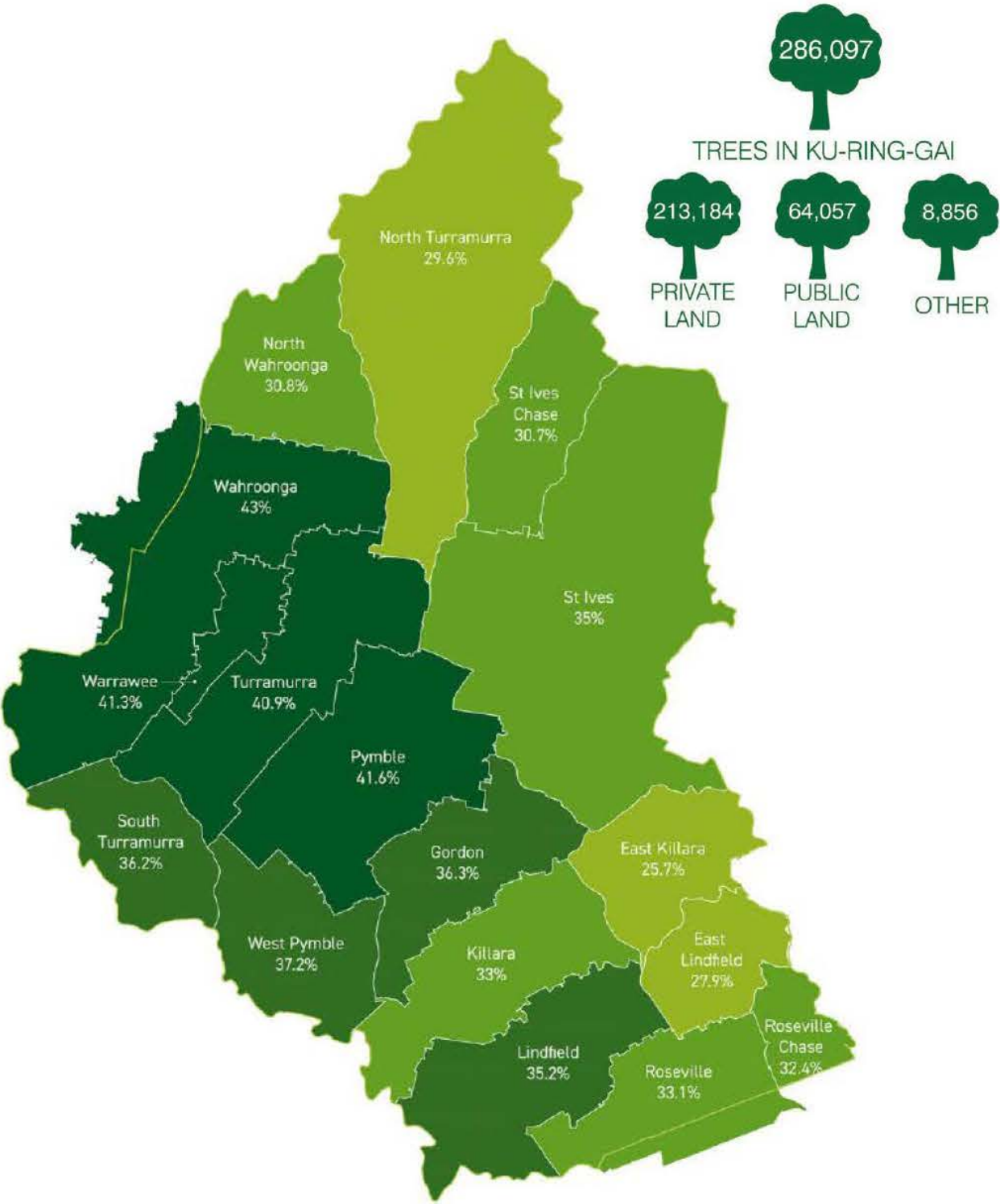
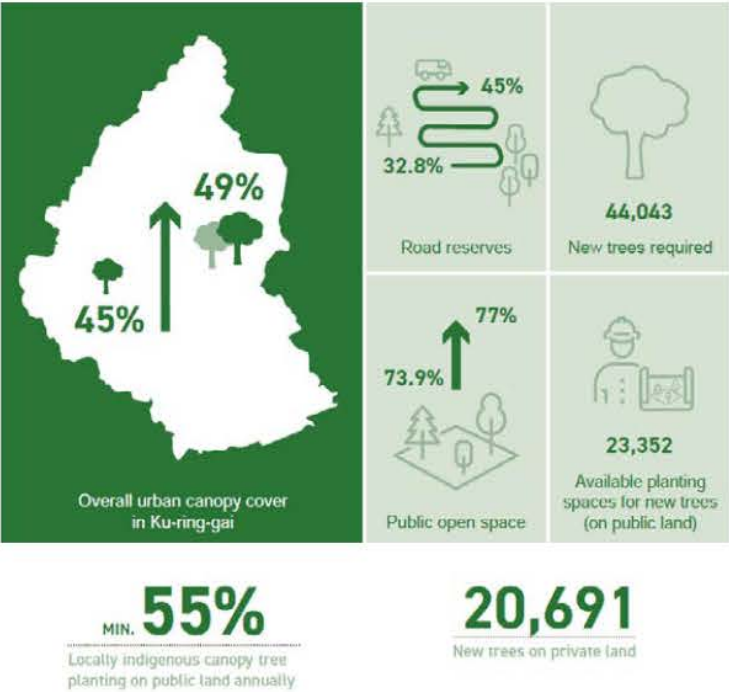
- protecting what you have.
- Expand & Integrate - Expand tree planting programs and integrate capital programs to increase canopy on public land.
- Monitor & Maintain - You need to know what you have to know how to manage it.
- Collaborate & Incentivise - Raising awareness of the benefits of trees across the community will drive change.

The document identifies challenges for the retention and expansion of the urban forest these are:

- Ageing tree population with many trees aged over 100 years old
- Physical challenges - conflicting uses within the public realm
- Social challenges - negative perception of the public
- Climate change and urban heat - 47% of the vegetation is at risk from increasing temperatures and shows low adaptation to climate change.
- Population increase and urban consolidation - population growth, subdivision of land and increasing densities of urban areas reduce the likelihood of retaining trees on private land

Key takeaway

Tree canopy is a significant feature of Ku-ring-gai's place identity and amenity. Council prioritises the retention and protection of its extensive tree canopy and aims to expand it in areas that lack canopy



Canopy mapping - Source: Ku-ring-gai Urban Forest Strategy (KRG), p28

Ku-ring-gai Public Domain Plan



The Ku-ring-gai Public Domain Plan aims to enhance the public spaces within the LGA, focusing on making them more accessible, sustainable, and lively. It ensures that local town centre development aligns with the growing needs of the community and broader region, while also creating a sense of place that celebrates local character.

The plan adopts the Liveability and Sustainability Framework detailed in the North District Plan and aligns them with the Local Planning Priorities from the Ku-ring-gai LSPS. The key objectives of the plan include:

- Deliver a high quality public realm with vibrant streetscapes and public areas that facilitate public life
- Ensure an accessible, inclusive and safe public domain that is pedestrian focussed
- Respond to climate change by providing shade and implementing Water Sensitive Urban Design
- Preserve and enhance the landscape character and cultural heritage of Ku-ring-gai while managing urban growth responsibly

The plan outlines the design considerations for the public domain and provides frameworks for improving streetscapes, parks, urban spaces, and transport hubs, in order to integrate them into the area's local and heritage character.



Gordon Illustrative Masterplan - Source: Ku-ring-gai Public Domain Plan (p.85)



Lindfield Illustrative Masterplan - Source: Ku-ring-gai Public Domain Plan (p. 154)



Roseville Illustrative Masterplan - Source: Ku-ring-gai Public Domain Plan (p. 334)



Lindfield Village Green - public open space delivered by Council on the site of the former Tryon Road car park

3

Understanding the place

Site analysis methodology

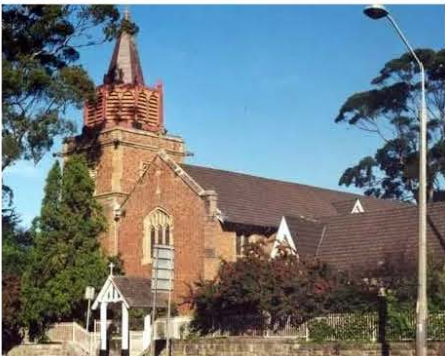
The site analysis focused on understanding key elements which shape the character and development potential of the centres. These include:

- **Community infrastructure and restricted sites:** Identifying essential services, public amenities, and facilities that support the local population.
- **Heritage:** Identifying heritage-listed sites and conservation areas that require preservation and influence future development patterns.
- **Ownership type:** Analysing land tenure, including strata ownership, which significantly affects the feasibility of redevelopment.
- **Environmental factors:** Evaluating the natural landscape, particularly regarding tree canopy and existing mature trees which impact site suitability for development.

These elements are both opportunities for future growth, however can also act as constraints on the development potential of specific sites. By understanding these constraints and opportunities, this analysis informs the broader strategy for optimising dwelling delivery within the study area.

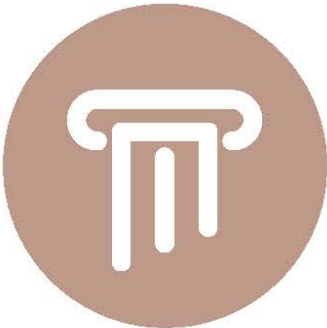
COMMUNITY INFRASTRUCTURE AND RESTRICTED SITES

- Churches and places of worship
- Recent development (<15 years)
- Approved DAs
- Hospitals
- Schools and education
- Community titles



HERITAGE

Heritage items and HCAs



STRATA TITLES

Strata titles unlikely to redevelop (generally more than 10 lots), unless provided with significant uplift



EXISTING TREES

- Small trees (>10m)
- Medium trees (10-20m)
- Tall trees (<20m)



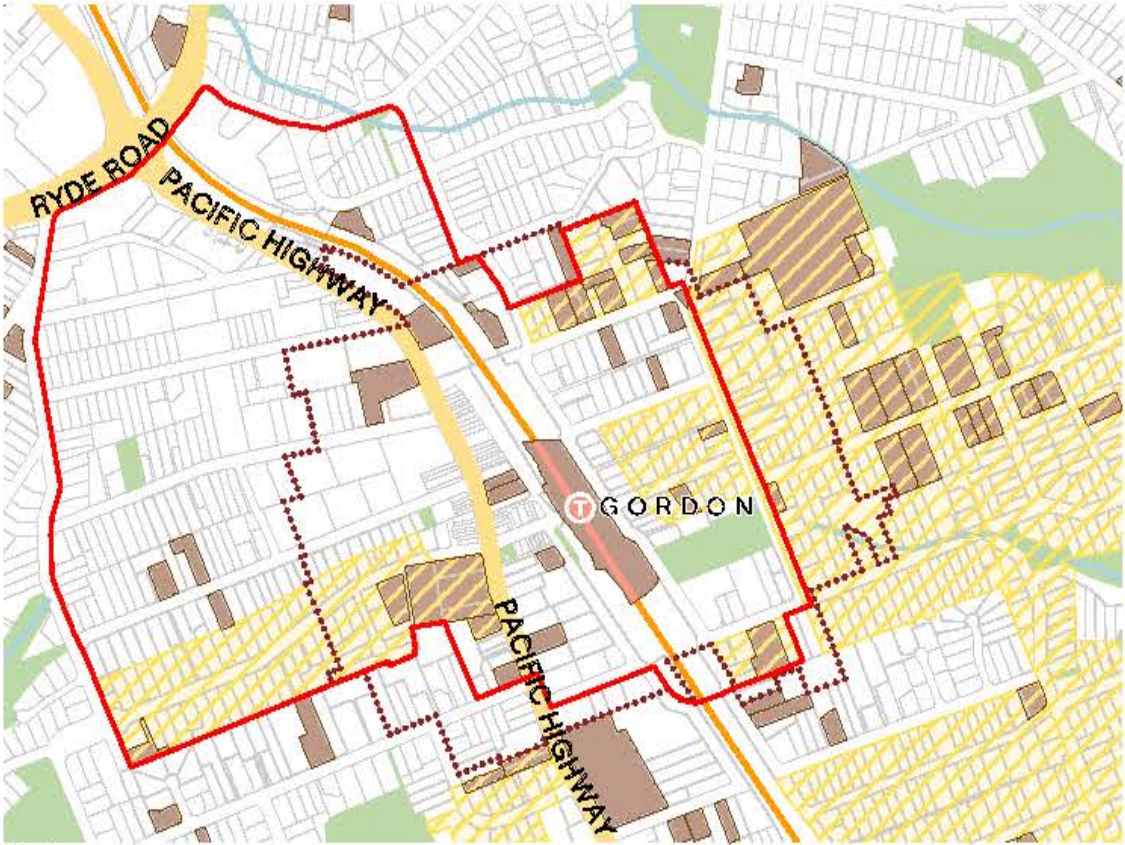


Heritage and conservation areas

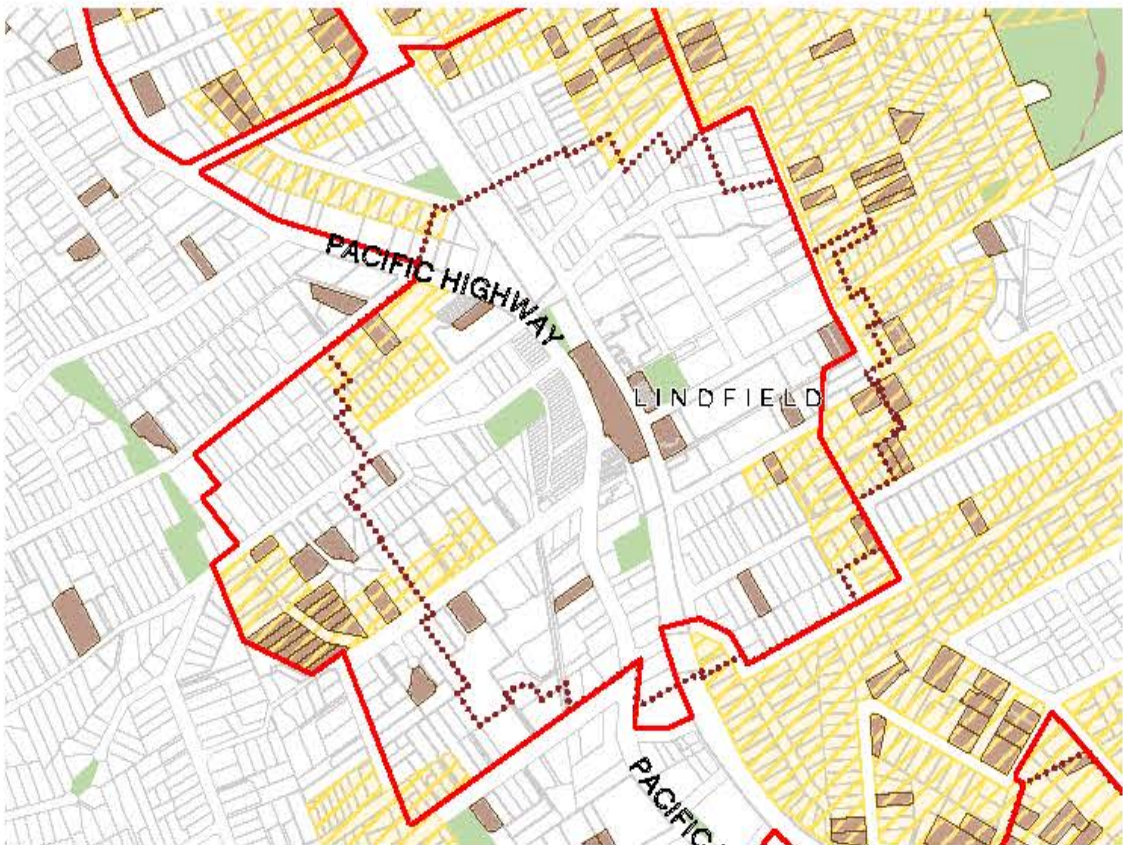
HCAs and heritage items, which are highly valued by the community are mapped in the diagrams opposite. The TOD controls apply to HCAs, but do not apply to heritage items. The Alternative Scenarios seek to distribute density across a broader catchment to minimise impacts on HCAs while accommodating growth and ensuring appropriate transitions to surrounding areas.

This study has applied the following approach to HCAs and heritage items, which is consistent with the Alternative Scenarios:

- HCAs are generally retained and designated areas of no change where possible.
- HCAs with a high proportion of heritage items are retained and designated as areas of no change.
- HCAs that are located on the outer edges of the 400 radius are generally retained and designated areas of no change where possible.
- HCAs wholly located within the 400m radius, isolated or wedged between areas of change are included in the areas of change.
- Heritage items are given the same development potential as adjacent sites, even if the likelihood of redevelopment is low.



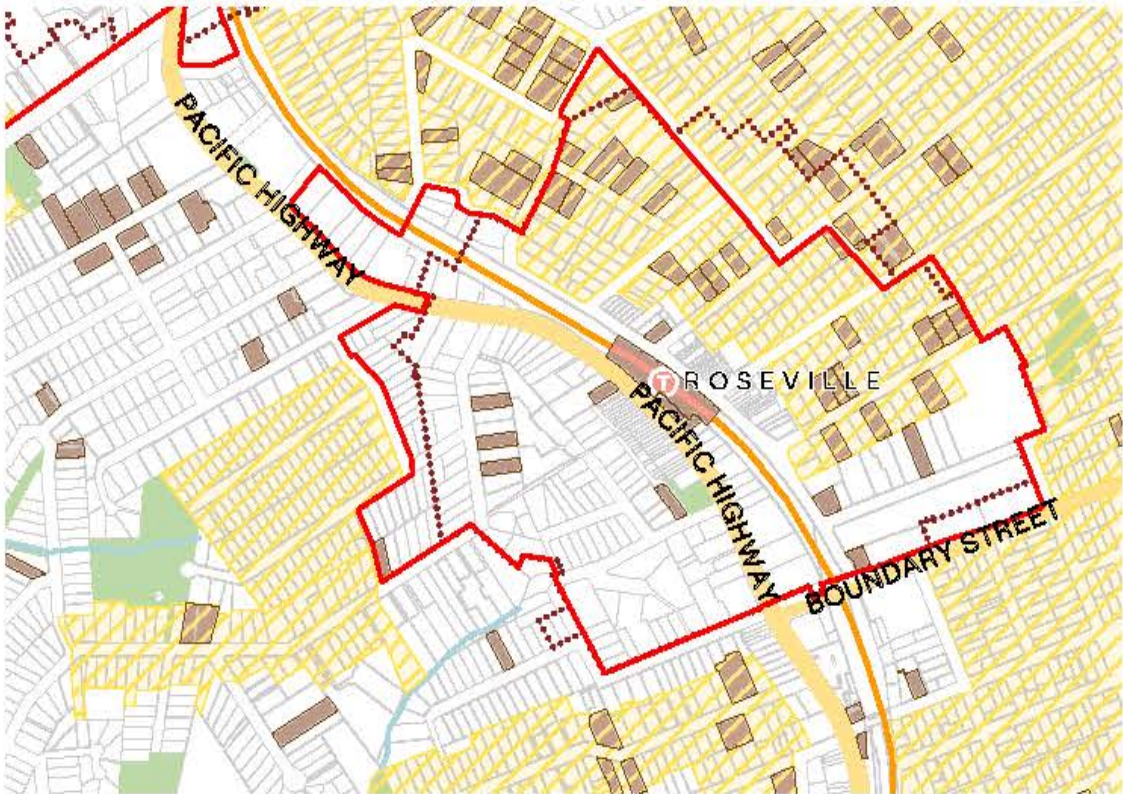
Gordon



Lindfield



Killara



Roseville

- Proposed alternate boundary
- TOD boundary
- HCAs
- Heritage item
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway

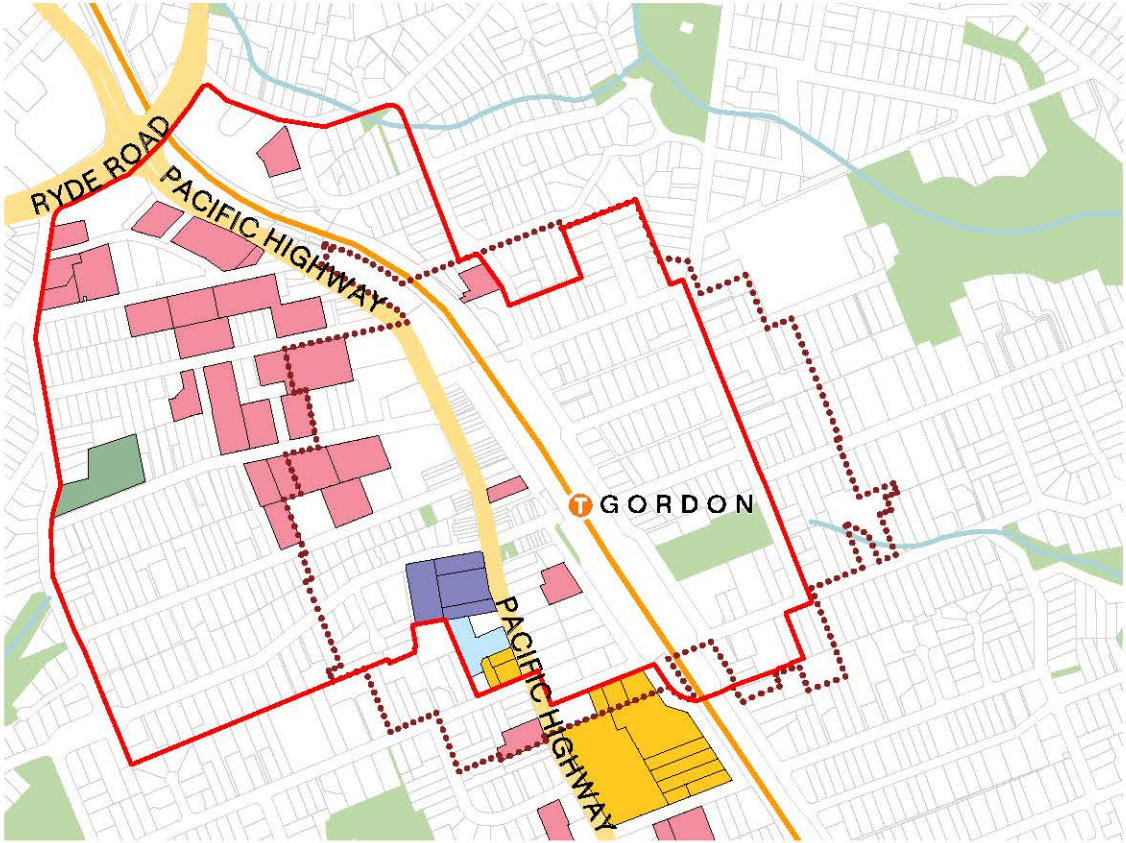


Community infrastructure and restricted sites

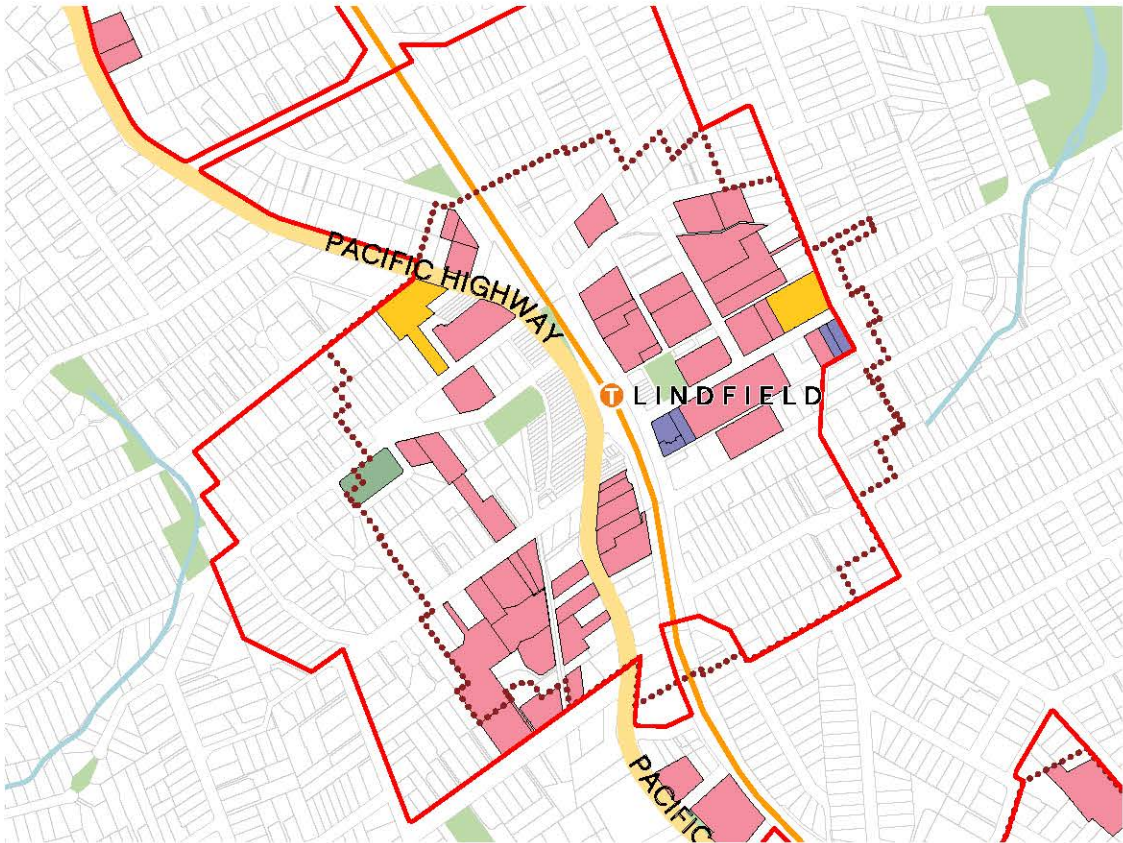
Major community infrastructure and restricted sites that are considered unlikely to redevelop include:

