

Ku-ring-gai Public Domain Plan

Draft for Exhibition

Volume 2 - Local Centres Public Domain Plans



Introduction



Purpose of this Plan

The primary aim of the Public Domain Plan is to promote and guide the revitalisation of Ku-ring-gai's Local Centres so that they become the focus of community life for residents and visitors to the area.

The Ku-ring-gai Local Government Area (LGA) has four primary Local Centres – Turramurra, Gordon, Lindfield and St Ives - and two secondary Local Centres – Pymble and Roseville.

The Greater Sydney Commission has charged Councils of the Sydney region with improving their Local Centres to become places of community pride. Improvements are expected to focus on making centres walkable, improving community connections, supporting social and economic participation, and improving green infrastructure for future climate resilience.

AIMS OF THE PUBLIC DOMAIN PLAN

The aims of this Public Domain Plan is to provide guidance for the design of public spaces in Ku-ring-gai's Local Centres to ensure new works reflect Council's directions and policies.

The PDP comprises three (3) volumes:

- Volume 1 – About the Public Domain Plan
- Volume 2 – Local Centres Public Domain Plans
- Volume 3 – Technical Manual

► Volume 1 – About the Public Domain Plan

- outlines the vision for the Ku-ring-gai LGA and Local Centres;
- aligns with the Ku-ring-gai Local Strategic Planning Statement;
- aligns with the Ku-ring-gai Local Environment Plan and Development Control Plan;
- sets out the overarching principles for the Local Centres; and
- lists other associated Council and state government documents that provide background information or are relevant to design decisions that need to be made in the planning and design of the public domain.

► Volume 2 – Local Centres Public Domain Plans

- sets out objectives for each Local Centre;
- describes concept designs for the primary and secondary Local Centres of Ku-ring-gai LGA;
- provides concept designs for streetscapes, and public open spaces for key streets and street typologies in the Local Centres; and
- provides tree species for use in Local Centres.

► Volume 3 – Technical Manual

- provides typical technical details for public domain components;
- nominates materials to be used for public domain works; and
- nominates tree species lists for use in Local Centres.

This section is Volume 2.

Reference must be made to all Volumes prior to proceeding with the design for public domain areas.

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Turramurra Public Domain Plan



Background

Turramurra is characterised by early 20th Century architecture, significant private gardens, large canopy trees, shop-top housing in its fine grained retail heart and prominent elevated topography. Turramurra's urban development has responded to the underlying geology and landscape.

Pacific Highway and the North Shore rail line intersect at Turramurra and like other Local Centres in Ku-ring-gai, the road and rail divides the Local Centre. In Turramurra, the Local Centre is divided into four constituent parts. The ability to support a Local Centre atmosphere that transverses an arterial road and rail corridor is difficult. The result is a physical and psychological barrier for pedestrians moving around the Local Centre.

Pacific Highway serves as the Local Centre's main commercial strip with predominantly two storey, shop-top commercial and retail premises. The street level frontages are fine grained – characteristic of the Local Centre. Rohini Street is the "main street" of Turramurra's Local Centre. It is located on the eastern side of the rail corridor, north of Pacific Highway. The 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.

This plan describes the vision to revitalise the public domain areas of Turramurra Local Centre. It will also provide public domain design guidance as the Local Centre evolves through growth, improved active transport facilities and redevelopment.

VISION STATEMENT

"To promote Turramurra as a family-focused urban village so that it can continue to be a well-connected and attractive place to live, work and shop, and where local families can meet and spend leisure time."

Turramurra Public Domain Principles



Promote Turramurra as a family-focused urban village.



Improve the visual link between Gilroy Lane, Rohini Street, through to William Street.



Retain street level human scale, fine grained character of the main street shops on Pacific Highway and Rohini Street. Streetscape design is to reflect the fine grain character of building frontages.



Acknowledge and protect key views in Turramurra with historical importance.



Consolidate the entire Local Centre on both sides of Pacific Highway and the railway line through physical and visual links, continuity of material selection and streetscape design.



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



Increase the number of north-south (primary) and east-west (secondary) connections to improve the connectivity of Turramurra Local Centre.



Enhance the public domain network of streets and open spaces as places which people enjoy and want to spend time in.



Promote and facilitate the establishment of direct pedestrian routes along the rail corridor from surrounding residential areas.



Upgrade the landscape character and facilities of existing parks around the Turramurra Local Centre.



Encourage the activation and use of laneways for alternative pedestrian movement through the Local Centre and to provide quieter retail areas and public spaces away from Pacific Highway.



Integrate public art to add interest and activation to public spaces.

Turramurra Public Domain Objectives

STREET CHARACTER OBJECTIVES

- 1 To maintain, strengthen and enhance the role of Rohini Street as the main commercial street for Turramurra.
- 2 To ensure Pacific Highway retains a predominantly commercial character within the Local Centre area.
- 3 To facilitate the activation of frontages to Forbes Lane and Gilroy Lane to become secondary retail streets.
- 4 To enhance Gilroy Road to create a tree-lined boulevard with cycleway to link the Local Centre to Karuah Park and Turramurra Memorial Park.
- 5 To create a consistent character and level of safety and accessibility to the residential streets around Turramurra Local Centre.
- 6 To improve the streetscape quality of the Local Centre streets and lanes which form minor commercial streets centrally located within the retail precinct.
- 7 To formalise Stonex Street to provide ongoing service access and improved pedestrian amenity and retain some on-street car parking.
- 8 To strengthen the role of Ray Street as the primary access to the planned precinct of the Turramurra Community Hub and as a second cross-rail connection.

VIEW AND VIEW CORRIDOR OBJECTIVES

- 1 To protect and acknowledge key views in Turramurra with historical importance.
- 2 To protect view corridors from the Pacific Highway ridgeline to the west over the Sydney Basin.
- 3 To improve the visual link between Gilroy Lane and Rohini Street through to William Street.
- 4 To enhance and emphasise the view corridor along Eastern Road from Brentwood Avenue to the rail corridor.



Rohini Street: Proposed Future Character

PUBLIC SPACE OBJECTIVES

- 1 To improve the landscape character of, and facilities within, existing parks around the Turramurra Local Centre.
- 2 To establish a new public space (town square) centrally located within the planned precinct of Turramurra Community Hub as a focus for leisure-orientated retail uses such as restaurants, cafés and outdoor dining.
- 3 To improve the entry forecourt area to the rail station from Rohini Street and William Street.
- 4 To provide small parks and urban spaces, where possible.

TREE CANOPY OBJECTIVES

- 1 To provide new and supplementary street tree planting to Local Centre streets.
- 2 To enhance and extend existing indigenous canopy on the southwestern side of Turramurra.
- 3 To enhance and extend the existing native and exotic tree canopy on the northeastern side of Turramurra.



William Street: Proposed Future Character

WAYFINDING OBJECTIVES

- 1 To improve wayfinding to the rail station and bus interchange from Pacific Highway
- 2 To increase awareness of services, retail offering and public spaces across the entire Turramurra Local Centre through information maps at key locations and destination signage.
- 3 Improve intuitive wayfinding through the Local Centre through streetscape materials, planting and lighting.

PEDESTRIAN ACCESS AND CIRCULATION OBJECTIVES

- 1 To improve pedestrian connections across the entire Local Centre through better access, improved footpaths, and improved streetscape amenity such as shade and shelter, rest areas, street furniture, ease of movement and wayfinding.
- 2 To provide guidelines for outdoor dining for consistency so that movement along footpaths is not impeded.



Forbes Lane: Proposed Future Character

INTEGRATED TRANSPORT OBJECTIVES

- 1 To upgrade the bus interchange on Rohini Street in cooperation with Transport for NSW and local bus companies with multimodal interchange facilities.
- 2 To improve safety and to accommodate growing numbers of residents and encourage greater use of public transport
- 3 To provide bicycle parking facilities at key destination points.
- 4 To provide or improve cycle route connections through the Local Centre to routes beyond the Local Centre, wherever possible.

VEHICLE ACCESS AND CIRCULATION OBJECTIVES

- 1 To consolidate car parking throughout the Local Centre by incorporating car parking into development sites such as the Turramurra Community Hub.
- 2 To reduce pedestrian and vehicle conflicts in the Local Centre streets.
- 3 To relocate traffic signals from Rohini Street to Turramurra Avenue to reduce traffic flows on Rohini Street.
- 4 Work with Transport for NSW to improve conditions on Pacific Highway for road users and pedestrians.
- 5 To introduce new roads on the northern and southern sides of Turramurra to improve vehicle access and circulation around retail core.
- 6 To construct a second multimodal rail crossing at the end of Ray Street to Rohini Street.



Gilroy Road: Proposed Future Character

Turramurra Public Domain Illustrative Plan

Key components of the Illustrative Concept Plan (p14-17) that support the revitalisation of Turramurra Local Centre and align with the Ku-ring-gai Local Strategic Planning Statement are:

PUBLIC SPACE NETWORK

- 1 Retention and expansion of the significant tree canopy, biodiversity, riparian corridors and green corridors.
- 2 Sensitive interface between public domain areas and adjoining Heritage Conservation Areas and heritage items.
- 3 A new town square and park as part of the Turramurra Community Hub Project.
- 4 Connection of Cameron Park with Karuah Park via a green link along Gilroy Road including a pedestrian and cycle connection from the rail station to Karuah Park / Turramurra Memorial Park to the north.
- 5 Connection of Boyds Orchard Park with rail station via Granny Springs Reserve.
- 6 Retention of the existing community garden. Investigation of potential for improved connection with Hillview Conservation Area.
- 7 A public space at the entry to Granny Springs Reserve.

BUILT FORM

- 8 Investigation of potential land bridge development over the railway connecting east-west and linking the two sides of Turramurra - working with Transport for NSW.
- 9 Definition of gateway sites defined by axial vistas along Pacific Highway using streetscape design response to define entry to the Local Centre.
- 10 Retaining and reflecting the street level low scale, fine grained character of main street shops on Pacific Highway and Rohini Street through appropriate streetscape design to reflect fine grain character of building frontages and retaining human scale.
- 11 Promoting the upgrade of existing pedestrian lanes and arcades through the main street shops.
- 12 Identifying locations of additional midblock through links as part of public domain network.

KEY SITES

- 13 Master plan key sites to ensure high levels of community infrastructure and public open space with a town square and park.
- 14 Deliver the Turramurra Community Hub based on Council's award winning master plan as the heart of the Local Centre with a town square and public open space and including commuter car parking.
- 15 Improvements to Gilroy Road streetscape to create a tree-lined boulevard with improved amenity for cycling and pedestrian paths.
- 16 Streetscape improvements to Rohini Street including expansion of footpath areas for outdoor dining.

MOVEMENT

- 17 Investigation of new road corridor widths, building setbacks and tree planting, to deliver improved place functions along Pacific Highway within the Local Centre. Work to be carried out collaboratively with Transport for NSW.
- 18 Investigation of provision of a continuous pedestrian and cycle link along the North Shore rail line between Hornsby and Chatswood including a connection under Pacific Highway at Turramurra. To be carried out collaboratively with Transport for NSW and Sydney Trains.
- 19 A pedestrian and cycle connection from the rail station to Karuah Park / Turramurra Memorial Park to the north.
- 20 Investigation of the potential for a pedestrian overpass over Pacific Highway between Ray Street and Kissing Point Road.
- 21 Provide a new trafficable bridge over the rail line at the end of Ray Street with pedestrian and cycle access as part of the Turramurra Community Hub Project.
- 22 Reduce through traffic on Rohini Street by removing the traffic signals at the intersection with Pacific Highway.
- 23 New traffic signals to be installed at Turramurra Avenue and Pacific Highway intersection.
- 24 Creation of a new public street connecting Turramurra Avenue and Gilroy Road.
- 25 Upgrade to the bus interchange on Rohini Street in collaboration with Transport for NSW.
- 26 Formalisation of pedestrian and cycle paths connecting Pacific Highway to Boyd Road.





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CHERRY STREET

PACIFIC HIGHWAY

DUFF STREET

STONEX STREET

RAY STREET

FORBES LANE

KISSING POINT ROAD

BOYDS ORCHARD PARK

GRANNY SPRINGS RESERVE



JOIN LINE

EASTERN ROAD

GILROY ROAD

TURRAMURRA AVENUE

ROHINI STREET

PROPOSED STREET

NULLA NULLA STREET

CAMERON PARK

GILROY LANE

RAILWAY GARDENS

PACIFIC HIGHWAY

THE LOOKOUT

BOYD STREET

JERSEY STREET



HASTINGS ROAD

KARUAH ROAD

KARUAH
PARK

BRENTWOOD AVENUE

EASTERN ROAD

KING STREET

GILROY ROAD

TURRAMURRA AVENUE

JOIN LINE

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1

19

4

15

Turramurra Public Domain Street Hierarchy

EXTENT OF LOCAL CENTRE

The Ku-ring-gai Local Strategic Planning Statement identifies Primary Local Centre boundaries with an investigation area defined by a circle with a radius of 800 metres that represents a 10-minute walkable distance to the train station, chosen because it is a major public gateway to the Local Centre.

Further refinements to the investigation area include the calculation of walking times based on layouts of roads and footpaths, topography as well as the natural elements of the area. Rationalisation of the inclusion of whole residential blocks and public roads also defined the boundary of the Local Centres.

Exceptions to the rule include cases where a large open space is located within or adjacent the circle's periphery.

LOCAL CENTRE STREET HIERARCHY

Streets (including lanes and roads) form the primary component of the public domain area of the Local Centres. The quality and character of the streets play a significant role in the experience of the Local Centre.

The streets are the key movement spaces for pedestrians so they need to be safe and accessible, as well as attractive. Safe attractive streets encourage activation and bring life to Local Centres, improving opportunities for community connections and interactions.

A hierarchy of streets assists people to find their way around the Local Centre, making it legible for navigation and identification. A street hierarchy has been prepared for each Local Centre and typical proposed characteristics of those streets have been assigned.

