

Liveability

2 - Liveability

Housing



Ku-ring-gai Local Planning Priorities

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

BACKGROUND

Ku-ring-gai has historically been a predominantly low density residential area comprising detached dwellings on sizeable lots and limited numbers of medium and high density housing types concentrated in areas with high transport and service provision. This pattern of development has been a fundamental element in the establishment of the area's prevailing character of buildings within garden settings including tall canopy trees.

Following a period of slow growth prior to 2006, Ku-ring-gai experienced a significant 18% (+19,050 people) population growth during the 2006-2016 decade, bringing the estimated resident population to a total of 123,500 residents. Currently, Ku-ring-gai's estimated resident population is 126,046¹⁰.

During 2006-2016, Ku-ring-gai saw an increase in medium and high density dwelling provision with apartment and townhouse dwellings continuing to be clustered around existing centres of retail activity, and at locations along the train line (T1 North Shore) and major roads (Pacific Highway and Mona Vale Road).

The 2016 Census showed that even with the growth that has occurred within Ku-ring-gai, low density detached dwellings remain the dominant housing type, comprising nearly three quarters of homes, and medium and high density dwellings forming a combined quarter of the area's housing.

COMPOSITION OF DWELLING TYPE – KU-RING-GAI 2016

Dwellings by housing type	Dwellings	Percentage
High density - apartments with four or more storeys	6,197	14.63%
Medium density - terraces, townhouses and apartments up to three storeys	5,403	12.75%
Low density - detached house	30,721	72.51%
Other - caravans, cabins, houseboats, improvised homes, tents, sleepers out, house or flat attached to shop, office or house	46	0.11%
Total Dwellings	42,321	

Source: Australia Bureau of Statistics 2016, Dwelling Structure by LGA - Ku-ring-gai (Accessed May 2019), TableBuilder.

Note: ABS counts listed as 'not stated' and 'not applicable' have not been included in this data display

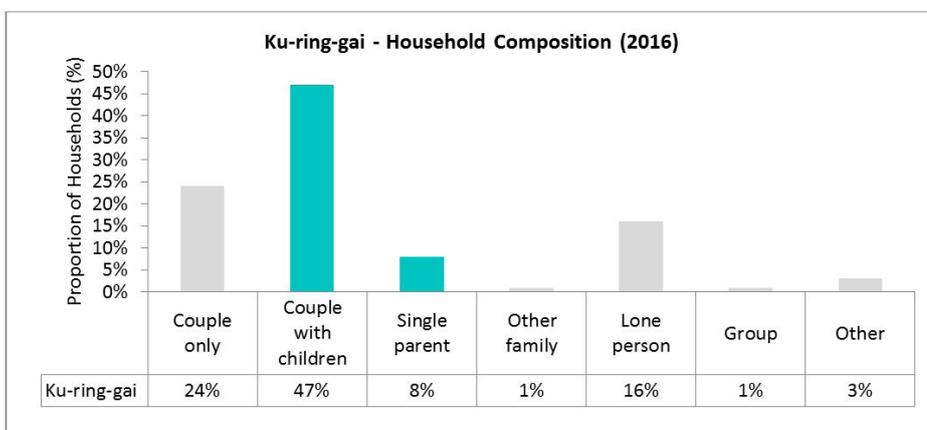
Figure 2-1 Composition of Dwelling Type – Ku-ring-gai 2016

¹⁰ Australian Bureau of Statistics, Estimated Resident Population, 2018

HOUSING PROFILE

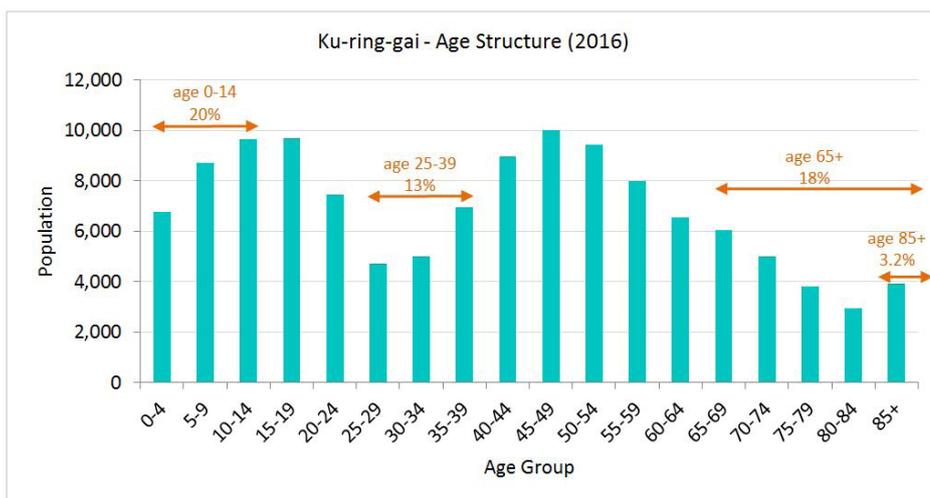
Ku-ring-gai's demographic data displays the following key housing characteristics:

- A predominance of family households with school age children.
 - 55% of households in Ku-ring-gai are family households with children. (Figure 2-2)
- Low numbers of 25-39 year olds. (Figure 2-3)
 - Children aged 0-14 years make up 20.3% of the population. (Figure 2-3)
 - People aged 25-39 make up only 13% of the Ku-ring-gai population, a lower proportion than the North District (21%) and Greater Sydney (24%).



Source: Department of Planning & Environment – Community Profile Tool

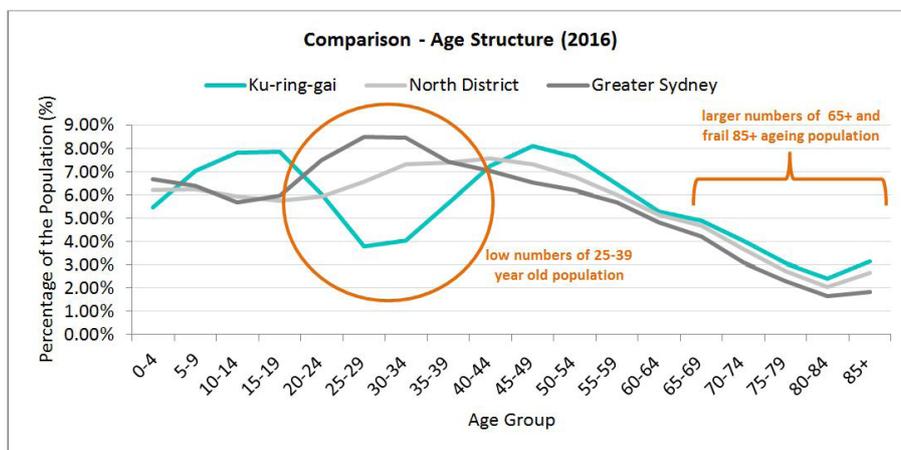
Figure 2-2 Ku-ring-gai Household Composition 2016



Source: Department of Planning and Environment – Community Profile Tool

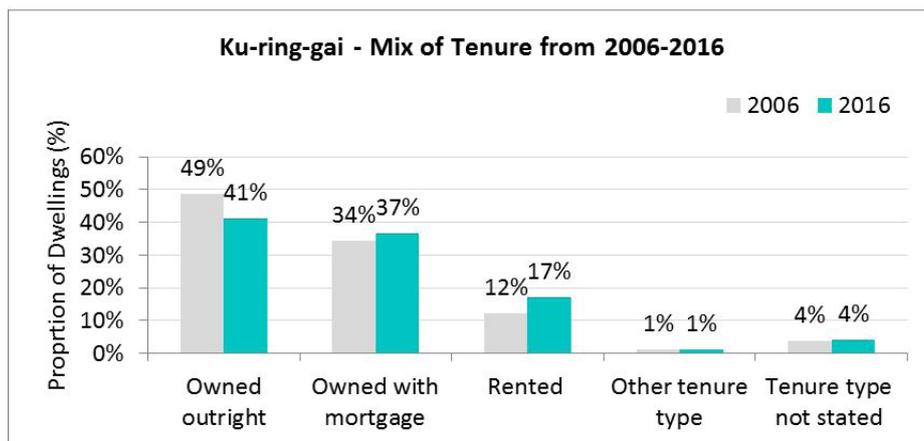
Figure 2-3 Ku-ring-gai Age Structure (2016)

- A high active 65+ and frail 85+ ageing population as compared to the North District and Greater Sydney Region. (Figure 2-4)
 - People aged 65 years and over make up 18% of the Ku-ring-gai population, a higher proportion than the North District (16%) and Greater Sydney (13%).
 - People aged 85 years and over make up 3.2% of the population, a higher proportion than the North District (2.7%) and Greater Sydney (1.8%).
- Increasing rentals and decreasing home ownership. (Figure 2-5)
 - Over the 2006-2016 decade, home ownership has decreased whilst properties with a mortgage and rental properties have increased.



Source: Department of Planning and Environment – Community Profile Tool

Figure 2-4 Comparison – Age Structure (2016)

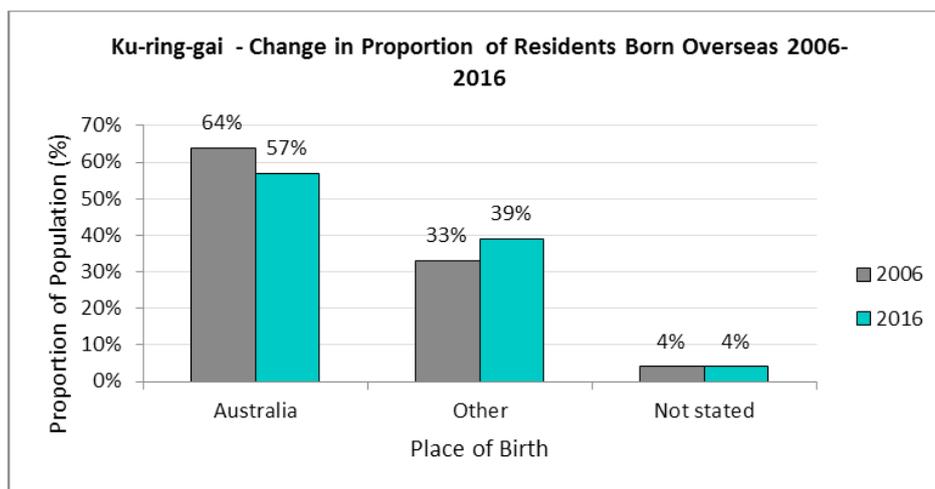


Source: ABS Census Data – Time Series Profile

Figure 2-5 Ku-ring-gai Mix of Tenure from 2006-2016

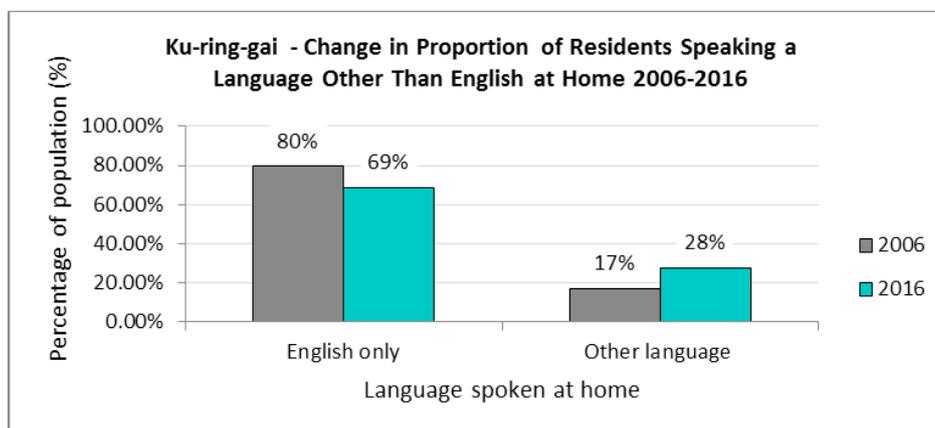
HOUSING PROFILE (CONT.)

- Ku-ring-gai's population is made up of residents from culturally and linguistically diverse backgrounds, with around 60% of residents born in Australia and almost 40% born overseas.
 - The Multicultural NSW Community Profile for the Ku-ring-gai Local Government Area indicates that in 2016, 45,824 of Ku-ring-gai's population (38.8%) were born overseas.
 - Of Ku-ring-gai's population born overseas (45,824), 18% (8,390) were born in China, 17% (7,626) born in the United Kingdom and 9% (3,956) born in South Africa.
 - During the 2006-2016 decade, the proportion of Ku-ring-gai's population born overseas has increase by 40%, an increase of 13,096 of residents.
- In 2016, 27.7% (32,713 people) specified that they speak a language other than English at home.
 - The dominant language spoken at home other than English is Mandarin with 10,197 of the population (9.26%) speaking this language at home. After Mandarin, the dominant languages spoken at home include Cantonese with 5,914 of the population (5.37%), Korean with 2,948 of the population (2.68%) and Persian/Dari with 1,236 of the population (1.12%) speaking this language at home.
 - From 2006-2016, the proportion of Ku-ring-gai's resident population who speak a language other than English at home has increased from 17.20% to 27.74%.
 - Of the 27.7% of the population speaking a language other English at home, 3% (3,554) of the population specified not being able to speak English well, and 1.2% (1,357) specified not being able to speak English at all.



Source: Department of Planning, Industry and Environment – Community Profile Tool (LGA)

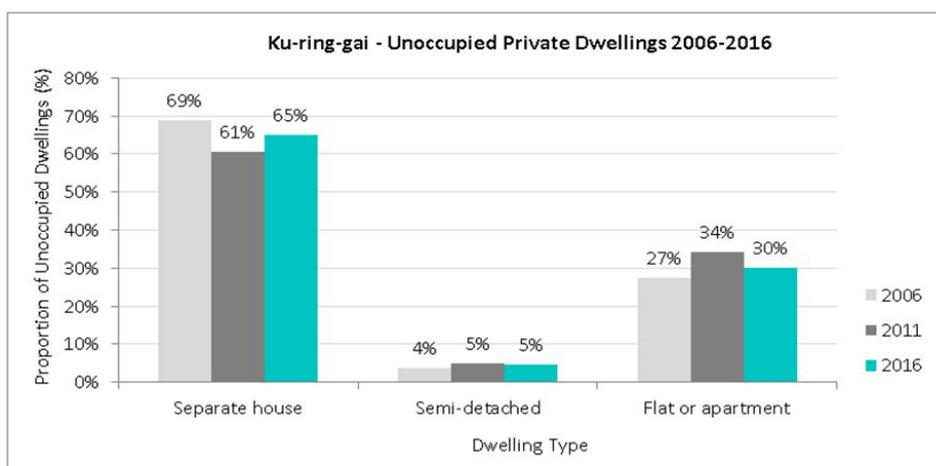
Figure 2-6 Ku-ring-gai Change in Proportion of Residents Born Overseas 2006-2016



Source: ABS - Time Series Profile (2016)

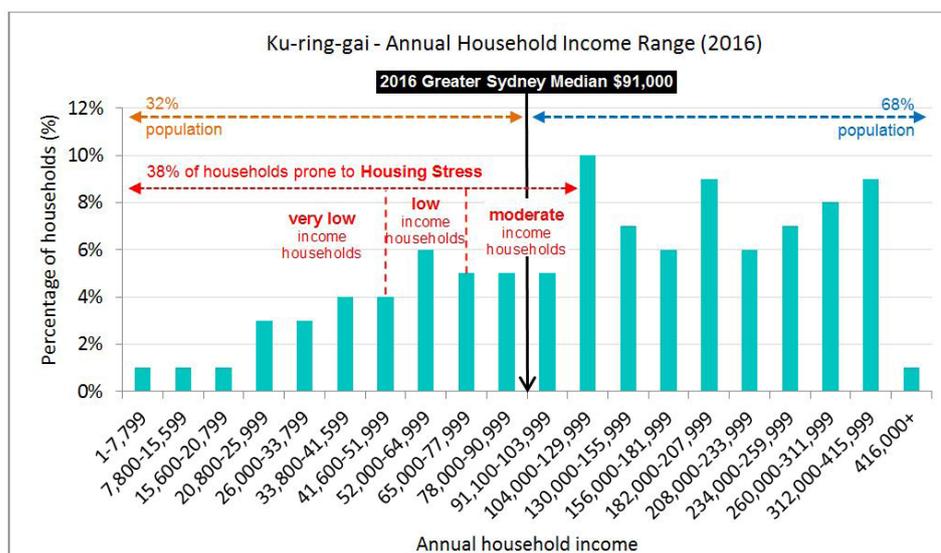
Figure 2-7 Ku-ring-gai Change in Proportion of Residents Speaking a Language Other Than English at Home (2016)

- Increasing vacancy rates. (Figure 2-8)
 - The number of unoccupied private dwellings in 2011 was 2,718 (1,649 of these properties were separate houses and 930 of these properties were flats or apartments).
 - Comparatively, the number of unoccupied private dwellings in 2016 was 2,789 (1,814 of these properties were separate houses and 839 of these properties were flats or apartments).
 - Note: Unoccupied private dwellings include vacant houses, holiday homes, newly completed dwellings not yet occupied, dwellings which are vacant because they are due for demolition or repair, and dwellings to let. (ABS Census Dictionary, 2016)
- Predominantly high income households with increasing numbers experiencing housing stress. (Figure 2-9 and 2-10)
 - Housing stress affects very low, low and moderate income households, and occurs when these 3 types of households pay more than 30% of their gross income towards rental or mortgage payments, leaving inadequate funds for other living expenses.
 - 68% of households have an annual household income higher than the Greater Sydney median income of \$91,000 and 32% earn below the Greater Sydney median.
 - 38% of households in Ku-ring-gai are prone to housing stress. Of these, 4,358 households are experiencing housing stress.
 - The number of households experiencing housing stress in Ku-ring-gai has increased by 73%, since 2006. This equates to an increase of 1,836 households.