- Churches and places of worship
- Recent development (<15 years)
- Hospitals
- Schools and education

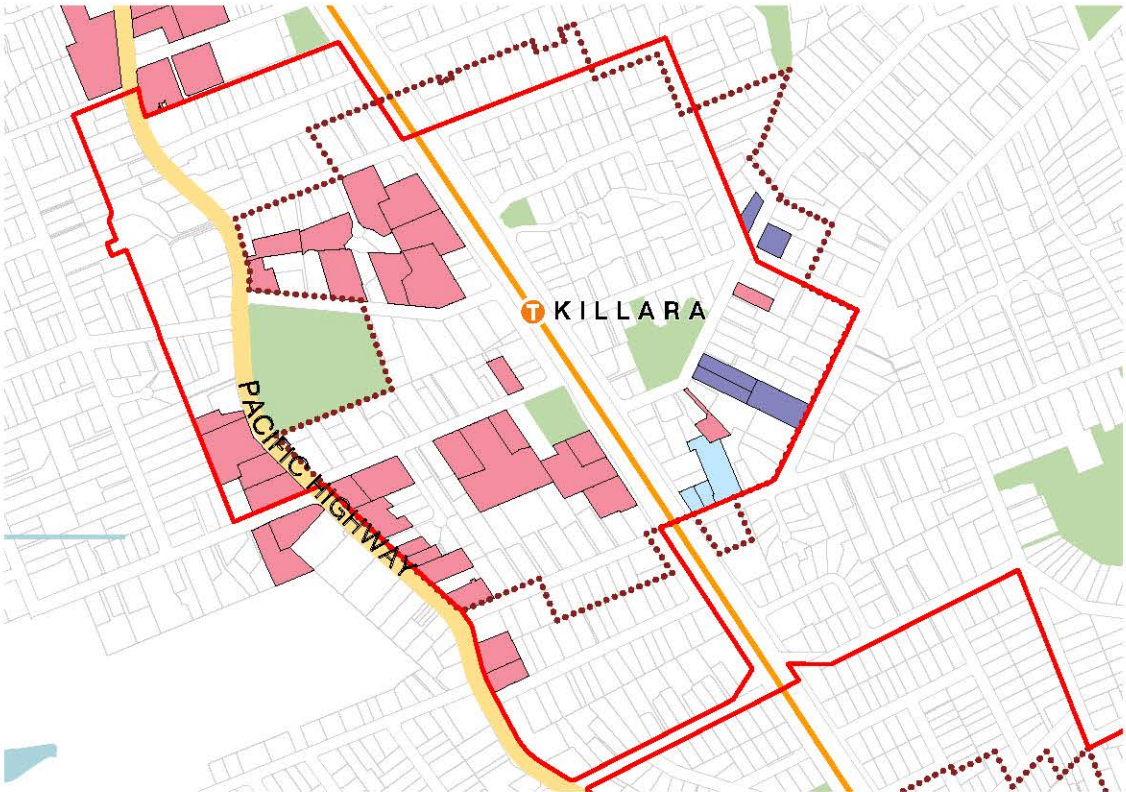
Although these sites have a low likelihood of redevelopment, if the zoning currently applicable allows for residential use (R2, R3, R4, MU1, or E1), this study assumes they will receive the same uplift as adjoining sites and will contribute to the dwellings target.



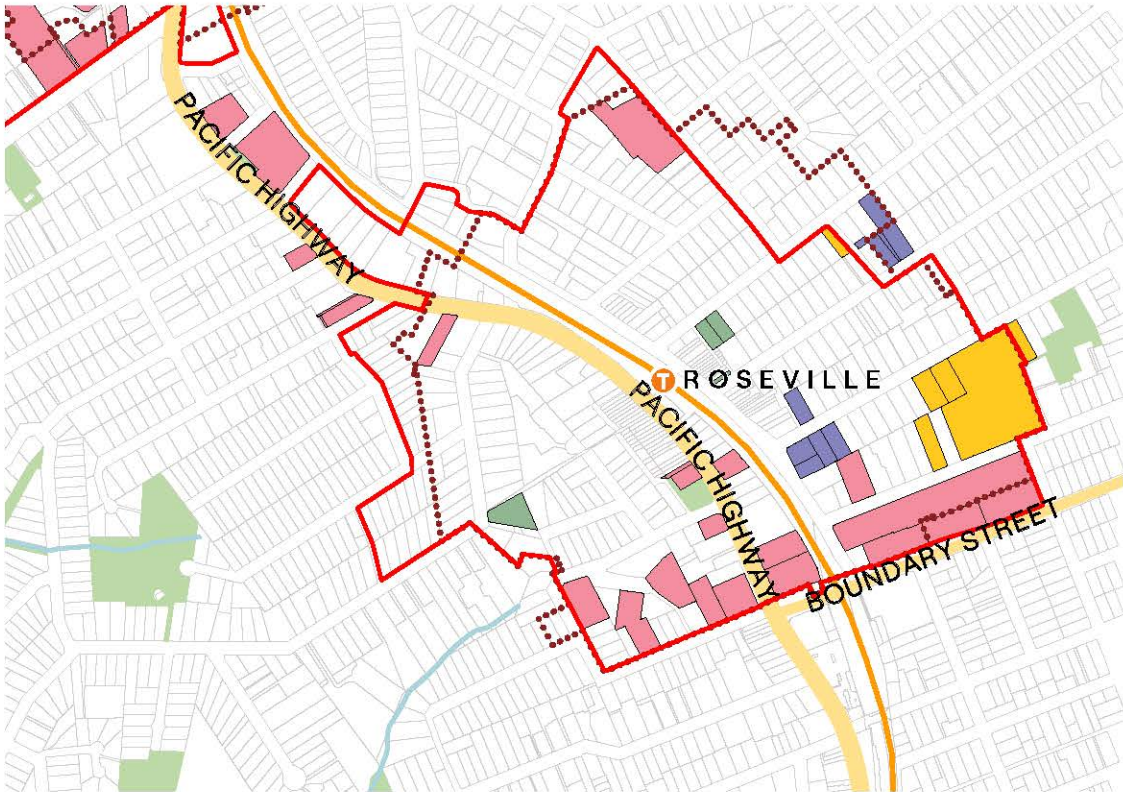
Gordon



Lindfield



Killara



Roseville

- Proposed alternate boundary
- TOD boundary
- Churches
- Schools
- Hospitals
- Recent developments (<15 years)
- Future parks
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway

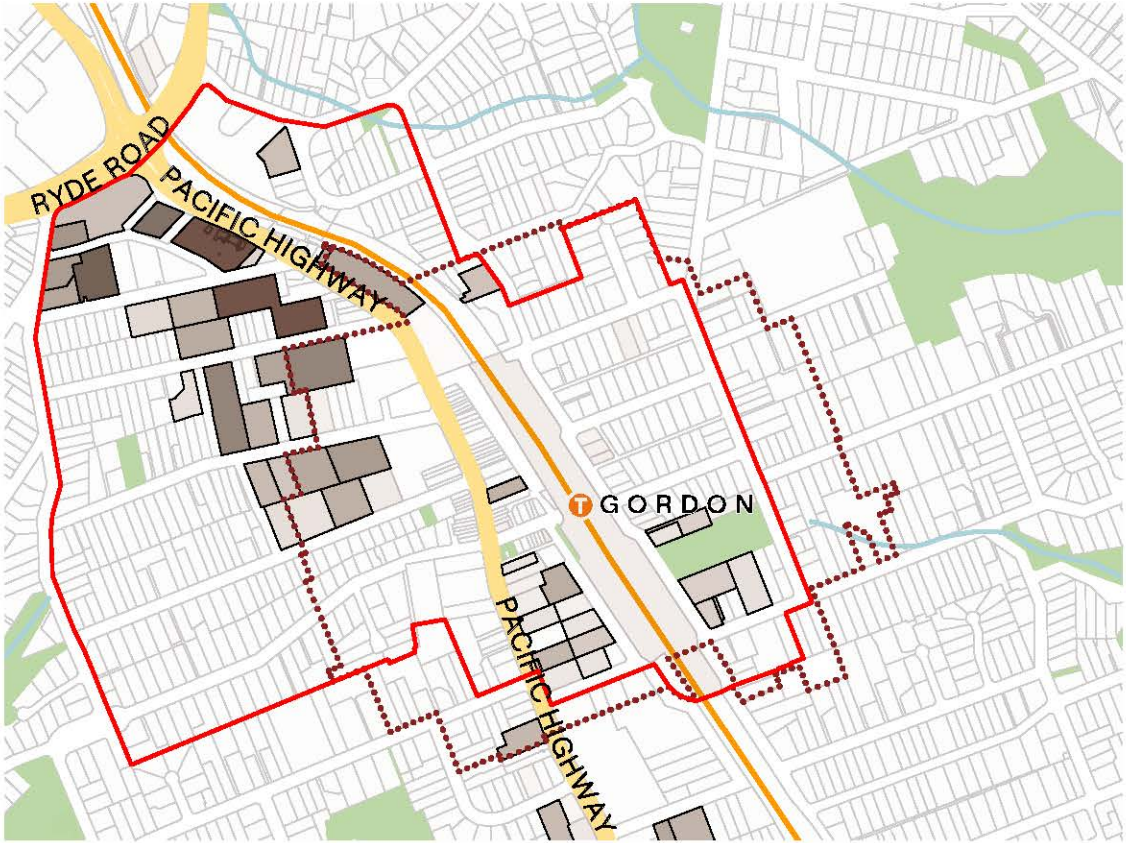


Strata lots

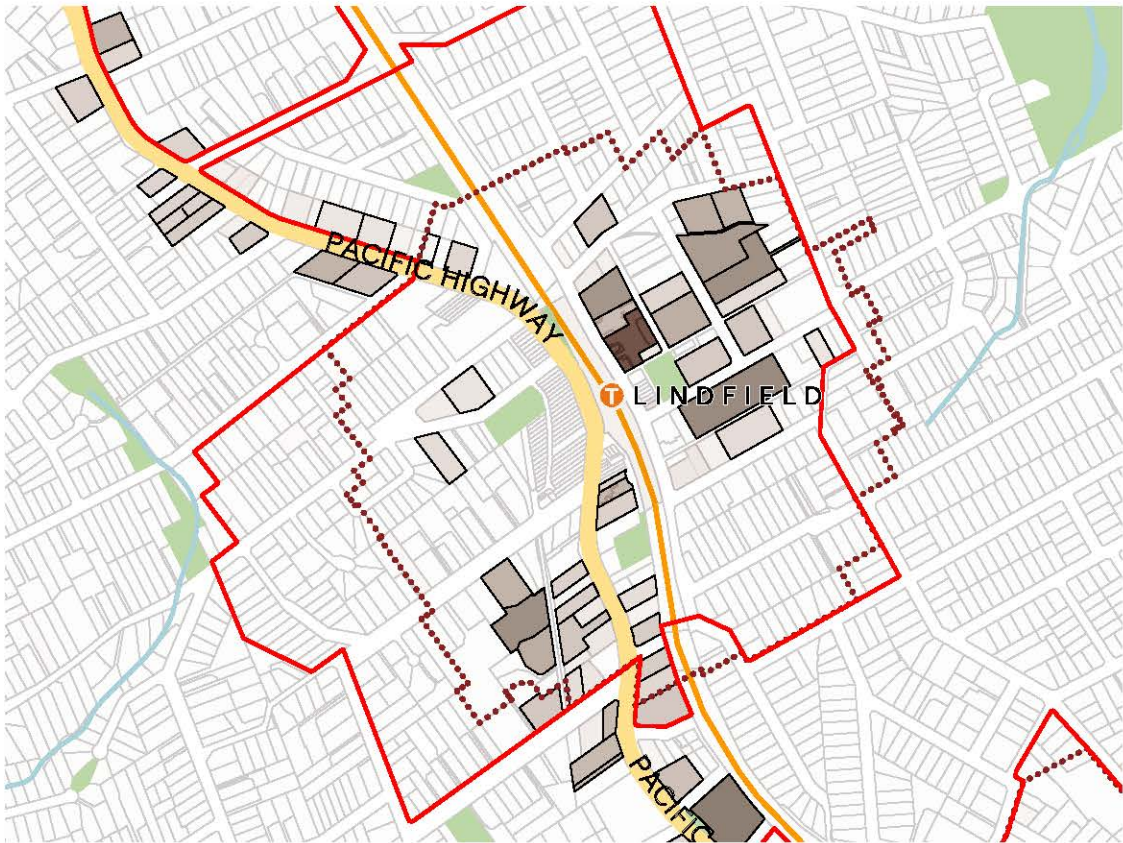
Strata ownership has been mapped in the diagram opposite, illustrating the number of ownerships per lot. The greater the number of individual owners, the less likely redevelopment is to occur. Redeveloping strata properties is complex due to the requirement for majority owner agreement (typically 70%) for a collective sale.

This study assumes the following:

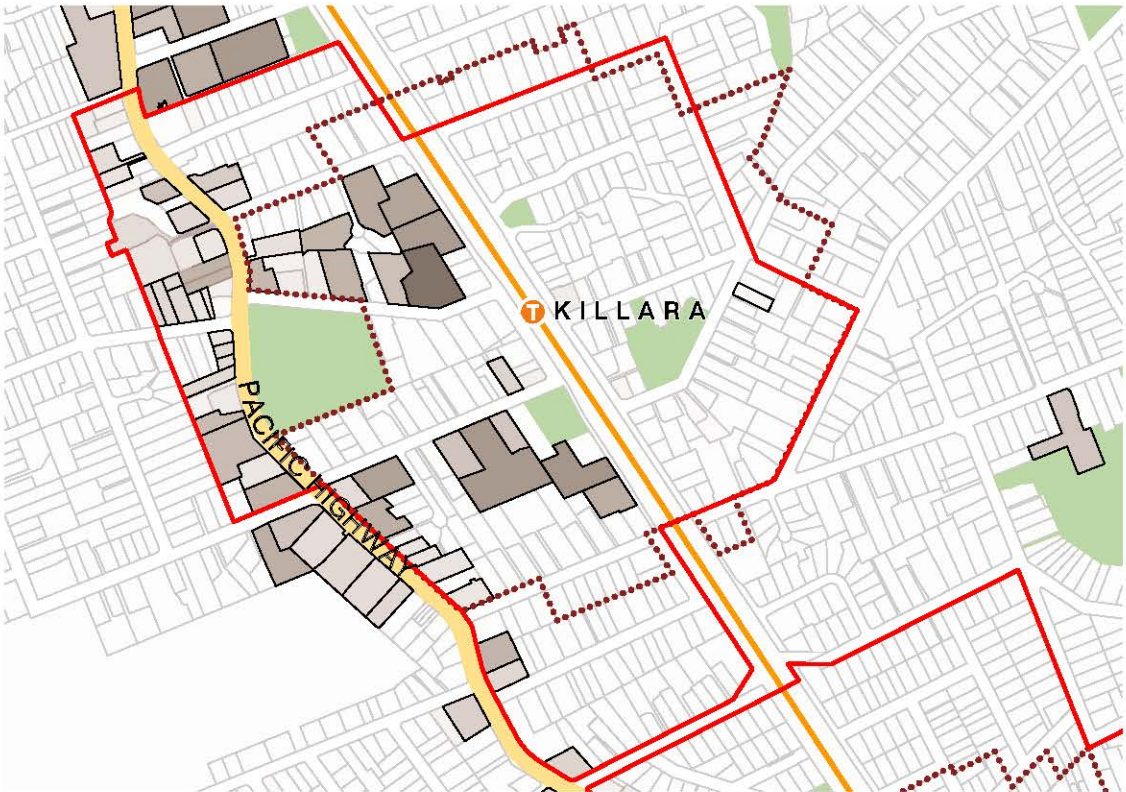
- Strata properties with fewer than 10 lots are developable, while those exceeding 10 lots require further feasibility assessment.
- Strata lots that achieve significant FSR uplift are also considered developable regardless of the number of lots.
- Strata lots that do not meet the above criteria are classified as having constrained capacity.



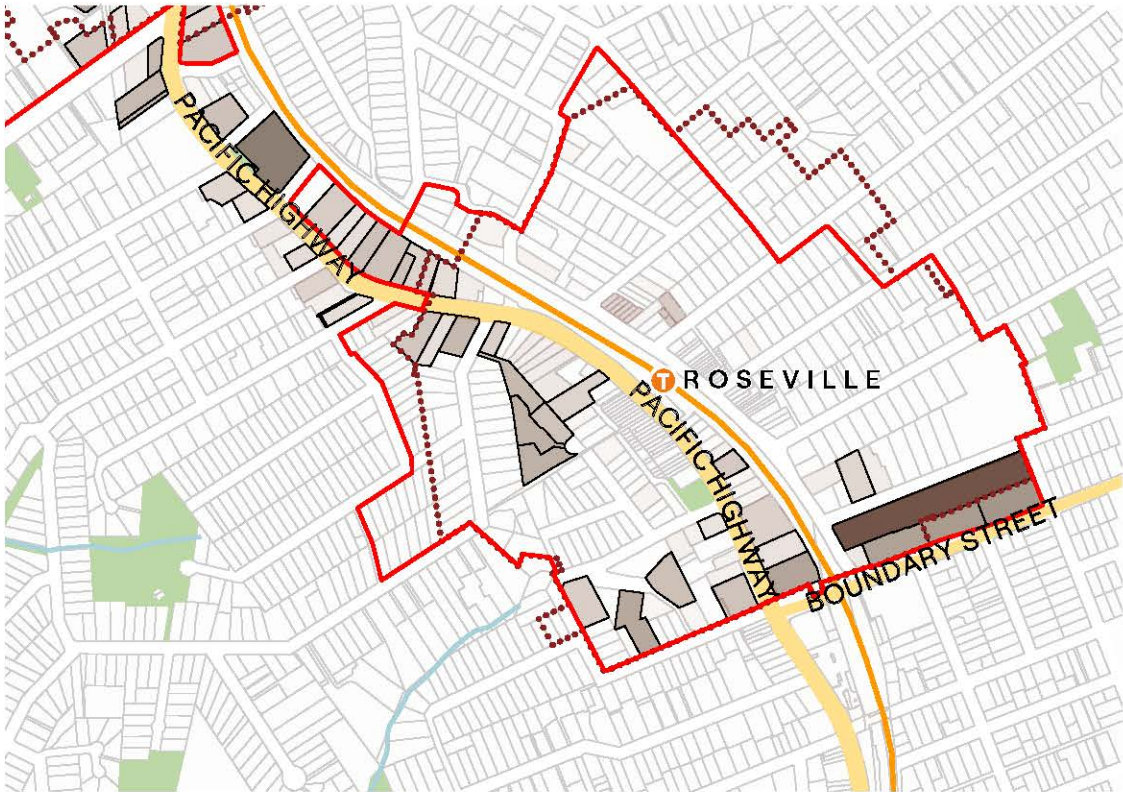
Gordon



Lindfield



Killara



Roseville

- Proposed alternate boundary
- TOD boundary
- Strata over 10 lots
- Number of strata lots
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway

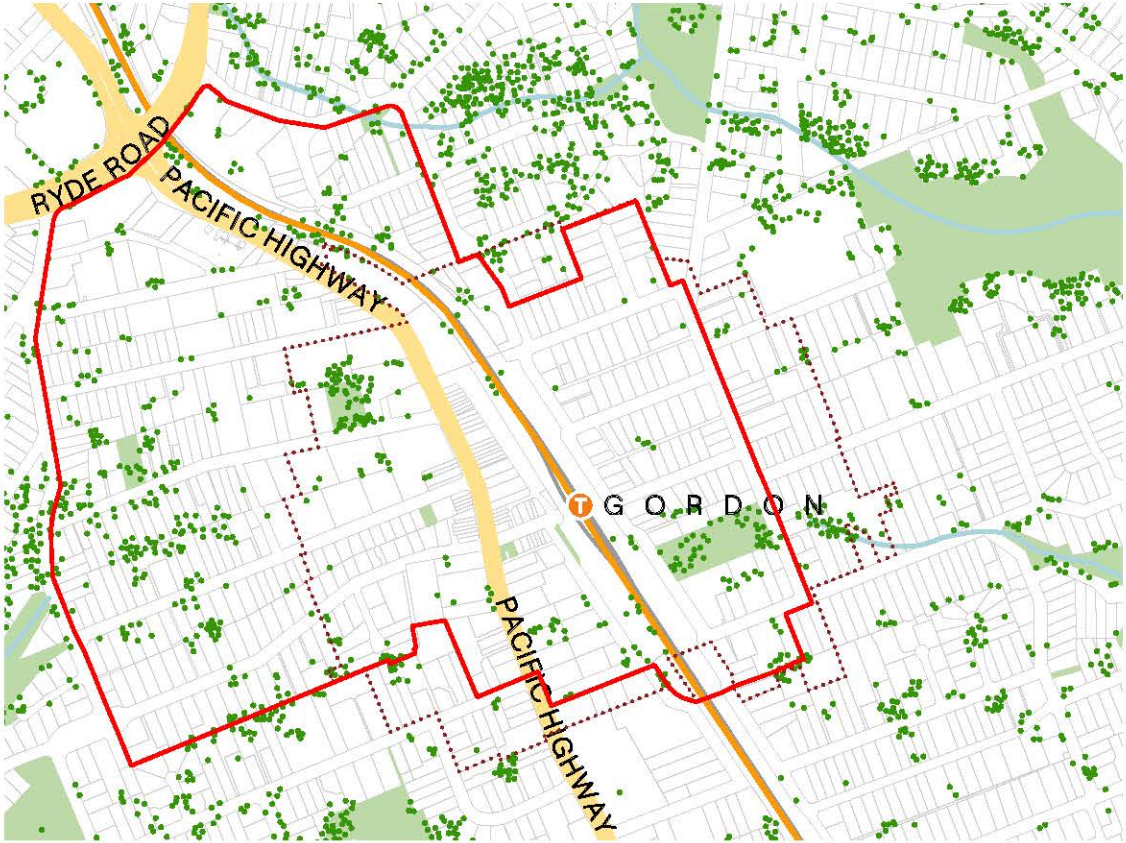


Tree analysis

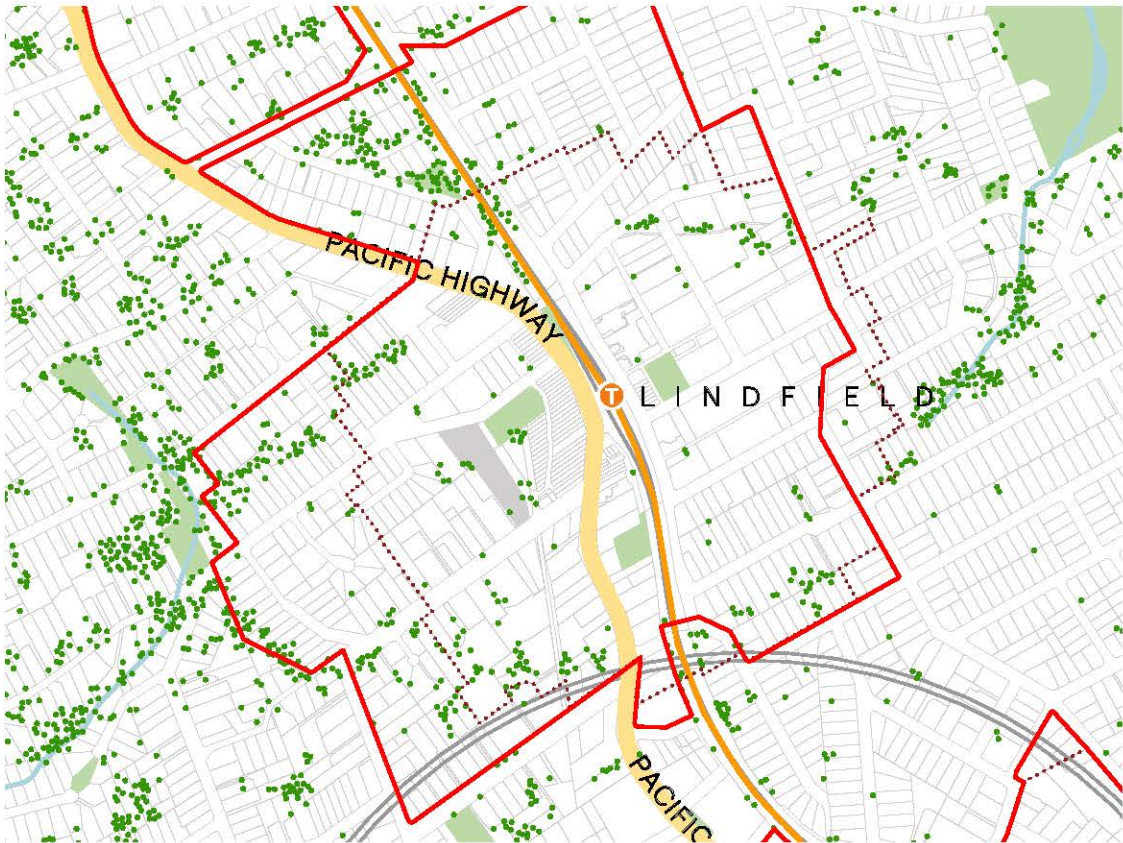
Existing trees have been classified by height as follows:

- Trees under 10m: Small
- Trees between 10m and 20m: Medium
- Trees exceeding 20m: Tall

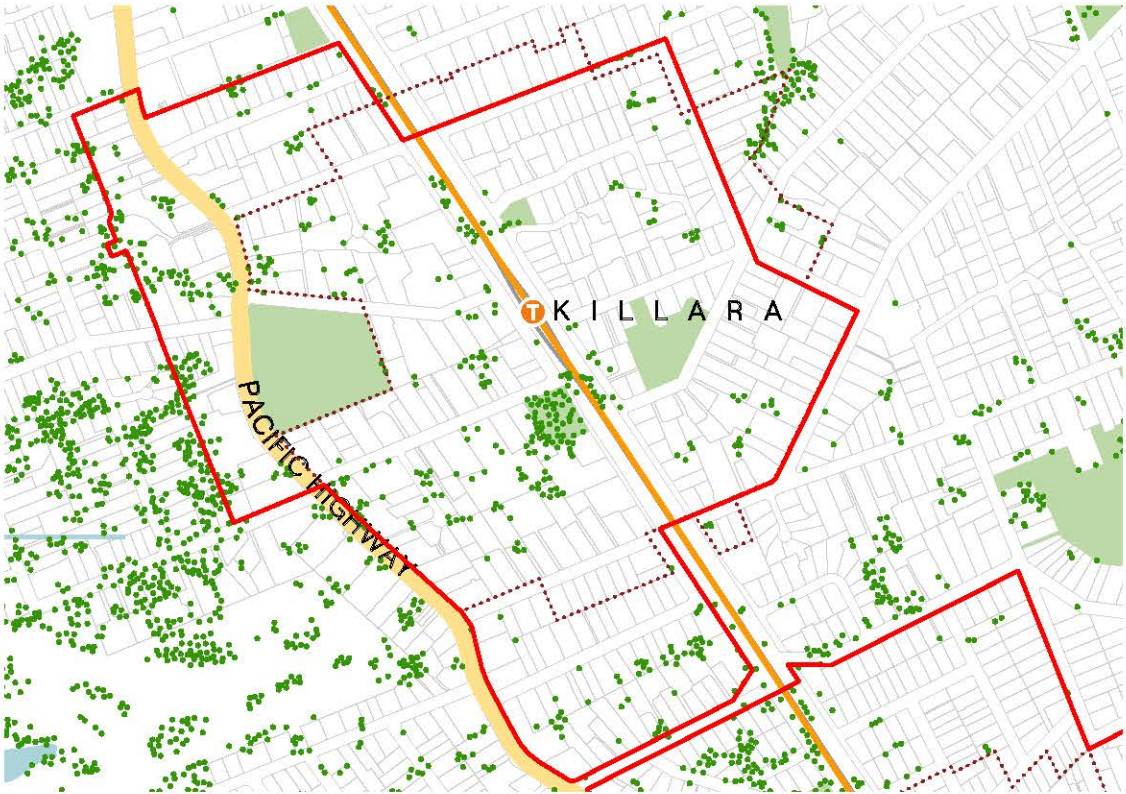
Although all existing trees may have ecological value it is assumed by this study, that tall trees have high environmental value and will be retained with any future development. For this reason, tall trees have been identified and located on the diagram opposite and considered in the development of the proof of concept (3D massing of proposed controls) to ensure retention is possible under the preferred scenario. Tall trees have been treated as a design consideration during the testing process.



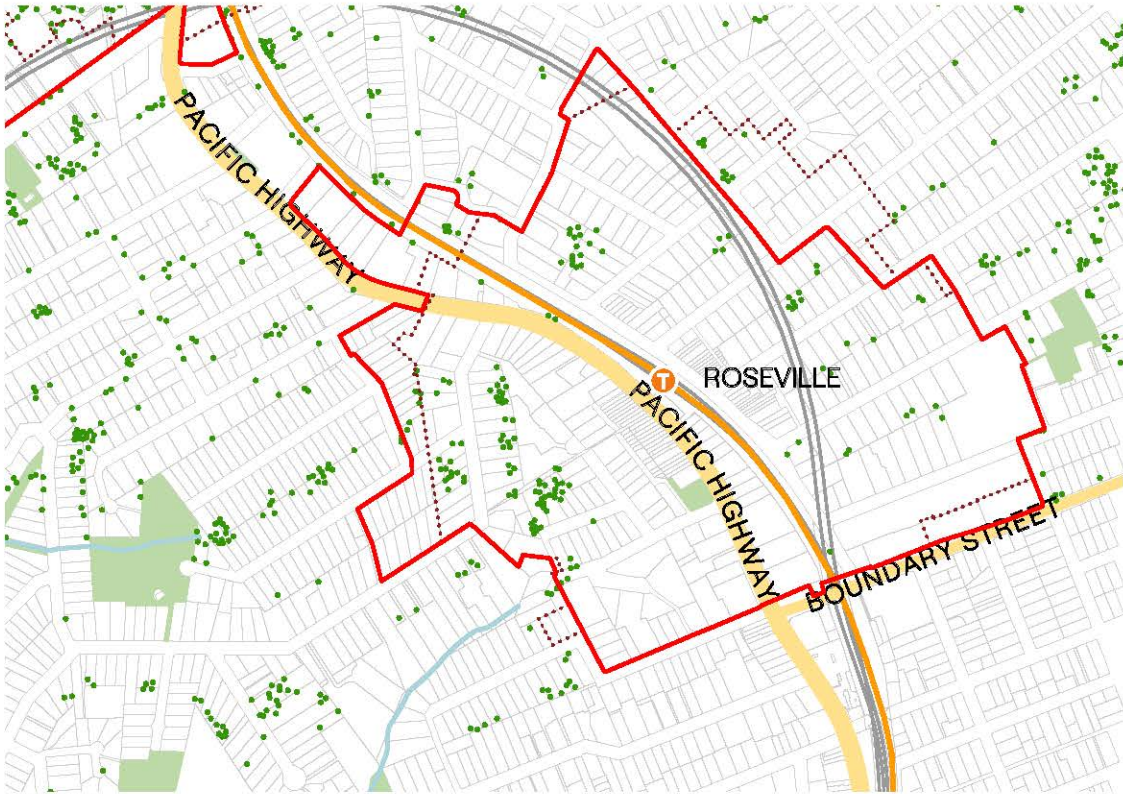
Gordon



Lindfield



Killara



Roseville

- Proposed alternate boundary
- TOD boundary
- Tall trees - trunk location
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway

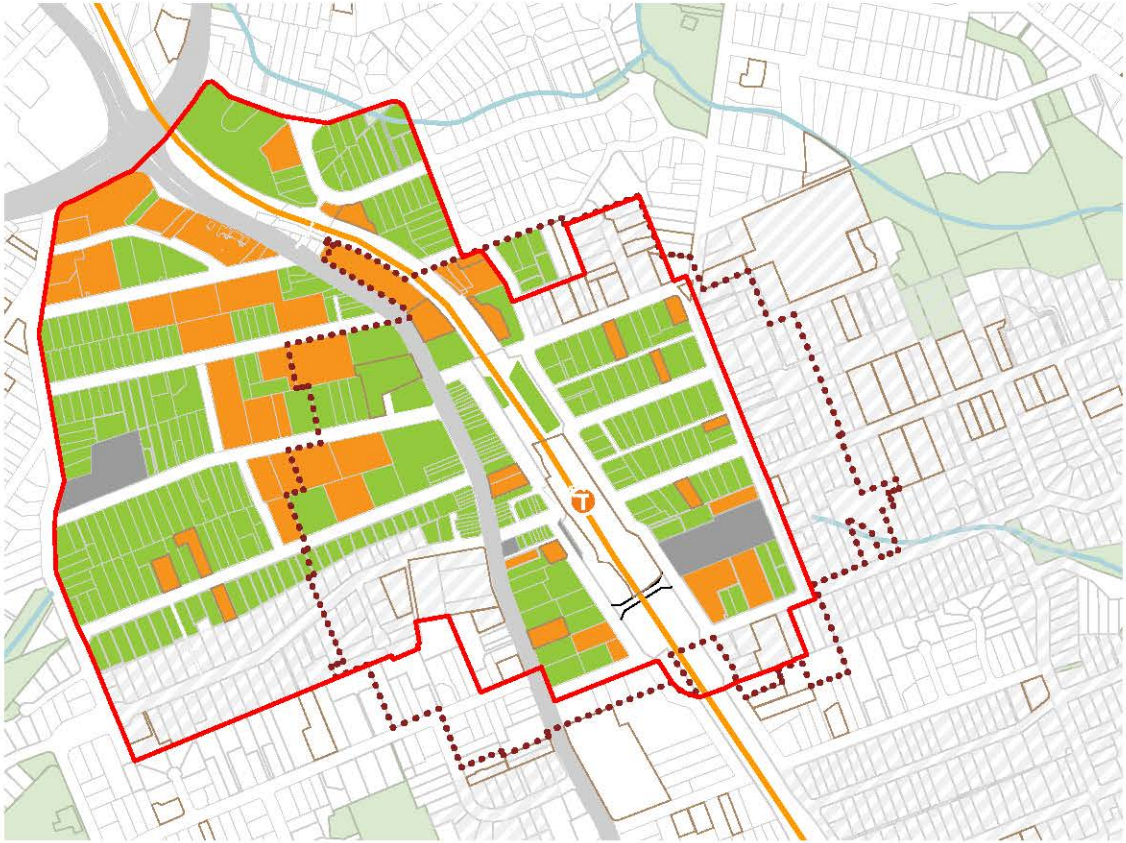
The target of 23,200 net additional dwellings is achieved through an overarching rezoning of the four centres. This diagram consolidates the findings of the site analysis to identify constrained lots within the four centres. Sites considered to be constrained include:

- Heritage items
- Strata over 10 lots (subject to feasibility assessment)
- Isolated lots
- Recent development
- Churches and places of worship
- Recent development (<15 years)
- Hospitals
- Schools and education

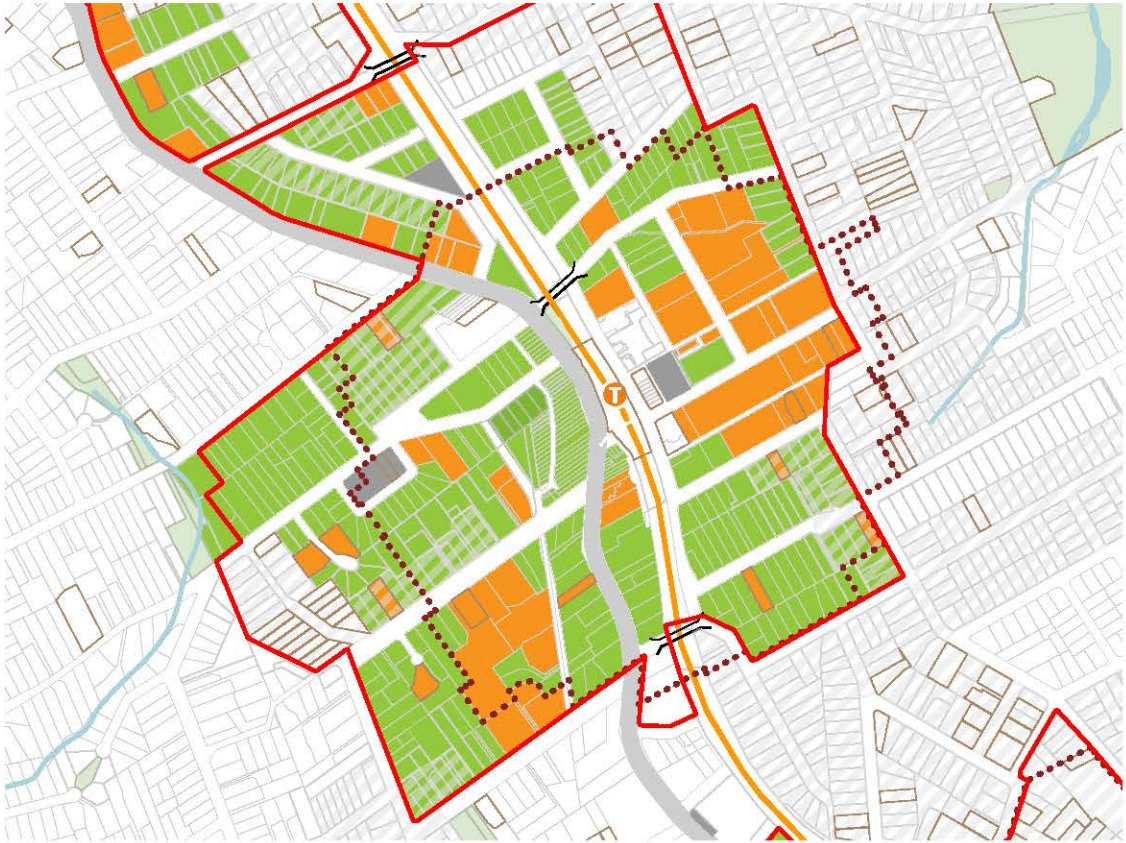
Although these constrained sites have been identified for uplift, it is unlikely that they will be redeveloped for additional housing in the short to medium term.

Unchanged lots are sites which already have planning controls that align with the desired future character and built form of the centre.

- Proposed alternate boundary
- TOD boundary
- Unconstrained lots
- Constrained lots
- Open space
- Areas of no change
- HCAs
- Train station
- Railway line
- Arterial roads
- Pedestrian overpass/underpass



Gordon



Lindfield



Killara



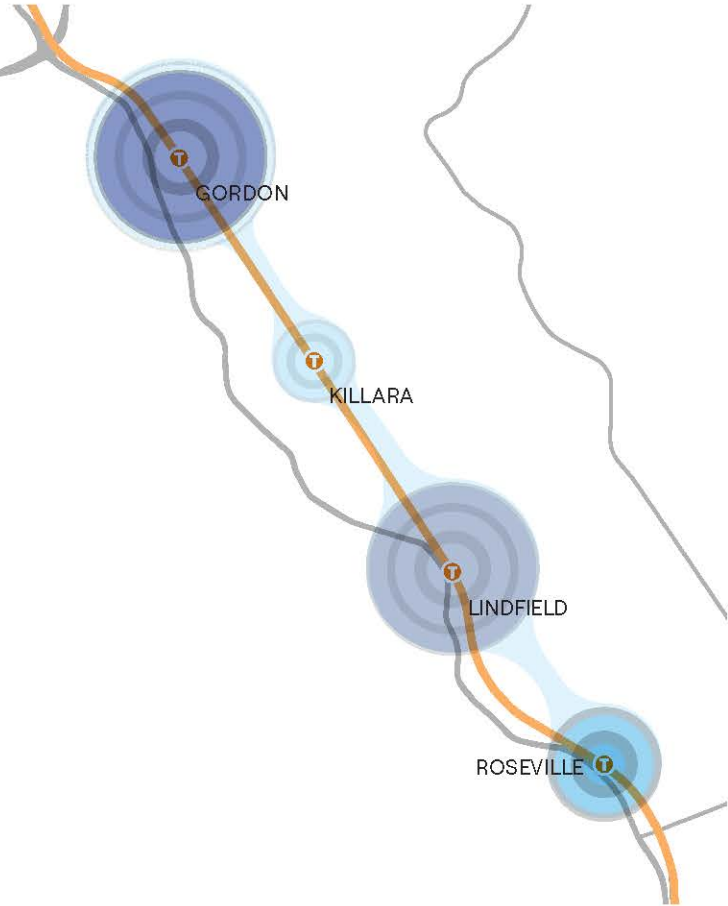
Roseville

4

Place-based approach

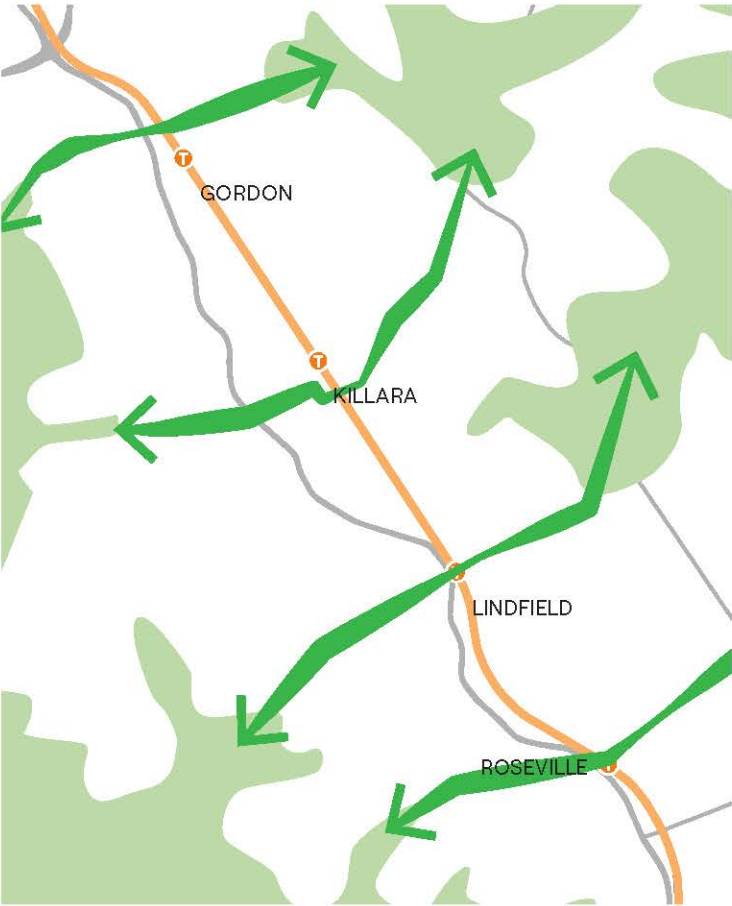
Corridor concept design

This study has adopted a corridor concept which has been informed by a detailed understanding of place and aligns the design concept of the four centres with project objectives.



CENTRES HIERARCHY

The centres within the corridor have a distinct hierarchy, where Gordon is the major local centre with commercial uses, followed by Lindfield that offers community and retail services. Roseville functions as a smaller centre, followed by Killara. This hierarchy informs the distribution of height and density.