► Local Centre Core

- Precast concrete unit paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with banner poles as per Public Domain Technical Manual.
- Street tree planting.
- Public art.

► Local Centre Shared Zone

- Brick paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with as per Public Domain Technical Manual.
- Street tree planting.

► Local Centre Transition

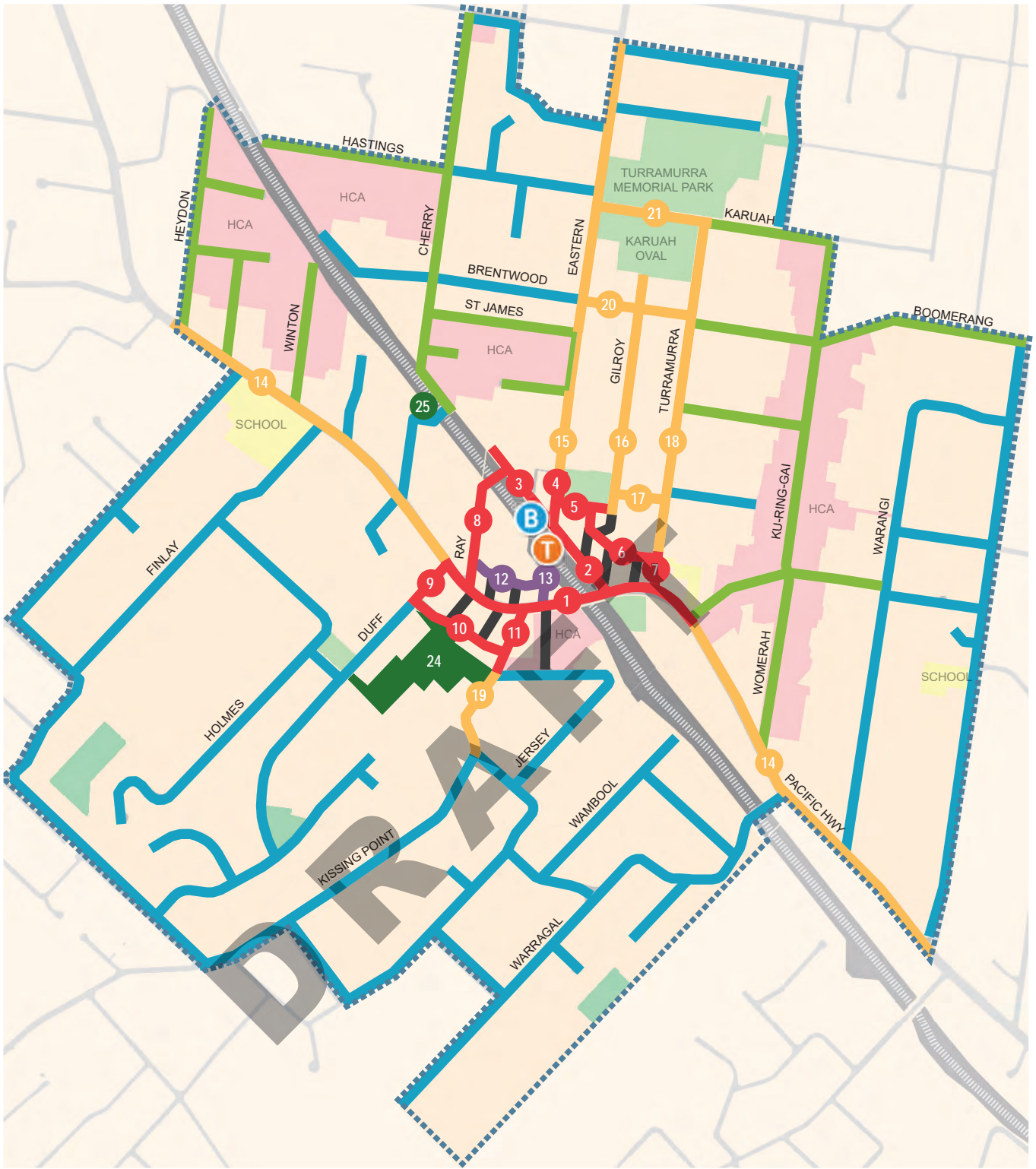
- Concrete pavement (exposed aggregate) as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Standard

- Concrete pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Heritage

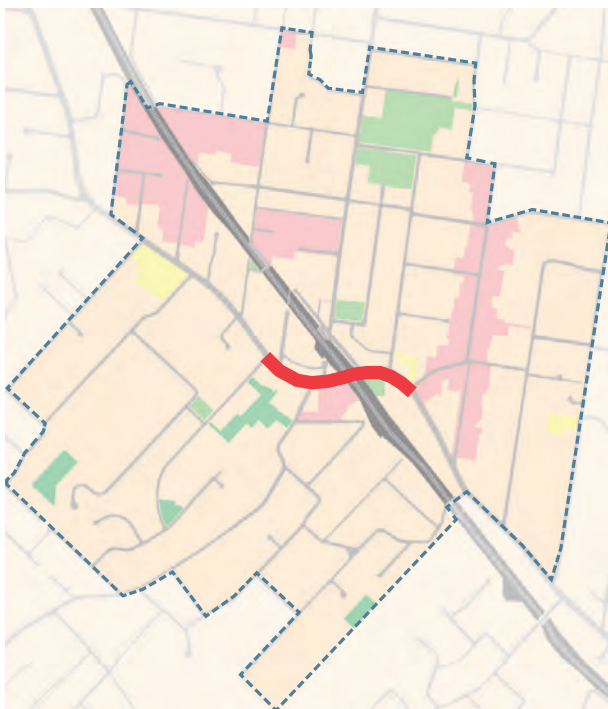
- Asphalt pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.



Extent of Turramurra Local Centre and Street Hierarchy

- | | | | |
|---------------------------------------|---------------------|--------------------------|--|
| Local Centre Core | 1 Pacific Highway | 10 Stonex Street (New) | 19 Kissing Point Road |
| Local Centre Shared Zone | 2 Rohini Street | 11 Kissing Point Road | 20 Brentwood Avenue |
| Local Centre Transition | 3 Rohini Street | 12 Forbes Lane | 21 Karuah Road |
| Local Centre Standard | 4 Eastern Road | 13 William Street | 22 'Standard' Street |
| Local Centre Heritage | 5 Gilroy Road | 14 Pacific Highway | 23 'Heritage' Street |
| Local Centre Park / Plaza | 6 Gilroy Lane | 15 Eastern Road | 24 Granny Springs Reserve |
| Local Centre Pedestrian Link / Arcade | 7 Turramurra Avenue | 16 Gilroy Road | 25 Halfpenny Park |
| | 8 Ray Street | 17 Proposed Street (New) | 26 'Standard' Pedestrian Link / Arcade |
| | 9 Duff Street | 18 Turramurra Avenue | |

1 PACIFIC HIGHWAY (DUFF STREET TO KU-RING-GAI AVENUE)



► Designed Future Character

Pacific Highway remains the main arterial road through the Local Centre. Opportunities for tree planting will be found through increased setbacks for new developments. Infill commercial and retail developments, fine grained in character, will be encouraged along the highway.

► Street Description

- Multi-lane highway corridor with fine-grained character at street level.
- Retain fine grained character at street level with shop-top housing / commercial premises in accordance with the Development Control Plan.
- New developments to be setback from the property boundary on the south side of the highway, in accordance with the Development Control Plan.
- Footpath widened on southern side of highway through building setbacks and in collaboration with Transport for NSW.
- Buildings to provide active ground floor uses and continuous awnings.
- High quality paving, furniture, lighting and banners.
- Street tree planting where footpath width allows.
- Allow for highway widening in accordance with Transport for NSW plans between Ray Street and Rohini Street.

► Parking

- No on-street parking; clearways along highway through Local Centre.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Provide street trees on the highway where footpath widths and awnings allow.
- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Elaeocarpus reticulatus*
 - *Pyrus calleryana* 'Capital'
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

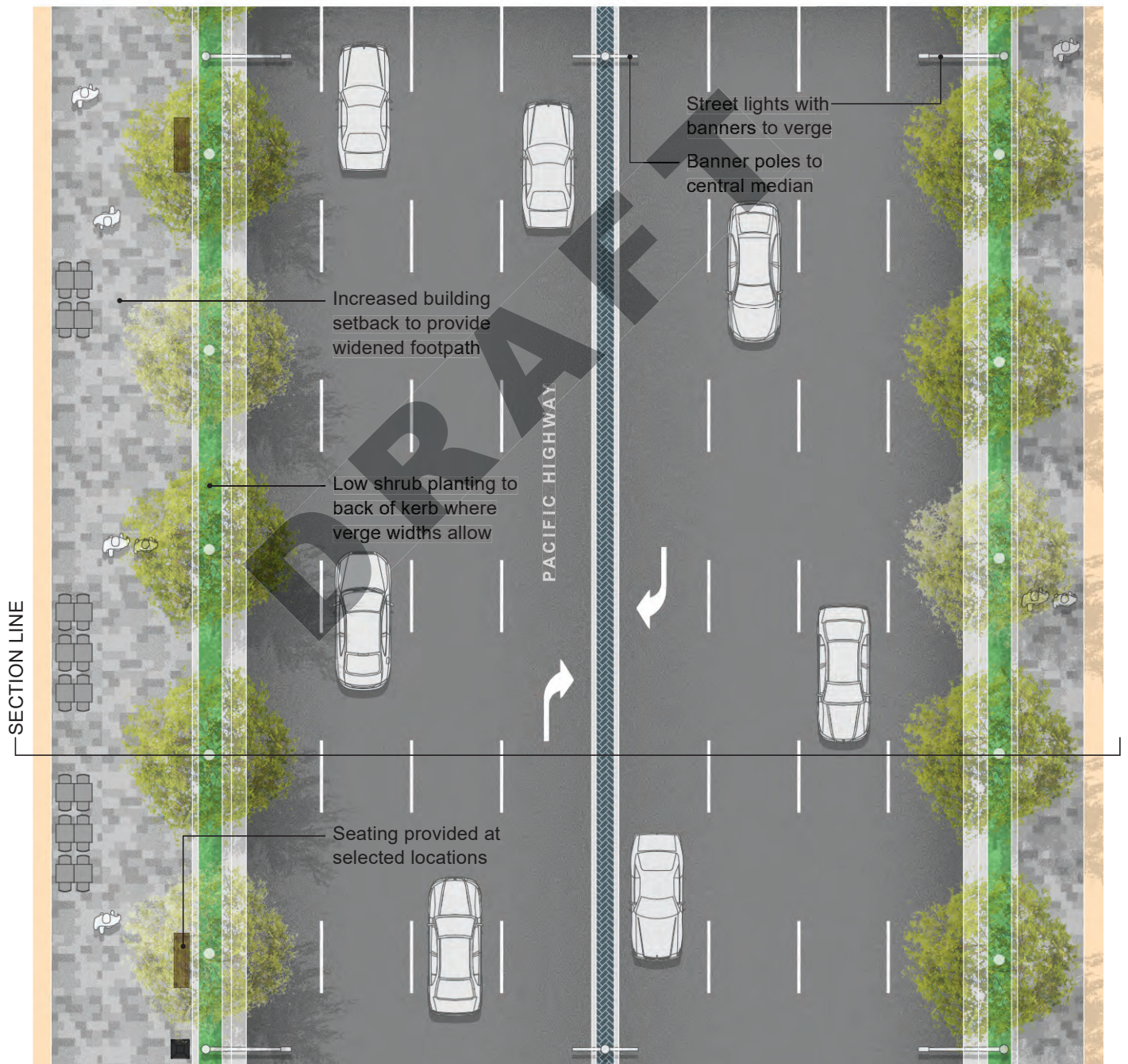
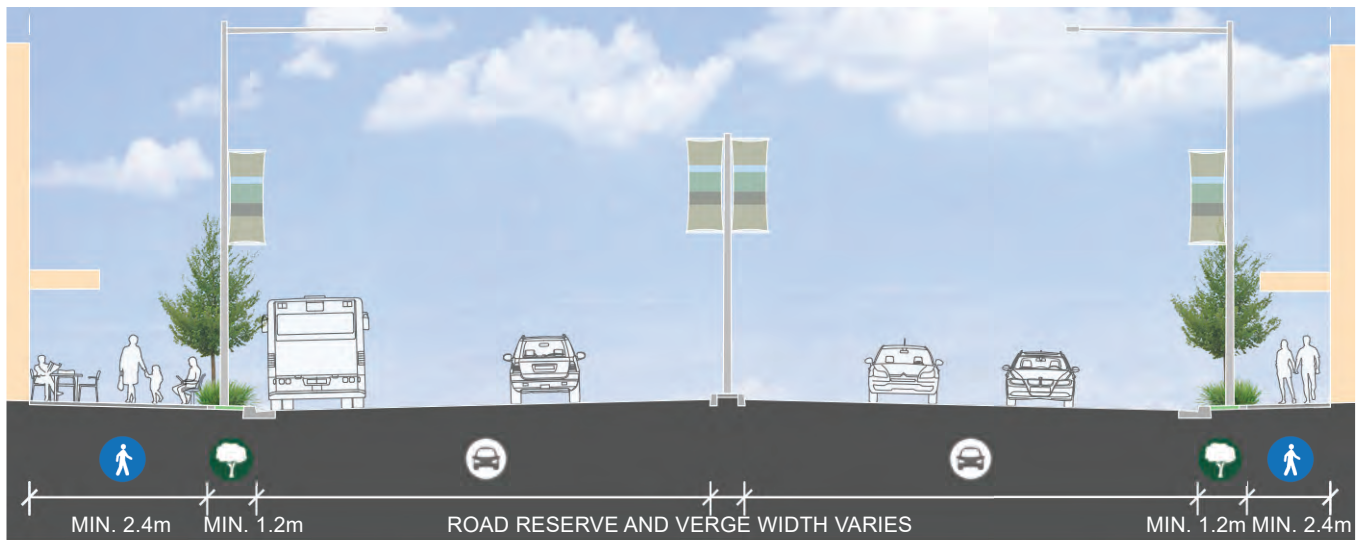
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.
- Banner poles installed on central median where road width allows.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

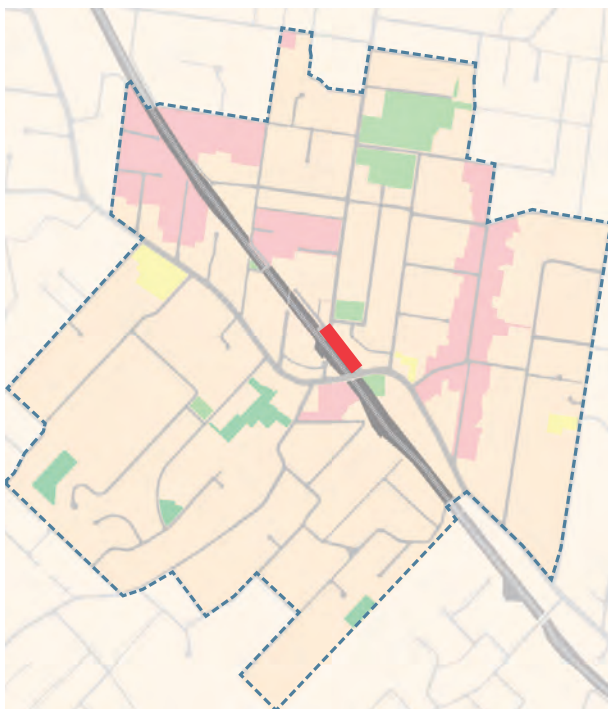
- Underground power.