Source: ABS Census Data – Time Series Profile

Figure 2-8 Ku-ring-gai Unoccupied Private Dwellings 2006-2016

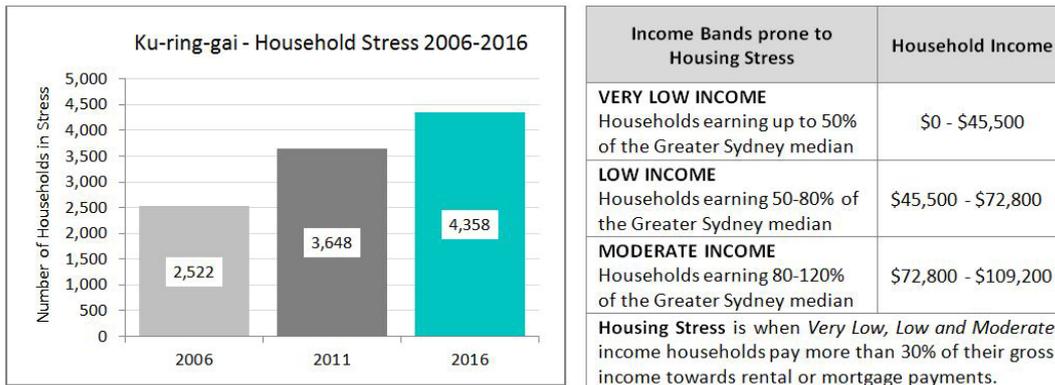


Source: Department of Planning and Environment – Community Profile Tool

Figure 2-9 Ku-ring-gai Annual Household Income Range (2016)

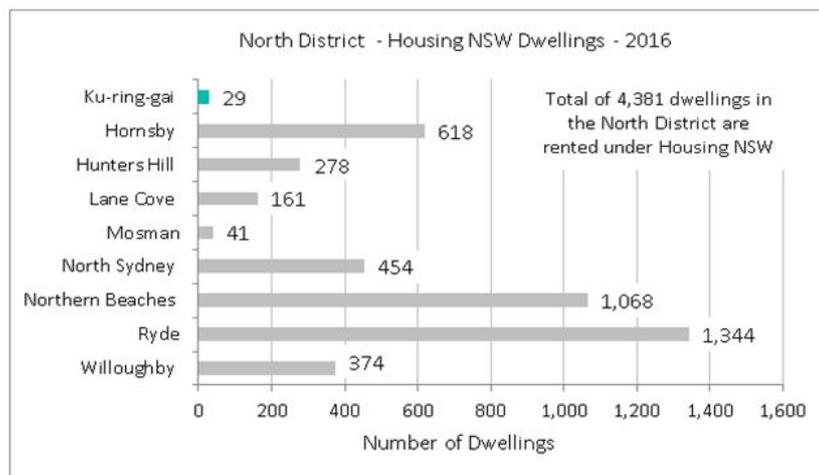
HOUSING PROFILE (CONT.)

- Low numbers of social housing and low numbers of homeless people across Ku-ring-gai when compared to the North District. (Figure 2-11)
- In 2016, Ku-ring-gai had the lowest number (29) of social housing dwellings rented under Housing NSW when compared to other North District council areas.
- In 2016, the homeless population in Ku-ring-gai was estimated at around 95 people. This figure has remained relatively consistent since 2001.

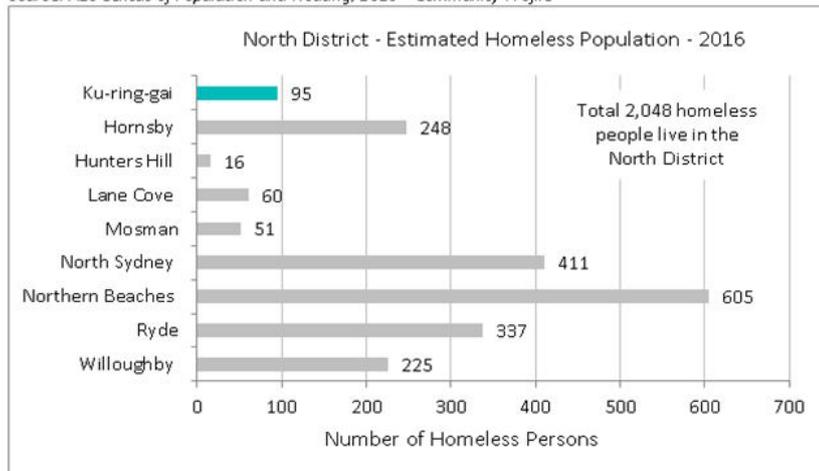


Source: Family and Community Services - NSW Local Government Housing Kit Database 2006, 2011 and 2016

Figure 2-10 Ku-ring-gai Household Stress



Source: ABS Census of Population and Housing, 2016 – Community Profile



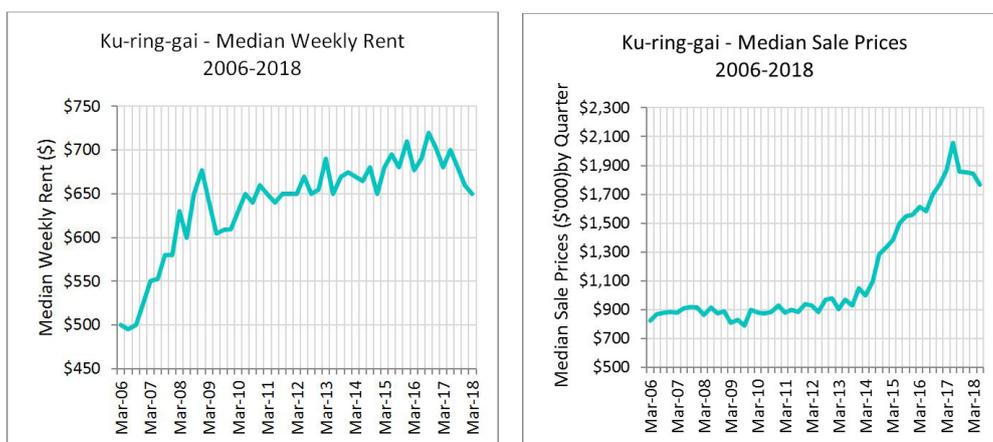
Source: ABS Census of Population and Housing - Estimating homelessness

Figure 2-11 Housing NSW Dwellings within the North District and Estimated Homeless Population North District

- Although there has been a downturn in the housing market since 2017, sale and rental properties in Ku-ring-gai still command the highest prices in the North District. (Figure 2-12)
- Between March 2006 and March 2018, Ku-ring-gai's median rent rose from \$500 to \$650 per week; however, the median weekly rent ranged between the lowest at \$495.00 (June 2006) and highest at \$720.00 (September 2016).
- Between March 2006 and March 2018, Ku-ring-gai's median sale prices rose from \$826,000 to \$1,845,000; however, the median sale prices ranged

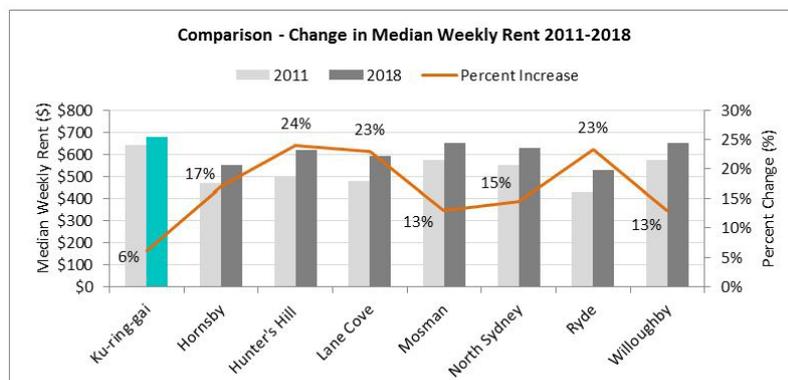
from the lowest at \$790,000 (June 2009) and highest at \$2,057,000 (June 2017).

- When compared with other North District local government areas, Ku-ring-gai has had the smallest (6%) percentage increase in weekly rents, but commands the highest rentals out of all the areas. (Figure 2-13)
- When compared with other local government areas, Ku-ring-gai has had the greatest (86%) percentage increase in sales prices and, with Hunters Hill, has the highest property prices in the North District. (Figure 2-13)

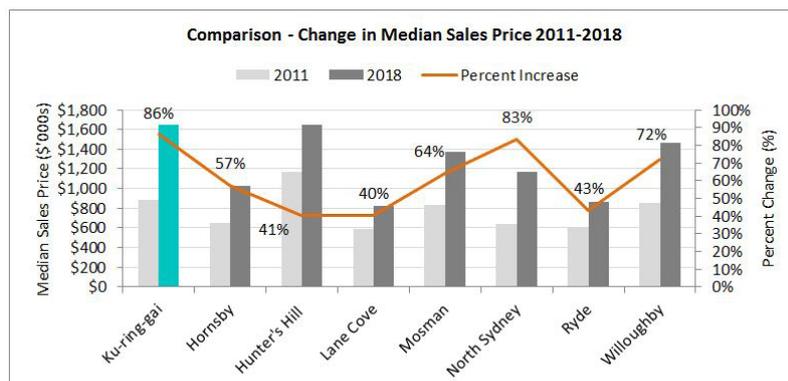


Source: Department of Family and Community Services – The Rent and Sales Report Interactive Dashboard and Past Reports

Figure 2-12 Ku-ring-gai Median Weekly Rent 2006-2018 and Median Sales Price 2006-2018



Source: Department of Family and Community Services – The Rent and Sales Report Interactive Dashboard and Past Reports



Source: Department of Family and Community Services – The Rent and Sales Report Interactive Dashboard and Past Reports

Note: Northern Beaches LGA is excluded from above graphs due to lack of collated data for the recently amalgamated areas.

Figure 2-13 Comparison Change in Median Weekly Rent and Sales Price 2011-2018

HOUSING FOR AGED

The Ku-ring-gai local government area has a high aging population. Council's existing DCP mandates that all dwellings within medium and high density development are to achieve the Silver standard under the *Liveable Housing Design Guidelines*, with at least 15% to be designed to Platinum level. This ensures provision of accessible housing with a proportion enabling wheelchair access from property entry to dwelling entry. The introduction of mandated standards from the *Liveable Housing Design Guidelines* was to ensure higher levels of housing choice for Ku-ring-gai's ageing population and for people with a disability then was being delivered by previous planning controls.

Projections from DPIE indicate that Ku-ring-gai's population aged 65 and above will increase by 49% by 2036 highlighting the need for investigation into housing provision for this group to enable ageing in place. This may include consideration of LEP clauses that support housing for the aged and DCP controls for increased numbers of dwellings delivering Gold and Platinum standards under the *Liveable Housing Design Guidelines*.

HOUSING FOR CULTURALLY AND LINGUISTICALLY DIVERSE

Ku-ring-gai's population is made up of residents from culturally and linguistically diverse backgrounds, with almost 40% of the population born overseas, the highest being of Chinese origin. Almost 30% of Ku-ring-gai's population speaks a language other than English at home, with the most dominant language other than English being Mandarin, followed by Cantonese and Korean. Less than 5% of Ku-ring-gai's population specified not being able to speak English well, or at all (ABS).

Anecdotally, families from CALD backgrounds have differing family structures, often with a number of generations living in the same household. As a result, grandparents often become carers for grandchildren. Whilst DPIE has not provided projections around CALD groups, based on existing trends it is likely that CALD groups will continue to make their home in Ku-ring-gai. The proportion of Ku-ring-gai's population born overseas has increased by 40%, and the proportion who speak a language other than English at home has increased by 88% from 2006-2016.

To ensure appropriate housing choice and provision for this population, future housing will need to understand CALD household types and their housing requirements, through engagement with these communities.

HOUSING PROVISION

The Community Strategic Plan - Our Ku-ring-gai 2038, expressing the key values and concerns of local residents, includes comment on the issue of housing diversity and choice, housing affordability, and housing accessibility and adaptability. This plan speaks to the local population's desire for equitable provision of housing and the establishment of long term accommodation enabling continuing residency through changing life cycles. These concerns from the local community are a key driver for a pro-active approach to housing consideration and provision in Ku-ring-gai, and will be investigated further through the Housing Strategy to be undertaken in 2019-2020.

It is noted that Ku-ring-gai has little, to no, social housing provision. Social housing is different and separate to affordable housing, the key difference being:

- **Social Housing** is housing provided for people that have no, or very limited, financial means to enable accommodation choice; or, are in a crisis situation and require immediate rehousing. People that access social housing usually have complex issues making them dependent both physically and financially on the government. This group is predominantly accommodated through subsidised agreements around the leasing of their homes.
- **Affordable Housing** is housing that enables certain people to live within a geographical area which would normally be inaccessible to them due to the high cost of property rental or purchase. These groups of people have regular incomes and are able to fund their homes. They have a vested interest in the area (work, family or friends) and are generally seen as an asset, contributing to the stability of the local community and economy. Affordable housing is also seen as an important means of addressing the shift in life stages and circumstances of local residents, enabling them to remain in an area with established networks and support through that change.

HOUSING PROJECTIONS

The Department of Planning, Industry and Environment estimates that by 2036, Ku-ring-gai's resident population will reach 154,500 people, increasing by 25% or 31,000 new residents from 2016. The Greater Sydney Region Plan states dwelling targets for all the Sydney districts and has the following housing supply targets allocated to the North District:

GREATER SYDNEY REGION PLAN – HOUSING SUPPLY TARGETS		
North District	0-5 year – 2016 to 2021	20 year – 2016 to 2036
Ku-ring-gai, Hornsby, Hunter's Hill, Lane Cove, Mosman, North Sydney, Northern Beaches, Ryde, Willoughby	25,950 dwellings	92,000 dwellings

Figure 2-14 Greater Sydney Region Plan – Housing Supply Targets

The Greater Sydney Region Plan has identified a combined 0-5 year housing supply target of 25,950 for the North District councils based on existing dwelling needs and opportunities to deliver supply. Under the North District Plan, Ku-ring-gai is to deliver 4,000 new dwellings during 2016 to 2021 which is consistent with delivery potential under existing planning controls. Each council is also to determine, in conjunction with the Greater Sydney Commission, what portion of housing it will contribute to the 92,000 target over the 20 year period, 2016 to 2036.

The key challenge in the provision of additional housing in Ku-ring-gai, is its integration into the established fabric of the area and the retention of the dominant large lot low density, garden and tree canopy character. This point has also been raised by the local community in the Community Strategic Plan – Our Ku-ring-gai 2038, where concern is expressed regarding the loss of quality built and natural areas and associated local character through increased development.

STRATEGIC RESPONSE

The North District Plan requires Council to prepare a housing strategy to meet future housing demands over the next 10 and 20 years. The preparation of a Ku-ring-gai Housing Strategy presents an opportunity to:

- respond to the future housing needs of the community;
- consider the appropriate method and mechanism to deliver local housing aligned with the strategic principles of the Greater Sydney Region Plan, the North District Plan, and preferences expressed in the Community Strategic Plan – Our Ku-ring-gai 2038 and by the local community;
- clarify issues around conflicting land uses and values to formulate actual housing capacity potentials and identify constraints to provision, including the development of agreed housing supply numerics with the Greater Sydney Commission;
- forward plan to deliver dwellings in a way that supports the area's intrinsic character and growth of sustainable communities through examining opportunities and challenges to provision in, and around, existing centres across the local government area, including alignment with transport and infrastructure.

In accordance with the North District Plan, Council's Housing Strategy will provide evidential demonstration of how Ku-

ring-gai will accommodate its existing and future population through appropriate type and supply of housing over the next 20 years to 2036. This will include investigation into how housing affordability within Ku-ring-gai can be addressed and accommodated as per the requirements of the Greater Sydney Region Plan and the North District Plan.

In addition, the North District Plan requires consideration of housing supply in 5 year increments from 2016 to 2036 as delineated below.

0-5 YEAR HOUSING SUPPLY (2016 TO 2021)

The North District Plan stipulates delivery of 4,000 new dwellings within Ku-ring-gai during the 5 year period 2016 to 2021.