GREEN CORRIDORS

Green corridors should be established to connect to the surrounding bushland and national parks.



HERITAGE AND BIODIVERSITY

Heritage conservation areas to the east and ecological links to the national park to the west constrain development, shaping the area of change.



OPPORTUNITY FOR CHANGE

The sites located in the wedge between the Pacific Highway and railway corridor present the greatest opportunity for change and increase in density due to their accessibility to both the centre's high streets and train stations.

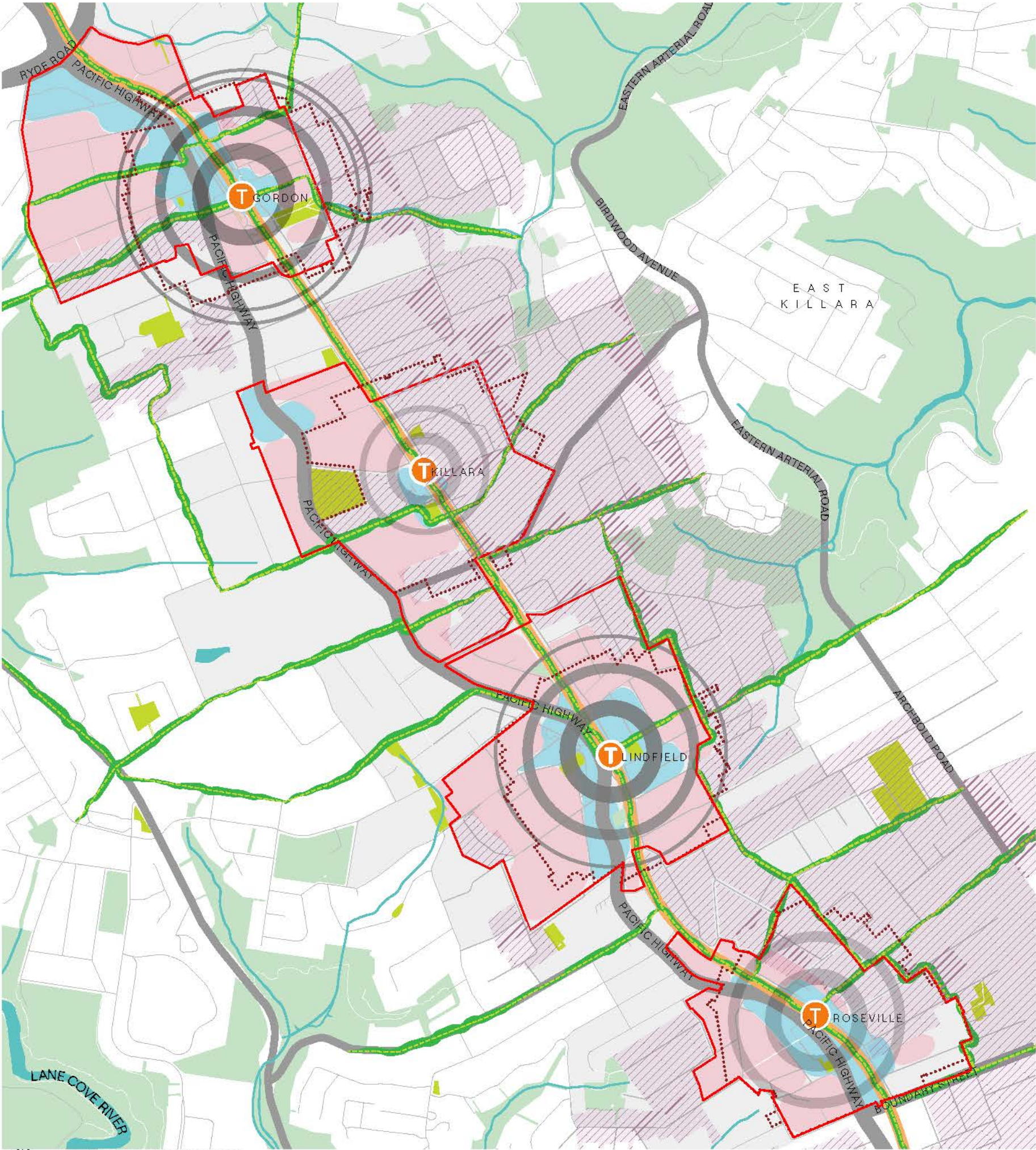
- Open space
- Train station
- Railway line
- Arterial roads
- Prominence of centre
- Green corridors
- Indicative extent of the ecological corridors
- Indicative extent of the HCAs
- Opportunity for intensification
- Indicative areas of change

Place-based approach

Corridor concept structure plan

The approach to the corridor concept design has been informed by the detailed understanding of place and alignment with the project objectives. Balancing the priorities of place, such as heritage and biodiversity and green corridors, with the strategic vision of a centres hierarchy has reveals the locations that offer opportunity for change.

- Intensification areas - Mixed use**
Existing and proposed areas for mixed use including ground floor retail or commercial uses and residential.
- Intensification areas - Residential**
Area of intensification of density with the introduction of residential flat buildings.
- Conservation areas**
Existing conservation areas have been retained where possible affected areas are consistent with alternative scenarios.
- Green corridors**
Green corridor to be implemented through built form controls are in accordance with the LSPS
- Centre hierarchy**
The hierarchy of the 4 centres has been taken in consideration when distributing height and density.
- Proposed alternate boundary
- TOD boundary
- Open space
- Waterways
- HCAs
- 800m catchment of train stations
- Train station
- Railway line
- Arterial roads
- Secondary roads



Corridor concept structure plan

Approach to the centres

The planning capacity, in dwellings for residential uses and in square metres (sqm) in gross floor area (GFA) for non residential uses, is identified for each centre and the corridor in the table opposite.

The assumptions used to calculate the additional capacity are summarised below:

Assumptions:

- Total capacity is calculated by multiplying the site areas by the proposed FSR.
- The additional capacity is calculated by subtracting the delivered capacity (existing dwellings).
- For sites proposed to be zoned E1 or MU1 one level of non-residential uses is assumed.
- The additional capacity is composed of both deliverable and constrained capacity (refer to page 10 for explanation).

Unit size:







- 90 sqm average unit size of residential Gross Floor Area (GFA)

Floor to floor assumptions:

- 4m ground floor residential
- 5m ground floor mixed use
- 3.2 residential floors above ground
- 3.6 commercial floors above ground
- 1.5m lift overrun

Gross building area (GBA) to Gross Floor Area (GFA) efficiency assumptions:

- Typical level residential GBA to GFA: 75%
- Commercial GBA to GFA: 85%
- Ground floor retail GBA to GFA in E1 zones: 50%
- Ground floor retail GBA to GFA in MU1 zones: 30%

-  Proposed alternate boundary
-  Open space
-  Waterways
-  Train station
-  Railway line
-  Areas of change

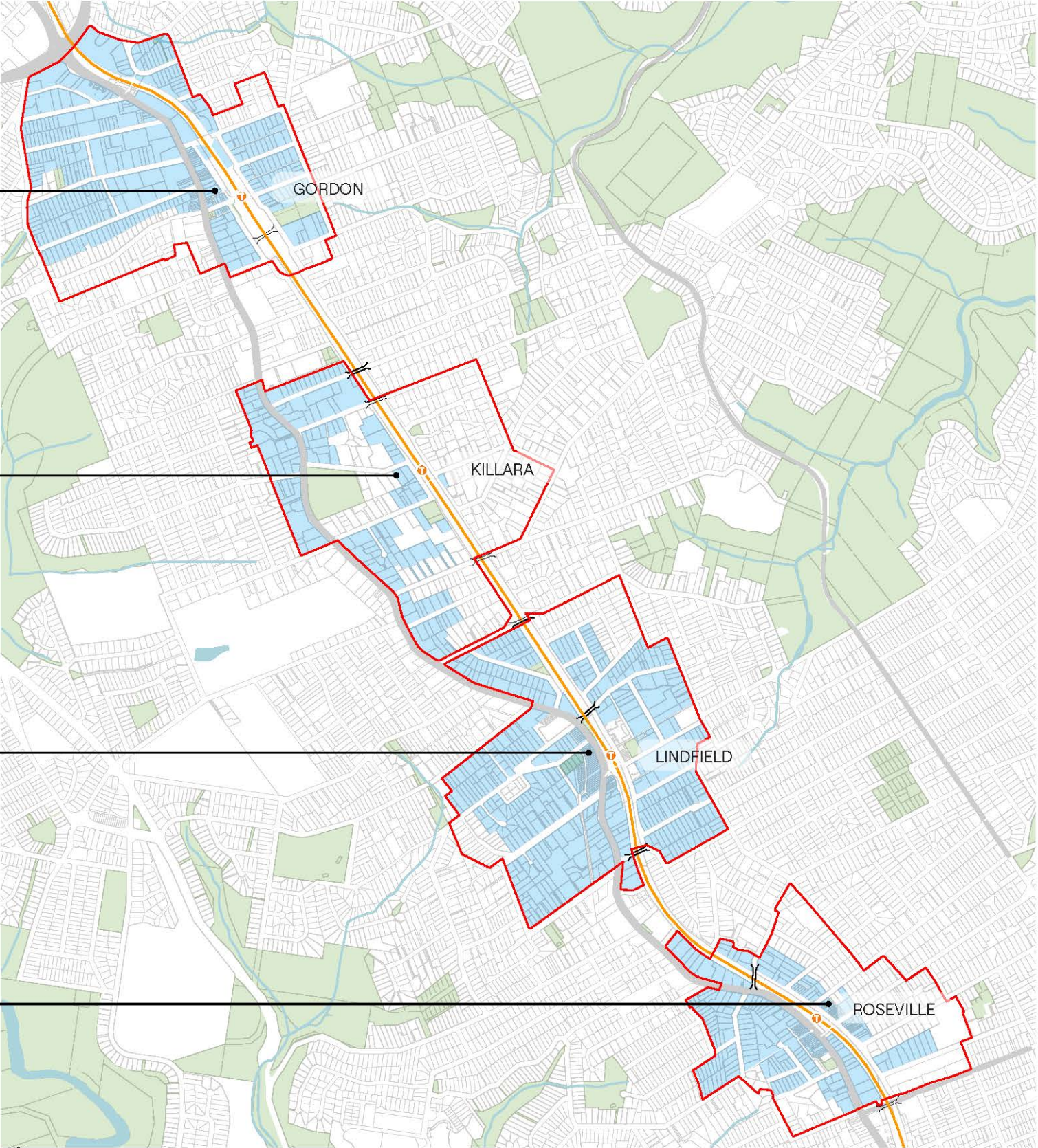
CORRIDOR	
ADDITIONAL CAPACITY:	24,562 DWL
DELIVERABLE CAPACITY:	19,665 DWL
CONSTRAINT CAPACITY:	4,897 DWL
NON RESIDENTIAL GFA:	155,247 SQM

GORDON	
ADDITIONAL CAPACITY:	9,012 DWL
DELIVERABLE CAPACITY:	7,250 DWL
CONSTRAINT CAPACITY:	1,764 DWL
NON RESIDENTIAL GFA:	61,422 SQM

KILLARA	
ADDITIONAL CAPACITY:	2,778 DWL
DELIVERABLE CAPACITY:	1,972 DWL
CONSTRAINT CAPACITY:	806 DWL
NON RESIDENTIAL GFA:	33,817 SQM

LINDFIELD	
ADDITIONAL CAPACITY:	9,419 DWL
DELIVERABLE CAPACITY:	7,687 DWL
CONSTRAINT CAPACITY:	1,731 DWL
NON RESIDENTIAL GFA:	32,778 SQM

ROSEVILLE	
ADDITIONAL CAPACITY:	3,353 DWL
DELIVERABLE CAPACITY:	2,756 DWL
CONSTRAINT CAPACITY:	596 DWL
NON RESIDENTIAL GFA:	27,230 SQM



Corridor key plan

Centre structure plans

The corridor concept structure plan is implemented through three key urban design elements. These elements have been translated into three distinct structure plans for each centre:

- Open space
- Land use
- Built form

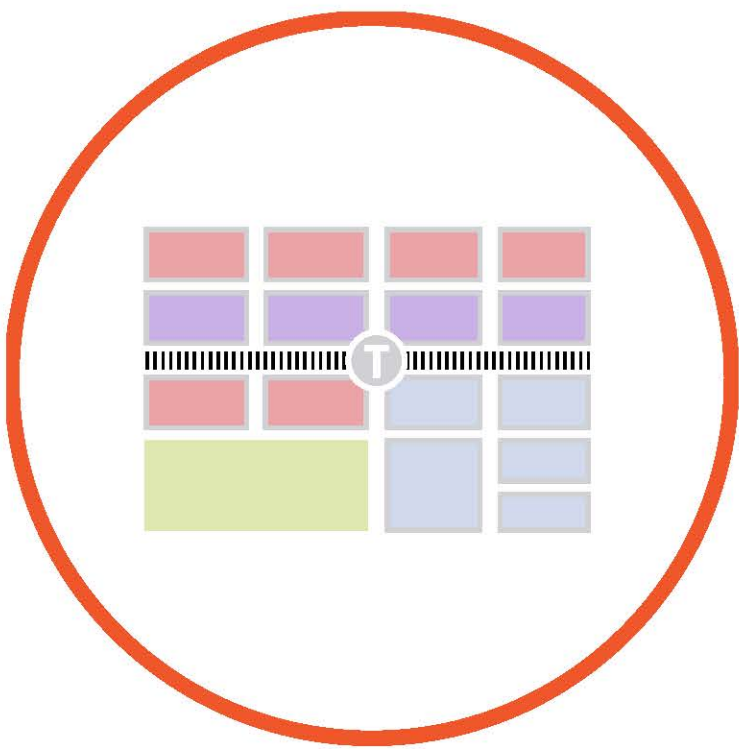
These structure plans are complementary and must work in tandem to achieve desired future character and support development objectives.



Open space structure plan

This integrates the Ku-ring-gai Public Domain Plan principles and objectives with KDCP 2015 precinct specific public domain and identifies:

- Through site links and arcades
- Planned new public open spaces
 - Public space upgrades
- Acquisition and dedications of land for public use



Land use structure plan

This identifies proposed land uses in line with the zoning in the KLEP 2015, including :

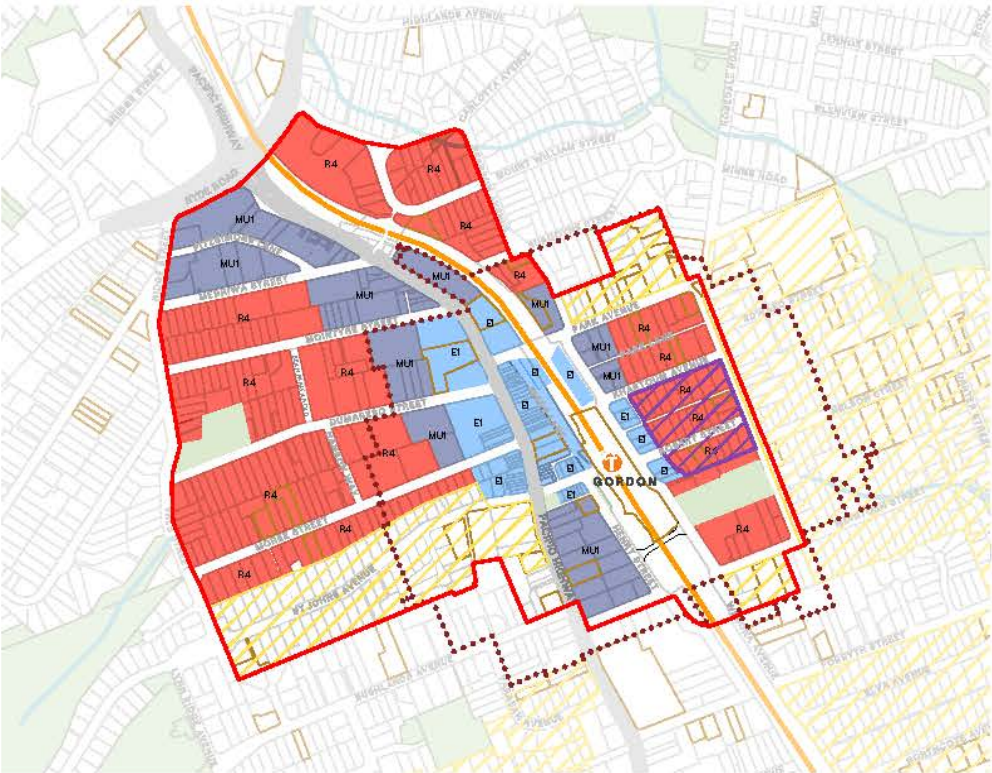
- R4
- MU1
- E1
- RE2



Built form structure plan

This identifies the desired built form outcomes for the centre, including a range of building height in storey where height transitions should be provided to adjoining lower scale areas outside the proposed TOD boundary and HCAs.

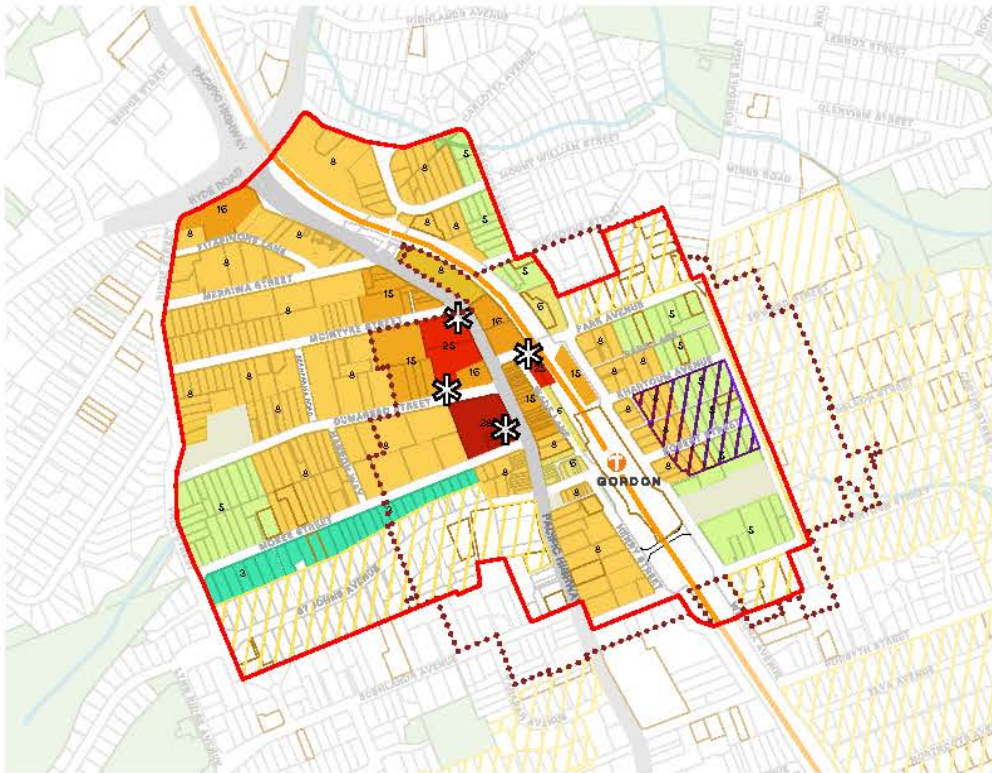
Gordon



Land use structure plan

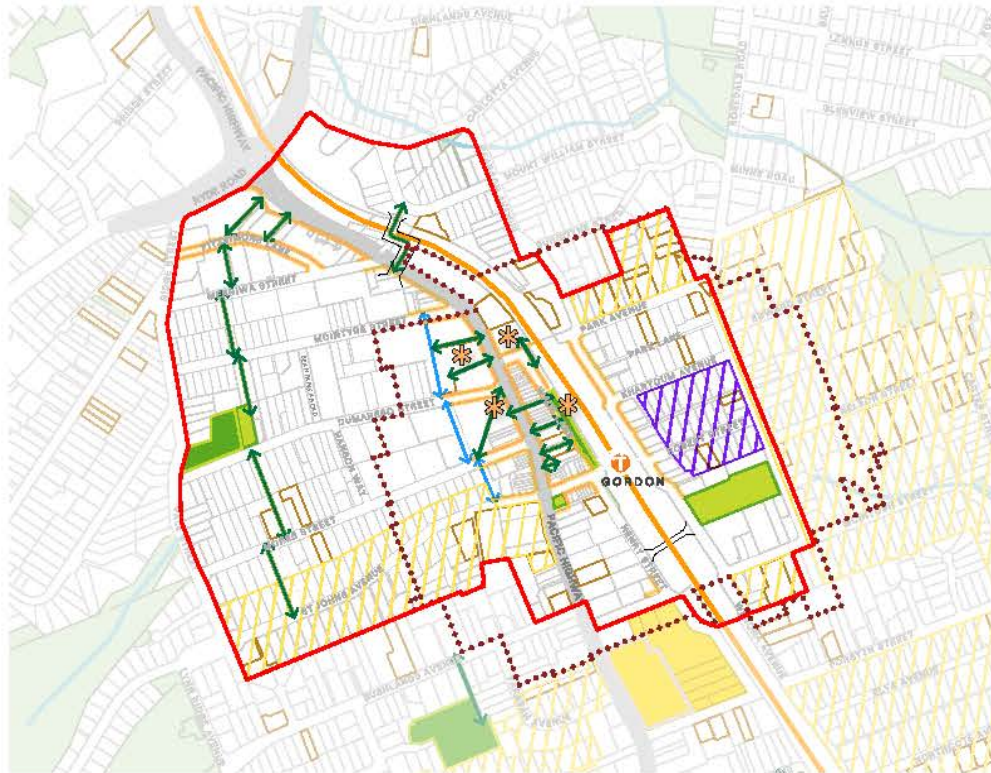
- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
- MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
- R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention

- Proposed alternative boundary
- TOD boundary
- Areas of no change
- Open space
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Heritage item
- HCA's - unaffected
- HCA's - upzoned