Notes



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► Designed Future Character

The fine grained character of the retail and commercial frontages along Rohini Street is to be maintained. Eateries will be encouraged through widened footpaths to allow outdoor dining and street tree planting. Traffic flow will be reduced through the removal of traffic lights at the intersection of Pacific Highway and Rohini Street.

► Street Description

- Retain fine grained street character with shop-top housing in accordance with the Development Control Plan.
- Widen footpath through the removal of one lane of parking on the southwest side of Rohini Street (the side opposite the main commercial premises) between Pacific Highway and Eastern Road.
- High quality paving, furniture, lighting and banners.
- Street tree planting throughout outdoor dining areas and where footpath widths allow. Refer to the Public Domain Technical Manual for outdoor dining setout guidelines.
- Retain existing trees where possible.
- Maintain continuous awning along shop fronts;
- Create terraces to facilitate outdoor dining on northeast side of Rohini Street.
- Upgrade midblock raised pedestrian crossing at entry to train station.

► Street Cross Section

Typical street cross section (south to north) to be:

- 4.5m shared path to southwest side of Rohini Street.
- 3.2m traffic lanes.
- 2.1m parking lane on northeast side of Rohini Street.
- 1.2m path between parking lane and dining terraces.
- 3.1m dining zone on terraced pavements.
- 2.7m path with min. 2m clear path of travel.

► Parking

- Time restricted on-street parking to northern side of street.

► Paving

- Local Centre Core Paving - precast concrete units as per the Public Domain Technical Manual.
- Brick Paving: Pedestrian Areas - brick pavers to outdoor dining areas as per the Public Domain Technical Manual.
- Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Hymenosporum flavum*
 - *Lagerstroemia indica* x *L. fauriei*
 - *Lophostemon confertus*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

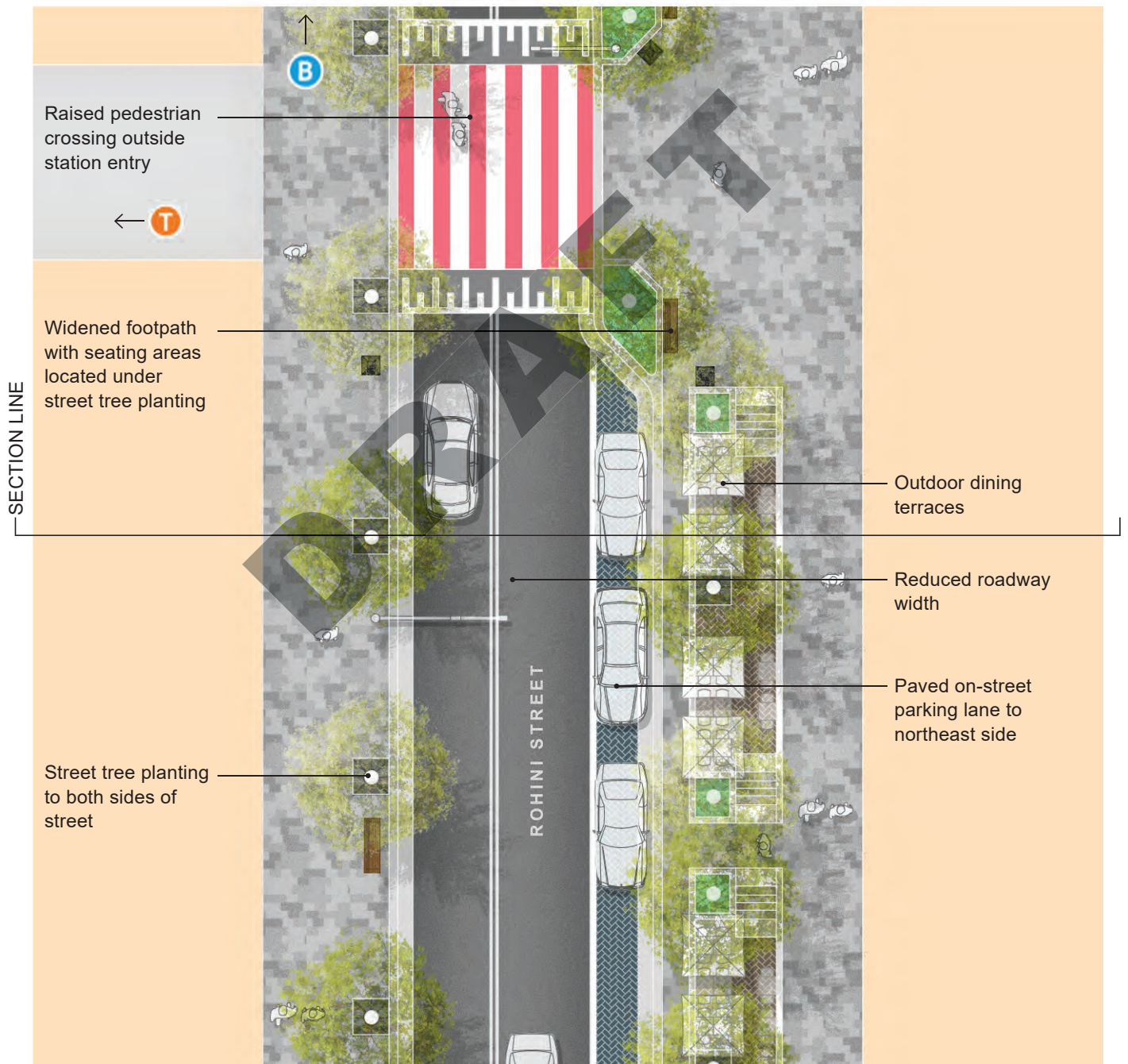
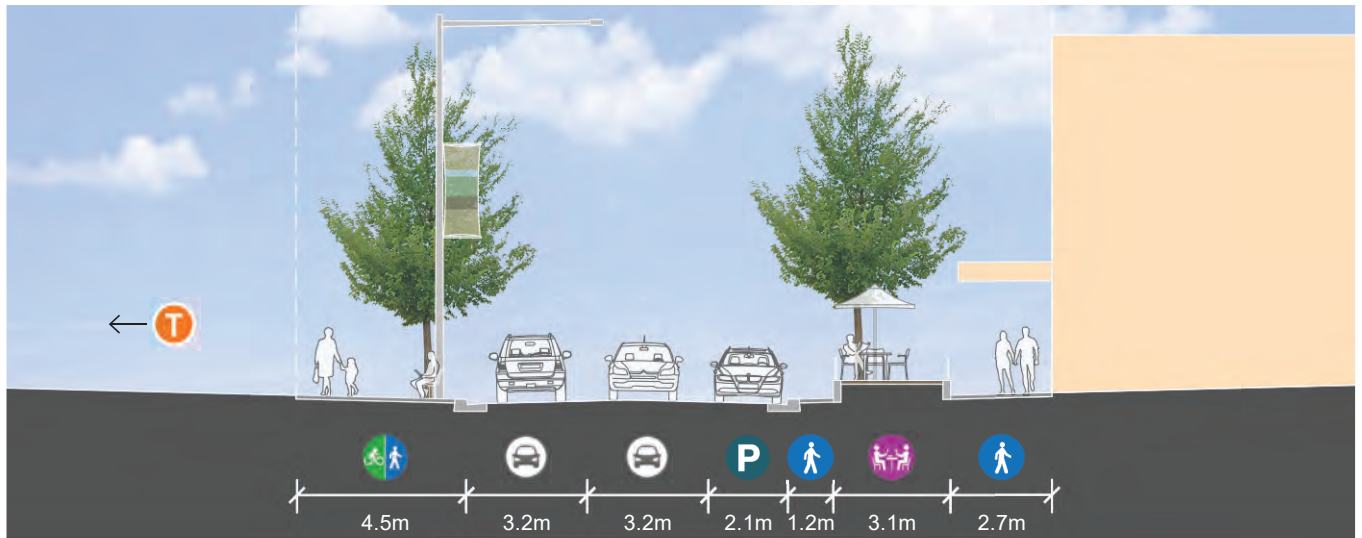
- Seats / bins at key crossing and gathering areas.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

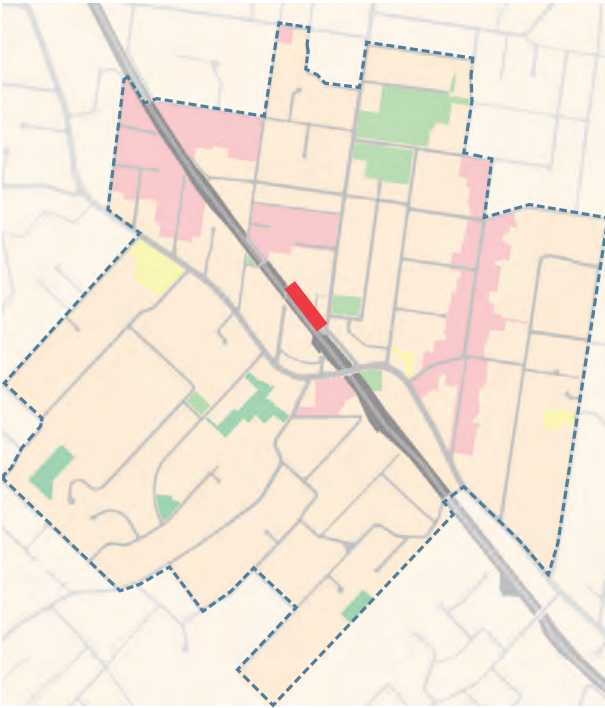
- Underground power.



Notes



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► Designed Future Character

This precinct will support the convergence of multimodal transport and an upgraded bus interchange in collaboration with Transport for NSW. The improved interchange will provide wider paths and waiting areas to improve safety for pedestrians and bus drivers. Pedestrians will be diverted from the interchange entry and exit points to prevent conflicts with vehicles. Layover areas are to be provided for buses to remove resting buses from the surrounding streets.

Upgraded paving to the northeastern verge with widened footpaths and street tree planting will encourage outdoor dining to the restaurant precinct between Eastern Road and Olive Lane.

► Street Description

- Create roundabout at intersection of Eastern Road and Rohini Street with new entry into upgraded bus interchange.
- High quality paving, furniture, lighting and banners.
- Street planting to front of bus interchange and where footpath widths allow. .
- Retain existing trees where possible.
- New bus interchange with facilities for multimodal connections, including bicycles, ride sharing and taxis.
- Maintain visual connection to rail platform.
- Provide layover areas for buses where safe manoeuvring is possible.
- Provide rest room facilities for bus drivers at interchange.
- Provide secure bicycle parking facilities for 20 bicycles as part of the interchange.

► Street Cross Section

Typical street cross section (south to north) to be:

- 2.5m shared path on southwest side of Rohini Street connecting regional cycle route to bus and rail interchange, and Local Centre.
- 3.2m traffic lanes.
- 2.1m parking lane.

► Parking

- On-street parking, if possible with opportunities for bus layovers to be coordinated with Transport for NSW.
- Possibility of limited commuter car parking to be explored to combine commuter parking with the bus interchange utilising surrounding landform and limiting impact on public domain areas, in collaboration with Transport for NSW.
- No private vehicles permitted within bus interchange.