Since 2016, more than half of the required housing supply quota has been constructed, with the remaining half fully deliverable through current development approvals and through land zoned for higher densities. This means that the 0-5 year housing supply target is achievable under Council's existing planning policies, as tabulated in Figure 2-15, and no immediate amendment to the Ku-ring-gai Local Environmental Plan is necessary.

POTENTIAL HOUSING SUPPLY (2016-2021) - KU-RING-GAI		
Delivery Method	Dwelling Count 2016-2021	Source
Construction completed	2,062	Department of Planning, Industry and Environment Metropolitan Housing Monitor
DA approvals issued and not yet constructed	1,261	Council records of current DA approvals
Existing R4 and R3 sites within the Local Centres at 80% take-up rate	1,362	Council mapping analysis of Gordon, Turramurra, Lindfield and St Ives Local Centres
Total	4685 dwellings	
<p><i>Note:</i> Delivery is in excess of North District Plan 4,000 dwelling requirement for the 2016-2021 period. As new water connections are used as a proxy for completions, certain secondary dwellings are not counted. Calculations do not include potential dwellings - on R3 and R4 sites outside existing Local Centre boundary; - within mixed use sites on B2 and B4 lands; - under consideration at Land and Environment Court.</p>		

Figure 2-15 Potential Housing Supply (2016-2021), Ku-ring-gai

6-20 YEAR HOUSING SUPPLY

(2021 TO 2026), (2026 TO 2031), (2031 TO 2036)

Beyond the 0-5 year period, amendment to the Ku-ring-gai Local Environmental Plan will be required to facilitate additional housing provision in Ku-ring-gai, with the amendments being informed by the findings and directions of the Ku-ring-gai Housing Strategy.

The Housing Strategy will examine the three key aspects regarding housing provision. These are:

- **housing location** - enabling good proximity to amenity such as transport, employment, services and alignment of built form typology with existing and future local character;
- **housing diversity** - enabling housing choice that supports the variety of household structures and life cycle changes for existing and future residents;
- **housing affordability** - enabling local residents and workers to live within the area close to family, established networks and places of employment.

Ku-ring-gai's 6-10 year housing target will be developed iteratively through the Housing Strategy. The Strategy will inform numbers, location and typology of dwellings deliverable within Ku-ring-gai plus address the growing issue of housing affordability at the local level. It will also clarify how the additional housing provision will retain, enhance and develop the current and future local character and factor into the liveability of neighbourhoods as stipulated in the regional and district plans.

In the first instance, the Housing Strategy will explore the historical local approach of consolidating housing density around railway and bus routes, and centres of service and economic activity.

Ku-ring-gai has a number of centres of varying hierarchy with good rail or bus transport links as illustrated in Figure 2-17 Housing Supply. As listed in Figure 2-16 Ku-ring-gai Centres – Suitability for Additional Housing, many of these centres meet the fundamental criteria of the Greater Sydney Region Plan and the North District Plan for the suitable location of additional housing as they already provide retail and other services and meet the criteria of the 30 minute city with frequent and fast public transport within 400m or 800m distances from dwellings. The lack of frequent public transport within the St Ives Local Centre is a current barrier to the provision of future housing in this location. The provision of future housing within the St Ives Local Centre is subject to the delivery of Rapid Bus infrastructure from Mona Vale Road to Macquarie Park, as outlined in Future Transport 2056. The Housing Strategy will explore these centres and determine their ability to provide additional numbers and types of housing to meet the needs of current and future Ku-ring-gai residents.

Consolidating additional housing around these centres will assist in minimising the subdivision and redevelopment of the majority of residential land across Ku-ring-gai, and assist in the retention of the dominant local character including large lot low density single dwelling areas, established gardens, associated landscaping, natural areas and canopy trees within both the private and public domain. It will also enable the consideration of a future character for the centres that can integrate Ku-ring-gai's prevailing landscape character into the public domain; and, ensure the successful interfacing of new built forms and densities within the area's existing urban and landscape fabric.

KU-RING-GAI CENTRES – POTENTIAL SUITABILITY FOR ADDITIONAL HOUSING (based on criteria of Greater Sydney Region Plan and North District Plan)				
Centre Hierarchy and Suitability		Centre and Capacity Investigation Area	Investigation Radius	Housing Supply Timing*
SUITABLE	Primary Local Centres <ul style="list-style-type: none"> containing a local railway station or bus route on an arterial road corridor, and meets the criteria for 30 minute access to a strategic centre, and supported by Council's community hub projects with retail services and community facilities. 	<ul style="list-style-type: none"> Gordon Lindfield Turramurra St Ives* 	800m	6-10 year (2021 to 2026) 11-15 year (2026 to 2031) *St Ives is subject to provision of priority bus infrastructure from Mona Vale to Macquarie Park
	Secondary Local Centres <ul style="list-style-type: none"> containing a local railway station or bus route on an arterial road corridor, and meets the criteria for 30 minute access to a strategic centre, and supported by retail and other services predominantly utilised by a localised residential population. 	<ul style="list-style-type: none"> Roseville Killara Pymble Wahroonga 	800m	16-20 year (2031 to 2036)
	Neighbourhood Centres <ul style="list-style-type: none"> containing a bus route on an arterial road corridor identified for upgrade of public transport and meets the criteria for 30 minute access to a strategic centre; and supported by retail and other services. 	<ul style="list-style-type: none"> Roseville Chase West Gordon North St Ives 	400m	16-20 year (2031 to 2036) Subject to provision of priority bus infrastructure from Mona Vale to Macquarie Park and Dee Why to Chatswood
POSSIBLE	Centres for future investigation <ul style="list-style-type: none"> currently with limited transport links which do not meet the criteria for 30 minute access to a strategic centre, or currently lacking in retail and other services. these Centres will only become viable for additional housing if transport is improved (such as provision of on-demand buses that can meet the 30 minute criteria), or service provision is improved. 	<ul style="list-style-type: none"> North Wahroonga Princes Street (Turramurra) Eastern Road (Turramurra) South Turramurra West Pymble East Lindfield West Lindfield St Ives Chase 	400m	Subject to infrastructure improvements
NOT SUITABLE	Centres where additional housing cannot be located <ul style="list-style-type: none"> located within exclusion areas related to bush fire and evacuation risks. 	<ul style="list-style-type: none"> North Turramurra East Killara South Wahroonga (Fox Valley Road) 	N/A	N/A

*Note – Housing supply timing is subject to further detailed analysis to be undertaken in 2019-2020 through the Housing Strategy.

Figure 2-16 Ku-ring-gai Centres – Suitability for Additional Housing

PRINCIPLES FOR THE LOCATION OF ADDITIONAL HOUSING

The Ku-ring-gai Housing Strategy will provide the evidence to identify the appropriate locations for the supply of new housing as well as the diversity of housing to meet future community needs.

Subject to confirmation by the Housing Strategy, future housing supply in Ku-ring-gai will be based on the following principles:

- Protect and conserve the prevailing Ku-ring-gai landscape character by retaining areas of detached housing within garden settings on large lots, including tall canopy trees.
- Stage housing delivery around centres of retail and economic activity that are serviced by the North Shore railway line or major bus routes along arterial roads, including provision of housing diversity, affordability and accessibility.
- Locate high density housing types within a 10 minute walk (800 metre radius) of Primary and Secondary Local Centres: Gordon, Lindfield, Turramurra, St Ives (subject to provision of priority bus infrastructure from Mona Vale to Macquarie Park), Roseville, Killara, Pymble and Wahroonga.
- Locate medium density housing types within a 5 minute walk (400 metre radius) of Neighbourhood Centres serviced by major bus routes along arterial roads: Roseville Chase, West Gordon, North St Ives (subject to provision of priority bus infrastructure from Mona Vale to Macquarie Park and Dee Why to Chatswood).
- Locate medium density built forms and other housing types on interface and transition areas where they function as a buffer between differing scales of building or differing land use types.
- Requirement that all high density residential areas (over 60 dwellings/ha) are within 200m of quality public open space
- Increase proportion of homes in urban areas within 10min walk of quality green, open and public open space by 10% within 10 years
- In considering areas for future medium and high density housing forms, the following areas are to be avoided:
 - heritage conservation areas;
 - areas of visual and aesthetic quality and character;
 - areas within or affecting scenic and cultural landscapes;
 - areas of intact tree canopy where the built form does not sit under the canopy;
 - areas with multiple constraints including steep topography;
 - areas with environmental values;
 - areas that are bush fire prone and with evacuation risk;
 - centres with limited transport and service access until improvements are implemented.



Housing - Ku-ring-gai Local Planning Priorities and Actions

Ku-ring-gai Council	<p>Ku-ring-gai Local Planning Priorities</p> <p>K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community</p> <p>Actions</p> <ul style="list-style-type: none"> • Undertake a Housing Strategy to inform a long term strategy for delivery of housing across Ku-ring-gai (short term). • Investigate the capacity of Ku-ring-gai's Primary and Secondary Local Centres and Neighbourhood Centres to meet housing supply requirements to 2036, as identified in figure 2-15 Housing Supply (short, medium and long term). • Implement planning responses in Turramurra, Lindfield and Gordon Local Centres to facilitate delivery of the 6-10 year (2021-2026) and 11-15 year (2026 to 2031) housing supply (short term). • Implement planning responses in St Ives subject to infrastructure improvements (medium-long term). • Identify future planning responses to deliver the outcomes of the Housing Strategy across Ku-ring-gai to 2036 (ongoing).
	<p>K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place</p> <p>Actions</p> <ul style="list-style-type: none"> • Conduct research including a Housing Needs Study to determine housing types that will meet the changing needs of the local community and enable ageing in place (short term). • Investigate appropriate locations for, and models of, medium density housing including a medium density complying development model able to integrate into the prevailing local character, in collaboration with the Department of Planning, Industry and Environment (short-medium term).
	<p>K5. Providing affordable housing that retains and strengthens the local residential and business community</p> <p>Actions</p> <ul style="list-style-type: none"> • Undertake a Housing Affordability Study to determine the profile of local residents and essential workers in need of affordable housing, and the appropriate location for viable provision (short term). • Prepare a SEPP 70 Affordable Housing Contribution Scheme for Ku-ring-gai to enable a mechanism for the delivery of local affordable housing (short -medium term). • Continue to work with the NSW Land and Housing Corporation to support the maintenance and renewal of social housing, consistent with the Future Directions for Social Housing Policy (ongoing).
North District Plan	<p>Planning Priority N6</p> <p>Creating and renewing great places and local centres, and respecting the District's heritage.</p>
Greater Sydney Region Plan	<p>Objective 12</p> <p>Great places that bring people together</p>

May, 2019

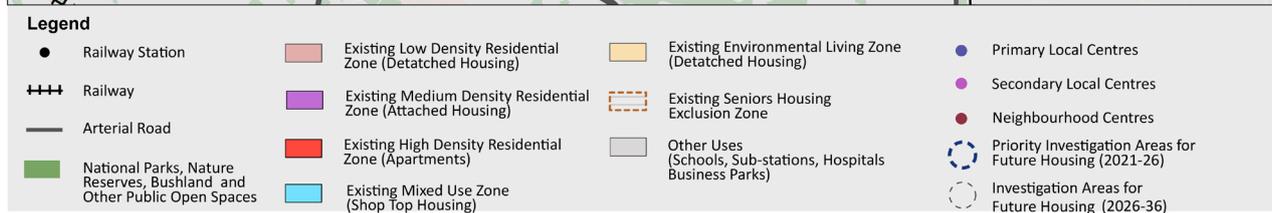
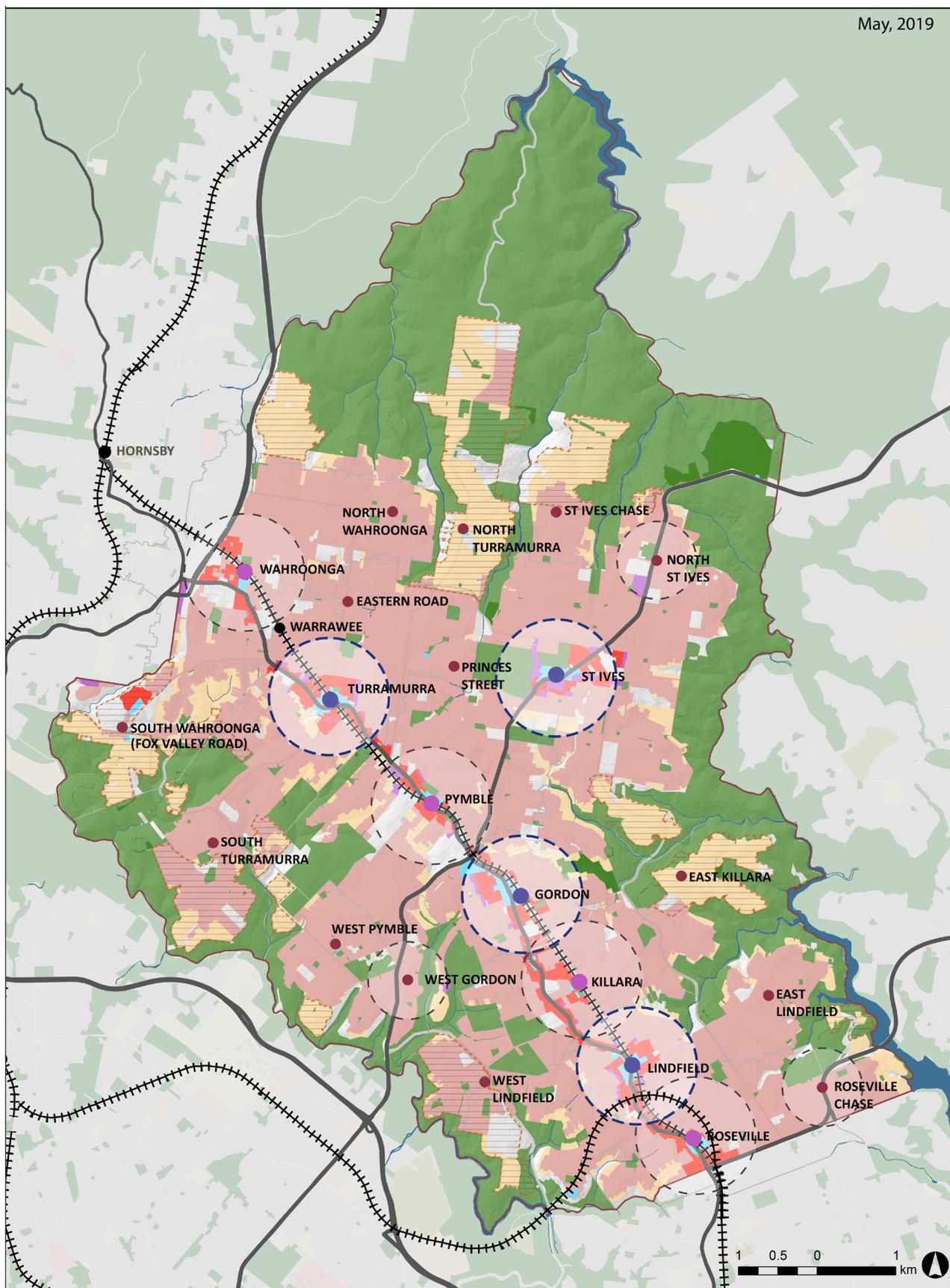


Figure 2-17 Housing Supply

Local and Neighbourhood Centres

Ku-ring-gai Local Planning Priorities

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 spaces.

BACKGROUND

Ku-ring-gai's urban centres first developed in the early 1900s as a series of villages along the main North Shore rail line; later more centres were developed coinciding with extensive residential subdivision that took place in the post-war period. Over time each centre has developed their own unique character reflecting their history, location and context. The physical appearance of Ku-ring-gai, the connectedness of green leafy areas encompassing both public and private lands and the physical location of urban areas within a well-defined geographic boundary, have been critical contributory factors to the areas sense of place. Today Ku-ring-gai's centres play a vital role in the local economy; they provide a diverse mix of office and retail uses, support services and community facilities and are a focus for public transport and road connections.

The North District Plan identifies four Local Centres in the Ku-ring-gai LGA namely, Turramurra, St Ives, Gordon and Lindfield. Since 2008, Council has been actively undertaking placed-based planning for these centres; this has included master plans, public domain plans and site-specific development control plans (DCPs).

Over the last 15 years, there has been significant development of high and medium density housing around the edges of the centres. This development has generally been on easy to consolidate, large-lot residential land that has been up-zoned. In the commercial areas of the Local Centres there has been very little development of mixed use buildings, as it is more difficult to consolidate viable sites for redevelopment given the pattern of small lots in fragmented ownership and very high land values.

While new residential development has strengthened the role of the Local Centres over recent years it has resulted in the creation of a 'hole in the donut' situation where large numbers of new residents are living close to the centres which have seen very little change in amenity, services and infrastructure. One exception to this situation is a new mixed use development on Lindfield Avenue, Lindfield which has introduced a contemporary retail environment to the area and has become popular with the local community.

Overall the lack of interest shown by the development market in mixed use typology has become a key issue for Council with a growing population and high community expectations.