Built form structure plan

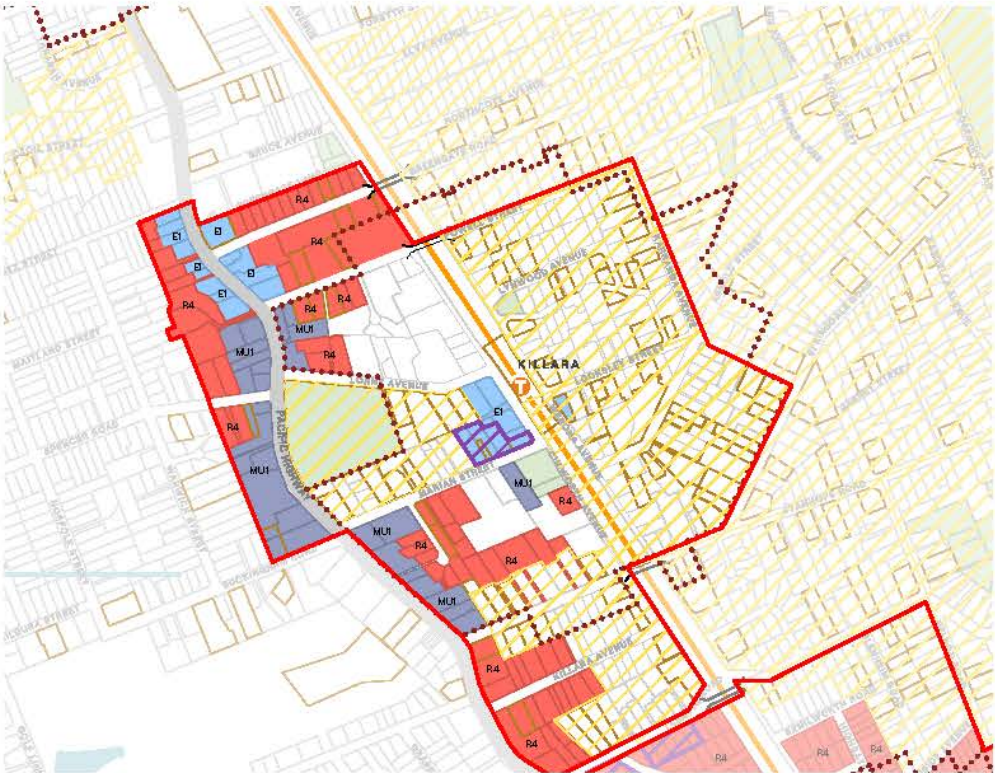
- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
- 6 storey buildings provide height transition between proposed built form
- 8 storey buildings are located around the centre and along the Pacific Highway and rail corridor
- 15 storey buildings are limited to key sites in local centres
- 25 storey towers are limited to landmark sites
- 28 storey towers are limited to Gordon Centre landmark site
- Landmark towers that signal gateways into the centre



Public domain structure plan

- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools

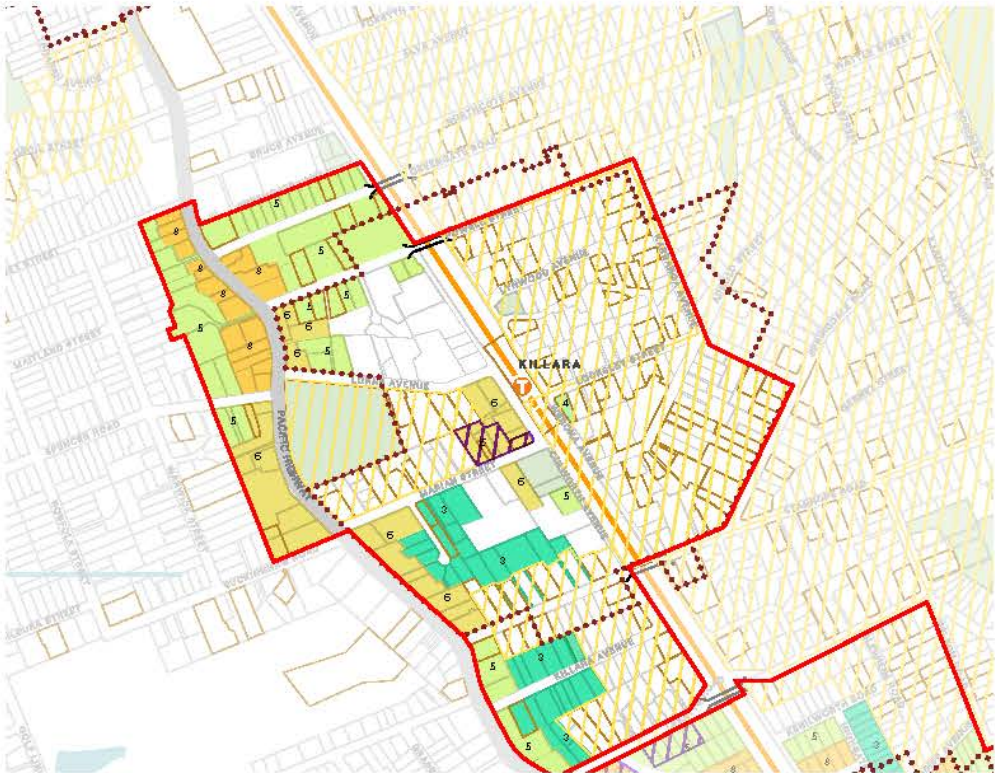
Killara



Land use structure plan

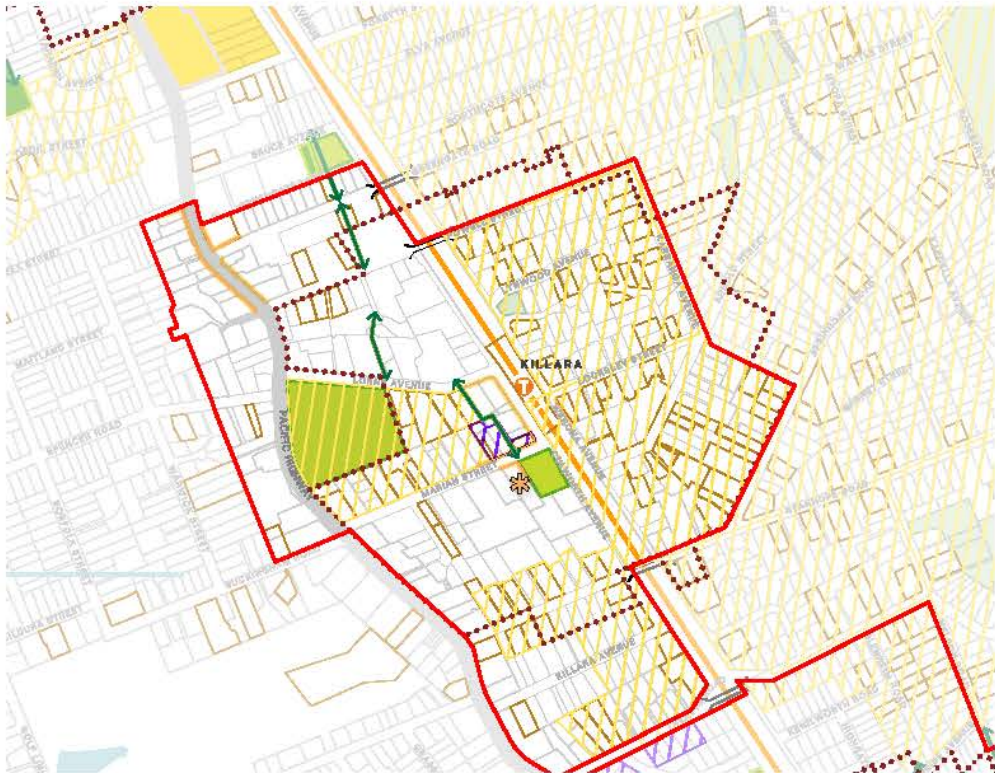
- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
- MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
- R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention

- Proposed alternative boundary
- TOD boundary
- Areas of no change
- Open space
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Heritage item
- HCA's - unaffected
- HCA's - upzoned



Built form structure plan

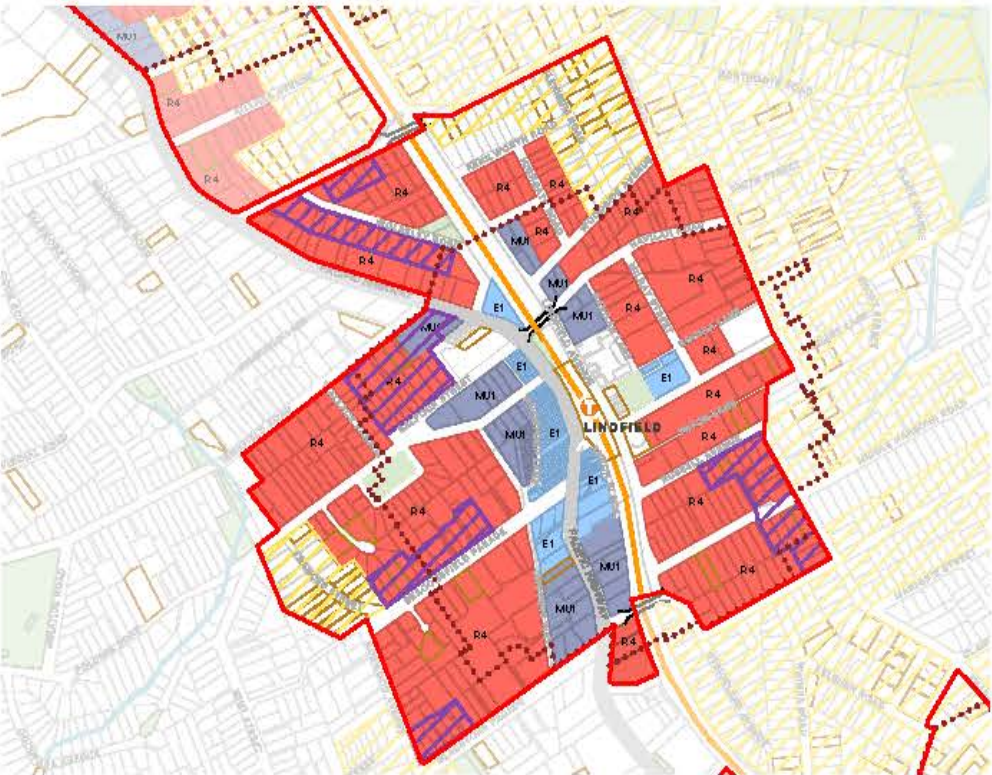
- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
- 6 storey buildings provide height transition between proposed built form
- 8 storey buildings are located around the centre and along the Pacific Highway and rail corridor



Public domain structure plan

- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools

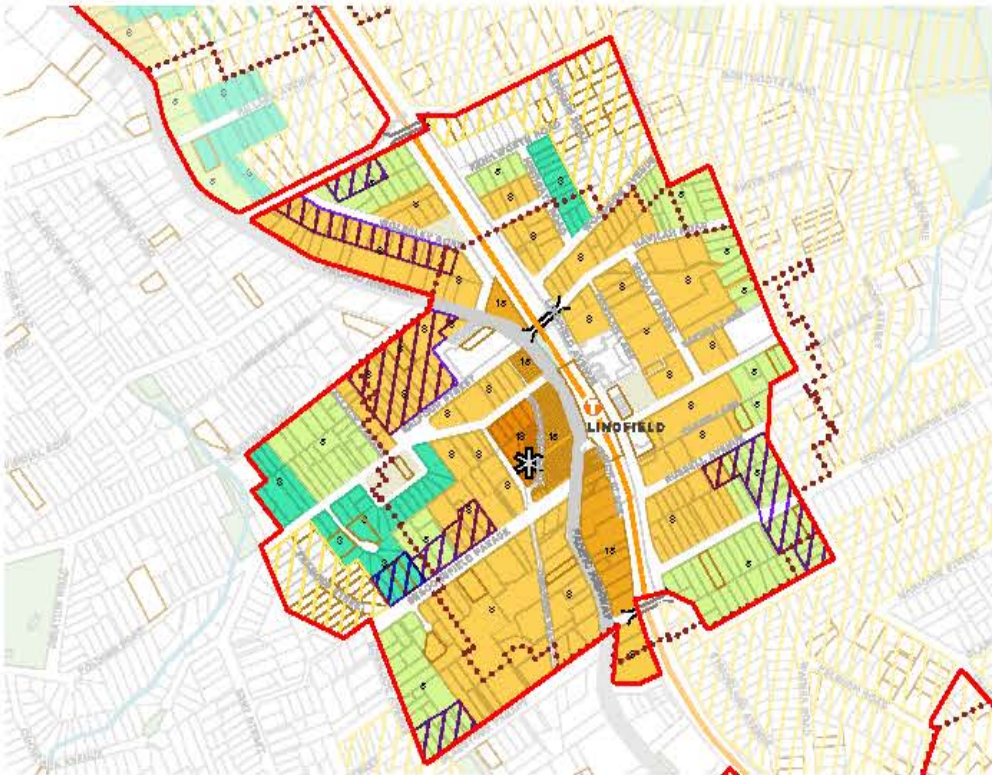
Lindfield



Land use structure plan

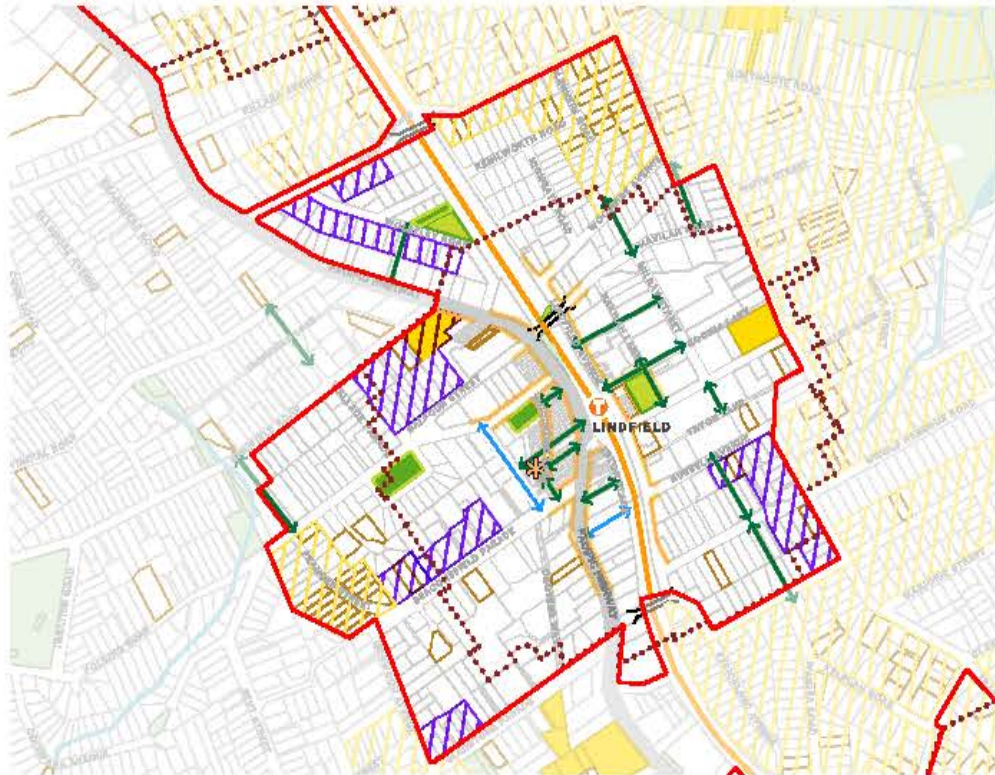
- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
- MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
- R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention

- Proposed alternative boundary
- TOD boundary
- Areas of no change
- Open space
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Heritage item
- HCA - unaffected
- HCA - upzoned



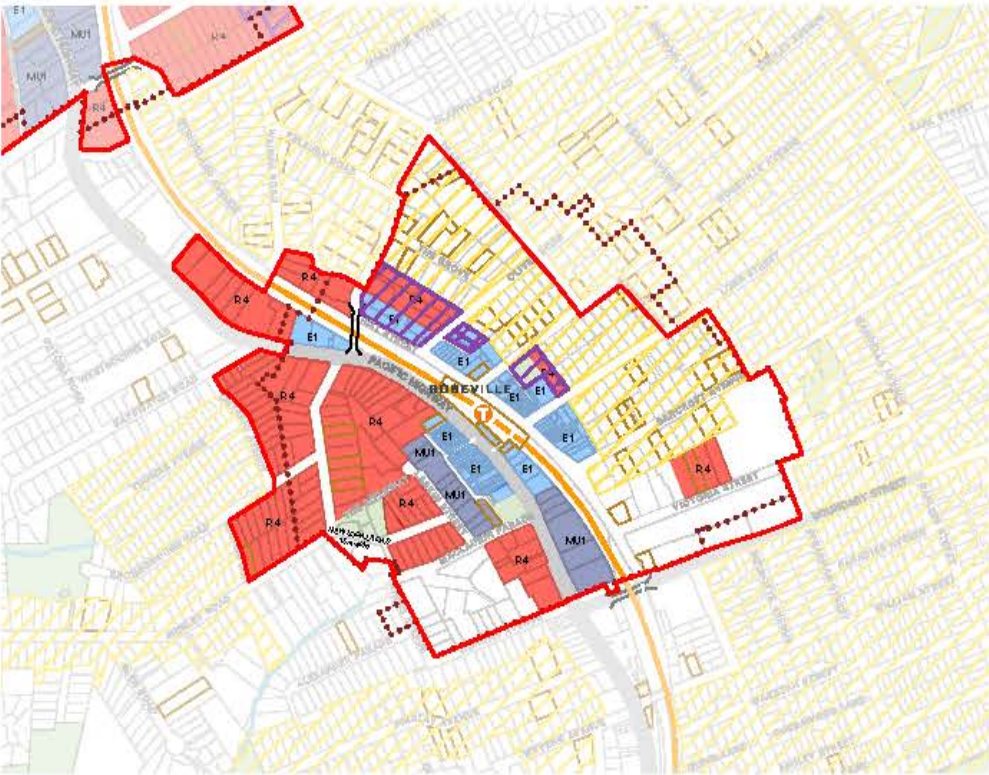
Built form structure plan

- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
- 6 storey buildings provide height transition between proposed built form
- 8 storey buildings are located around the centre and along the Pacific Highway and rail corridor
- 15 storey buildings are limited to key sites in local centres
- 18 storey buildings envisioned for the Lindfield Village Hub



Public domain structure plan

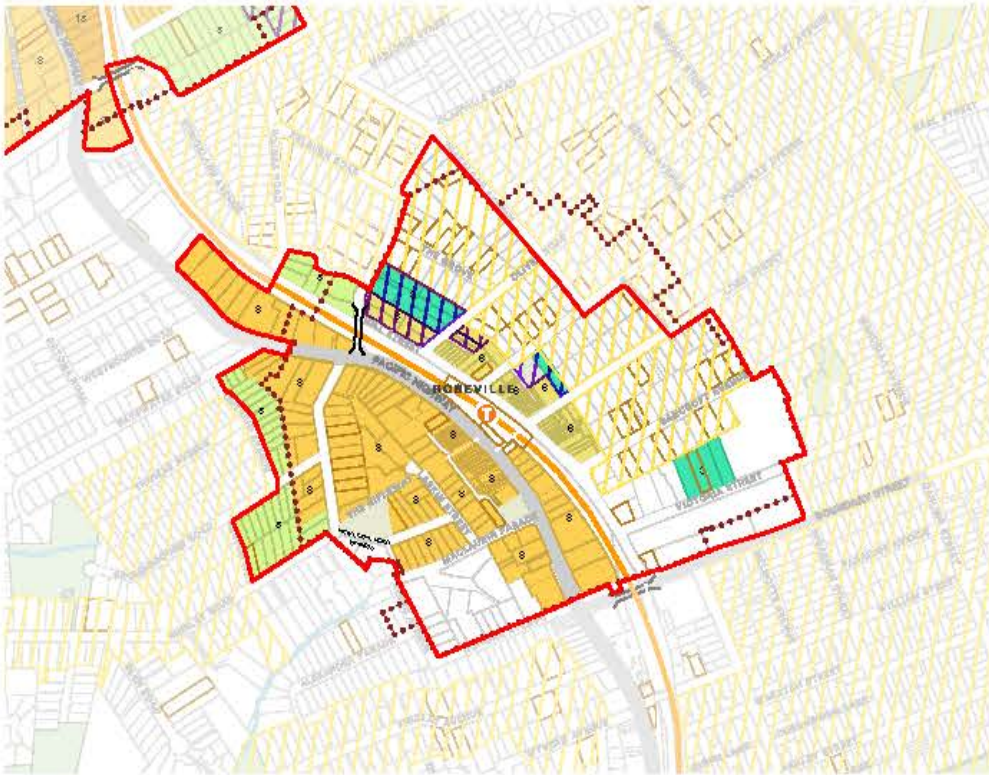
- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools



Land use structure plan

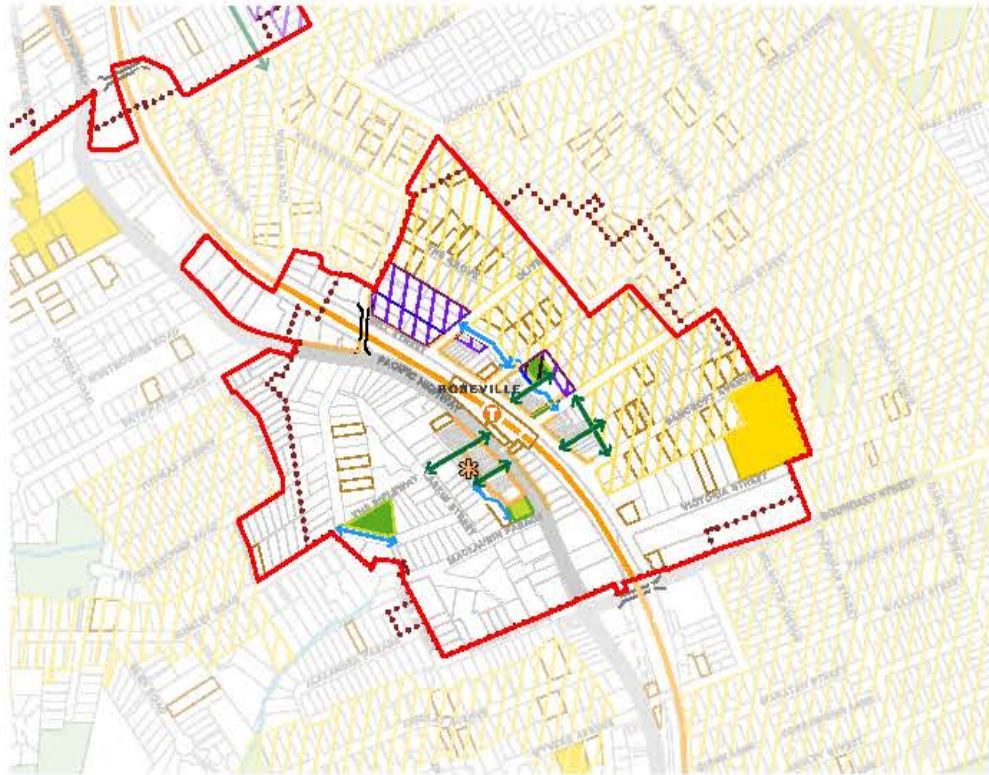
- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
- MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
- R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention

- Proposed alternative boundary
- TOD boundary
- Areas of no change
- Open space
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Heritage item
- HCA - unaffected
- HCA - upzoned



Built form structure plan

- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
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Public domain structure plan

- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools

5

Implementation strategy

KLEP 2015 Amendments

The implementation of the TOD preferred alternative will require amendments to the KLEP 2015 as outlined below.

Land use zones

The existing land use zones within the proposed centre boundaries will be amended to align with the land use structure plan.

This will require an amendment to the Land Zoning Map as illustrated in **Map 6.1**.

Building height

The existing building heights within the proposed centre boundaries will be amended to align with the built form structure plan.

This will require:

- Amendments to the building heights identified on the Height of Buildings (HOB) Map, as illustrated in **Map 6.2**.
- Amendments to the HOB Map and Clause 4.3 Height of Buildings, as illustrated in **Map 6.3** to ensure the height caps and associated lot sizes applying to R4 zoned land under clause 4.3 (2A), do not apply to the R4 zoned land within the centres.