► Paving

- Local Centre Core Paving - precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Hymenosporum flavum*
 - *Lagerstroemia indica* x *L. fauriei*
 - *Lophostemon confertus*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

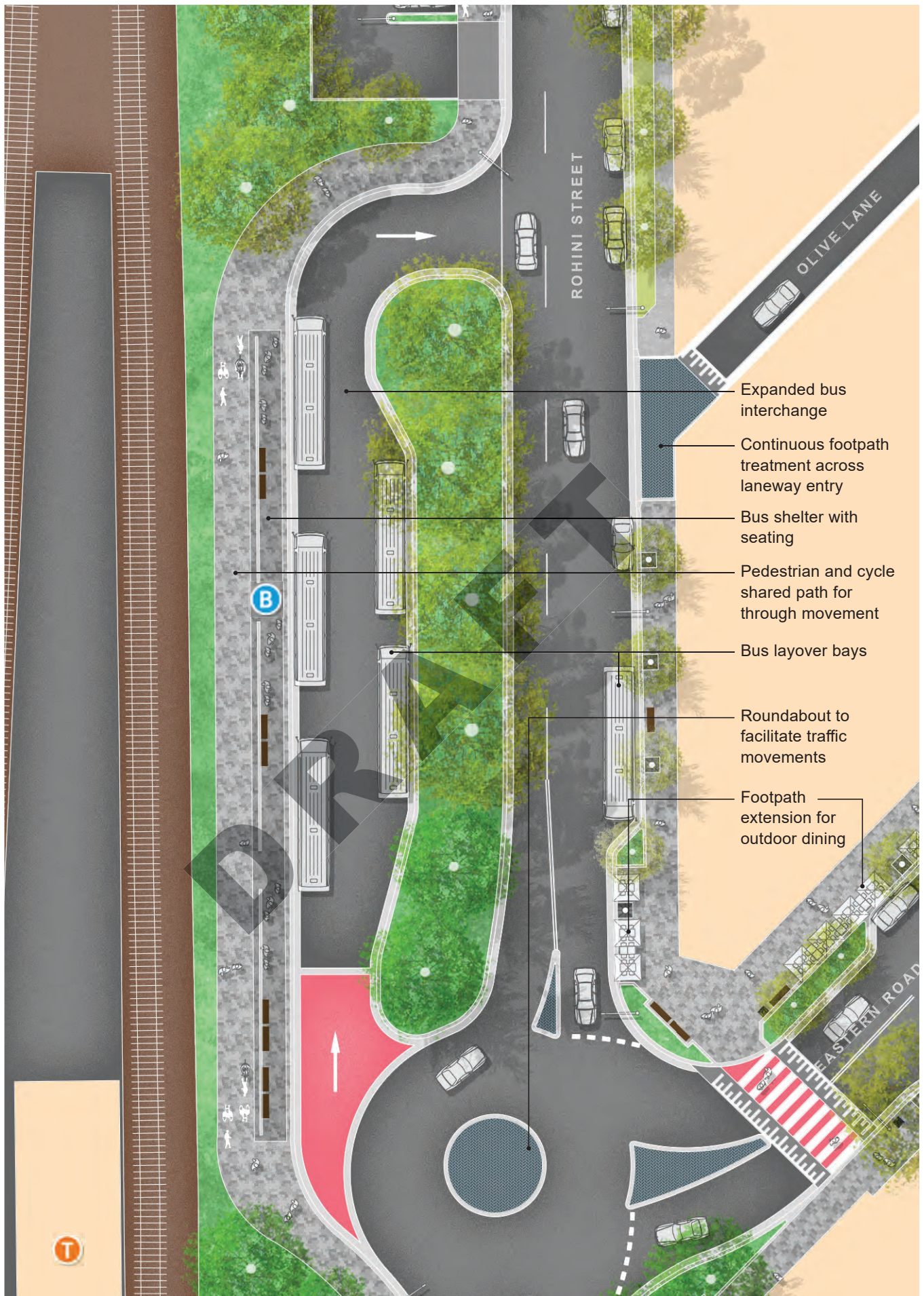
- Seats / bins at bus interchange and at key crossing and gathering areas.

► Lighting

- Install selected Council street lights and provide lighting within shelter structures.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.
- Bus interchange lighting levels to be in accordance with AS/NZS1158.3 and Transport for NSW requirements.

► Powerlines

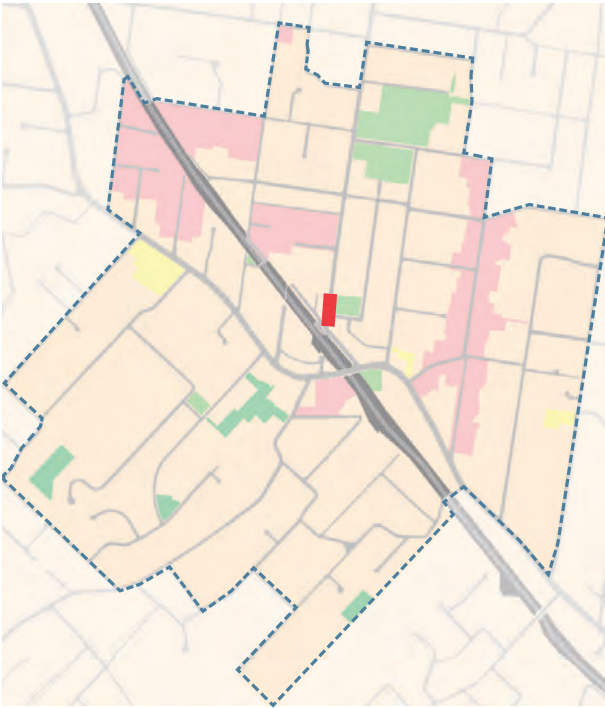
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be aerial bundled cables.



Notes



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► Designed Future Character

Eastern Road is the northern gateway to the Turrumurra Local Centre. It is an emerging restaurant precinct and future development is to facilitate the expansion of the precinct. Set away from highway noise, close to public transport and with an outlook to Cameron Park it is well placed to become a vibrant dining area.

► Street Description

- A distributor road with wide footpaths to accommodate free pedestrian movement and outdoor dining.
- Significant street tree planting to reflect the 'gateway' moment.
- Raised pedestrian crossing re-aligned to suit proposed roundabout and for improved safety.
- Use of kerb blisters for traffic calming in current No Standing / No Stopping zones, incorporating tree planting with low colourful understorey.
- Tree planting in tree pits in paved areas for shade and increased green canopy.
- Awning / shade structures for pedestrian comfort and outdoor dining. Refer to the Public Domain Technical Manual for outdoor dining setout guidelines.
- Include opportunities for public art or small gateway feature.

► Street Cross Section

Typical street cross section (west to east) to be:

- 4.5m paved verge on the western side of Eastern Road with minimum 2m clear zone for pedestrians and allowance for outdoor dining.
- 2.5m parking lane on western side of Eastern Road.
- 4.75m traffic lane heading north.
- 4.75m traffic lane heading south incorporating parking on eastern side of Eastern Road.

► Parking

- Time restricted on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Lophostemon confertus*
 - *Quercus palustris*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

- Seats and bins in selected locations that do not interfere with pedestrian movement or outdoor dining areas.

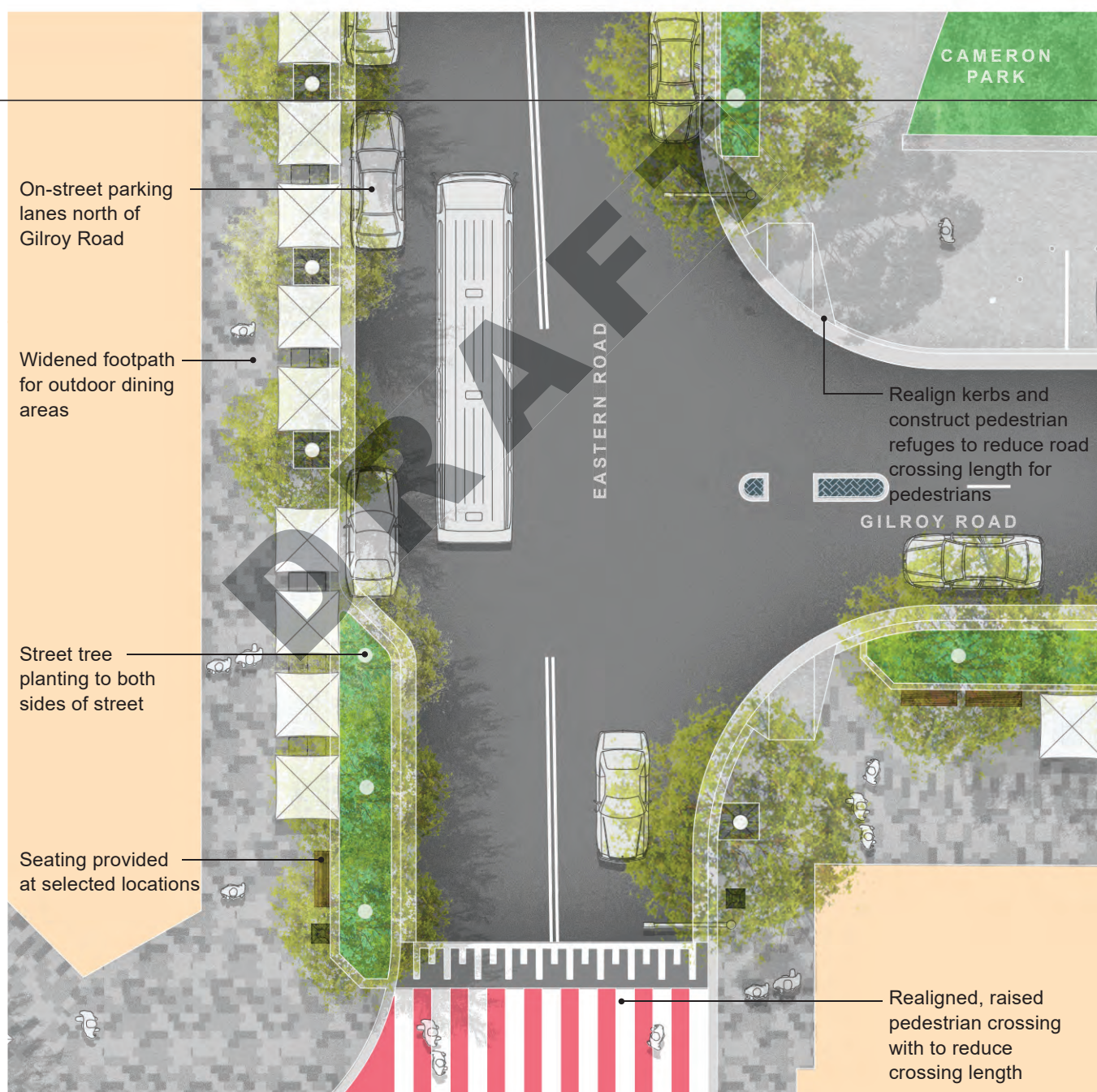
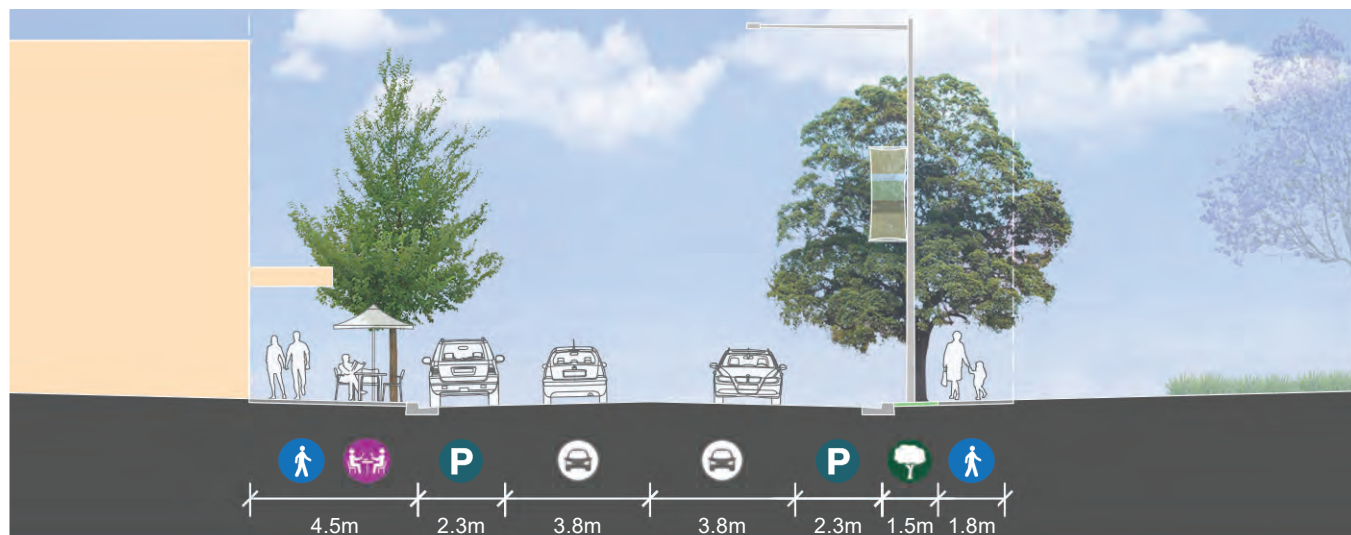
► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be aerial bundled cables.

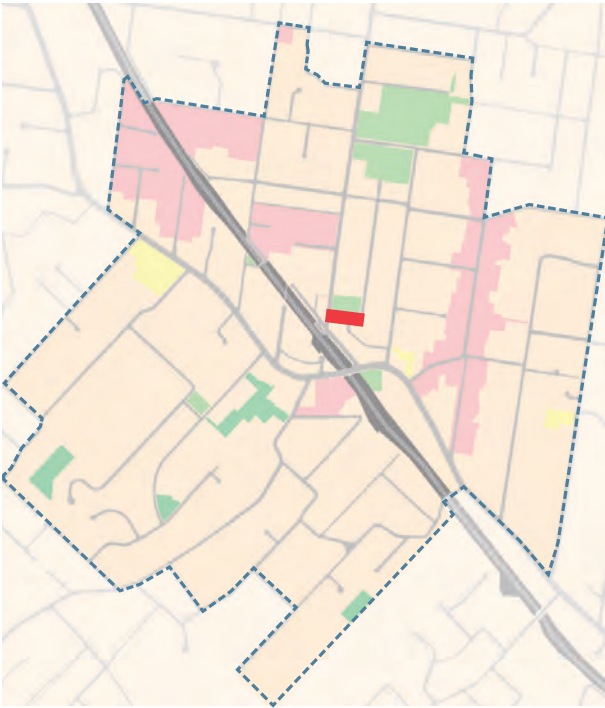
SECTION LINE



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► Designed Future Character

Promote an extension of the small restaurant precinct that has established on Eastern Road near Rohini Street.

The width of the southern footpath on Gilroy Road, its northern aspect and views to Cameron Park, provides the ideal opportunity for outdoor dining. Consolidation of vehicular access into the adjoining sites is necessary to maximise usable verge space.