Revitalisation of the Local Centres was identified by residents as a key issue during preparation of the Community Strategic Plan - Our Ku-ring-gai 2038 (CSP). A long-term goal in the CSP is to ensure "Our centres offer a broad range of shops and services and contain lively urban village spaces and places where people can live, work, shop, meet and spend leisure time".

Council has taken a proactive place-making role by creating 'Activate Ku-ring-gai' which is a staged program of urban renewal lead by Council across the four Local Centres. The program will lead to the implementation of 'on-the-ground' projects that will make a real difference to the quality, safety and amenity of the centres.

The program leverages off Council's land ownership in the centres to deliver much needed community infrastructure, such as parks, town squares and libraries; alongside new shopping, dining and leisure experiences; and delivered through innovative mechanisms and development partners. The projects are the result of careful planning and strategic

land acquisitions over many years by Council; the sites are well located within close proximity to rail stations.

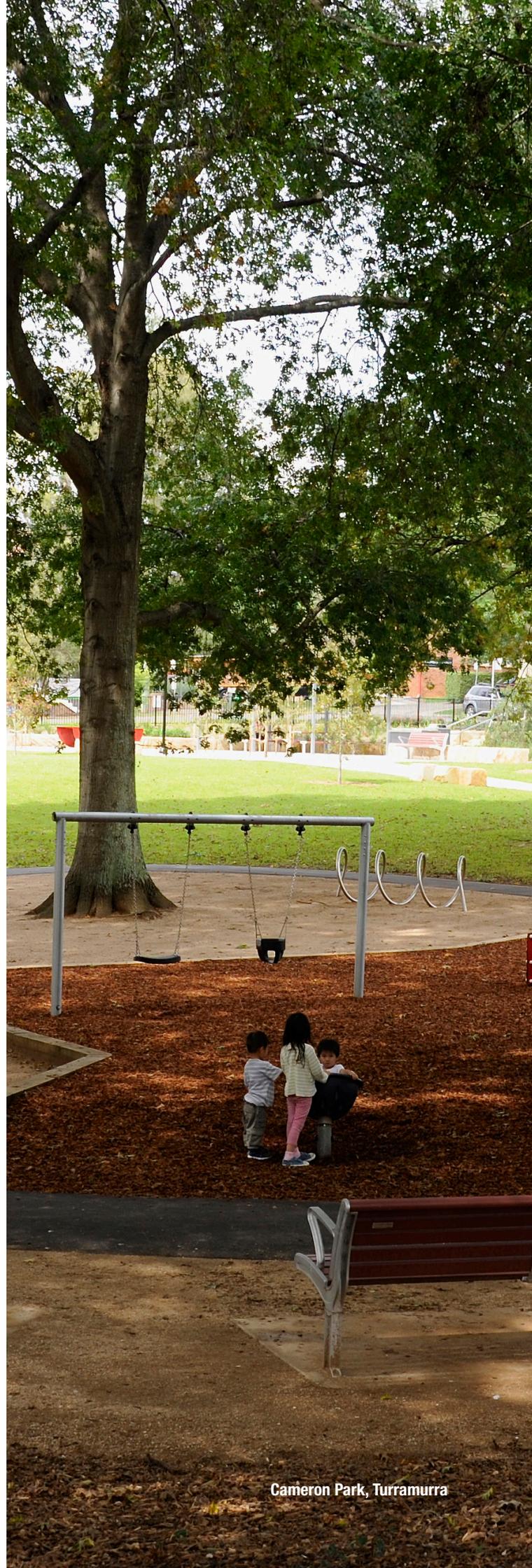
Council's Delivery Program 2018-2021 and Operational Plan 2018-2019 sets 13 term achievements and tasks related to revitalisation of the Local Centres. Key amongst these are:

- commencing construction of Lindfield Village Green;
- securing a development partner for Lindfield Community Hub and the Turramurra Community Hub;
- design and planning for new parks and streetscape improvements in the centres of Gordon, Lindfield and Turramurra;
- continuing to plan for, and deliver, new parks; and
- preparing a strategy to guide the delivery of libraries, community centres and cultural facilities across the LGA.

STRATEGIC RESPONSE

In the short term, to align with Ku-ring-gai Local Environmental Plan Amendment 2021, Council will prioritise a place-based planning process and preparation of structure plans for the four Local Centres identified in The North District Plan. The process will include targeted engagement and collaboration with residents, businesses, state agencies, land owners and other stakeholders. A placed-based planning approach will safeguard the unique and valued characteristics of each centre, whilst providing the potential for additional housing and local jobs. Key liveability improvements should include:

- increasing walking and cycling to reduce car dependency;
- providing new parks and civic spaces as locations for exercise, meeting and socialising;
- co-location of new community facilities including libraries, community centres and cultural facilities to encourage and maximise opportunities for social interaction;
- new commuter car parking facilities to increase public transport usage;
- protection of heritage, biodiversity, tree canopy and other notable features to maintain local character;



Cameron Park, Turramurra

STRATEGIC RESPONSE (CONT.)

- new shopping, dining and leisure experiences to improve the vitality and viability of the centres and meet the day-to-day needs of residents;
- increasing the number and quality of crossing points over both the arterial roads and rail corridor for all forms of transport to connect the separate parts of the centres; and
- connecting the centres to the surrounding areas via green grid corridors to improve walkability and cycling in the area.

As a first step in the place-based planning process, Council has prepared draft planning priorities for each of the four Local Centres for community comment. The priorities are based on current and past research, community surveys, other community consultation and independent studies. The planning priorities are to support the growth and revitalisation of:

- Turrumurra Local Centre as a family-focused urban village;
- Lindfield as a thriving and diverse centre;
- Gordon Local Centre as the civic and cultural heart of Ku-ring-gai; and
- St Ives Local Centre as an active green lifestyle and shopping destination.

In addition to this, Council has prepared draft documentation relating to local character on Turrumurra and Lindfield Local Centres. This documentation includes:

- What gives the Local Centre its unique character?
- What detracts from the Local Centre's unique character?
- What are the opportunities to improve and enhance the Local Centre?
- Draft design principles as the basis for place-based planning.

This material will form the foundations for targeted engagement with the community to assist with the preparation of the housing scenarios, and explore potential locations for new housing and Local Centre Structure Plans. During this process there will be further refinement of the character statements, opportunities and design principles for the four centres.

Revised Public Domain Plans (PDPs) will be prepared for

the centres to capture and integrate the proposed new community infrastructure such as cycleways, parks, walkways and the like. The PDPs will be fully costed so that the works can be captured in Council's new development contributions plan (Ku-ring-gai Local Planning Priority K1). At the same time detailed guidelines and building envelope controls will be prepared for the centres to ensure new developments protect and enhance the local character while providing opportunities for new housing and jobs. The site-specific DCP will be aligned with KLEP Amendment 2021, and provide LEP provisions relating to building height, floor space ratio, site coverage and others.

A key component of achieving liveable centres is urban design excellence. Great places recognise local characteristics and the qualities people value; mixed-use areas that exhibit urban design excellence are a critical ingredient of great places. Council will also prepare an urban design excellence policy and statutory provisions to ensure new developments on key sites within the Local Centres meet stringent design excellence standards.

Local and Neighbourhood Centres - Ku-ring-gai Local Planning Priorities and Actions

<p>Ku-ring-gai Council</p>	<p>Ku-ring-gai Local Planning Priorities</p> <p>K6. Revitalising and growing a network of centres that offer a unique character and lifestyle for local residents</p> <p>K7. Facilitating mixed use developments within the centres that achieve urban design excellence</p> <p>Actions</p> <ul style="list-style-type: none"> • Undertake a place-based planning process for the primary local centres including targeted community engagement in relation to housing scenarios (short term). • Prepare Local Centre Structure Plans for the primary local centres including locations for new housing (short term). • Prepare revised Public Domain Plans for the primary local centres (short term). • Prepare site-specific Development Control Plans for the primary local centres (short term). • Prepare urban design excellence policy and statutory provisions for the primary local centres (short-medium term).
<p>North District Plan</p>	<p>Planning Priority N6</p> <p>Creating and renewing great places and local centres, and respecting the District's heritage.</p>
<p>Greater Sydney Region Plan</p>	<p>Objective 12</p> <p>Great places that bring people together</p>

Gordon Local Centre

Ku-ring-gai Local Planning Priority

K8. Promoting Gordon as the centre for business and civic functions and as the cultural heart of Ku-ring-gai

This priority will support the growth and revitalisation of Gordon Local Centre incorporating a diverse mix of uses including civic and cultural, business and retail, entertainment and leisure and residential uses. Council will be a key catalyst in this process through the provision of a community hub that will provide contemporary public facilities including an auditorium, art gallery and central library, alongside new parks and public spaces. This priority will also strengthen and support Gordon as an important Local Centre for business activity and employment.

BACKGROUND

Historically Gordon has provided a range of social and civic functions. The heritage-listed Ku-ring-gai Council Chambers has been the centre of the administration of local government since 1928. Located in the geographical centre of the local government area, the building has served as the centre of decision-making relating to the whole of the municipality over generations and has provided a local landmark given its location and orientation. The War Memorial at the front of the building provided a focus for the community's commemoration of the sacrifices of past wars; in earlier times the Pacific Highway was temporarily closed for commemoration ceremonies.

Other important public buildings in Gordon include:

- Iolanthe, built in 1870, is a heritage-listed former residence and post office located at 691 Pacific Highway, Gordon;
- Tulkiyan, a state significant heritage item and house museum owned and managed by Council (currently closed for conservation works);
- St Johns Church which opened in 1872;
- St Johns Cemetery which opened in 1867;
- The Gordon Public School, a heritage-listed former government public school, located at 799 Pacific Highway. The school was opened in 1871 and closed in 1989;
- The Gordon railway station, a heritage-listed railway station located on the North Shore line. The station was designed and built by the New South Wales Department of Railways in 1909; and
- Gordon Library and Gordon Police Station, relatively recent public buildings built in the 1980s on the site of the former Gordon Public School.

LANDFORM AND TOPOGRAPHY

Gordon Local Centre is located on a narrow ridge which falls away steeply on the western side of the Pacific Highway; to the east the land is undulating with small areas of flat land. Generally streets to the east offer gentle to moderate slopes and invite walking and cycling, while streets to the west of the centre, such as Dumaresq Street are steeper. Local highpoints are marked by the St Johns Church and the Gordon Library (former Gordon Public School).

A number of major riparian corridors extend to within close proximity of the ridge on both the eastern and western sides; the most significant of these is the Stony Creek catchment which extends to the north-east corner of the area at the intersection of the Pacific Highway and Mona Vale Road; and Blackbutt Creek catchment which extends to the Pacific Highway between Dumaresq and McIntyre Streets.

URBAN DEVELOPMENT

Urban development has responded to the landscape and underlying geology. East of the railway development is typified by housing dating from the late 1800s to early 1900s, some of which are protected within Heritage Conservation Areas (HCAs) or as Heritage Items. The more challenging terrain to the west has resulted in a lower scale pattern of development, more characteristic of the mid to late 20th century, which has in turn helped to retain a significantly denser tree canopy.

In recent years the western side of Gordon has seen significant development of apartment buildings and town houses.



Gordon Centre



Gordon Branch

st. george

st. george
Welcome to St George

Gordon Centre, Gordon

URBAN DEVELOPMENT (CONT.)

Commercial and retail land uses in the Gordon Local Centre are primarily clustered along the Pacific Highway. Strip retail lines both sides of the Pacific Highway and St Johns Avenue in the form of fine grain, shop buildings in an array of typologies and styles, ranging from 19th Century-style, two storey brick commercial buildings, single storey retail shops and more modern, two to four storey commercial buildings. Food and beverage operators dominate and the presence of such retailers is indicative of the high-level of foot traffic and custom associated with the Gordon Local Centre.

Gordon Centre, located on 802-808 Pacific Highway, is a two level retail centre anchored by major tenants Harvey Norman and Woolworths as well as over 20 specialty retailers ranging from personal services, pharmacies and banks. Gordon Village Arcade is located on 767 Pacific Highway, directly across from Gordon Centre and connected by a sky pedestrian bridge over the Pacific Highway. The arcade comprises a mix of health service providers, cafes and specialty retail.

Employment uses have been a characteristic of Gordon over recent history however over the last five years there has been a decrease as a consequence of the extensive redevelopment of the commercial office precinct around Fitzsimmons Lane on the northern edge of the centre; and the pending redevelopment of 810 Pacific Highway by ALDI who intend on redeveloping the site as a mixed use building with residential dwellings and a supermarket.

Gordon has a high concentration of allied health and medical services. Gordon Private Hospital in the centre's south opened in 2018 and is an independent teaching hospital with affiliations to the University of NSW. It has 57 beds and caters specifically for mental health.

TREE CANOPY

The eastern side of Gordon supports a mix of remnant native and exotic specimens. Overall the canopy coverage is dense, with the majority of streets having mature street trees, and many private properties also including large, well-established trees. The western side of Gordon lacks mature street trees.

There are a few areas around the Gordon Local Centre which support remnants of the Blue Gum High Forest. These tend to be concentrated along the riparian corridors on the western and eastern sides of the centre.

ACCESS NETWORK

The Gordon Local Centre is centred around Gordon train station and along the Pacific Highway which bisects the centre. The centre extends from the Ryde Road and Pacific Highway intersection in the north to Bruce Avenue in the south.

The centre is accessible via Gordon train station, which is serviced by the T1 North Shore line, T1 Northernline and the inter-city train line to Central Coast and Newcastle, as well as major arterial roads Pacific Highway, Ryde Road and Mona Vale Road. Chatswood CBD is approximately 8 kilometres south, and Sydney CBD is 12 kilometres south.

Gordon is close to major employment hubs including Chatswood, St Leonards Health and Education Precinct, Hornsby, North Sydney CBD, and Macquarie Park.

The Pacific Highway, with its heavy traffic, is a major barrier to east-west pedestrian access between the two sides of the centre. Crossing opportunities are limited to signalised intersections, and only one offers all four 'legs'. The Gordon Centre provides a pedestrian bridge connection; however, this is not well used due to poor connectivity with the street.

Mona Vale Road/Ryde Road, a major north-south road on the northern edge of the centre, is another barrier for pedestrians. The road has limited signalised crossings, making it unpleasant and difficult for pedestrians to access the area from the north.

OPEN SPACE

Residents in Gordon have good access to extensive natural areas via the Stony and Rocky Creeks on the eastern side and via Blackbutt Falls and Links Creek on the western side. The Gordon Golf Course also provides open space for local residents.

There are few urban parks within close proximity to the centre. There are two parks within the area that provide playgrounds and other facilities; these are Gordon Recreation Reserve on Werona Avenue and Gordon Glen on Dumaresq Street.

Council has acquired land on Dumaresq Street for a new park and upgrade works are soon to commence on the Gordon Recreation Reserve to provide improved play facilities. Despite this, the significant population growth over the last 10 years means there is a lack of local parks in the area and the provision of additional parkland in Gordon is a planning priority for Council. (Refer Open Space Network Planning Priority K27).

HERITAGE

There are a number of significant Heritage Conservation Areas (HCAs) in the Gordon Local Centre. The most extensive areas are on the eastern side and include:

- The Gordon Park Estate;
- Gordondale Estate;
- Robert Street/Khartoum Avenue; and
- Smith Grant.

HCAs on the western side are:

- Yarabah Avenue; and
- St Johns Park Estate.

ACTIVATE GORDON

Ku-ring-gai Council is committed to revitalising key centres in the LGA through a series of urban revitalisation programs, known as 'Activate Ku-ring-gai'. The Activate Gordon precinct is identified in the Ku-ring-gai Development Control Plan (2016) and is a revitalisation and beautification initiative focused largely on Council-owned sites which include the former school, Gordon Library and the Council Chambers.

Activate Gordon seeks to leverage Council-owned sites to develop a Civic Hub Precinct in the centre which will incorporate a cultural centre and art gallery, new council chambers and administration offices, a library and a civic and ceremonial space.

STRATEGIC RESPONSE

As a first step in the place-based planning process, Council has prepared a planning priority for Gordon Local Centre. The priority is based on current and past research, community surveys, other community consultation and independent studies. The Local Planning Priority aims to support the growth and revitalisation of:

“Gordon as the centre for business and civic functions and as the cultural heart of Ku-ring-gai”

This priority will support the growth and revitalisation of Gordon Local Centre incorporating a diverse mix of uses including civic and cultural, business and retail, entertainment, and residential uses. Council will be a key catalyst in this process through the provision of a civic hub that will provide contemporary public facilities including an auditorium, art gallery and central library, alongside new parks and public spaces. This priority will also strengthen and support Gordon as an important Local Centre for business activity and employment.

To support the Planning Priority, this LSPS also provides statements relating to the character of Gordon Local Centre; parts of the centre that impact on the character, amenity or reduce the functionality (termed detracting elements); future opportunities for improvements; principles as suggestions to guide future planning; and a Structure Plan. As with the Planning Priority, the Statements and Structure Plan are based on Council policy, current and past research, community surveys, other community consultation and independent studies.