Floor space ratio

The existing floor space ratio (FSR) controls within the centres will be amended to achieve the floor space required to accommodate dwelling target and commercial uses within the proposed building heights.

This will require:

- Amendment to the FSR controls identified on the FSR Map, as illustrated in **Map 6.4**.
- Amendments to the FSR Map and Clause 4.4 Floor Space Ratio to ensure the FSR caps and associated lot sizes applying to R4 zoned land under clause 4.4 (2C), do not apply to the R4 zoned land within the centres.
- Amendments to clause 4.4 and the FSR Map to:
 - Remove the FSR cap on retail and commercial uses applying to sites within Gordon and Lindfield under clause 4.4(2E).
 - Introduce a minimum 1:1 FSR for non-residential uses on certain E1 sites with FSR 5:1 and over as illustrated in **Map 6.5**.

Land Reservation Acquisition

Identify sites to be acquired by Council for local roads and local open space to align with the public domain structure plan.

This will require an amendment to the Land Reservation Acquisition Map to include the sites identified in **Map 6.6**.

Lot sizes and frontage for residential flat buildings

Introduce the following minimum lot size and minimum frontage for development for residential flat buildings within the R4 zones located within centres to assist in achieving the dwelling targets, while

still ensuring the KDCP 2015 controls relating to deep soil and site coverage can be achieved:

- Minimum lot size of 1500m2 and street frontages of 24m.

This will require:

- An amendment to Clause 6.6 to include the new minimum lot size of 1500m2 and street frontages of 24m.
- An amendment to the Lot Size Map to identify the R4 zoned land within the centres where the new lot and frontage control applies. These sites are identified in **Map 6.3**.
- An amendment to Clause 6.6 (2) to clarify that the existing minimum lot and frontage sizes do not apply to R4 zoned land in the centres. These sites are identified in **Map 6.3**.

Active frontages

Introduce active frontages within the MU1 and E1 zones to align with the Public Domain Structure Plan.

This will require:

- Amend Clause 6.7 in Zones E1 and MU1 to clarify that active frontages are only required along primary frontages.
- The inclusion of an active frontage map into the KLEP which identifies where the active frontages are to be provided within the MU1 zones within the centres. The active frontage maps will be referenced in Clause 6.7 (refer to **Map 6.7**).

Minimum frontages for employment land and mixed use zones

Clause 6.8 requires a minimum frontage of the 20m for certain employment lands within the centres. A more nuanced, centre-by-centre approach to minimum street frontages within the E1 and MU1 zone is considered more appropriate. This should be considered in the preparation of the updated precinct and site provisions for the centres within Part 14 of KDCP.

This will require:

- An amendment to Clause 6.8 to exclude its application from the E1 and MU1 zones within the centres, as illustrated in **Map 6.8**.

Affordable housing

The TOD program requires the provision of 2% affordable housing for development within the TOD boundaries.

To satisfy the affordable housing requirements of the TOD program, a new clause will be inserted into the KLEP 2015 that requires the provision of between 2% and 10% affordable housing for development within the each of the centres (refer to **Map 6.9**).

The requirement for affordable housing applies to development involving

- The erection of a new building where more than 200 sqm of the GFA is used for residential accommodation; or
- Alterations to an existing building that results in 200sqm of additional GFA being used for residential accommodation.

This requirement for affordable housing does not apply to:

- Development for the purposes of boarding houses, community housing, group homes, hostels or social housing.
- The Gordon Centre (refer to requirement for Gordon Centre below).

The affordable housing requirement for the Gordon Centre will be covered by the site specific 'Gordon Town Centre' clause. Further detail regarding affordable housing is included in the Affordable Housing Feasibility Analysis prepared by Atlas Economics

Lindfield Village Hub

The height and FSR provisions required for the Lindfield Village Hub will be superseded by the proposed new height and FSR controls. To align with the structure plans, Clause 6.13 will be deleted. Further detailed planning of the Lindfield Village Hub will be required.

Gordon Centre

The Gordon Centre which comprises the following properties, has a base FSR of 3.5:1 and HOB of 38.5m.

- Lot 1 D 3337
- Lot 21 DP 732238
- Lot A DP 402533
- Lot B 402533
- Lot A DP 386879
- Lot B DP 386879

A FSR of up to 6.5:1 and HOB up to 93m may be achieved provided:

- A minimum FSR of 1:1 is allocated for purposes other than residential accommodation; and
- The development has a minimum site area of 9,500 sqm; and
- It includes 3,000 sqm of community infrastructure floor space or affordable housing equivalent to 2% of the total GFA.

The maximum FSR and height can be achieved on the Gordon Centre through the application of the site specific Gordon Town Centre clause (page 37 of the Atlas Economics Ku-ring-gai Transit Oriented Development (TOD) Centres - Affordable Housing Feasibility Analysis) rather than being reflected in the floorspace and height of building maps. The FSR and height of building maps in the KLEP will retain the existing controls for the site, being 3.5:1 and 38.5m respectively.

Design Excellence

A design excellence clause will be inserted requiring that development within the centres, on land zoned E1 and MU1, exhibits design excellence. This will include, but will not be limited to, consideration of the following:

- Architectural design and materials
- Quality and amenity of the public domain
- Solar access and overshadowing
- Impact on view corridors
- Impact on heritage and conservation areas
- Built form and massing

Ku-ring-gai Development Control Plan (KDCP) 2015 Amendments

The LEP amendments will need to be supported by amendments to the existing KDCP 2015 that align with the structure plans.

Section A, Part 7 - Residential Flat Buildings, Part 8 - Mixed Use Development and Part 9 Non-Residential and Office Buildings of KDCP 2015 contain provisions that guide site and building design, such as building setbacks, site coverage and deep soil requirements, and car parking provision, for a range of building typologies. These provisions require review to ensure consistency with the structure plans.

Section B, Part 14 of KDCP 2015 contains provisions that apply to specific sites and precincts within the LGA, to supplements the general provisions applying to development types and uses in Section A.

The following subsections of Part 14 apply to centres:

- Part 14D Gordon Local Centre
- Part 14E Lindfield Local Centre
- Part 14F Roseville Local Centre

The precinct specific provisions applying to Gordon, Roseville and Lindfield centres, contained in Part 14D, E and F will require updating, and new provisions be introduced for the Killara centre. Each of the centres also include sub-precincts, with some more detailed and site-specific provisions.

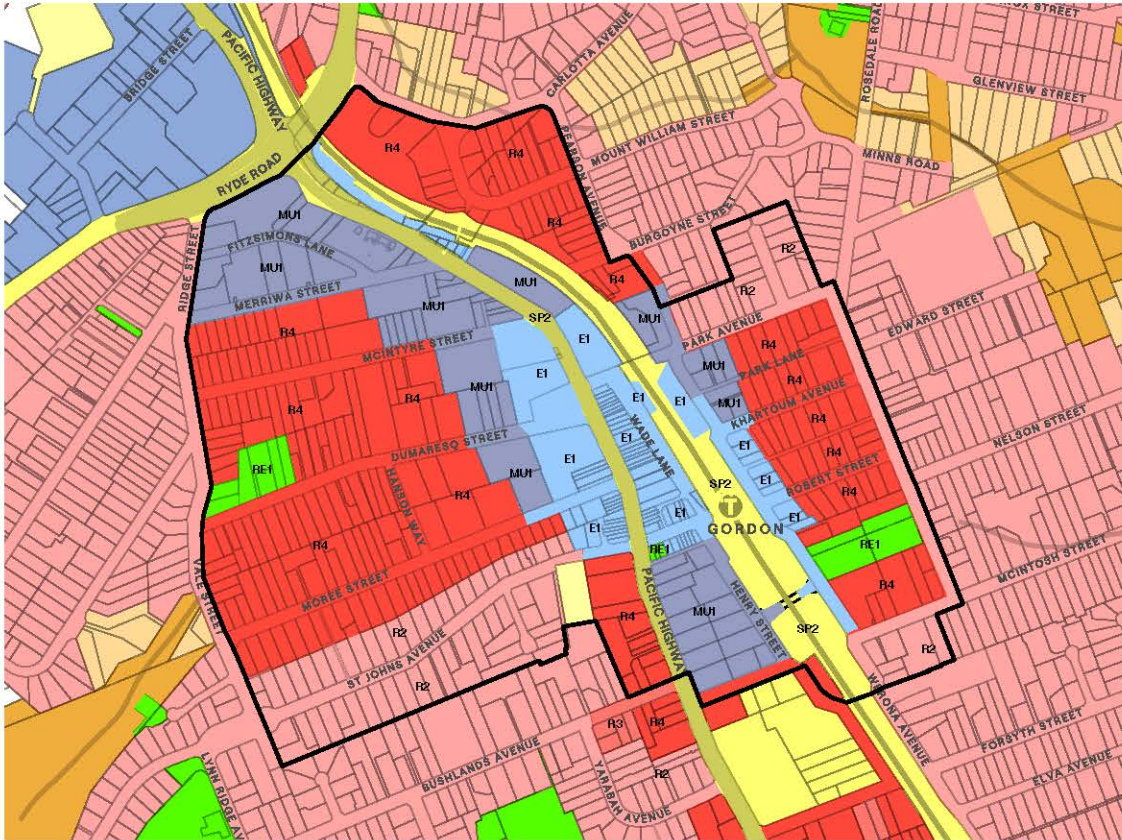
The preparation of amending and new KDCP 2015 provisions for different typologies and the centres will be subject to a separate process, that will include engagement with community and stakeholders. It is anticipated that amendments will align with the structure and content will potentially contain provisions relating to:

- Context and character.
- Public domain and pedestrian access, including new through site links and locations of awnings.
- Community infrastructure provision.
- Site coverage and deep soil landscaping.
- Car parking provisions.
- Street setbacks for cohesive streetscape street tree planting, footpaths and road widening.
- Built form including street wall heights, upper-level setbacks and transitions between zones.
- Site access.
- Updated sub-precinct provisions.
- Design and planning controls for redevelopment of, or adjacent to, heritage items and conservation areas, which will be informed by further heritage and design studies.

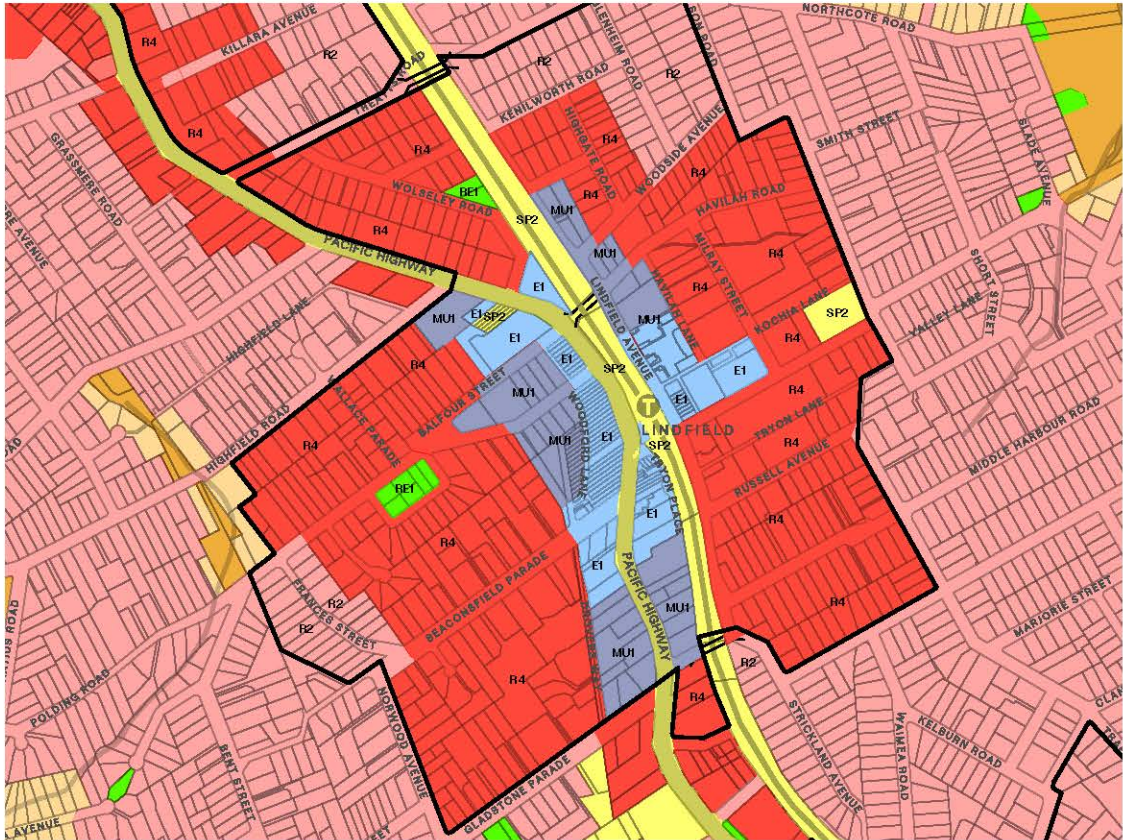
6.1 Land Use Zoning (LZN) map

Map 6.1

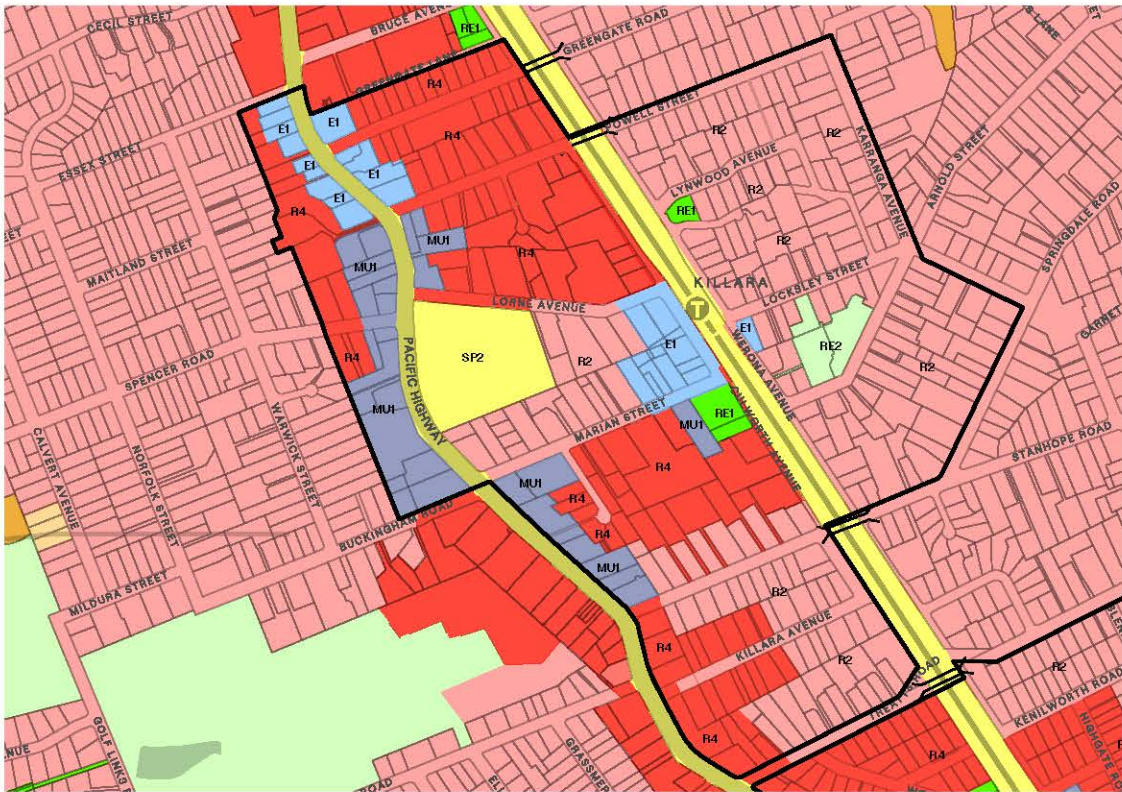
- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- E1
- MU1
- R4
- R3
- R2
- RE2
- RE1
- SP2



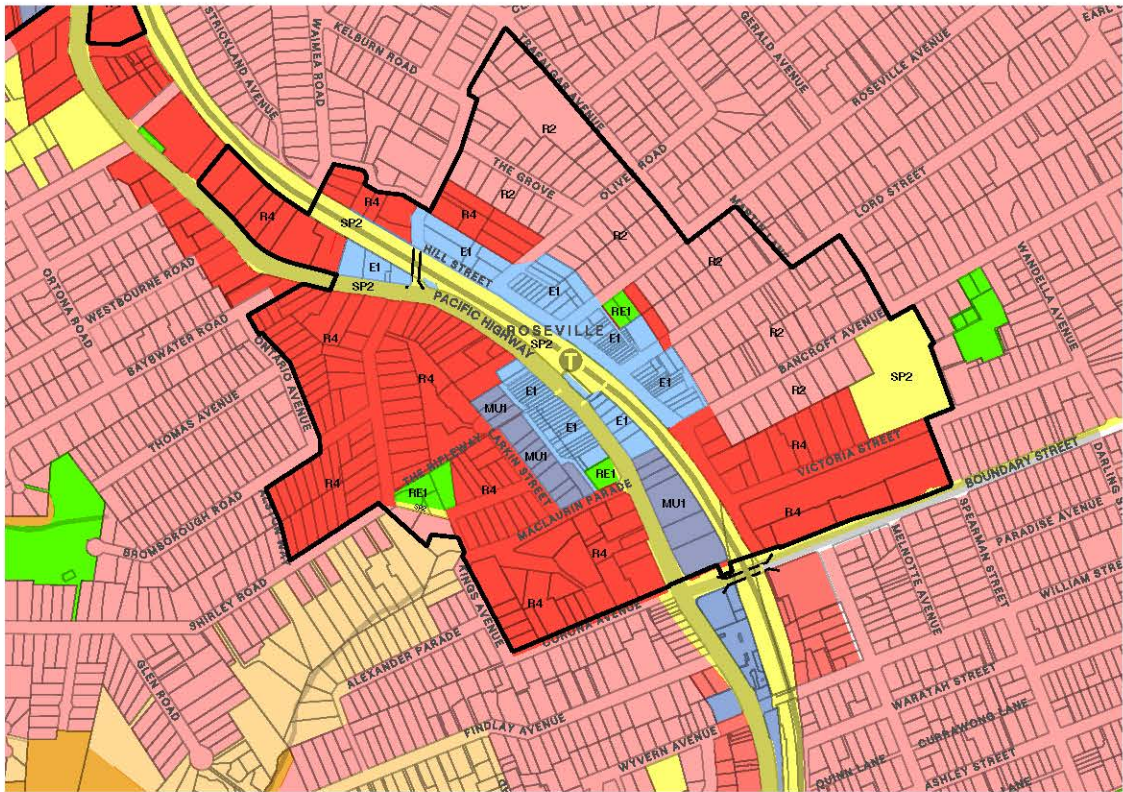
Gordon



Lindfield



Killara



Roseville

6.2 Heights of buildings (HOB) map

Map 6.2

Note:
The Gordon Centre which comprises the following properties, has a base HOB of 38.5m

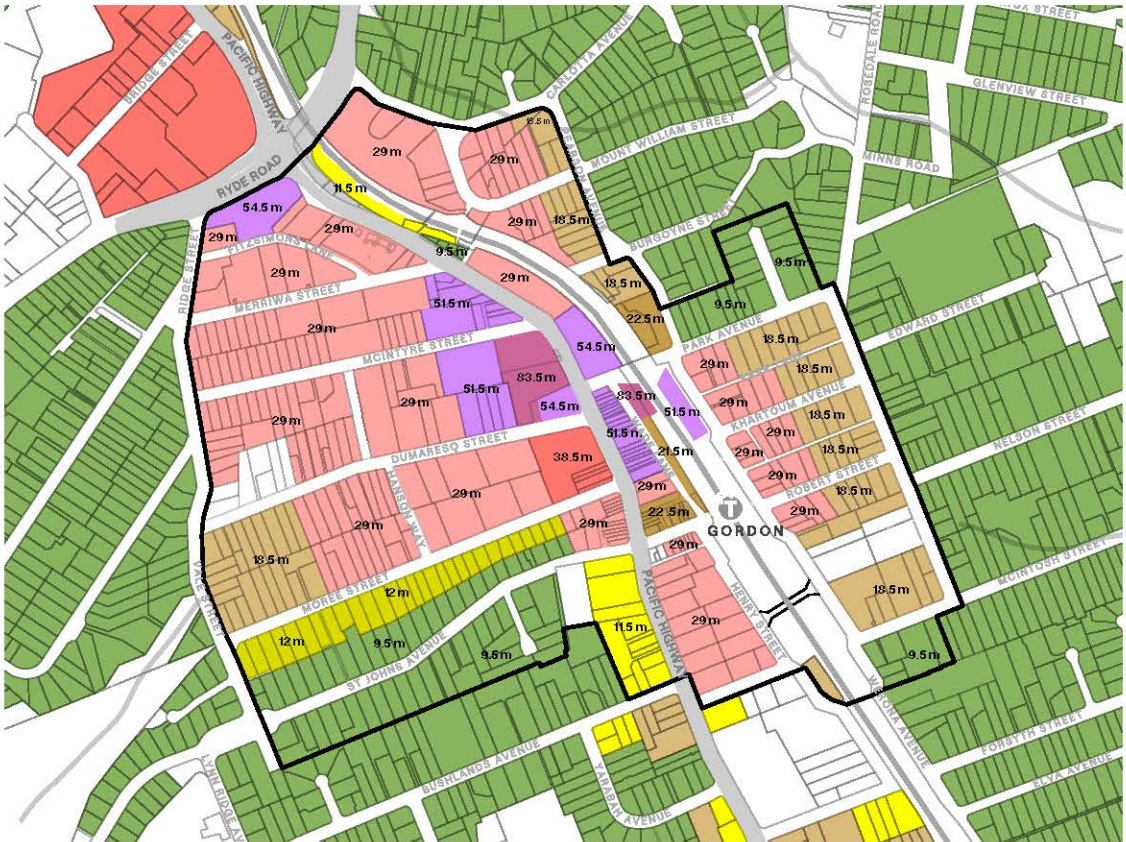
- Lot 21 DP 732238
- Lot A DP 402533
- Lot B 402533
- Lot A DP 386879
- Lot B DP 386879

A HOB of up to 93m may be achieved provided:

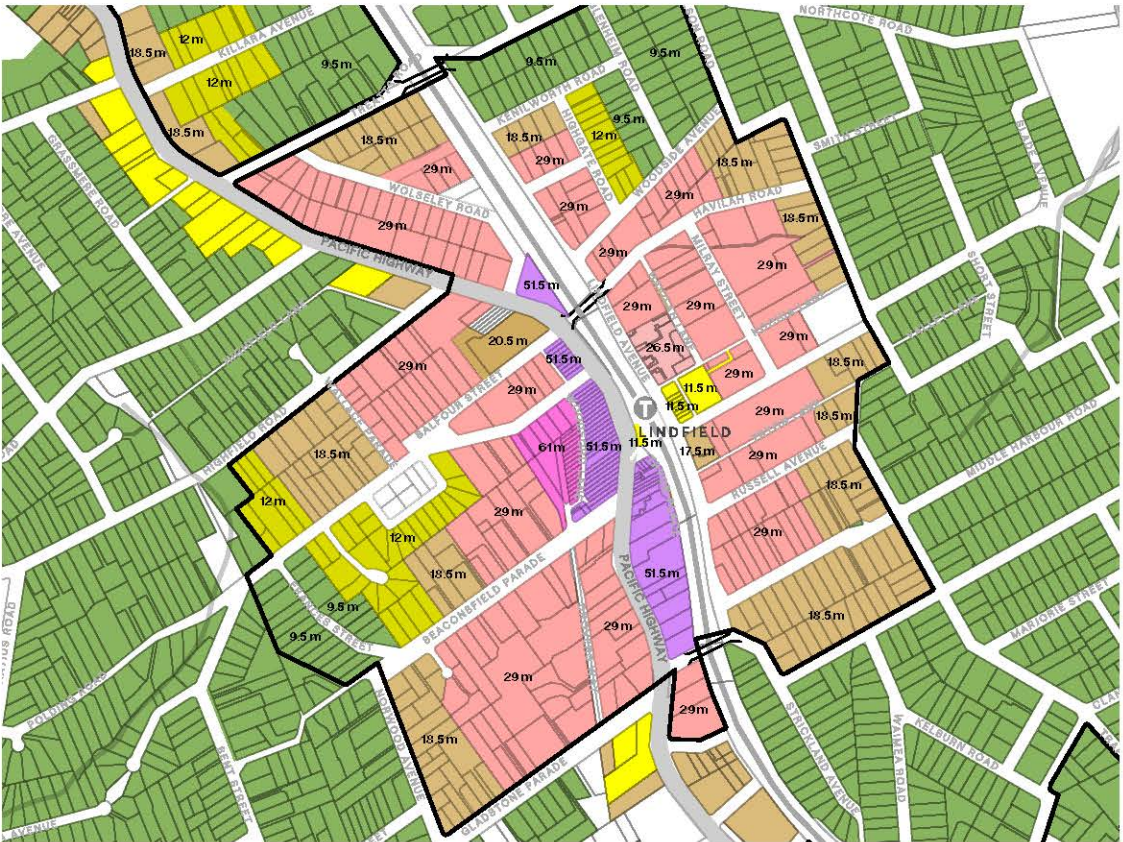
- The development has a minimum site area of 9,500 sqm; and
- It includes 3,000 sqm of community infrastructure floor space or affordable housing equivalent to 2% of the total GFA.

- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass

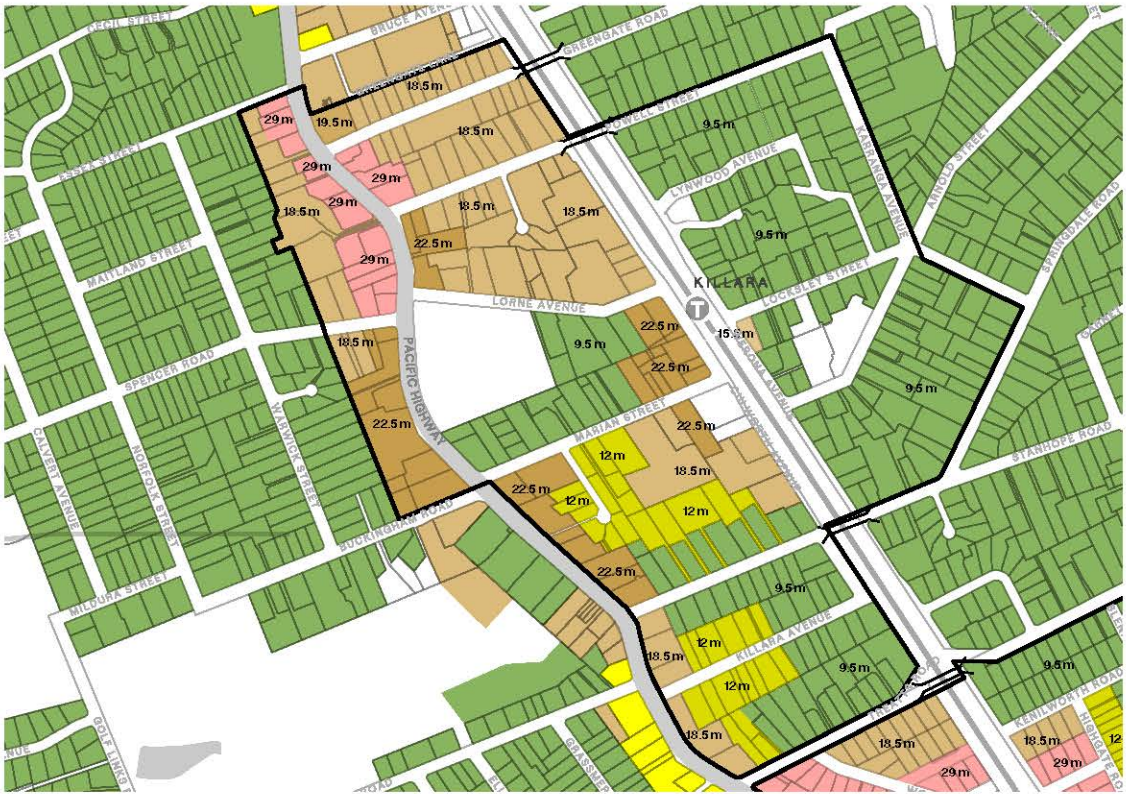
- 9.5m
- 11.5m
- 12m
- 17.5m
- 18.5m
- 21.5m
- 22.5m
- 26.5m
- 29m
- 32.5m
- 38.5m
- 51.5m
- 54.5m
- 61m
- 83.5m
- 93m



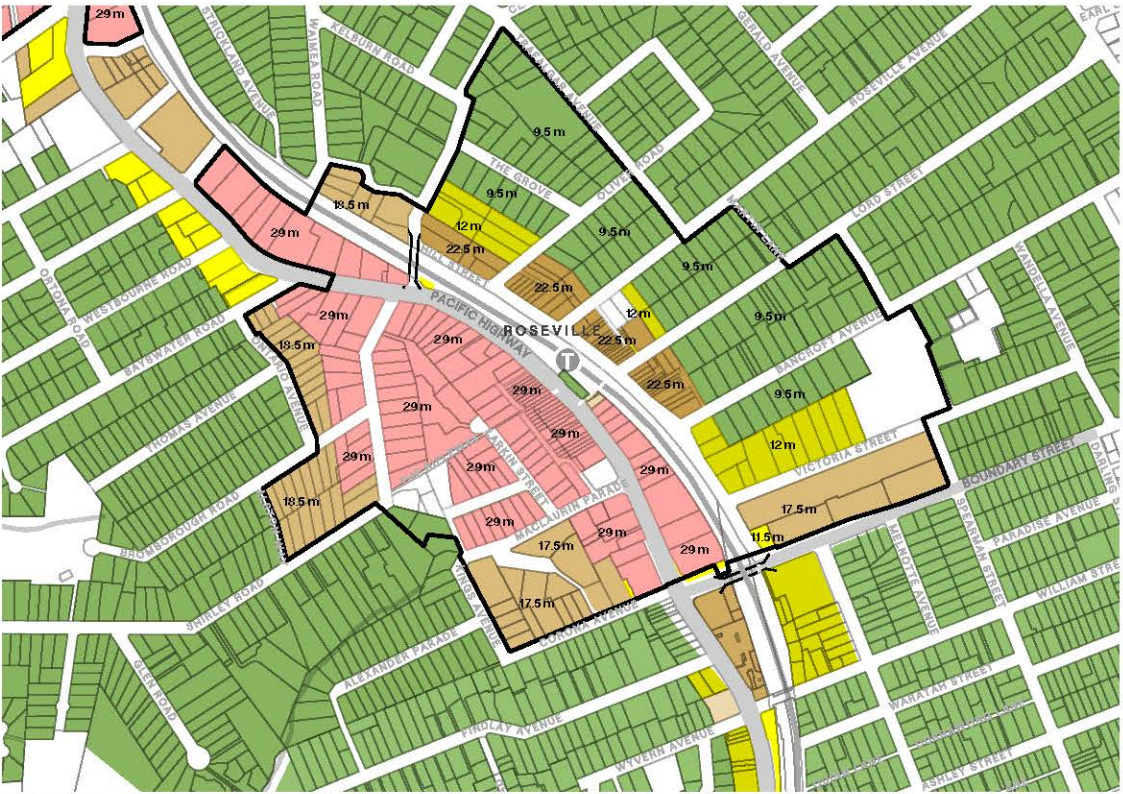
Gordon



Lindfield



Killara

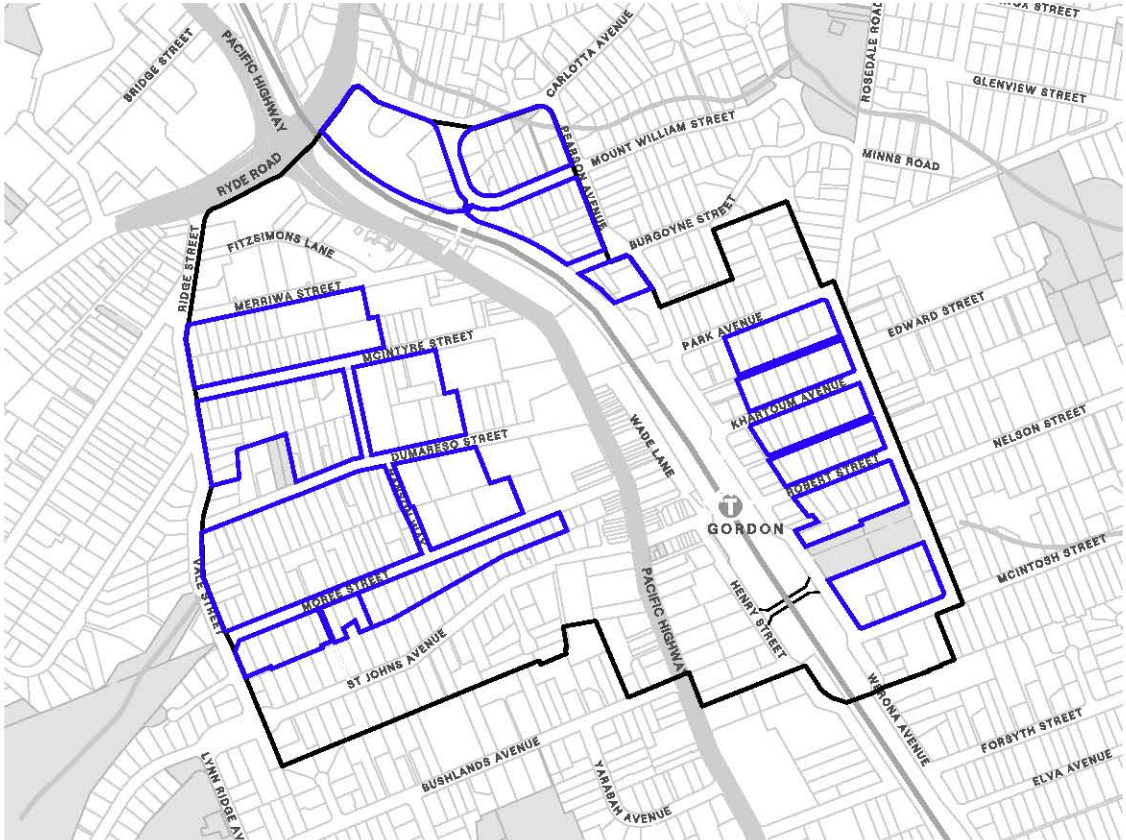


Roseville

6.3 Height of Buildings (Clause 4.3 (2a) KLEP)

Map 6.3

- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Areas exempt from Clause 4.3(2A) KLEP 2015



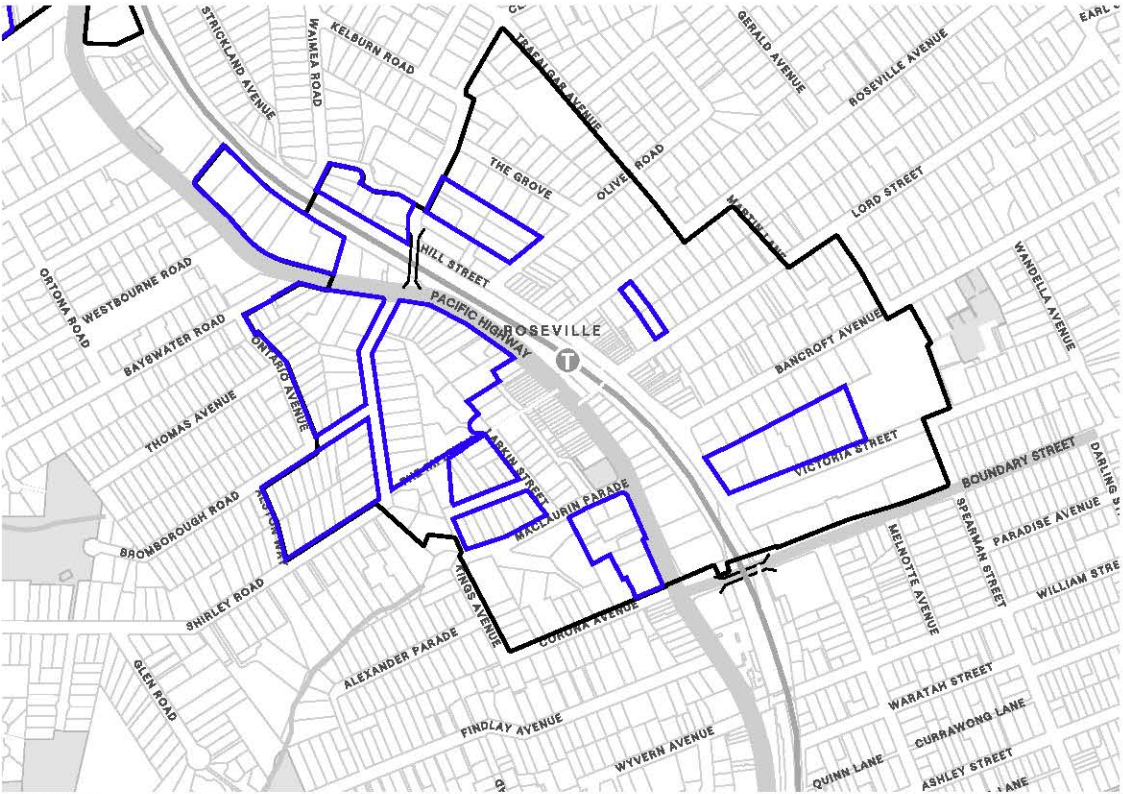
Gordon



Lindfield



Killara



Roseville

6.4 Floor Space Ratio (FSR) map

Map 6.4

Note:
The Gordon Centre which comprises the following properties, has a base FSR of 3.5:1.

- Lot 21 DP 732238
- Lot A DP 402533
- Lot B 402533
- Lot A DP 386879
- Lot B DP 386879

A FSR of up to 6.5:1 may be achieved provided:

- A minimum FSR of 1:1 is allocated for purposes other than residential accommodation; and
- The development has a minimum site area of 9,500 sqm; and
- It includes 3,000 sqm of community infrastructure floor space or affordable housing equivalent to 2% of the total GFA.