Increased building setbacks in new development will provide opportunities for activation along the street front.

Gilroy Road is to become a visual extension of the adjoining Cameron Park, with new street trees and upgrade to pavements and street furniture.

► Street Description

- Two-way street with parking to north side of street, and wide footpath and outdoor dining to south side of street.
- Increased building setbacks in new developments for outdoor dining activation. Refer to the Public Domain Technical Manual for outdoor dining setout guidelines.
- Consolidation of vehicular access to properties, if required.
- Shared pedestrian / cycle path on northern side of street to connect with separated cycle path in Gilroy Road (northern arm).

► Street Cross Section

Typical street cross section (south to north) to be:

- 7.8m verge with minimum 2m clear zone in path of travel, incorporating outdoor dining zone and street trees to south side of Gilroy Road.
- 3.75m traffic lanes.
- 2.5m parking lane along Cameron Park frontage.
- 3.6m shared pedestrian / cycle path.

► Parking

- Time restricted on-street parking to northern side of street.

► Paving

- Southern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Northern side of street:
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Lagerstroemia indica* x *L. fauriei*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

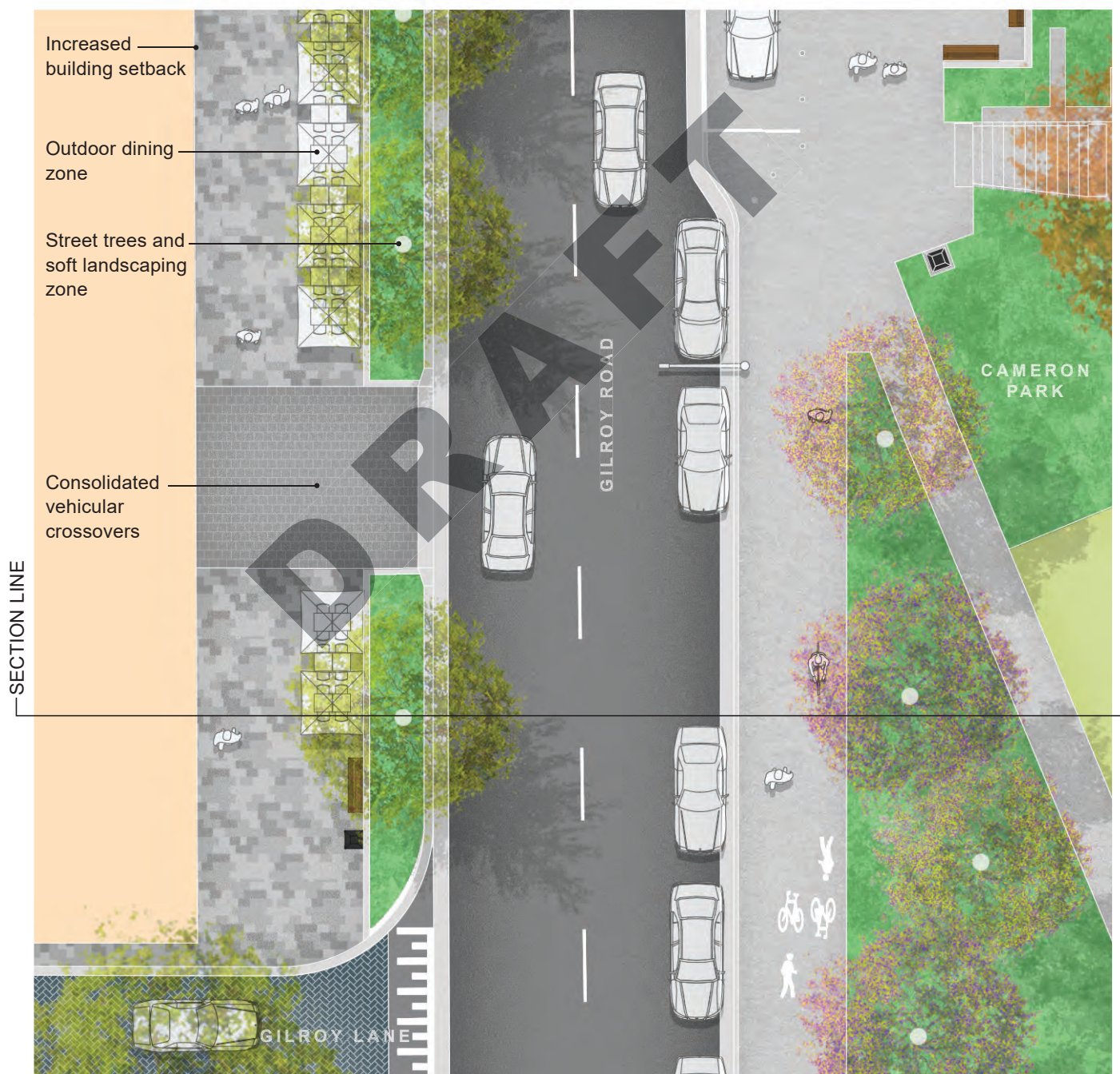
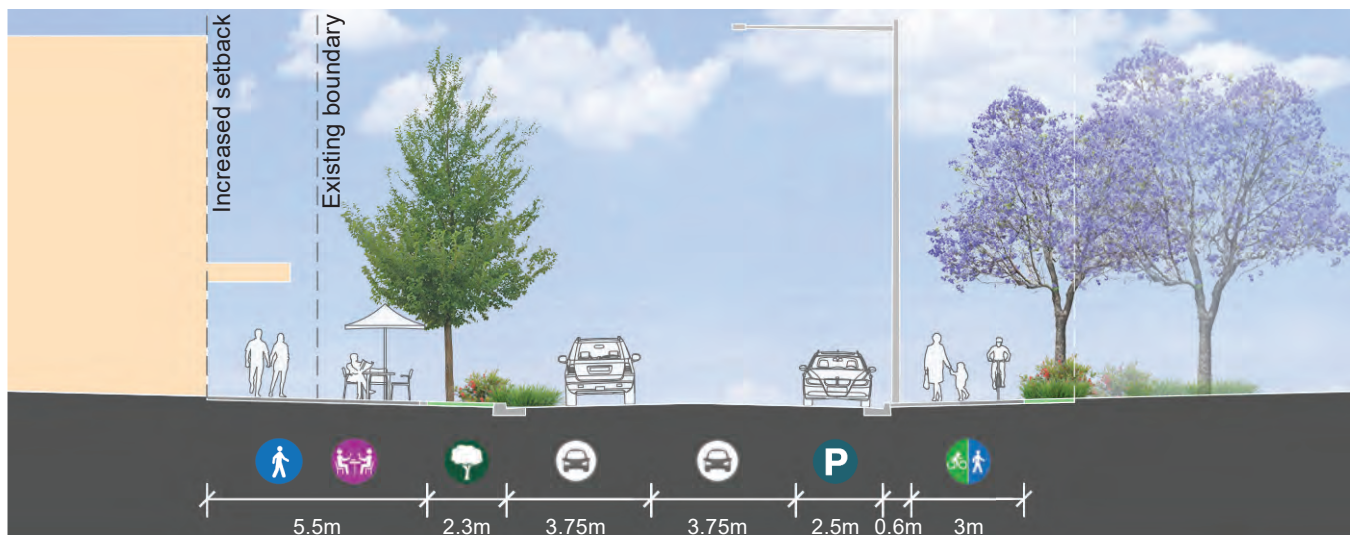
- Seats in locations that do not interfere with movement or outdoor dining opportunities.
- Bins near pedestrian crossings.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

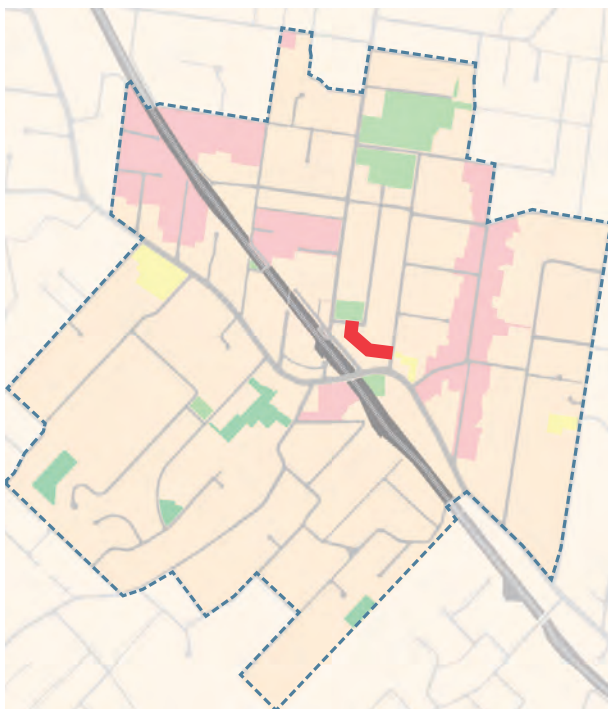
- Underground power.



Notes



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► Designed Future Character

The activation of Gilroy Lane is to be encouraged through the development of rear block areas. As an activated lane with retail and dining options, Gilroy Lane will provide an alternate pedestrian route and a quieter retail experience away from Pacific Highway.

► Street Description

- A two-way carriageway with no on-street parking, but with tree planting to improve the appearance of the laneway.
- The Development Control Plan governs setbacks for new developments along Gilroy Lane to allow wide footpaths for solar access and for outdoor seating or public spaces along the verges. Refer to the Public Domain Technical Manual for outdoor dining setout guidelines.
- Buildings fronting Gilroy Lane to provide active ground floor uses and a continuous awning over the footpath.
- Streetscape to be high quality paving, furniture and lighting.
- Provision of service and loading access points for properties facing Pacific Highway must be incorporated.
- Through-block connections from Gilroy Lane to Rohini Street, Pacific Highway and Gilroy Road must be retained or accommodated in new developments.

► Street Cross Section

Typical street cross section (south to north) to be:

- 9m verge with minimum 2m clear zone in path of travel, incorporating outdoor dining zone and street trees to south side of Gilroy Lane.
- 3.25m traffic lanes.
- 2.5m wide footpath.

► Parking

- No on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Deciduous trees along footpaths and in public open spaces.
- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Lagerstroemia indica* x *L. fauriei*
 - *Nyssa sylvatica*
 - *Zelkova serrata* 'Green Vase'
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

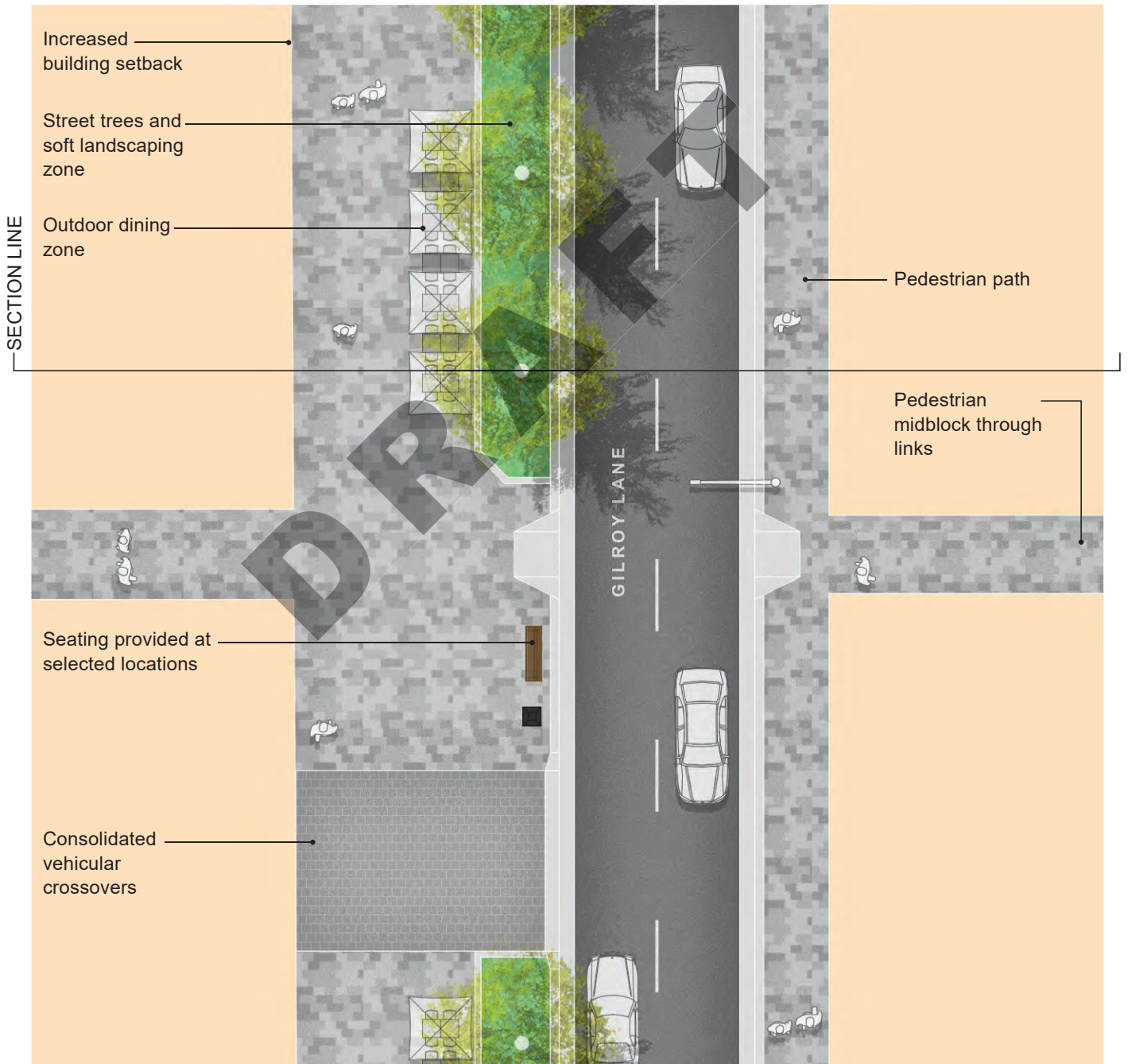
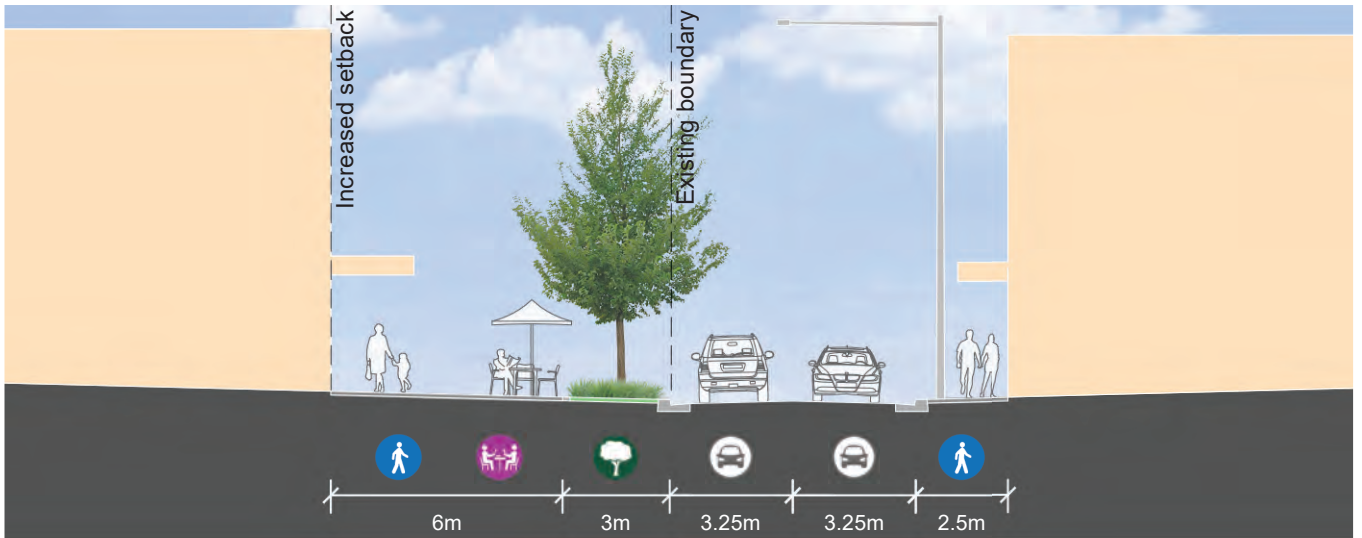
- Seats and bins at 60-100m intervals, where practical.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