The next step will be to undertake targeted engagement with the community. This material will form the foundations for further engagement with the community to assist with the preparation of the housing scenarios, and explore potential locations for new housing and Local Centre Structure Plans.

GORDON LOCAL CENTRE – PLANNING PRINCIPLES AND STRUCTURE PLAN

The following sections describe opportunities and constraints, planning principles and a structure plan to guide future development of Gordon Local Centre. These are based on Council policy, previous studies and community consultation undertaken in relation to the future of the centre.

WHAT GIVES GORDON LOCAL CENTRE ITS UNIQUE CHARACTER?



Gordon's leafy areas, connected by tree-lined streets give Gordon a distinctive character. The local centre has a clear separation from the adjoining residential areas.



Gordon's local centre sits at the edge of a high, narrow ridge line that provides extensive views over the steep western slopes of Gordon. The eastern side is gently undulating and more conducive to pedestrian and cycling activity than the western side.



Gordon's European history is a strong feature of the Centre's character. Heritage buildings of St John's Church and the Old Gordon School sit at landmark locations at high points along a significant transport route – the Pacific Highway. Gordon is home to a number of other heritage items including the Council Chambers building, Gordon Railway Station and a number of houses.



Gordon has historically been the local government administration centre for the Ku-ring-gai LGA. It has provided a range of social and civic functions, and continues to do so.



The main arterial road, the Pacific Highway, is also the main shopping strip of the local centre. Fine grained street frontages that line the Highway and St Johns Avenue that connects the highway to the station precinct encourages a high level of foot traffic. Many of these businesses are food and beverage operators.



Gordon local centre is situated next to the Gordon railway station. The station building is state heritage listed. The Gordon station is a key stop on both the T1 and T9 lines on the rail network. The station along with the adjoining bus interchange is a key destination in the Ku-ring-gai LGA.



Gordon Centre is a large landmark building that anchors the retail strip. The pedestrian bridge over the highway connects the Gordon Village Arcade. Both of these sites support a number of medical and allied medical businesses as well as commercial and retail offerings. Medical and allied medical businesses are also scattered throughout the local centre.

WHAT DETRACTS FROM GORDON LOCAL CENTRE'S CHARACTER?



The Pacific Highway cuts through the local centre and has heavy traffic flows. Physical connections across the highway are limited though visual connections are good. The high volume of traffic along the highway is a key detractor and limits the use of significant public places in the local centre. The opportunities for vibrant community spaces are minimal. The library forecourt and Heritage Square are under-used as community spaces due to the surrounding noise and traffic.



There has been no significant redevelopment in the Gordon local centre in recent years and consequently the shop fronts are aging and in some instances, deteriorating. The footpaths are a patch work of repairs and are often not DDA compliant. There are limited outdoor dining opportunities in the local centre and where there are, the quality of the streetscape could be improved.



The Gordon Centre lacks street front activation. The only active connection to the street frontage is through one door connecting the street to the circulation corridor within the Gordon Centre. The pedestrian overpass that connects the Gordon Centre to the Gordon Village Arcade has no direct access to the street. Its hours of operation are limited by shop opening hours.



Wade Lane is an unattractive back of house service lane, yet it is a heavily used path of travel for pedestrians between the railway station northern end of local centre. It is also used by delivery vehicles, vehicles moving in and out of the Wade Lane car park, vehicles that drop passengers off at the station precinct, and staff of businesses that park in the rear access of premises that front the Pacific Highway. Deliveries, parking and waste facilities dominate this back of house area. It is not a pleasant walk for commuters.



Wade Lane multistorey car park is an aging concrete structure and has an awkward layout. As one of the first buildings seen on arrival to Gordon, it does not set a good impression.

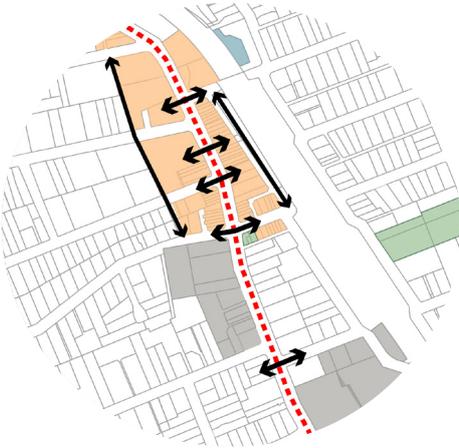


There is a lack of quality public spaces in Gordon local centre. The public places that exist are located along the highway or are small in size. This limits the opportunity for the community to gather, linger and connect in outdoor spaces in Gordon. Public space is so limited that the Gordon Markets are held in the Wade Lane car park.

WHAT ARE THE OPPORTUNITIES TO IMPROVE AND ENHANCE GORDON?



Expanding the Green Grid around the Gordon local centre would benefit the centre in a number of ways. The provision of more trees planted around the local centre and streets leading to the centre will encourage walking and cycling, as well as improving environmental conditions through more shade, less wind turbulence, better air quality and improved amenity to public domain areas.



The Pacific Highway impedes the free movement of pedestrians across the local centre. Providing priority to pedestrian movements across the highway will improve connections across the centre. An improved pedestrian zone in Wade Lane is important for safety and user experience through this area. Improved footpath pavements will improve universal access and safety for pedestrians in the centre.



Allowing the renewal of shops and retention of the fine grain character along the Pacific Highway and St Johns Avenue to retain the character of Gordon and improve appearance, access and maintain activity of the centre.



The planned Gordon Community Hub has the potential to provide public open space and a town square or plaza to create a true community heart for Gordon. Pedestrian over-bridges could provide easy access between the Hub and Gordon Station/ bus interchange.



Provide opportunities for outdoor dining, particularly in St Johns Avenue (which is a priority project for *Activate Gordon*). Allow other opportunities as the local centre redevelops through the provision of plazas and open space adjoining restaurant and café precincts within the new developments.



Improvements to existing public open spaces such as footpaths in St Johns Avenue being widened to allow for outdoor dining as well as public spaces for small gatherings and places to linger. Improvements to Heritage Square to improve usability and safety will benefit the local centre.

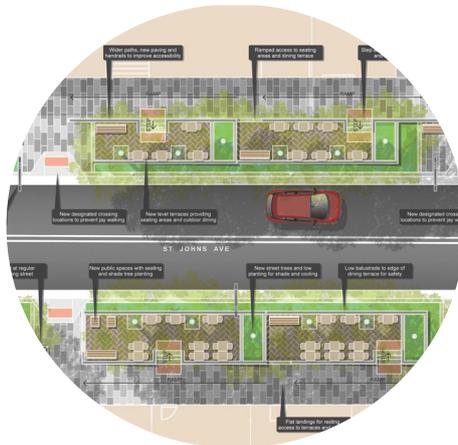
PRINCIPLES FOR GORDON LOCAL CENTRE



Retain low scale, fine grained character of main street shops on Pacific Highway and St Johns Avenue. Encourage renewal of street frontages that maintain active connections to the street.



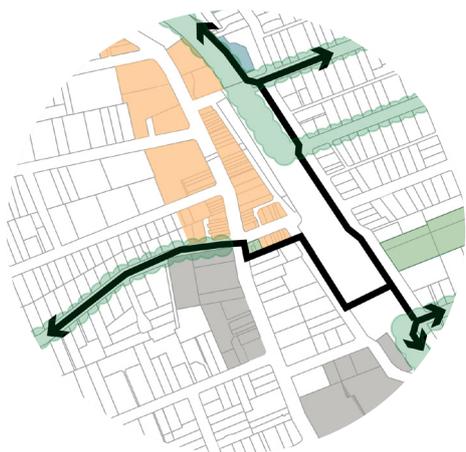
Encourage growth and expansion of retail and commercial uses within the centre, as well as development and renewal to activate the centre.



Provide outdoor dining opportunities in St Johns Avenue with removal of car parking, widened footpaths, reduced traffic speeds, addition of street trees as well as spaces for the public.



Ensure appropriate interface and separation between future development and heritage conservation areas and heritage items.



Increase connections to improve connectivity of Gordon local centre. Implement additional cycle routes in a variety of locations including the rail corridor, on-street or off-street shared paths. This will be done in conjunction with an increase in green corridors with street tree planting and planting where possible along the Pacific Highway and streets leading to the local centre.



Find opportunities to improve public spaces and new plaza / park areas such as Wade Lane car park, in St Johns Ave/ Heritage Square, near the library/police station and proposed Gordon Civic Hub development.



Enhance public domain network of streets and open spaces to improve recreation options. Find locations for parks to provide for future population growth.



Create an enhanced cultural and civic Hub as an anchor for the northern part of the centre.

Gordon Local Centre Structure Plan

Key components of the Structure Plan (Figure 2-18) that support the growth and revitalisation of Gordon Local Centre are as follows:

LAND USE

- Prioritise the redevelopment of Wade Lane car park to provide dedicated public open space, creating a green lineal corridor between Gordon Station and Gordon Library.
- Retain and protect the current zoning densities on the eastern side of the station to retain the character and protect the Heritage Conservation Areas and Heritage Items.
- Ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and Heritage Items.
- Promote mixed use development along the Pacific Highway corridor between St Johns Avenue and Ryde/ Mona Vale Roads.
- Prioritise investigations for new public open space areas within and around the local centre.
- Encourage growth and expansion of retail and commercial uses throughout the centre.
- Create an enhanced civic and cultural hub utilising Council's land holdings of the northern end of the centre.

BUILT FORM

- Ensure fine-grained vertically articulated building character for shop-top housing along Pacific Highway and St Johns Avenue.
- Encourage fine grain shop front development along Wade Lane to improve pedestrian amenity in this area.
- Maintain, upgrade and increase through block connections in both the commercial centre and through large residential blocks near the centre.
- Maintain views toward the west from the Pacific Highway, particularly down westward streets down slope from the highway.
- Investigate potential for over-rail development in the vicinity of Wade Lane and Park Avenue.

MOVEMENT

- Work collaboratively with Transport for NSW to define setbacks, traffic speed, tree planting requirements and the like to deliver improved place functions along the Pacific Highway within the local centre.
- Work collaboratively with Transport for NSW and Sydney Trains to provide continuous pedestrian and cycle links along the North Shore Rail Line between Hornsby and Chatswood.
- Work collaboratively with Transport for NSW to improve connections across the rail corridor at Park Avenue and other locations.

- Provide pedestrian and cycle connections across the local centre and suburb including St Johns Avenue, Park Avenue, Werona Avenue, Henry Street and across the rail corridor.
- Work collaboratively with Transport for NSW and property owners to retain and improve the pedestrian bridge over the Pacific Highway with improved connections to the footpath and public areas.
- As part of planning for the Gordon Civic Hub, investigate improved pedestrian connections between the railway station, Gordon library and Council offices.

KEY SITES

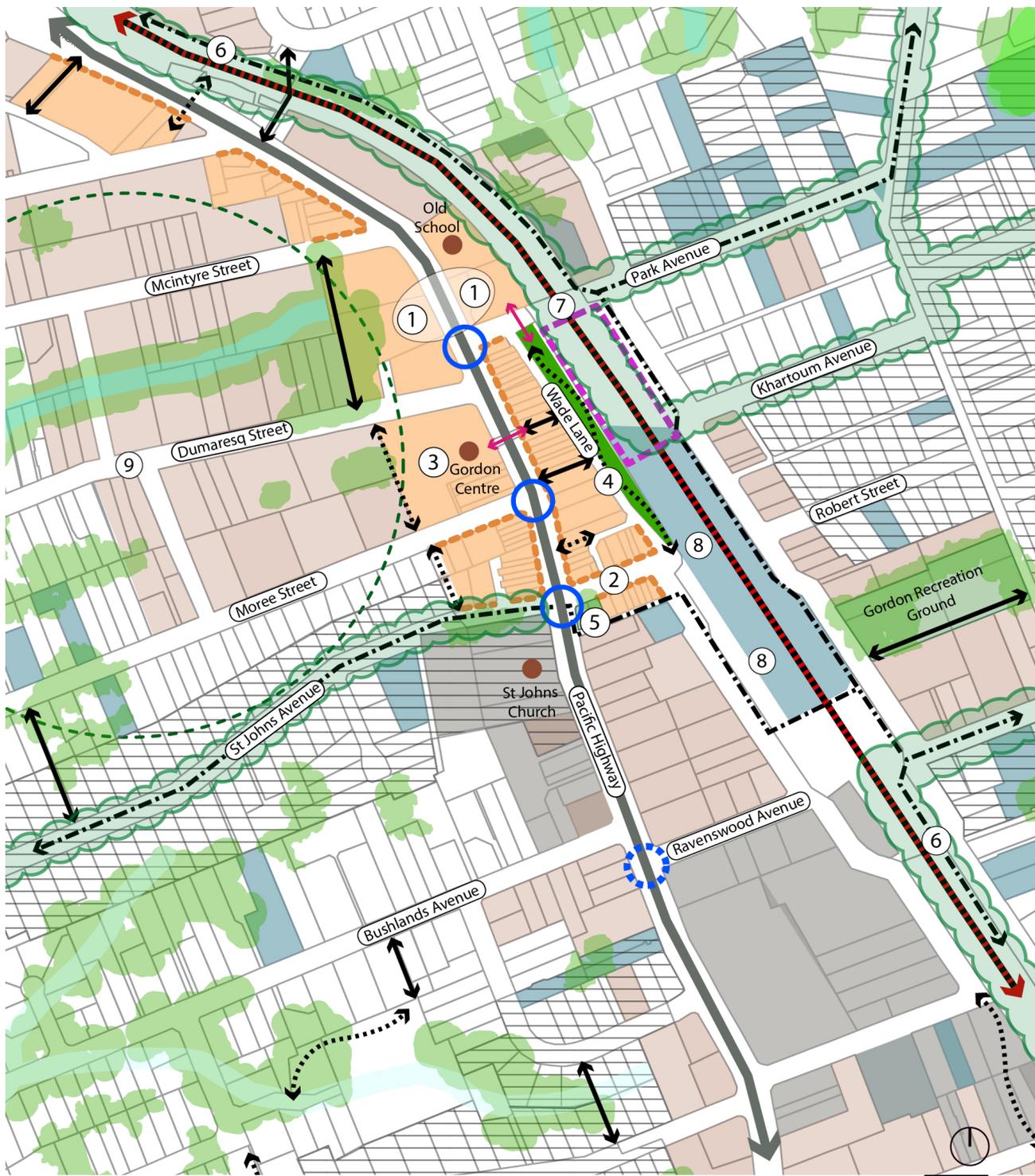
- Master plan key sites to ensure high levels of community infrastructure.
- Progress delivery of Gordon Civic Hub.
- Master plan council owned Wade Lane car park precinct in conjunction with adjoining property owners to deliver an improved public car park and public plaza/open space.
- Continue design work to deliver St Johns Avenue outdoor dining precinct and upgrade Heritage Square with elements that will activate the centre and reduce traffic movements through St Johns Avenue.
- Encourage redevelopment of the Gordon Centre as a key landmark site within the centre with potential to provide a contemporary shopping and leisure environment.

STREETScape

- Maintain and enhance the streetscape of St Johns Avenue, west of the Pacific Highway.
- Improve footpaths, provide street trees and opportunities for increased outdoor areas in St Johns Avenue, east of the highway.
- Create tree-lined boulevards in Park Avenue and Khartoum Avenue to create green corridor connections to bush reserves.
- Reduce traffic through St Johns Avenue (east) through the removal of on-street parking and the introduction of traffic lights at Ravenswood Avenue.
- Improve pedestrian access and introduce traffic calming measures to create a high pedestrian activity area in Wade Lane (short term plan).
- Investigate opportunities for tree planting along the Pacific Highway corridor.

PUBLIC SPACE

- Incorporate a public plaza / town square as part of the Gordon Community Hub.
- Investigate opportunities for public open space in Wade Lane
- Deliver improvements to Heritage Square to create a more user friendly space.
- Investigate opportunities in proposed developments to incorporate publicly accessible privately owned open space to increase the overall public space in the local centre.



Legend

- | | | |
|--|---|--|
| 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 | Proposed Bridge Upgrade |
| Planned Precinct - Community Hub | Planned Precinct - Wade Lane | Train Station and Bus Interchange |
| Main Street Revitalisation | Heritage Square Upgrade | Investigation Area for New Park |
| Proposed Mixed Use Revitalisation | Shared Pedestrian / Cycle Path along Rail Line | |

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Figure 2-18 Gordon Local Centre Structure Plan

St Ives Local Centre

Ku-ring-gai Local Planning Priority

K9. Promoting St Ives Local Centre as an active green lifestyle and shopping destination

This priority will support the growth and revitalisation of St Ives Local Centre as a unique place offering extensive shopping and outdoor dining opportunities. The Village Green will be improved and enhanced building on the green character and continuing to offer a diversity of recreation and leisure activities. The interface between the Village Green and the shopping centre will become a broad tree-lined promenade with cafes and restaurants; and new parks and a community hub will provide a strong family and youth focus. This priority will also build on the potential for the centre as a destination for short-term visitors passing through on their way to the Wildflower Garden and the St Ives Showground.