Proposed alternate boundary

Railway corridor

Arterial road

Pedestrian overpass/underpass

0.3:1

0.5:1

0.8:1

0.85:1

1:1

1.3:1

1.8:1

2:1

2.5:1

3:1

3.5:1

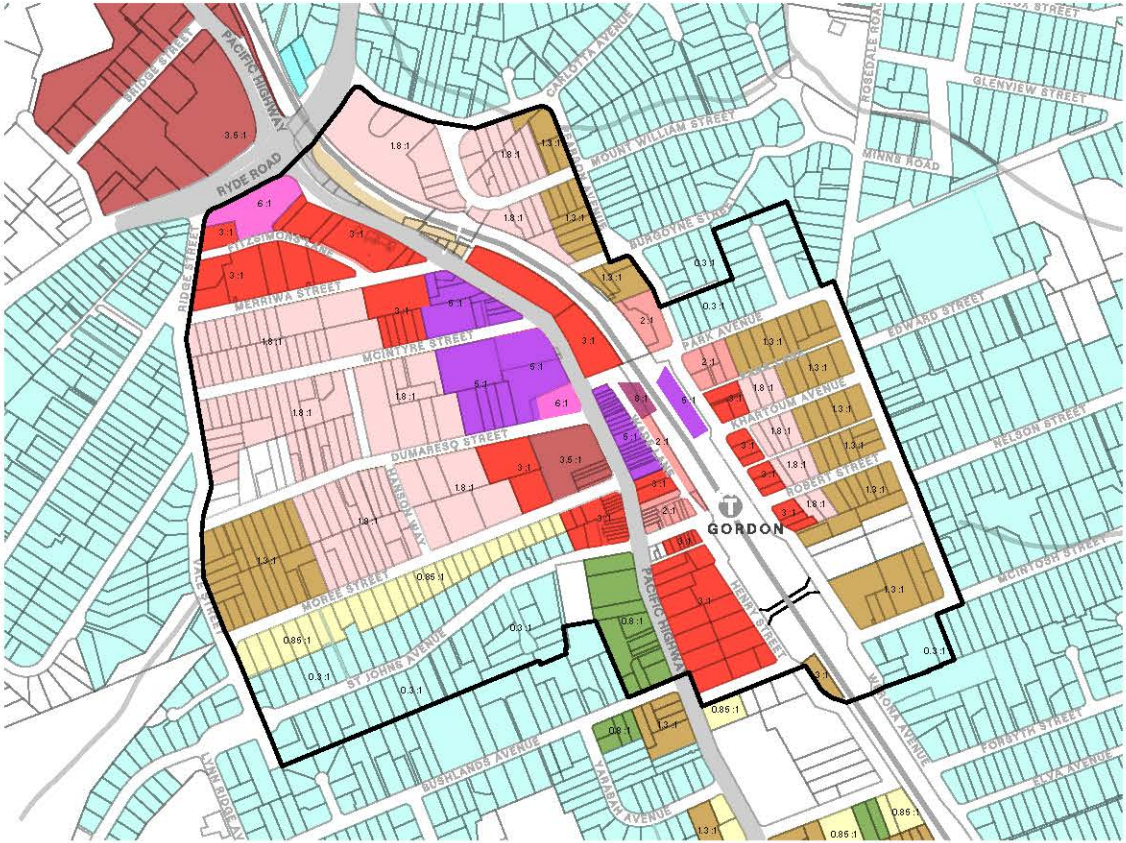
4.5:1

5:1

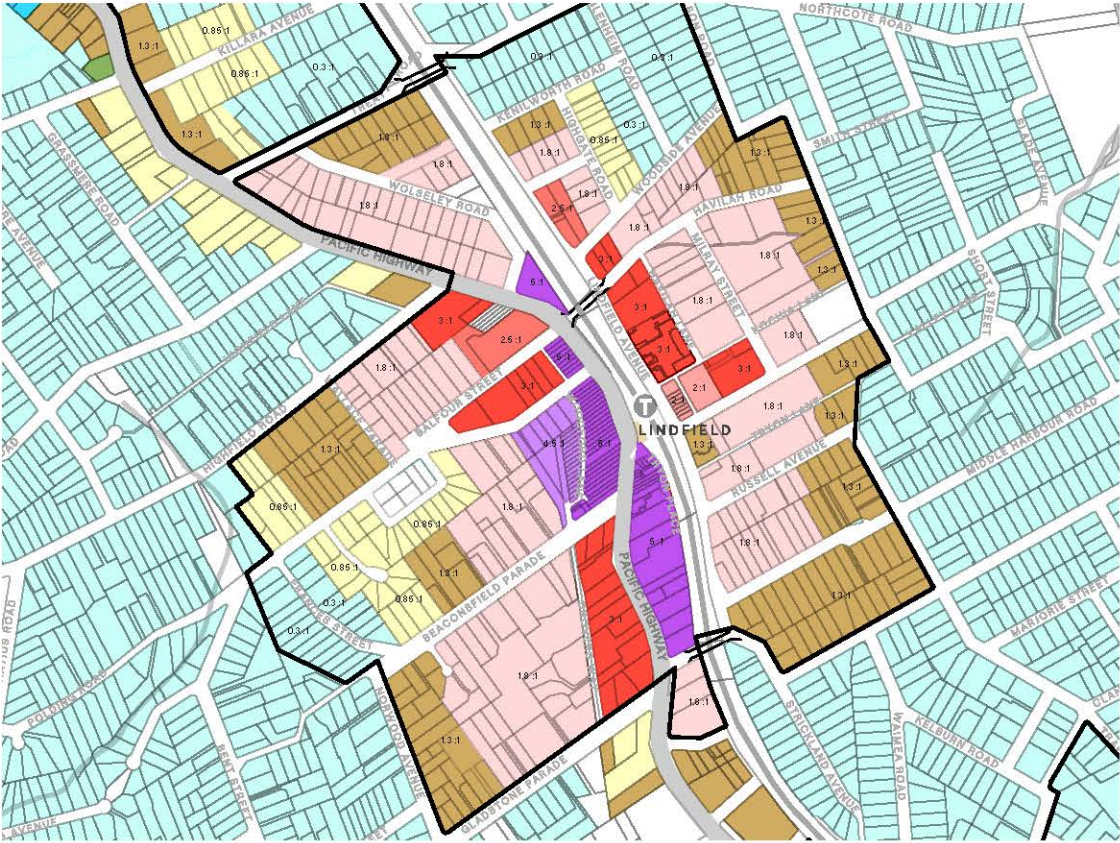
6:1

6.5:1

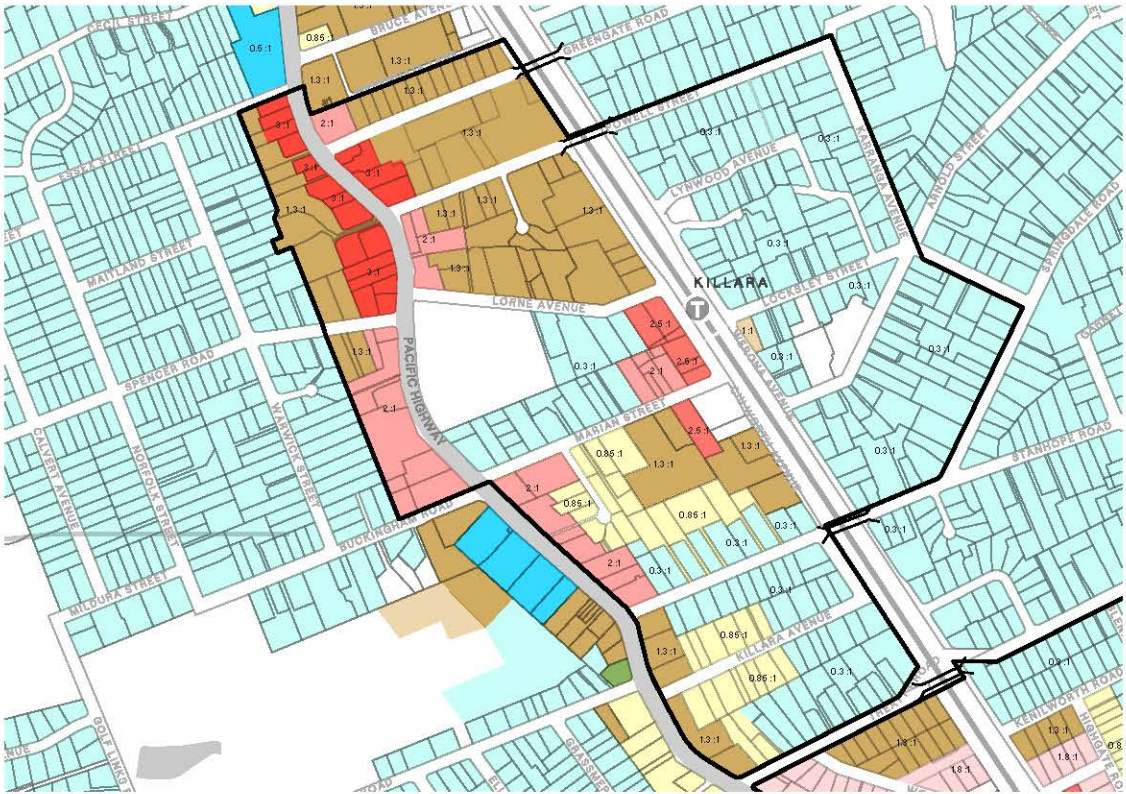
8:1



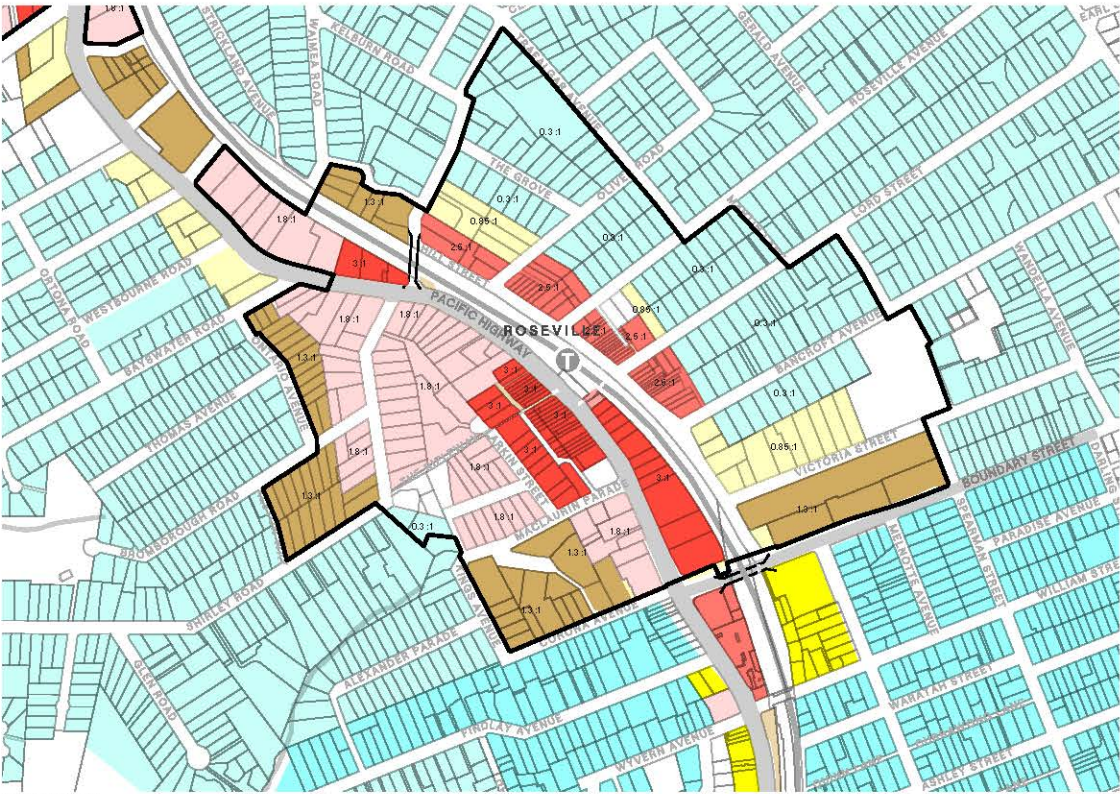
Gordon



Lindfield



Killara



Roseville

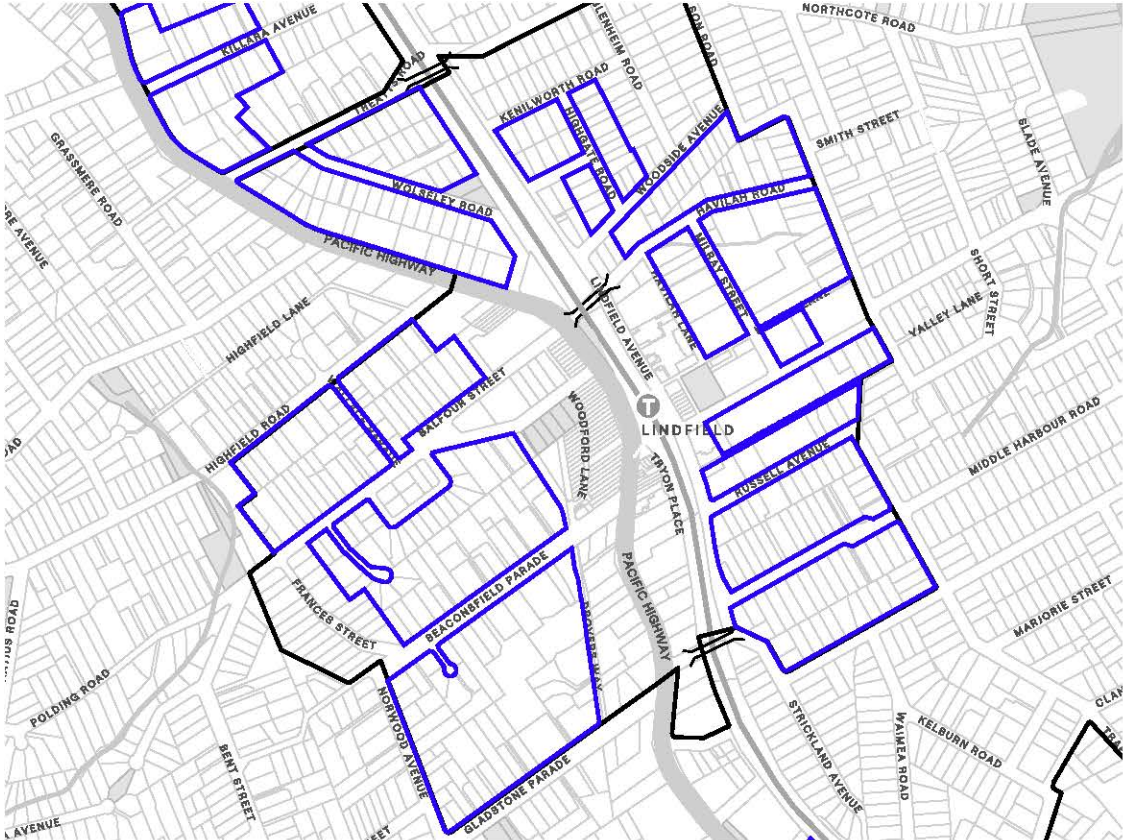
6.5 Floor Space Ratio (Clause 4.4 KLEP 2015)

Map 6.5

- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Areas exempt from clause 4.4 (2C) KLEP 2015
- Introduce a minimum 1:1 FSR for non residential uses on sites within as shown on Figure 6.5



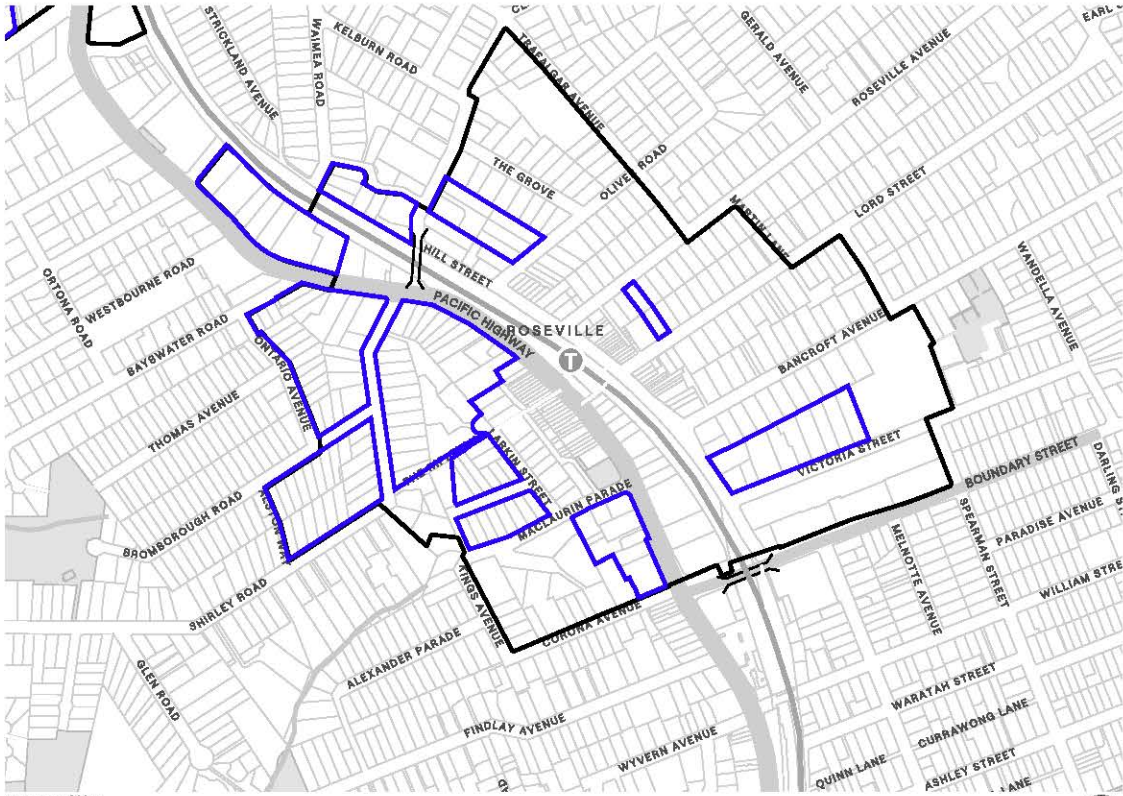
Gordon



Lindfield



Killara



Roseville

6.6 Land reservation acquisition map

Map 6.6

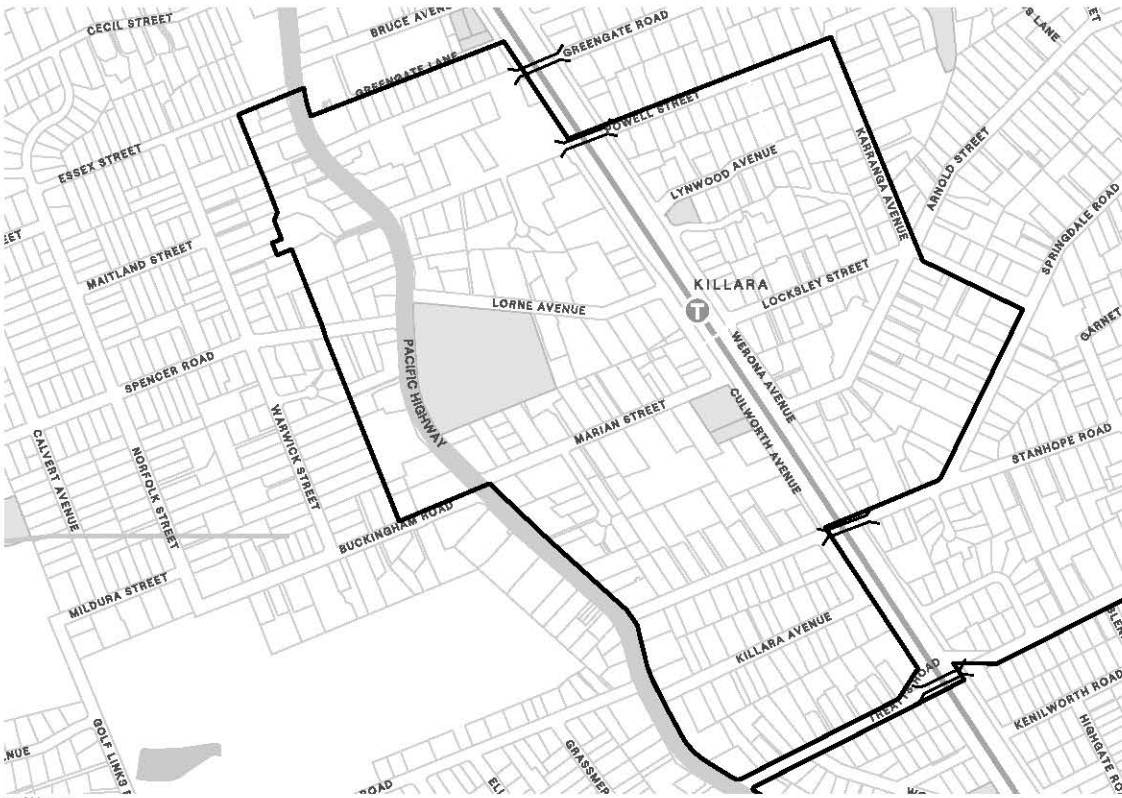
- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Land to be acquired



Gordon



Lindfield



Killara



Roseville

6.7 Active frontages

Map 6.7

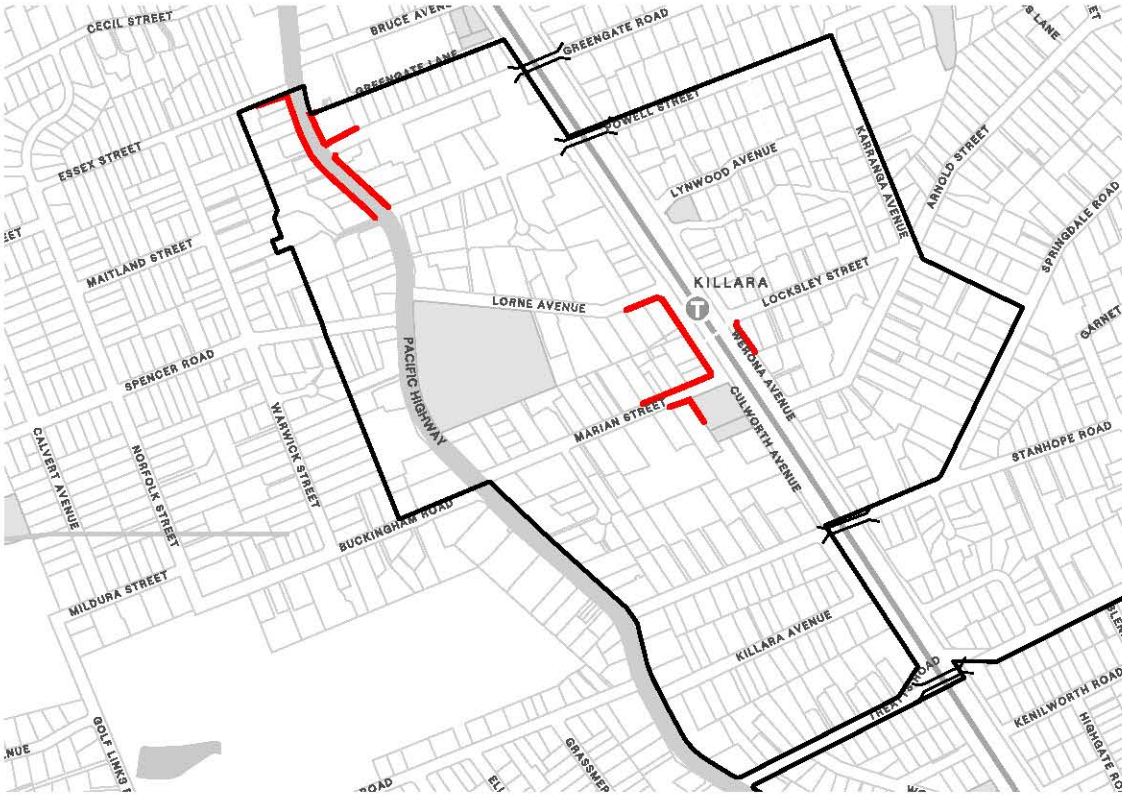
- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Active frontage



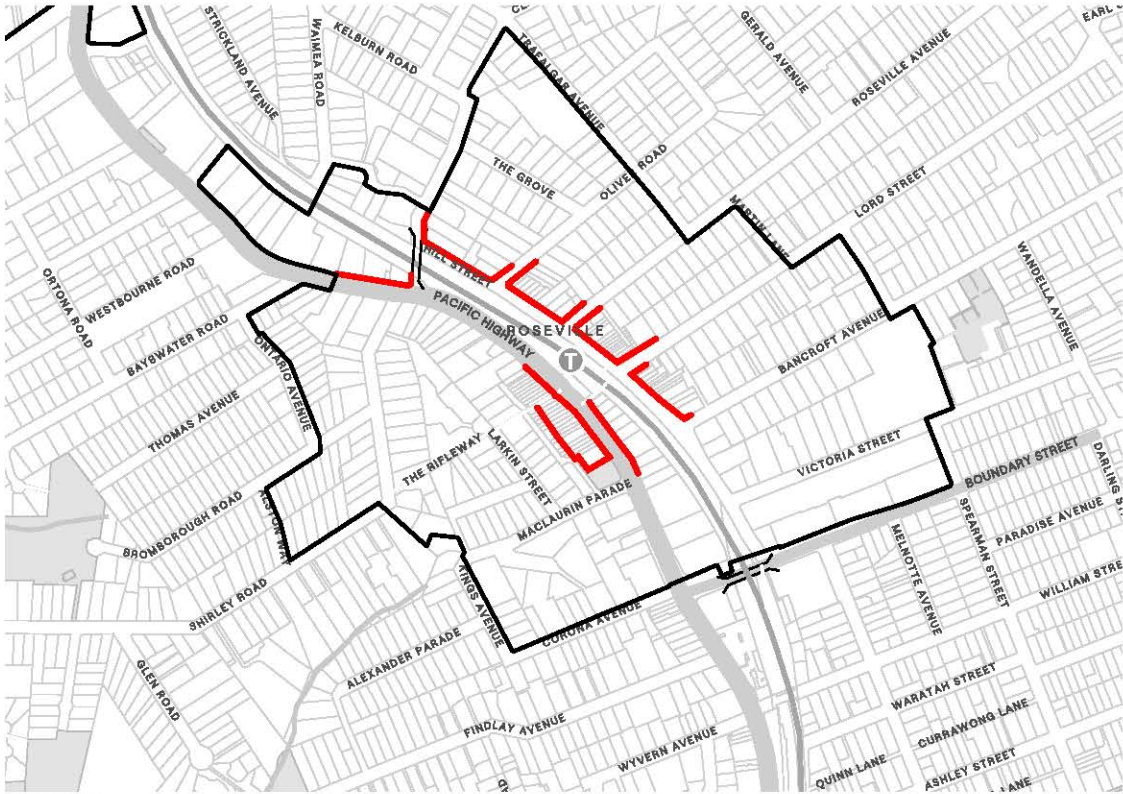
Gordon



Lindfield



Killara



Roseville

6.8 Minimum street frontages for lots in employment and mixed use zones (Clause 6.8 KLEP 2015)

Map 6.8

- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Areas exempt from clause 6.8 KLEP 2015



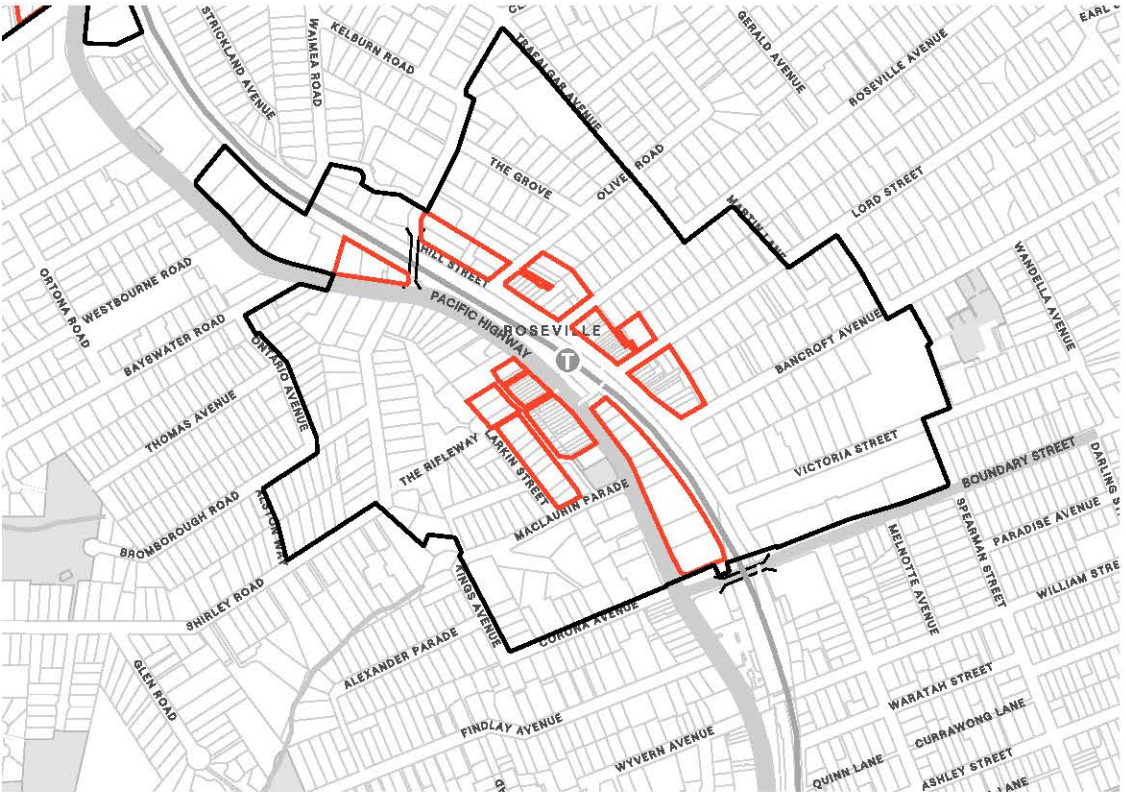
Gordon



Lindfield



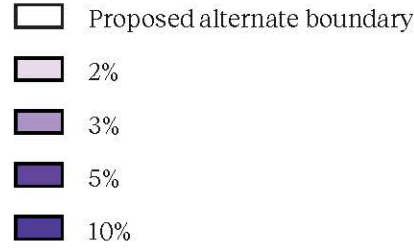
Killara



Roseville

6.9 Affordable housing map

Map 6.9



Gordon



Lindfield



Killara



Roseville

SJB is passionate about the possibilities of architecture, interiors, urban design and planning. Let's collaborate.



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