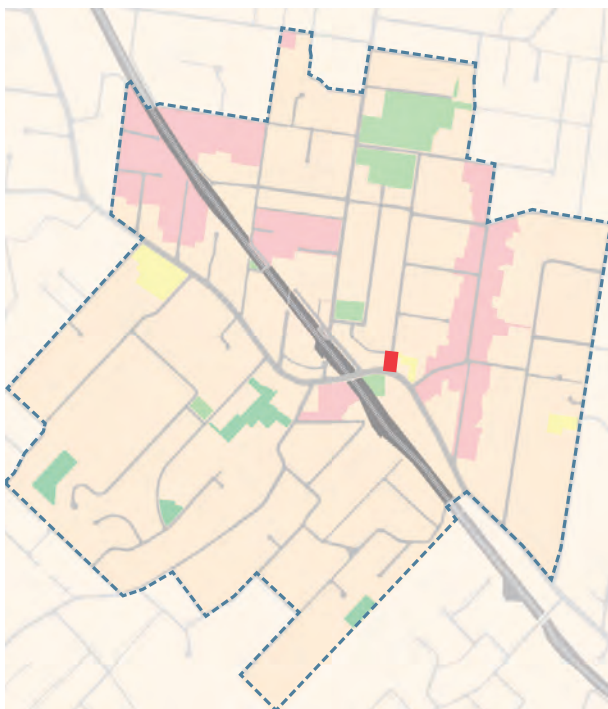
- Existing underground power.



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► Designed Future Character

The intersection of Turramurra Avenue and Pacific Highway is part of the southern gateway to the commercial precinct of the Local Centre. The proposed signalised intersection will strengthen the visual and physical entry cue to the Local Centre. The design around the intersection will establish the quality and character of the Local Centre. The fine grained detail of the retail and commercial frontage is to be maintained.

► Street Description

- A distributor road with wide footpaths to accommodate free pedestrian movement and significant street tree planting to reflect the “gateway” moment.
- Formalise traffic movements at new controlled intersection in accordance with the Ku-ring-gai Traffic Improvement Plan.
- Retain fine grained street character with shop-top housing and / or commercial premises in accordance with the Development Control Plan.
- Buildings on the western side of Turramurra Avenue to provide active ground floor uses and continuous awnings.
- Respect the Heritage significance of Masonic Hall.
- Retain existing trees where possible.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2.4m wide footpaths with planted verge to support tree planting on western side of street.
- Traffic lanes (no parking).
- Fully paved verge / footpath on eastern side of road with minimum 2m clear zone for pedestrians and allowance for tree planting in tree pits.

► Parking

- No on-street parking due to proposed signalised intersection.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Masonic Hall Frontage Brick Paving – brick paving for pedestrian areas as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Nyssa sylvatica*
 - *Zelkova serrata* ‘Green Vase’
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

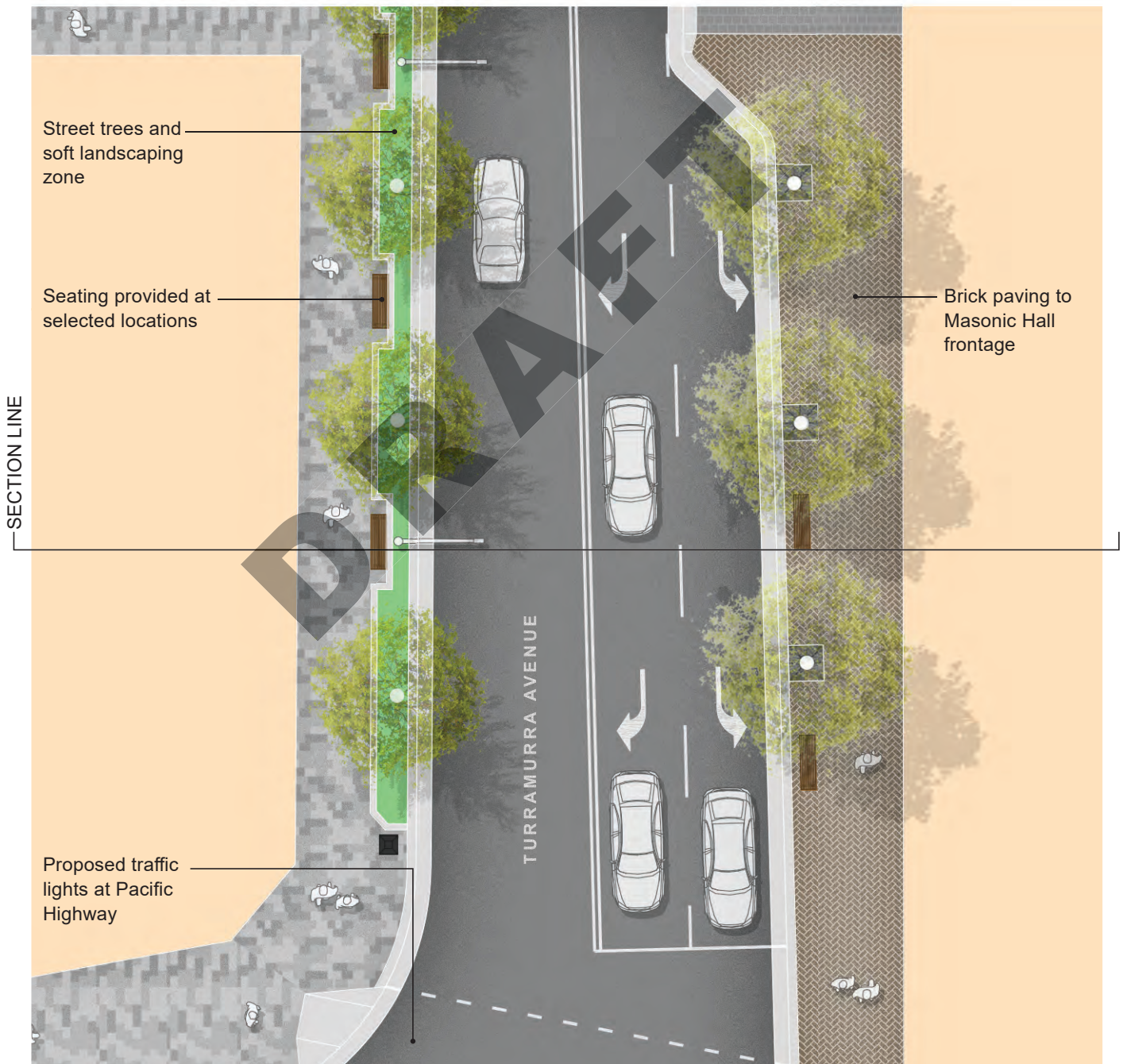
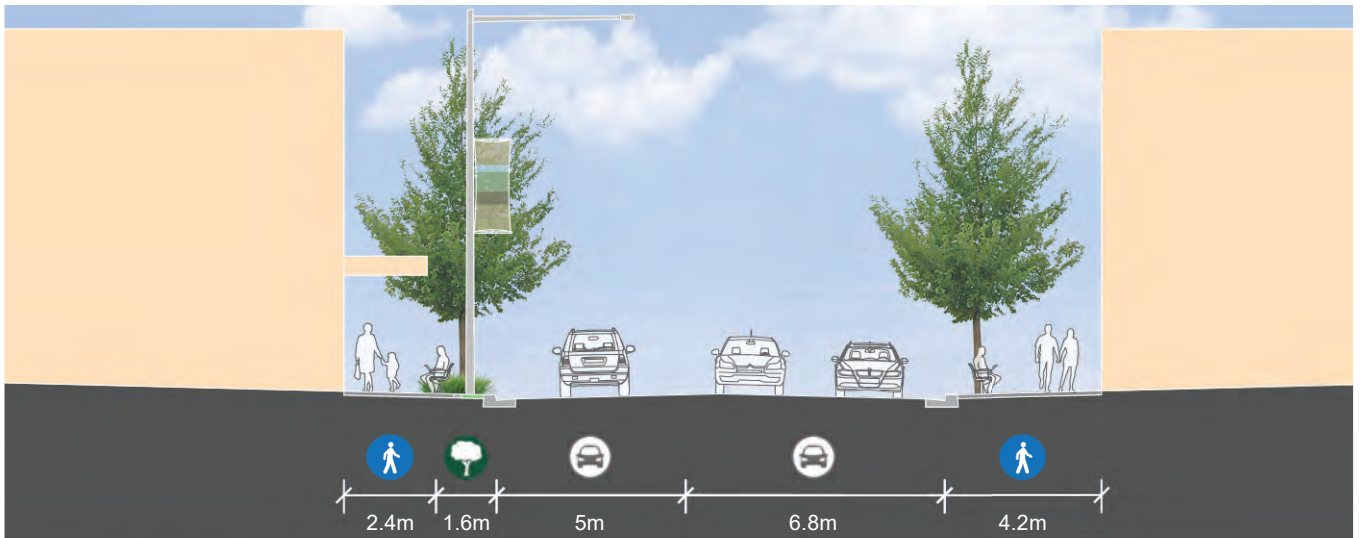
- Seats: minimum two seats on western side of the street.
- Bins: minimum one bin on western side of the street.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

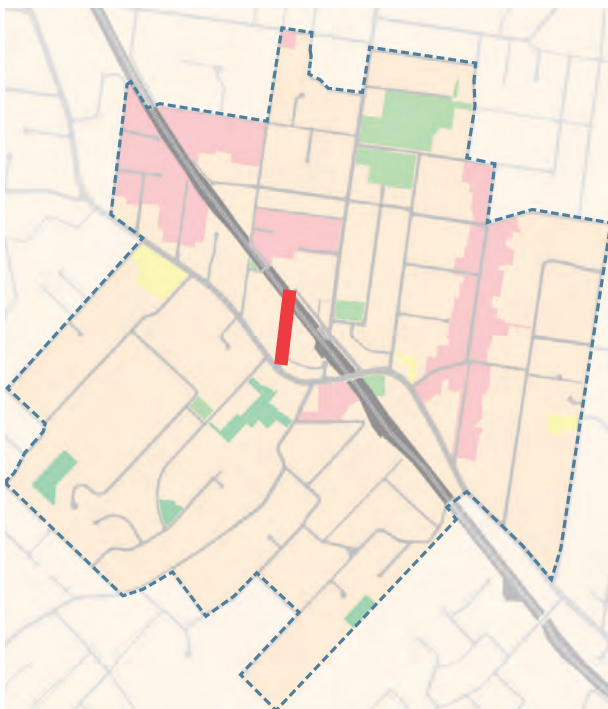
- Underground power.



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► Designed Future Character

The role of Ray Street is to be strengthened as the primary access to the Turrumurra Community Hub planned precinct and for circulation around the Local Centre. It will also be an alternative connection to Rohini Street across the rail corridor in the Local Centre for vehicles, cyclists and pedestrians.

A new vehicular and pedestrian bridge is to be constructed over the rail corridor as part of the Turrumurra Community Hub project.

► Street Description

- Two-way street with parking, built form to both sides of the street.
- Wide footpaths with street trees to both sides of street. Tree vaults under paving to increase the available soil volume for tree roots.
- Active street frontage to Ray Street from commercial premises and permeability through retail to centre of the Turrumurra Community Hub Precinct.
- Traffic calming measures including blisters that assist midblock pedestrian crossing, provide increased opportunities for tree planting and pedestrian rest areas.
- Opportunities to be provided for public art installations.