BACKGROUND

The St Ives Local Centre is bisected by Mona Vale Road, extending from the St Ives Shopping Village in the south-west to the Killeaton Street/Mona Vale Road intersection to the north-west. The St Ives Local Centre additionally encompasses the residences and local parklands straddling Mona Vale Road.

St Ives is located approximately 15 kilometres north of Chatswood and 20 kilometres north of the Sydney CBD; and 3km from the closest railway station at Pymble and 3.7km away from the railway stations at Turramurra and Gordon. St Ives is only serviced by local bus services and is not serviced by rail. Local buses provide a service to Gordon train station and then onto the Sydney CBD.

The centre is also within 4km of the Ku-ring-gai Wildflower Garden and 6.4km to the St Ives Showground both of which form part of a developing tourism and entertainment precinct well-known as the venue for the successful annual 'Medieval Faire' which attracts national and international visitors.

LAND USE

The majority of economic and business activity within St Ives Local Centre is focused in the St Ives Shopping Village which is centrally located and provides a range of day-to-day goods and services for the local area. The Shopping Village is a sub-regional, single storey enclosed shopping centre comprising Woolworths, IGA and Harris Farm; as well as over 100 speciality retailers with a variety of retail and non-retail service providers.

Strip retail is located on either side of Mona Vale Road with single and double storey commercial buildings in fine grain lot patterns. A variety of businesses are located within these properties, including local bank branches, medical operators, real estate agencies and restaurants.

The periphery of the Local Centre is dominated by the traditional single and double storey detached housing. However, in recent years residential flat buildings have become more commonplace particularly along Mona Vale Road and adjoining side streets; Cowan Road and Killeaton Street are dominated by single and double storey town houses and seniors housing. St Ives has a history of past land uses which include horticulture and plant nurseries.

LANDFORM AND TOPOGRAPHY

The core of the St Ives Local Centre is located on relatively flat land which gently falls to the east. Generally streets to the north offer gentle slopes and invite walking and cycling, while streets to the south of the centre area are steeper. Local highpoints and a ridgeline separate the central Shopping Village and Village Green precinct from Pymble Golf Club to the west and Dalrymple-Hay Nature Reserve to the south.

TREE CANOPY

The impression of St Ives is of a very verdant setting, providing a lush landscape character to the suburb. The trees are often very large, at over 20m+, and are a mix of remnant native and exotic specimens. Overall the canopy coverage is dense, with the majority of streets having mature street trees, and many private properties also including large, well-established trees. New residential developments have supported this character with tree planting in front setbacks.

A striking characteristic of the St Ives Local Centre is that it is located amongst tall trees including surviving remnants of the Blue Gum High Forest. There are a few areas of particularly dense coverage, including an area to the south that spreads to form part of the Dalrymple-Hay Nature Reserve, and another at the eastern edge of the Village Green, fronting onto Memorial Avenue. This 'bush' setting contains a variety of remnant tree species, providing considerable screening to the road.



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St Ives by Studio GL

ACCESS NETWORK

Mona Vale Road is the main access route through the St Ives Local Centre. The classified road is six lanes and approximately 30m wide and in 2017, the NSW Road and Maritime Services (RMS) introduced new northbound and southbound extended clearways in order to reduce congestion and delays for through-traffic. Mona Vale road is also a key freight movement corridor through Ku-ring-gai, and is one of only three roads providing access into and out of the Northern Beaches. Other major streets in the study area are Killeaton Street to the north, Memorial Avenue and Cowan Road in the centre, and Horace Street/ Link Road to the east. The intersection of Link Road and Mona Vale Road is the largest in the study area.

St Ives is serviced by Sydney Buses with seven routes operating along its key streets. The nearest train station is Pymble Station 3km to the south-west with Turramurra and Gordon Stations 3.7km to the west and south-east respectively. Marked cycle routes exist along Killeaton Street, Links Road and Rosedale Road.

Mona Vale Road with its heavy traffic is a major barrier to north-south pedestrian access. Crossing opportunities are limited to signalised intersections, and only two of those (at Memorial Avenue and Link Road) offer all four 'legs'. Village Green Parade and adjoining parking areas between the Shopping Village and the Village Green are also significant barriers to pedestrians; this situation is slightly improved by two 'zebra crossings'. Killeaton Street, a major east-west road, is another barrier for pedestrians. The road has limited signalised crossings, making it dangerous for pedestrians to access the shopping centre from the north.

OPEN SPACE

The St Ives Local Centre is encircled by broad areas of open space with the Village Green to the north, the Pymble Golf Club to the east and the Dalrymple-Hay Nature Reserve to the south.

The largest areas of open space are the St Ives Village Green and the William Cowan Oval, to the north of the shopping centre. There are numerous smaller parks and reserves spread throughout the study area, including the triangular shaped St Ives Memorial Park at the intersection of Mona Vale Road, Porters Lane and Rosedale Road, and the St Ives Rotary Park at the corner of Mona Vale Road and Memorial Avenue.

There are also numerous small reserves for environmental protection, such as the Ivor Wyatt Reserve, Turpentine Forest

at the end of Gillott Way, Seven Wives Wood on Richards Avenue, Bedes Forest Reserve and Huntleys Forest off Lynbara Avenue to name a few.

There are few urban parks within close proximity to the centre. The significant population growth over the last 10 years and heavy sporting use of the Village Green means there is a lack of local parks in the area. Putarri Avenue Reserve is the only park on the southern side of the centre with playground facilities and the closest to the north is Memorial Avenue Reserve.

Council has recently acquired land on the east of the study area on Carcoola Avenue (Lapwing Reserve) and created a new park; Council is also in the process of acquiring land adjoining Bedes Forest Reserve for a new park. In addition, extensive work is soon to commence on the St Ives Village Green to provide improved play facilities and a new skate park.

HERITAGE

The only significant heritage listing is former St Ives Public School buildings (now a Community Centre and restaurants) at the intersection of Rosedale and Mona Vale Roads. There is a concentration of heritage dwelling houses to the south-west of the centre in the area between Pentecost Avenue and Greendale Avenue.

St Ives was the one area in Ku-ring-gai not affected by the opening of the steam railway in 1890. For the first half of the 20th century it remained an isolated, largely self-sufficient rural community. From the 1950s this situation changed rapidly as described by the Ku-ring-gai Historical Society:

"In the early 1950s, St Ives began its phenomenally rapid transformation into a dormitory suburb. Unlike most of Ku-ring-gai it is relatively flat and lent itself to residential development. This growth was spurred by a number of factors – great improvement to the roads and particularly the opening of the Eastern Arterial Road between Boundary Street, Roseville, and Mona Vale Road, increased car ownership, Sydney's growth and the post war need for more homes. The area was rezoned in 1959 from 'rural' to 'residential'. In 1954, its population was under 3,000. Between 1961 and 1976 the population trebled from 5,247 to 18,521.

ACTIVATE ST IVES

Ku-ring-gai Council is committed to revitalising key centres in the LGA through a series of urban revitalisation programs, known as 'Activate Ku-ring-gai'. The Activate St Ives precinct is identified in the Ku-ring-gai Development Control Plan (2016) and is a revitalisation and beautification initiative focused largely on Council-owned sites adjoining the St Ives Shopping Village. Activate St Ives seeks to leverage Council-owned sites, in collaboration with private land owners, to develop a Community Hub which will incorporate an integrated district library and community centre, and new public domain areas adjoining the Village Green.

This material will form the foundations for further engagement with the community to assist with the preparation of the housing scenarios, and explore potential locations for new housing and Local Centre Structure Plans.

STRATEGIC RESPONSE

Council has prepared a planning priority for the St Ives Local Centre. The priority is based on current and past research, community surveys, other community consultation and independent studies. The Local Planning Priority aims to support the growth and revitalisation of:

“St Ives Local Centre as an active green lifestyle and shopping destination”

This priority will support the growth and revitalisation of St Ives Local Centre as a unique place offering extensive shopping and outdoor dining opportunities. The Village Green will be improved and enhanced building on the green character and continuing to offer a diversity of recreation and leisure activities. The interface between the Village Green and the shopping centre will become a broad tree-lined promenade with cafes and restaurants; and new parks and a community hub will provide a strong family and youth focus. This priority will also build on the potential for the centre as a destination for short-term visitors passing through on their way to the Wildflower Garden and the St Ives Showground.

The next step will be to undertake targeted engagement with the community to assist with defining:

- What gives St Ives Local Centre its unique character?
- What detracts from St Ives Local Centre's unique character?
- What are the opportunities to improve and enhance St Ives Local Centre?

Turrumurra Local Centre

Ku-ring-gai Local Planning Priority

K10. Promoting Turrumurra as a family-focused urban village

This priority will support the growth and revitalisation of Turrumurra Local Centre as a community hub for local residents living in the north of Ku-ring-gai. Turrumurra will become a well-connected and attractive place to live, work and shop. The centre's village atmosphere will be enhanced through the provision of new parks and public spaces, as well as a new library and community centre, where local families can meet and spend leisure time.

BACKGROUND

Turrumurra Local Centre is largely characterised by its early 20th Century federation houses, significant private gardens and established large canopy trees, shop top housing in the retail heart of the centre and prominent elevated topography.

Turrumurra's topography features two prominent ridges, with its urban centre focused along the higher points. The elevated ridge-line topography creates opportunities for views into and beyond the suburb, while dense tree canopies and deep valleys screen lower density development. The main ridge rises from the south-east and runs north-west, parallel to the Pacific Highway. The landscape falls steeply to the west of this ridge. Falls to the north and east are relatively gentle.

Urban development has responded to the landscape and underlying geology accordingly. The gently falling northern slope is notably more developed than the southern slope. These areas are typified by housing dating from the late 1800s to early 1900s, some of which are protected within Heritage Conservation Areas or as Heritage Items. The more challenging terrain to the south and west was developed later with a pattern of development more characteristic of the 1950s-1970s. Most properties are large lots (more than 1,000sqm in size) which have in turn helped to retain a significantly denser tree canopy.

The Rohini Street shopping strip is situated on the eastern side of Turrumurra station and continues in part along the Pacific Highway. This retail centre supports a valuable mix of uses and services. The low scale and fine grain character is important to the local community and is a link to the past.

The Pacific Highway and the North Shore rail line intersect at Turrumurra. The impact of the road and rail upon the locality is the division of its centre into four constituent parts. The ability to support a town centre atmosphere that traverses an

arterial road with almost 65,000 vehicles per day is difficult. To then traverse across a rail corridor with limited crossing points adds further complexity to the situation.

For pedestrians and cyclists the approach from the southern catchment to the centre is met by a steep climb up to the ridge. There is only 3 pedestrian crossings within the Local Centre. They are at the Pacific Highway's intersection with Ray Street, Kissing Point Road and Rohini Street. The result is that the railway and highway form a physical and psychological barrier for pedestrians approaching the Local Centre from the south.

ACTIVATE TURRAMURRA

Ku-ring-gai Council is committed to revitalising key centres in the LGA through a series of urban revitalisation programs, known as 'Activate Ku-ring-gai'. The Activate Turrumurra precinct is identified in the Ku-ring-gai Development Control Plan (2016) and is a revitalisation and beautification initiative focused on land adjoining the rail station. Activate Turrumurra seeks to leverage Council-owned sites, in collaboration with private and government land owners, to develop a community hub which will incorporate an integrated district library and community centre, a park and new public domain areas.

STRATEGIC RESPONSE

As a first step in the place-based planning process Council has prepared a planning priority for the Turrumurra Local Centre for community comment. The priority is based on current and past research, community surveys, other community consultation and independent studies. The Local Planning Priority aims to support the growth and revitalisation of:

“Turrumurra as a family-focused urban village”

This priority will support the growth and revitalisation of the Turrumurra Local Centre as a community hub for local residents living in the north of Ku-ring-gai. Turrumurra will become a well-connected and attractive place to live, work and shop. The centre’s village atmosphere will be enhanced through the provision of new parks and public spaces, as well as a new library and community centre, where local families can meet and spend leisure time.

To support the Planning Priority, this LSPS also provides statements relating to the character of Turrumurra Local Centre; parts of the centre that impact on the character, amenity or reduce the functionality (termed detracting elements); future opportunities for improvements; principles as suggestions to guide future planning; and a Structure Plan. As with the Planning Priority, the Statements and Structure Plan are based on Council policy, current and past research, community surveys, other community consultation and independent studies.

The next step will be to undertake targeted engagement with the community. This material will form the foundations for further engagement with the community to assist with the preparation of the housing scenarios, and explore potential locations for new housing and Local Centre Structure Plans.

TURRAMURRA LOCAL CENTRE – PLANNING PRINCIPLES AND STRUCTURE PLAN

The following sections describe opportunities and constraints, planning principles and a structure plan to guide future development of Turrumurra Local Centre. These are based on Council policy, previous studies and community consultation undertaken in relation to the future of the centre.



Turrumurra Community Hub - perspective

WHAT GIVES TURRAMURRA LOCAL CENTRE ITS UNIQUE CHARACTER?



Turrumurra's topography features two prominent ridges, focusing its urban centre along high points. The Aboriginal meaning for Turrumurra is "Big Hill". The high ridge-line topography affords views into and beyond the suburb as well as across the Sydney basin, while dense tree canopies and deep valleys fall away to the south.



The heritage listed Railway Gardens are well-maintained with large adjacent significant trees. A new section has been recently open to the public.



The small cluster of shops on William Street facing the Railway Gardens are a mix of single and double storey early 20th century architecture. These commercial premises face a row of large street trees that dominate the landscape streetscape in this precinct.



Turrumurra has a rich history, from its Aboriginal origins as the home of the hunter-gatherer Terramerragal people, to its European heritage, dating back to the 1820s, when the area was known for its timber-getting industry. As forests were cleared, estates were gradually subdivided to create fruit orchards. In the latter part of the 19th Century, investment companies began to subdivide and sell land, which intensified with the opening of Turrumurra Station in 1890.



The Rohini Street shops are characterised by a fine grain commercial character established in 1912. While some of the street frontages have been modernised the intimate scale and the original character remains.



Cameron Park, now double its original size, retains large canopy trees and includes a shaded children's play area. The open space is now the focus of the Gilroy Road precinct behind Rohini Street. Clear views in, a well maintained appearance and multiple entries make the park welcoming and well used.



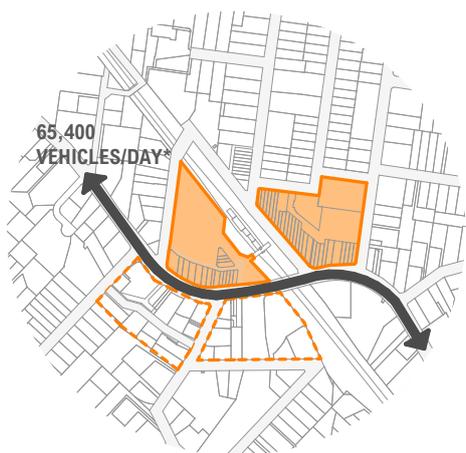
The Hillview Conservation Area is a rare collection of heritage public buildings set high near the Local Centre with significant gardens, large canopy trees and sweeping views of the district.



The Pacific Highway retail strip is a collection of fine grain, two storey shop top commercial uses with a mix of architectural styles including Art Deco. These shops mark the presence of the Local Centre along the Pacific Highway. Though the six lane highway splits the shopping strip, the fine grain retains a pedestrian scale and variety in the streetscape.

The existing retail offering suffers from poor pedestrian amenity due to the impacts of the Pacific Highway.

WHAT DETRACTS FROM TURRAMURRA LOCAL CENTRE'S CHARACTER?



Source: CHROFI Architects

A key impact of the Pacific Highway and the rail line upon the locality is the division of the Local Centre, into four constituent parts - namely the proposed Hub site precinct, Rohini Street, Turramurra Plaza shops and Hillview Precinct.

The ability to support a local centre 'village' atmosphere that traverses an arterial road carrying 65,000+ vehicles per day and a railway line is difficult to achieve and maintain.



Source: CHROFI Architects

Pedestrian connectivity of the Local Centre is compromised by the fragmentation of the Local Centre, which is further exacerbated by steep terrain, in part, and the limited number and quality of crossing points for pedestrians and cyclists over both the Pacific Highway and the rail corridor.



Large developments such as supermarkets can result in a loss of variety and fine grain 'human scale' of shop fronts.



The quality of the public domain in the vicinity of the Coles supermarket and existing Turramurra Library on Ray Street is significantly compromised by the large expanse of at-grade car parking, varied terrain and lack of defined pedestrian paths, making it difficult for pedestrians to easily traverse the site and access Turramurra rail station.

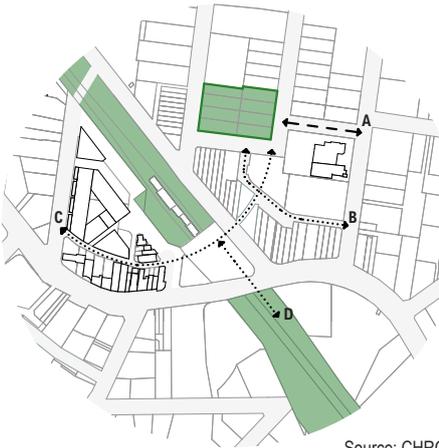


The lack of commercial street frontages along Ray Street and poor pedestrian paths also impact on the quality public domain. Ray Street does not reflect the general character of Turramurra.