► Street Cross Section

Typical street cross section (west to east) to be:

- 3.5m paved verge on the western side with tree planting in small garden beds and raingardens.
- 2.5m parking lanes on both sides of the street.
- 3.5m traffic lanes, one each way.
- 4.5m paved verge on the eastern side with tree planting in small garden beds and raingardens.

► Parking

- Time restricted on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Angophora costata*
 - *Elaeocarpus reticulatus*
 - *Eucalyptus saligna*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

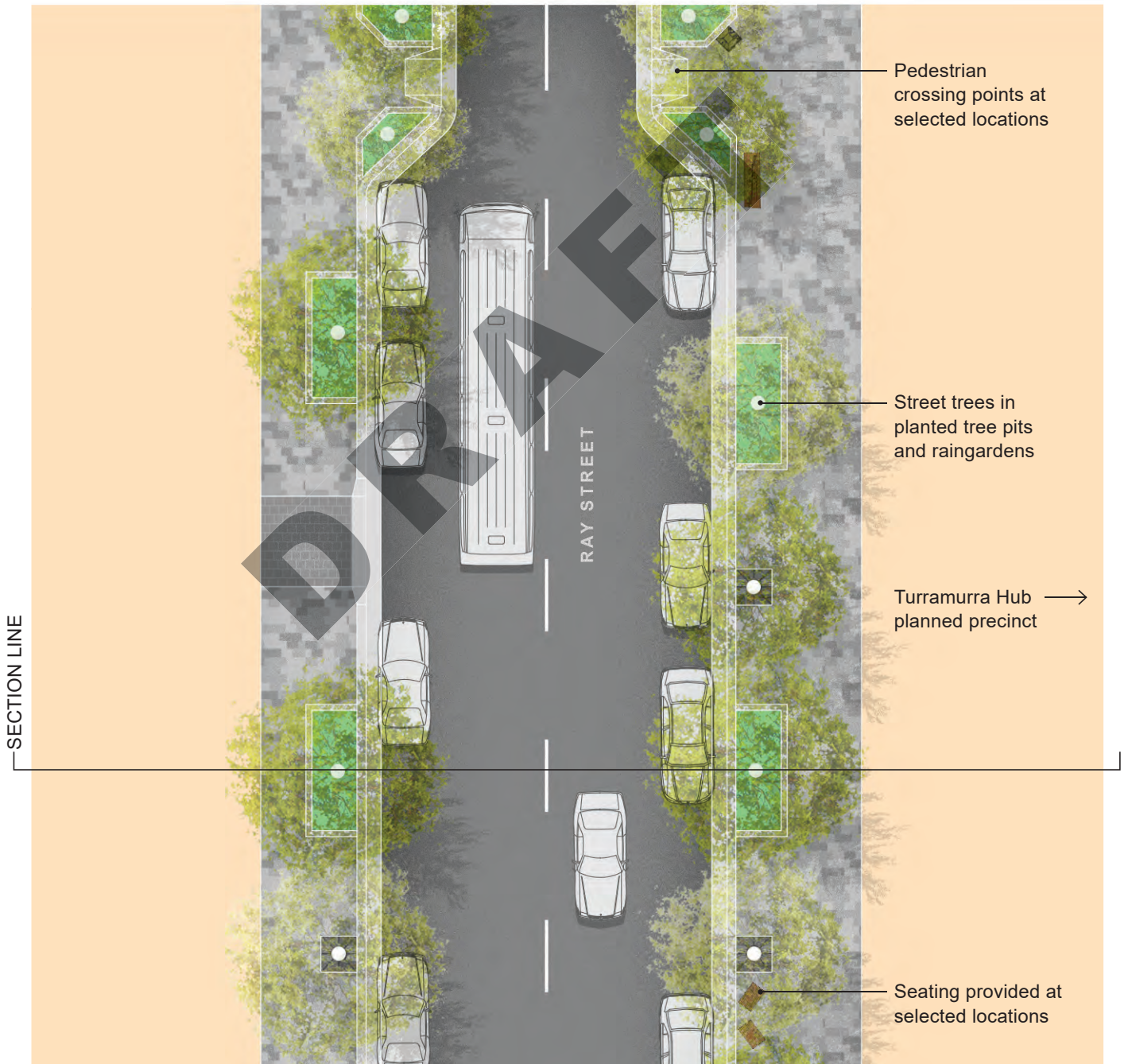
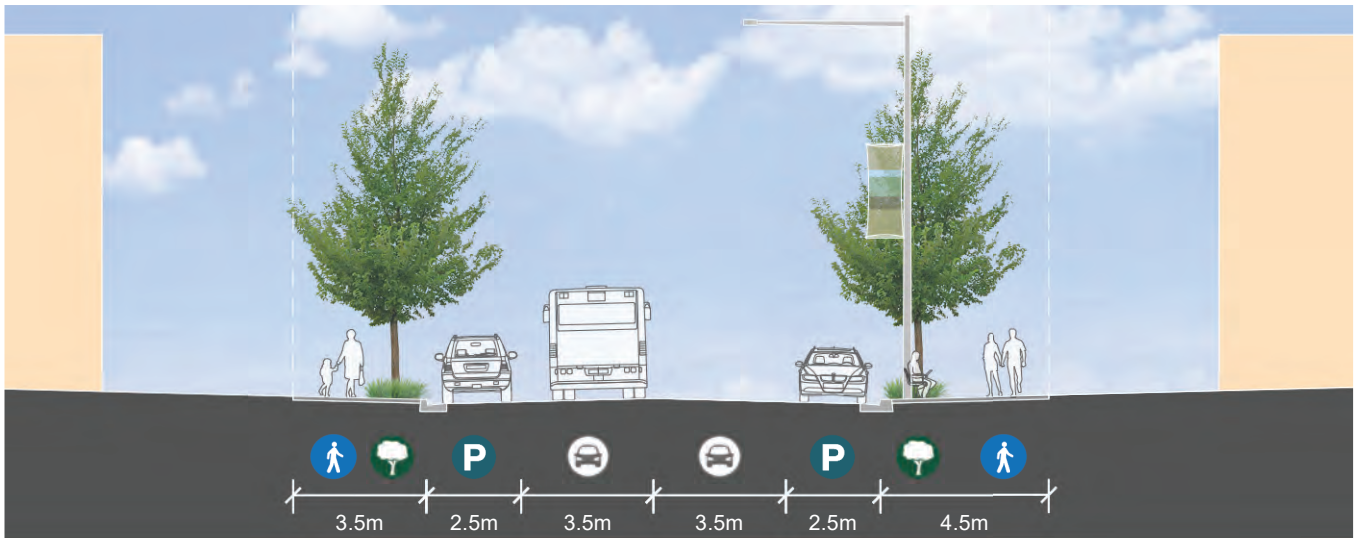
- Seats and bins at key locations such as crossing points and intersections, maximum 100m intervals.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

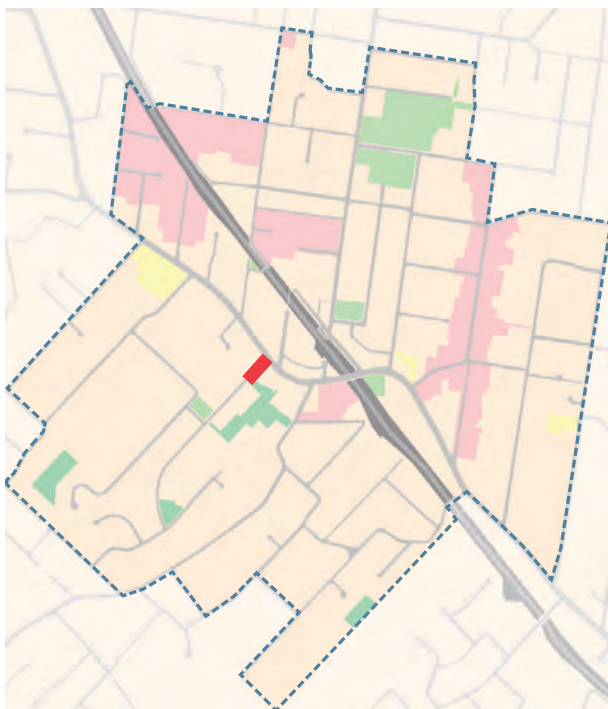
- Underground power.



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► Designed Future Character

The northern end of Duff Street is a narrow two-way street that provides a link between the commercial precinct on Pacific Highway, the proposed Stonex Street and the residential area to the south.

The landform and existing trees on the western verge restricts the width of the footpaths. The flatter topography on the eastern verge allows for generous footpaths and garden bed areas adjacent to the commercial area.

► Street Description

- A two-way tree-lined street with limited on-street parking due to the narrow carriageway width.
- The wide verges can support large trees along the street.
- Paved footpath on eastern side of road with minimum 2m clear zone for pedestrians and tree planting in tree pits for shade and increased green canopy. Retain existing trees where possible.
- Awning / shade structures for pedestrian comfort and outdoor dining. Refer to the Public Domain Technical Manual for outdoor dining setout guidelines.

► Street Cross Section

Typical street cross section (west to east) to be:

- 1.5m wide footpath with planted verge to support tree planting on western side of street.
- Traffic lanes.
- 4m wide paved footpath on eastern side of road with garden beds and tree planting behind kerb.

► Parking

- Limited on-street parking on western side of road near Pacific Highway intersection.

► Paving

- Western side of street:
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Eastern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Angophora costata*
 - *Eucalyptus paniculata*
 - *Lophostemon confertus*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

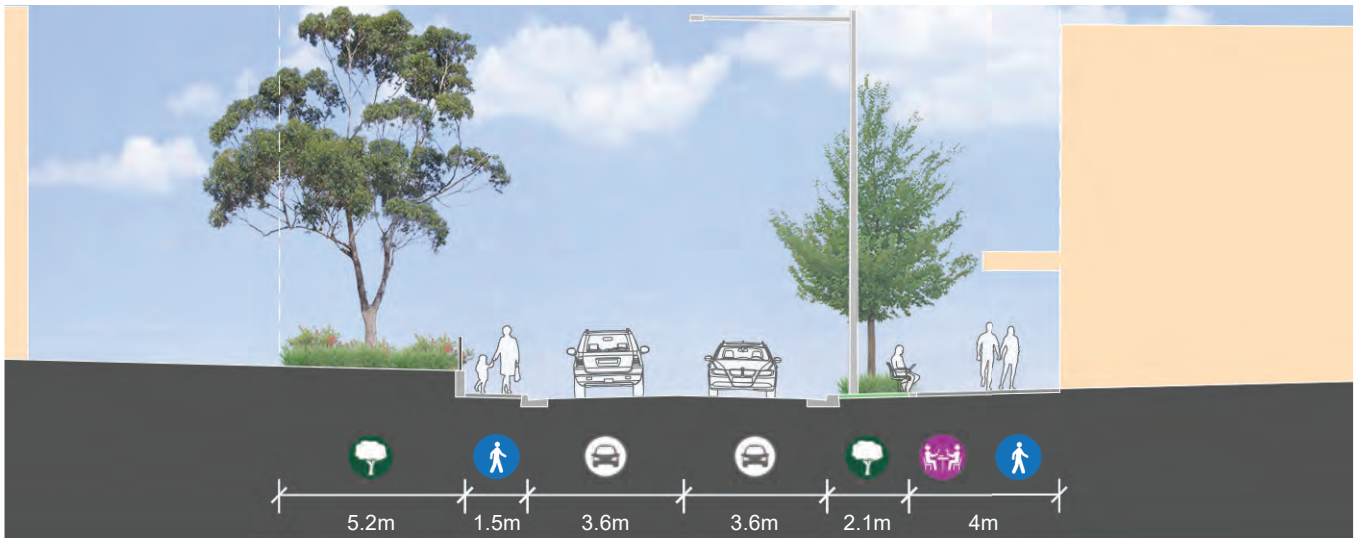
- Seats and bins in selected locations that do not interfere with pedestrian movement.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

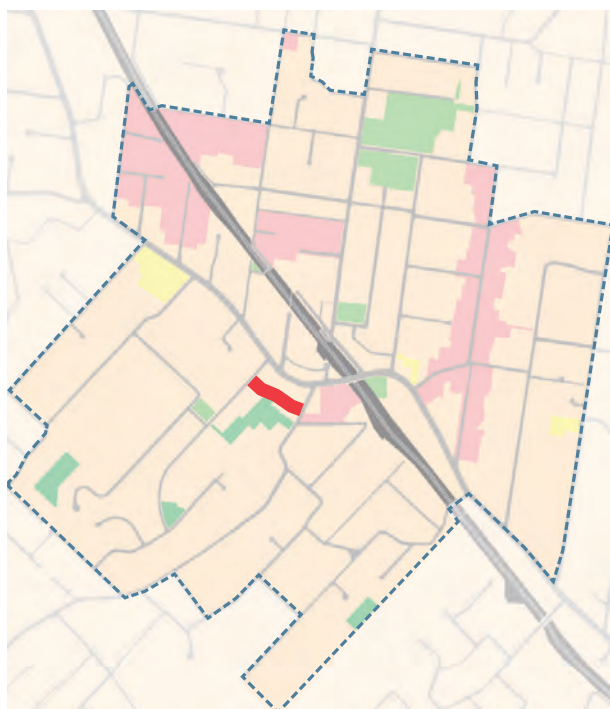
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

The activation of a new street, Stonex Street, is to be encouraged through the development of rear block areas as an alternative pedestrian and vehicular movement through the Local Centre. Opportunities to provide quieter retail areas away from Pacific Highway and outdoor dining areas are to be encouraged.

Through-block pedestrian connections will be retained, upgraded and additional connections encouraged between the highway and Stonex Street.

A new pedestrian connection through Granny Springs Reserve to Duff Street will commence at Stonex Street.