The lack of pedestrian footpaths and predominance of parking and waste facilities detract from the safety and useability of Forbes Lane and Gilroy Lane.

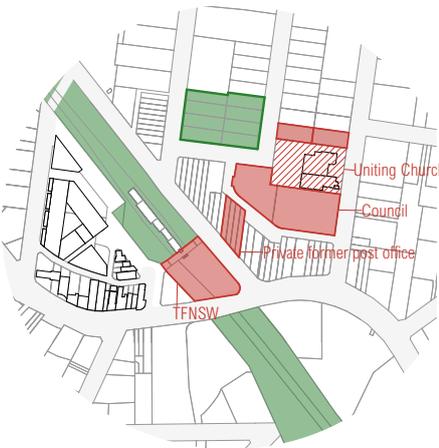
WHAT ARE THE OPPORTUNITIES TO IMPROVE AND ENHANCE TURRAMURRA?



Source: CHROFI Architects

The Pacific Highway and the rail line severely inhibit pedestrian and cycle movement in the Local Centre. Opportunities to improve or introduce new connections should be actively sought wherever possible.

Consolidating the centre north of the Pacific Highway offers an opportunity to bind the two of the precincts into a single, continuous place within the Local Centre; a land bridge over the railway would further support this opportunity.



Source: CHROFI Architects

The Gilroy Lane car park at the rear of the Rohini Street shops is a major opportunity site to deliver a new, revitalised retail precinct, supported by retail arcades to create a more accessible and functional centre overall.



Source: CHROFI Architects

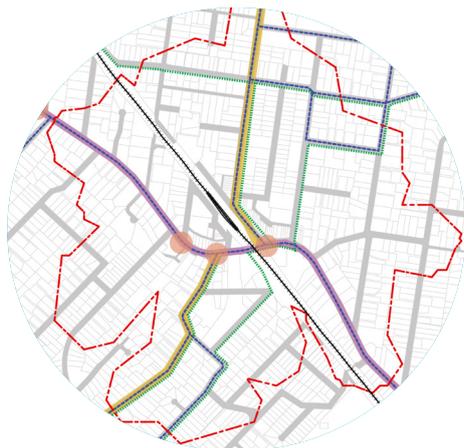
Allowing renewal of shops and retention of the fine grain character along the Pacific Highway on both the northern and southern frontages, coupled with improved connectivity, could encourage pedestrian activity to return to this part of the centre.

The geometry of the Pacific Highway, as it crosses over the rail corridor, presents an opportunity to consolidate this retail strip, as traffic slows to pass through the centre.



The planned Turramurra Community Hub has the potential to create a 'heart' of the Local Centre. Council's adopted master plan proposes a new town square and park as well as library and community centre.

It will also facilitate connections to the hub site from the highway and over the rail corridor for improved linkages for pedestrians.



There is an opportunity to provide regional north-south pedestrian and cycle ways through Turrumurra utilising the rail corridor and proposed new rail bridge. Improvements to the bus interchange on Rohini Street will improve access to the centre.



There is potential for Gilroy Road to become a green corridor or tree lined boulevard to link Turrumurra Memorial Park, Karuah Park and the Local Centre. This key linear connection would offer a legible, safe and direct route for walkers, runners and cyclists to recreation and exercise areas. There is an opportunity to build on and enhance the rail corridor as a 'green corridor'.

Source: CHROFI Architects



The Green Grid provides an aspirational blueprint for a corridor incorporating ecological, hydrological, recreational and cultural pathways across Sydney. Riparian corridors, open space and tree-lined streets across Turrumurra provide the potential to formalise connections between Lane Cove National Park to the south and Ku-ring-gai National Park to the north of Turrumurra, via Lovers Jump Creek, as well as opportunities for tree planting and greening along the Pacific Highway corridor. Refer to Figure 4-7 Green Grid in Section 4 – Sustainability.

PRINCIPLES FOR TURRAMURRA LOCAL CENTRE

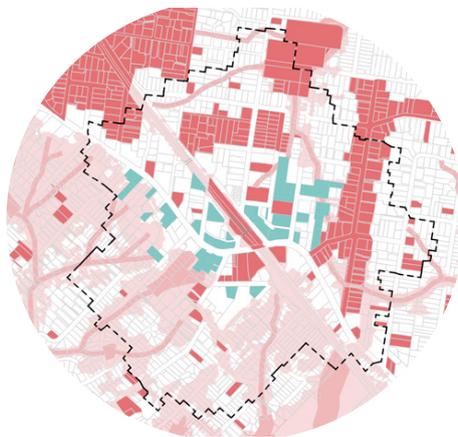


Retain low scale, fine grained character of the main street shops on the Pacific Highway and Rohini Street. Encourage infill developments with fine grained commercial and retail street frontages.



Consolidate the Local Centre on the northern side of the Pacific Highway by prioritising the expansion of retail, commercial and residential uses on the northern side of the Pacific Highway. Investigate potential for a land bridge over the rail line connecting William Street with Rohini Street.

Source: CHROFI Architects



Ensure appropriate interface and separation between future development and Heritage Conservation Areas and Heritage Items.

Source: CHROFI Architects



Increase the number of north-south (primary) and east-west (secondary) connections to improve the connectivity of Turramurra Local Centre. Use the rail corridor to provide a direct pedestrian route along the corridor to the Local Centre and Turramurra rail station from surrounding residential areas. Encourage the activation and use of laneways (e.g Forbes and Gilroy Lanes) for alternative pedestrian movement through the centre and to provide quieter retail areas away from the highway.



Acknowledge and protect key views in Turrumurra with historical importance. Improve the visual link between Gilroy Lane, Rohini Street, through to William Street.



Enhance the public domain network of streets and open spaces as places which people enjoy and want to spend time in. Upgrade the landscape character and facilities of existing parks around the Centre.

Turrumurra Local Centre Structure Plan

Key components of the Structure Plan (Figure 2-19) that support the growth and revitalisation of Turrumurra Local Centre are as follows:

LAND USE

- Additional housing is to be located within a 10 minute walk of rail station.
- Prioritise expansion of retail, commercial and residential uses on the northern side of the Pacific Highway to overcome the divisive impact of the Pacific Highway.
- Retain and protect areas of low density housing on steeply sloping land, to south and west of highway to protect the significant tree canopy, biodiversity and riparian corridors.
- Ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and Heritage items.

BUILT FORM

- Work with Transport for NSW to investigate potential for land bridge development over the railway connecting east-west and linking the two sides of Turrumurra.
- Ensure gateway sites defined by axial vistas along the Pacific Highway have appropriate building forms.
- Retain low scale, fine grained character of main street shops on the Pacific Highway and Rohini Street; allow sensitive infill redevelopment to maintain the fine grain character while introducing bespoke housing above.
- Maintain and upgrade existing pedestrian lanes and arcades through the main street shops.

MOVEMENT

- Work collaboratively with Transport for NSW and Roads and Maritime Services to define road corridor widths, building setbacks, traffic speed, tree planting requirements among others to deliver improved place functions along the Pacific Highway within the Local Centre.
- Work collaboratively with Transport for NSW and Sydney Trains to provide continuous pedestrian and cycle link along the North Shore rail line between Hornsby and Chatswood including a connection under the Pacific Highway at Turrumurra.
- Work collaboratively with Transport for NSW and Sydney Trains to protect and expand the green corridor along the North Shore rail line.
- Provide a pedestrian and cycle connection from the rail station to Karuah Park/Turrumurra Memorial Park to the north.
- Provide a new east-west pedestrian/cycle way linking with existing walkway from Cherry Street through to King Street and Wonga Wonga Street.

- Investigate opportunities for transport demand initiatives including car sharing and charging stations.
- Work collaboratively with Transport for NSW to provide commuter carparking in appropriate locations.
- Investigate potential for a pedestrian overpass over Pacific Highway between Ray Street and Kissing Point Road in collaboration with Transport for NSW.
- Provide a new trafficable bridge over the rail line at the end of Ray Street with pedestrian and cycle access as part of the Turrumurra Community Hub Project.
- Work collaboratively with Transport for NSW to upgrade and expand the bus interchange on Rohini Street.

KEY SITES

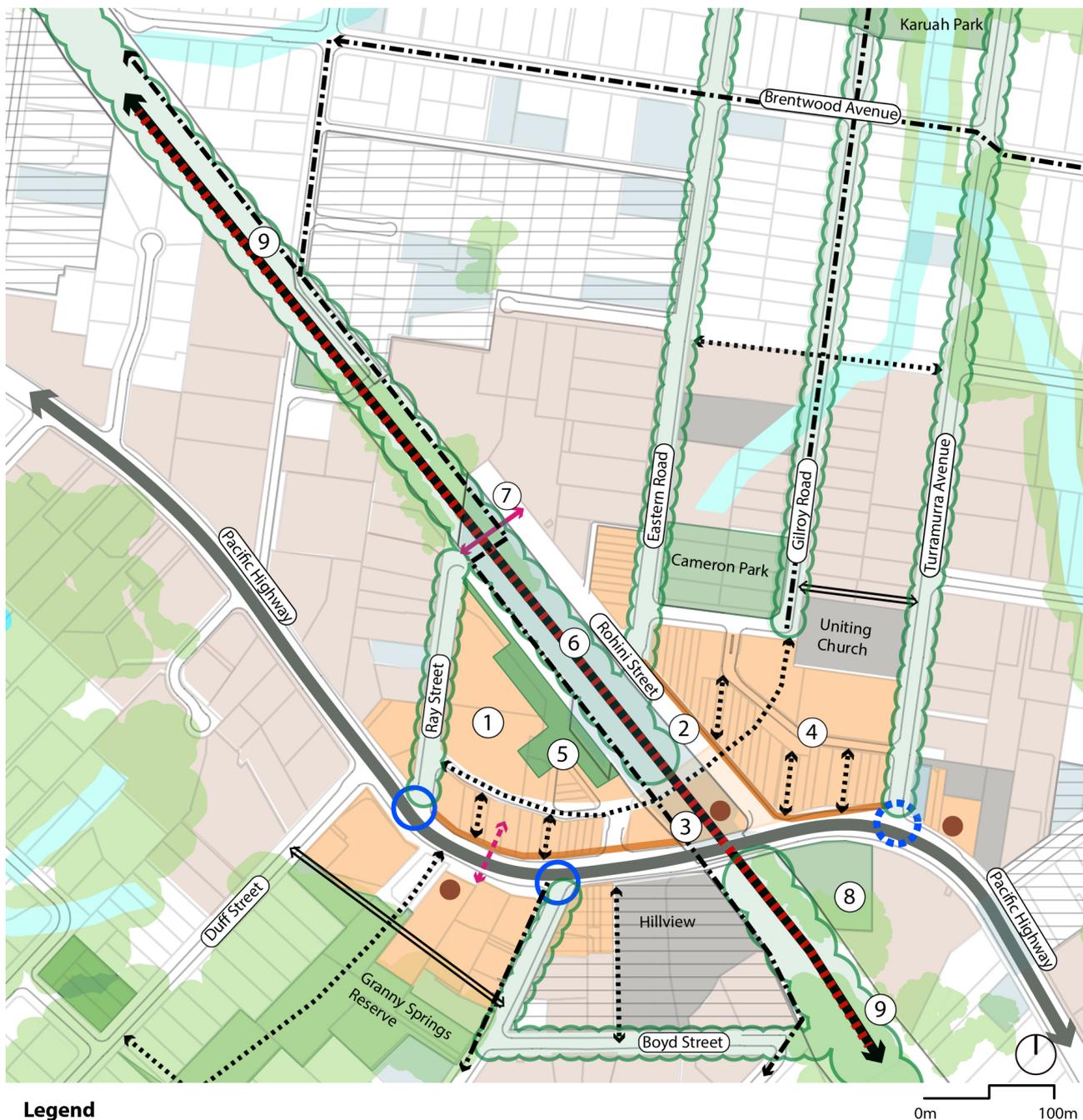
- Master plan key sites to ensure high levels of community infrastructure.
- Continue to deliver the Turrumurra Community Hub based on Council's award winning master plan as the heart of the centre.
- Master plan Council-owned land on Gilroy Lane in conjunction with adjoining land owners to deliver a new revitalised retail precinct.

STREETSCAPE

- Enhance Gilroy Road streetscape to create a tree-lined boulevard.
- Reduce through-traffic on Rohini Street by removing the traffic signals at the intersection with the Pacific Highway.
- Provide new traffic signals at Turrumurra Avenue and Pacific Highway intersection.
- Create a new public street connecting Turrumurra Avenue and Gilroy Road.
- Undertake streetscape improvements to Rohini Street including expansion of footpath areas for outdoor dining.
- Upgrade bus interchange on Rohini Street in collaboration with Transport for NSW.

PUBLIC SPACE

- Provide a new town square and park as part of the Turrumurra Community Hub Project.
- Connect the newly developed Cameron Park with Karuah Park via a green-link along Gilroy Road.
- Connect the newly created Allan Avenue Reserve with rail station via Granny Springs Reserve.
- Maintain and support existing community garden and investigate potential for improved connection with Hillview.



Legend

- | | | |
|--|--|---|
| Proposed Mixed Use Development | Existing Strata Apartments and Townhouses/Existing medium and high density zones | Proposed 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 or Proposed Park | Proposed Bridge Over Rail Line |
| Key Landmark Sites | Existing Park | Proposed New Streets |
| Fine Grain Low Scale Shop Top Housing | Proposed Green Grid Corridor for Investigation | Railway Line |
| 1 Planned Precinct - Turramurra Community Hub including New Library and Community Centre | 4 Planned Precinct - Gilroy Lane | Existing Traffic Signals with Pedestrian Crossings to be Retained |
| 2 Main Street Revitalisation | 5 New Town Square and Park | Proposed Traffic Signals with Pedestrian Crossing |
| 3 Potential Land Bridge | 6 Upgrade Existing Bus Interchange | 7 Proposed Bridge over Rail Line |
| | | 8 Existing Community Garden |
| | | 9 Shared pedestrian/cycle path along rail line |

Figure 2-19 Turrumurra Local Centre Structure Plan

Lindfield Local Centre

Ku-ring-gai Local Planning Priority

K11. Promoting Lindfield as a thriving and diverse village centre

This priority will support the emerging urban culture of Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community. Improvements will support the provision of new housing, contemporary retail environments, new parks and community facilities offering local people exciting opportunities to shop and eat and socialise, both during the day and night.

BACKGROUND

Lindfield is one of Ku-ring-gai's largest Local Centres with its own unique character largely typified by fine examples of federation and inter-war housing, established private gardens, generous tree canopies, topographically varied terrain, local and district view corridors and a mix of cafes, retail and professional services. Lindfield contains a considerable number of Heritage Conservation Areas and Heritage Items. The 19th and 20th century heritage listed housing represents exceptional examples of period architecture. There are two primary schools and a pre-school within the Local Centre, in addition to a number of churches and civic buildings.

Not unlike the majority of Ku-ring-gai's Local Centres, the Pacific Highway and rail corridor bisect the Lindfield Local Centre, creating two distinct halves – the Pacific Highway frontages serving as the centre's main 'commercial street' characterised by a fine grain collection of predominantly two storey shop top commercial premises, with limited on street parking. Commercial uses include small-scale specialty retail and eateries, as well as larger format retail including a Coles supermarket. Like many Sydney high streets located on major arterial roads, the retail offering suffers from poor pedestrian amenity due to the impacts of high volumes of traffic travelling on the Pacific Highway. Similarly, the limited number of opportunities for pedestrians to safely cross the Pacific Highway hinders the ability of people to easily and conveniently move from one side of the centre to the other.

Lindfield Avenue on the eastern side of the centre serves as the traditional 'main street' retail precinct providing a variety of local services, including the new Lindfield Shopping Village, cafes, IGA supermarket and Harris Farm, with apartments above.

ACTIVATE LINDFIELD

Ku-ring-gai Council is committed to revitalising key centres in the LGA through a series of urban revitalisation programs, known as 'Activate Ku-ring-gai'. The Activate Lindfield precincts are identified in the Ku-ring-gai Development Control Plan (2016) and involve revitalisation and beautification initiatives focused largely on Council-owned sites. Activate Lindfield seeks to leverage Council-owned sites, in collaboration with private and government land owners.

The western edge of the Lindfield Local Centre will undergo a period of renewal with the development of the Lindfield Village Hub. The Hub will provide a mix of open space, community buildings including a library and community centre, a town square, new housing, dining and retail outlets, with underground car parking. When completed, the Lindfield Village Hub will offer an attractive and dynamic urban village in the heart of Lindfield, close to public transport, existing residential areas, retail uses and professional services.

On the eastern side the proposed Lindfield Village Green will transform the existing Council-owned car park at Tryon Road into a new, vibrant public space. The Village Green will include a café or restaurant, public plaza for a variety of uses and a basement car park. It will be designed for social gatherings and ease of movement for pedestrian and cyclists, with convenient connections to the Lindfield train station. When complete, the Village Green may host markets, live music and other performances to enliven the area.

STRATEGIC RESPONSE

Council has prepared a planning priority for the Lindfield Local Centre. The priority is based on current and past research, community surveys, other community consultation and independent studies. The Local Planning Priority aims to support the growth and revitalisation of:

“Lindfield as a thriving and diverse village centre”

This priority will support the emerging urban culture of Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community. Improvements will support the provision of new housing, contemporary retail environments, new parks and community facilities offering local people exciting opportunities to shop and eat and socialise, both during the day and night.

To support the Planning Priority this LSPS also provides statements relating to the character of Lindfield Local Centre; some of the detracting elements of the Centre's character; future opportunities for improvements; principles as suggestions to guide future planning; and a Structure Plan. As with the Planning Priority the Statements and Structure Plan are based on Council policy, current and past research, community surveys, other community consultation and independent studies.

The next step will be to undertake targeted engagement with the community. This material will form the foundations for further engagement with the community to assist with the preparation of the housing scenarios, and explore potential locations for new housing and final Local Centre Structure Plans.

LINDFIELD LOCAL CENTRE – PLANNING PRINCIPLES AND STRUCTURE PLAN

The following sections describe opportunities and constraints, planning principles and a structure plan to guide future development of Lindfield Local Centre. These are based on Council policy, previous studies and community consultation undertaken in relation to the future of the centre.



Lindfield Village Green - perspective

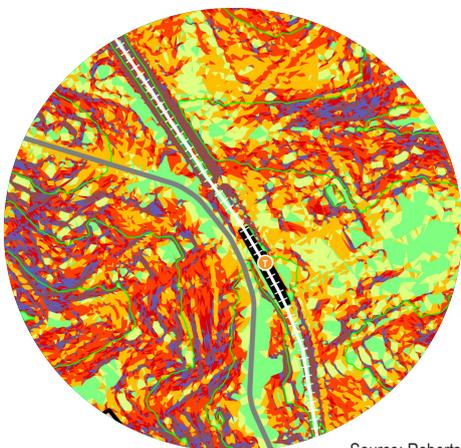
WHAT GIVES LINDFIELD LOCAL CENTRE ITS UNIQUE CHARACTER?



The Pacific Highway retail strip on both the eastern and western frontages provide the principal point of address of the Centre. This area is typified by small-scale shop top housing and a fine grain mix of commercial and retail buildings largely in the Art Deco style, which are typically two storeys in height. While some of the street frontages have been modernised, the intimate scale and original 'high street' character remains.



Lindfield Avenue shops serve as the 'main street' retail area for the centre characterised in part by heritage listed buildings (Inter-War Spanish Mission style). Its location, set back from the Pacific Highway with convenient access to the train station, affords a higher degree of pedestrian amenity, encouraging the emergence of cafes and restaurants that are popular with local residents.



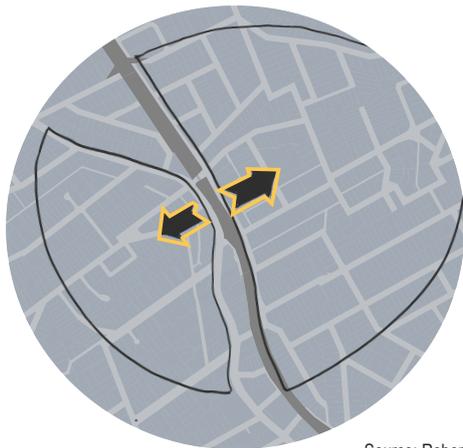
Source: Roberts Day

A defining characteristic of Lindfield is its topographical variation with the eastern side being generally flat while the western portion of the centre falls steeply down towards the Lane Cove River valley. This topography affords localised and district views.



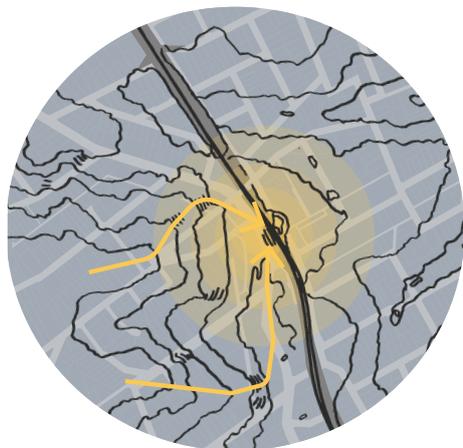
Lindfield, meaning 'clearing in the lime forest', has a rich history, from its Aboriginal origins as the home of the Guringai people, to its European heritage dating back to the early 19th Century, when the area was first known for its timber-getting industry. By the 1840s, fruit growing and farming were the area's primary industries. Settlement began to increase in the latter part of the century, with the opening of Lindfield rail station in 1890. During the years immediately after World War II the suburb experienced significant growth.

WHAT DETRACTS FROM LINDFIELD'S UNIQUE CHARACTER?



Source: Roberts Day

The Pacific Highway, Lindfield Avenue and the rail corridor run parallel through Lindfield Local Centre separating the two sides by a distance of almost 100 metres.



Source: Roberts Day

The steeply sloping topography on the western side of the centre presents a number of challenges. Key amongst these is impeded walkability and access to the train station, retail and commercial core.



Source: Roberts Day

Pedestrian connectivity in the centre is significantly compromised by the limited number and quality of crossing points for pedestrians and cyclists, over the Pacific Highway. There are only two at-grade crossing points within the centre; the first via the rail station and the second via a rail underpass on Balfour Road.



A number of the rear lanes and side streets of the centre lack activation and visual interest. They are car-dominated, and in turn impact the quality and experience of the public domain and are not conducive to a positive pedestrian experience.

WHAT DETRACTS FROM LINDFIELD'S UNIQUE CHARACTER? (CONT.)



Despite the area's notable green, leafy character there is a considerable lack of local parks and publicly-accessible open space within walking distance of the train station, in turn limiting opportunities for passive and active recreation within the centre.

Source: Roberts Day



While the existing shops on the highway provide a variety and fine grain 'human scale' of shop fronts and improve the vitality of the public domain, some of the buildings detract from the quality of the street.

WHAT ARE THE OPPORTUNITIES TO IMPROVE AND ENHANCE LINDFIELD LOCAL CENTRE?



Source: Roberts Day

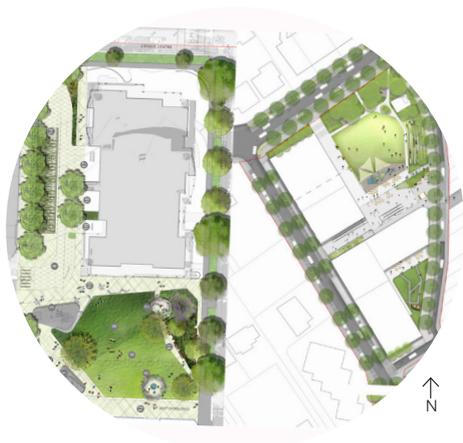
The Pacific Highway and rail corridor that split the centre severely inhibit pedestrian and cycle movement between the two halves of the centre. Opportunities to improve and/or introduce new connections should be actively encouraged, with particular focus on new links to the Lindfield Village Hub site. Existing at-grade pedestrian crossings will be retained.



The renewal of existing shops, infill development and retention of the fine grain character along the Pacific Highway coupled with improved connectivity, could encourage greater pedestrian activity in this part of the centre.



The opportunity exists to improve the amount and quality of open spaces. This is particularly important given the projected growth in population. Increased open spaces in strategic locations will improve connections to the broader open space network.



Recognise the two distinct sides of the centre and encourage uses and facilities that provide different experiences and facilities east and west of the highway.

PRINCIPLES FOR LINDFIELD LOCAL CENTRE



Continue to strengthen the role of Lindfield Avenue as the 'main street' retail area providing local services for Lindfield.



Maintain, strengthen and enhance the role of the Pacific Highway as the main commercial street for Lindfield. Retain the low scale, fine grained character of the existing shops on the Pacific Highway. Ensure that infill development respects the inherent built form character of this area, providing continuity of scale.

Create new through-block pedestrian links from:

- Pacific Highway through to Woodford Lane and Drovers Way;
- Lindfield Avenue through to Havilah Lane and Milray Street;
- Nelson Road to Havilah Road; and
- Bent Street to Beaconsfield Parade.



Establish Woodford Lane as a secondary retail street, activating the 'back of house' of the existing shops fronting the western side of the Pacific Highway. The focus will be on leisure orientated retail uses such as restaurants, cafes and outdoor dining overlooking the new urban park to be provided on the Hub site. Improve the visual link between the Pacific Highway and Woodford Lane.



Ensure safe and accessible connections within the Local Centre and to adjacent areas, for all users, through the integration of transport, with a focus on active and public transit.

Maximise the number and quality of at-grade crossing points over the Pacific Highway, with particular focus on pedestrians and cyclists. This is fundamental to 'knitting' the constituent parts of the centre together.



Enhance the public domain network of streets as places which people enjoy and want to spend time in. Upgrade the landscape character and facilities of existing parks around the centre.

Acknowledge and protect key views and view corridors with historical and scenic importance.



Ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and Heritage Items.

Lindfield Local Centre Structure Plan

The key components of the Structure Plan (Figure 2-20) that support the growth and revitalisation of Lindfield Local Centre are as follows:

LAND USE

- Additional housing is to be located within a 10 minute walk of rail station.
- Support the two-sided nature of Lindfield by providing a vibrant mix of retail, open space and community facilities on each side of the centre so that residents need not travel between the sides to meet their daily needs.
- Redress the historical imbalance of the centre by providing a new mixed use community hub on the western side of the centre as a vibrant new community heart for residents.
- Retain and protect areas of low density housing on steeply sloping land, to the west of the highway, that support significant tree canopy, biodiversity and riparian corridors.
- Retain and protect existing Heritage Conservation Areas and Heritage items and ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and Heritage items.

BUILT FORM

- Ensure gateway sites defined by axial vistas along the Pacific Highway have appropriate building forms.
- Retain low scale, fine grained character of main street shops on the Pacific Highway; allow sensitive infill redevelopment to maintain the fine grain character while introducing bespoke housing above.
- Maintain and upgrade existing, and provide new, pedestrian lanes and arcades through the main street shops.

MOVEMENT

- Work collaboratively with Transport for NSW and Roads and Maritime Services to define road corridor widths, building setbacks, traffic speed, tree planting and other requirements to deliver improved place functions along the Pacific Highway within the Local Centre.
- Improve and enhance the pedestrian and cycle connection from the rail station east to the Twin Creeks Track and on to Middle Harbour.
- Work collaboratively with Transport for NSW to improve and expand local bus routes the station services.
- Provide a new pedestrian and cycleway connection west from the rail station west to the Lane Cove River National Park.
- Work collaboratively with Transport for NSW investigate potential for a pedestrian overpass over the Pacific Highway connecting to the rail station concourse.

- Provide new traffic signals with pedestrian crossings at:
 - intersection of Strickland Avenue and Pacific Highway.
 - intersection of Beaconsfield Parade and Pacific Highway.
 - Tryon Road and Lindfield Avenue.
- Provide signalised pedestrian crossing on the highway connecting the Lindfield Village Hub and the rail station (final location to be in consultation with Transport for NSW).

KEY SITES

- Deliver the Lindfield Village Hub as a new revitalised retail precinct.

STREETSCAPE

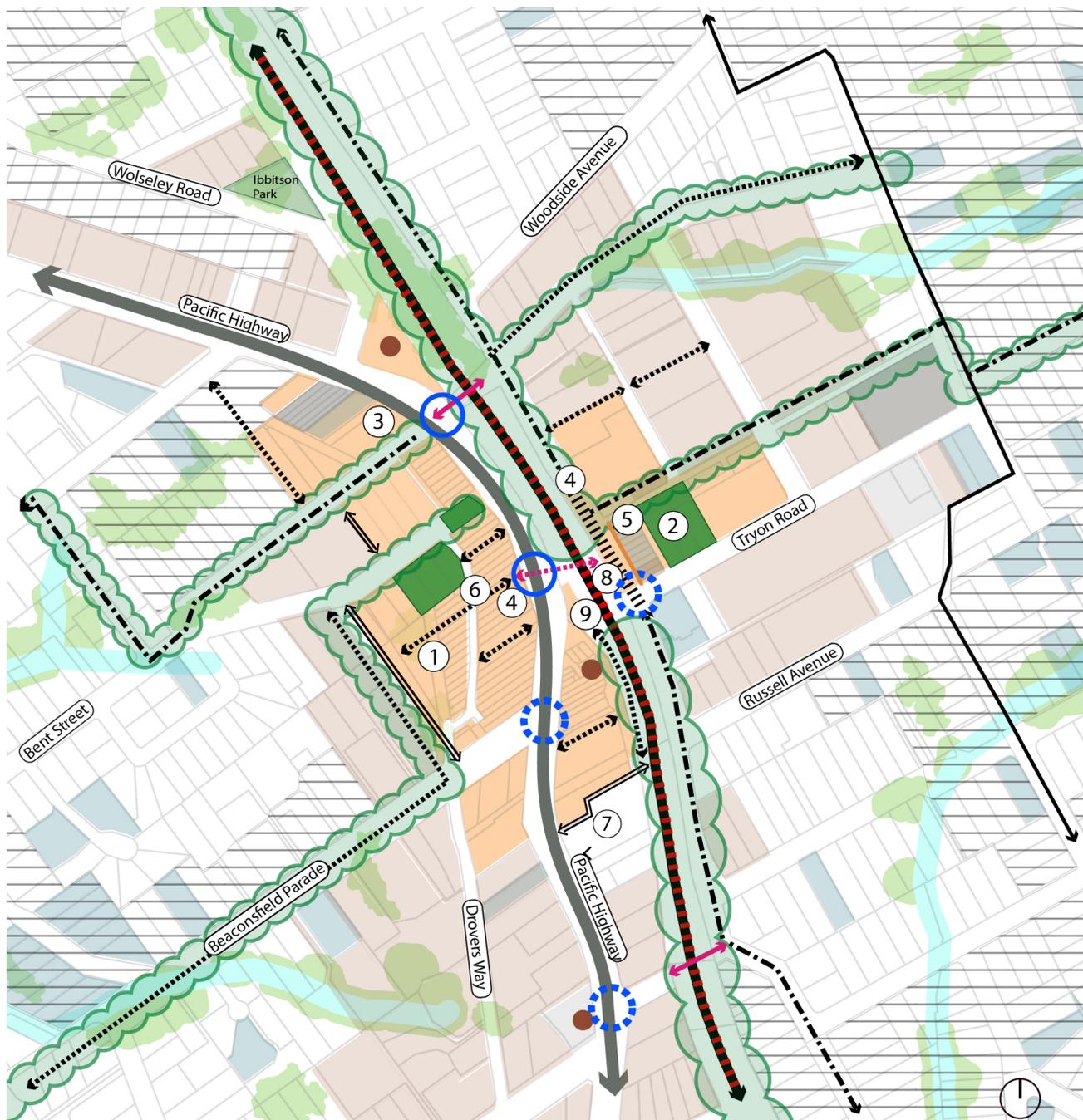
- Upgrade and enhance Lindfield Avenue and the Pacific Highway streetscapes to create high quality pedestrian environments.
- Create new public streets connecting Beaconsfield Avenue with Bent Street and connecting Tryon Place with Pacific Highway.

PUBLIC SPACE

- Provide a new town square and park as part of the Lindfield Village Hub Project.
- Provide a Village Green on Tryon Road.
- Upgrade Ibbitson Park to urban park standards.
- Provide open space links west and east to nearby reserves and national parks.
- Create a small urban plaza by closing Bent Street at the intersection of Pacific Highway.
- Work collaboratively with Transport for NSW and Sydney Trains to upgrade and improve the railway gardens and the general rail area.

ACCESS

- Provide a new through-site link from the Pacific Highway to Woodford Lane providing a direct pedestrian connection from the station to Lindfield Hub. The new link will be:
 - a minimum of 3m wide
 - open to the sky
 - lined with shops
 - open a minimum of 18 hours per day
 - the accessway may be dedicated to Council (subject to agreement)
- Other through site links may be in the form of privately owned arcades during trading hours.



Legend

- | | | |
|--|--|---|
| 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 Cycleway | Railway Line |
| Existing Park to be Upgraded | Proposed Cycleway | Existing Traffic Signals with Pedestrian Crossings to be Retained |
| ① Planned Precinct - Lindfield Village Hub | ④ Main Street/Highway Revitalisation | Proposed Traffic Signals with Pedestrian Crossing |
| ② Planned Precinct - Lindfield Village Green | ⑤ Heritage Frontage Upgrade | ⑦ Planned Precinct - Lindfield Living |
| ③ Proposed Coles Redevelopment | ⑥ At-grade Pedestrian Link from Pacific Highway to Lindfield Hub | ⑧ Lindfield Station |
| | | ⑨ Station Entry Plaza Upgrade |

Figure 2-20 Lindfield Local Centre Structure Plan