► Street Description

- Two-way winding street with tree planting, time restricted parallel parking on one side of the street. Any car parking losses will be offset by underground parking as part of the redevelopment of the Turramurra Plaza site.
- A small urban plaza is to be incorporated into the streetscape in the vicinity of Stonex Lane.
- A raised threshold to improve pedestrian safety at the intersection with Kissing Point Road to be implemented.
- Allow for swept paths of delivery trucks when considering carriageway width and alignment.
- Provide a raised threshold with pedestrian crossing midway along the street to improve pedestrian safety.
- A fence to be installed to control pedestrian movement in the vicinity of the intersection.
- Minimum 13m wide road reserve wide carriageway that also functions as an Asset Protection Zone.

► Street Cross Section

Typical street cross section (south to north) to be:

- 1.5m path on the southwestern side of Stonex Street.
- 2.1m parking lane on southwestern side of Stonex Street with tree planting in blisters.
- 3.2m traffic lanes, one each way.
- 3m paved verge on the northeastern side of Stonex Street with tree planting in tree pits.

► Parking

- Time restricted on-street parking on southern side of street in bays between tree planting blisters.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Native trees to reflect the species of the adjacent Granny Springs Reserve. Examples of tree planting:
 - *Angophora floribunda*
 - *Eucalyptus saligna*
 - *Glochidion ferdinandi* var. *ferdinandi*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

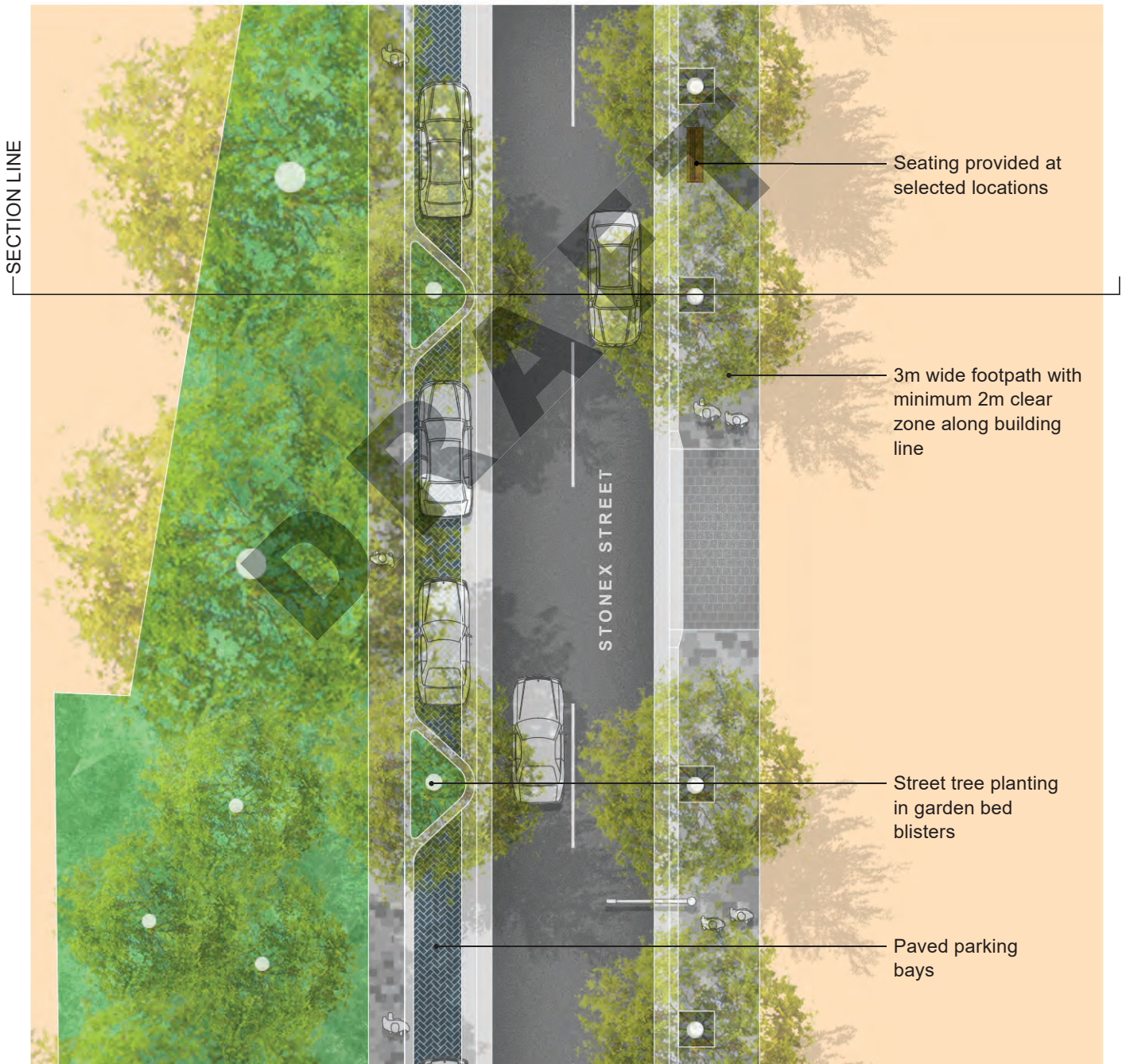
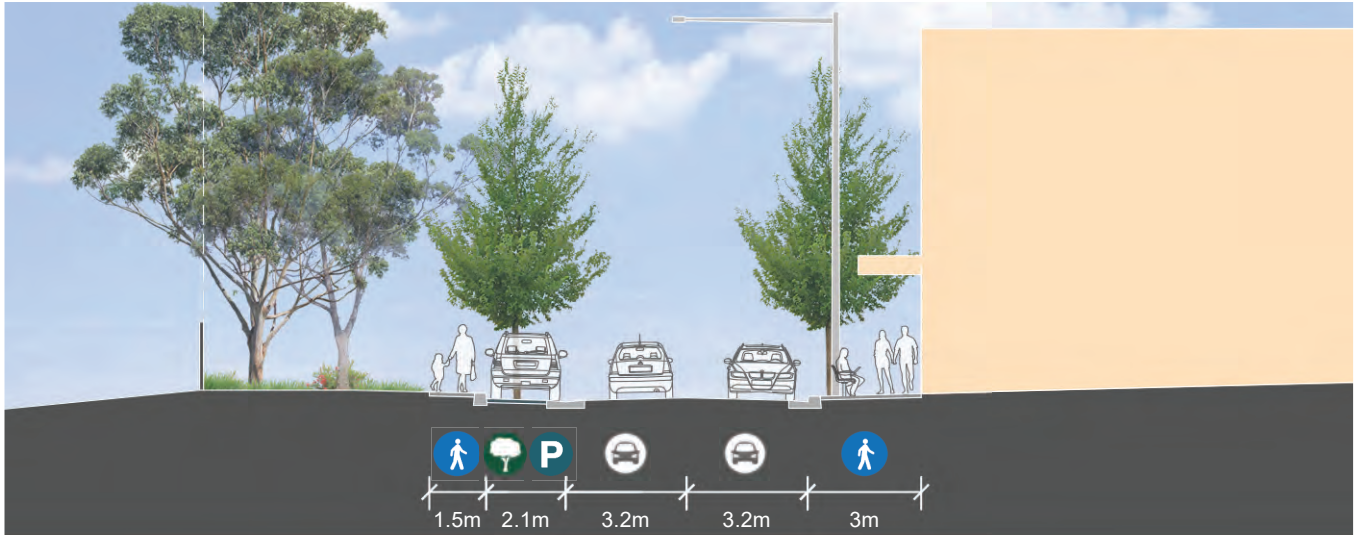
- Provide a variety of seating opportunities, particularly in the urban plaza.
- Bins in the urban plaza.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

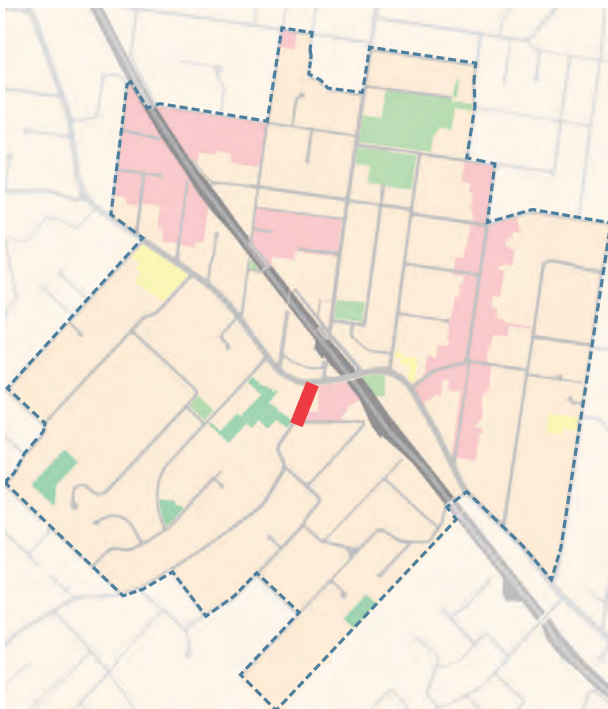
- Underground power.



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► Designed Future Character

Kissing Point Road is the southern gateway to the Local Centre and a key link to Turrumurra Station from the south side of Turrumurra. Future development is to facilitate the activation of the precinct through setbacks for wider footpaths, awnings and street tree planting.

► Street Description

- A distributor road with wide footpaths to accommodate free pedestrian movement and significant street tree planting to reflect the 'gateway' moment.
- Provide fine grained commercial street frontage to activate the street and allow permeability through retail / commercial to other retail offerings in the south side of the Local Centre.
- Fully paved verge / footpath on northwestern side of road with minimum 2m clear zone for pedestrians and allowance for bus shelter and tree planting in tree pits for shade and increased green canopy. Retain existing trees where possible.
- Provide continuous awning along shop fronts.
- 1.5m wide footpaths with grassed verge to support tree planting on southeastern side of road and allowance for bus shelter.
- Include opportunities for public art or small gateway feature.
- High quality paving, furniture, lighting and banners.

► Parking

- No on-street parking.

► Paving

- Western side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Eastern side of street:
Heritage Conservation Area Paving - asphalt path as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Match existing species for example:
 - *Lagerstroemia indica* x *L. fauriei*
 - *Lophostemon confertus*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

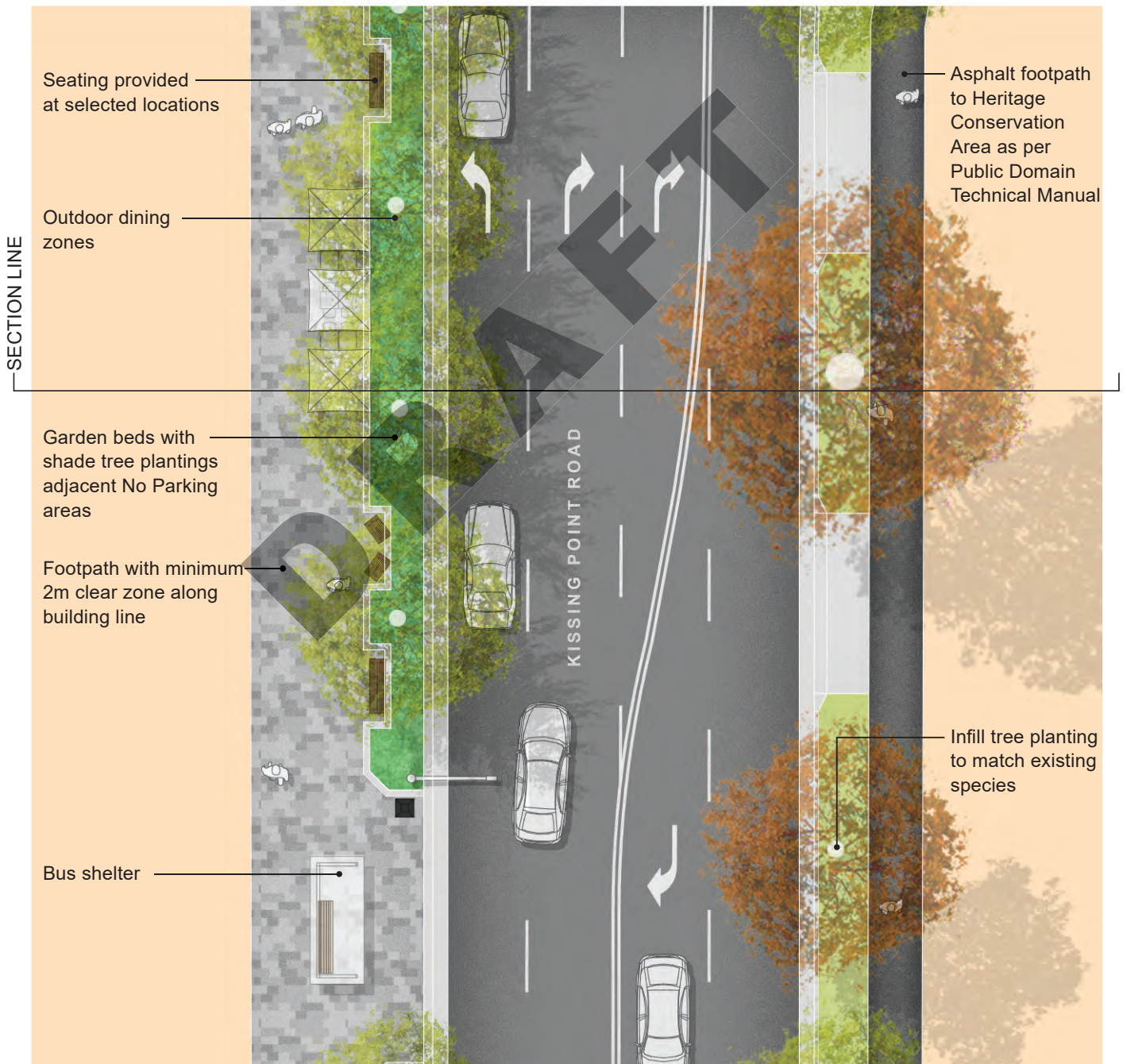
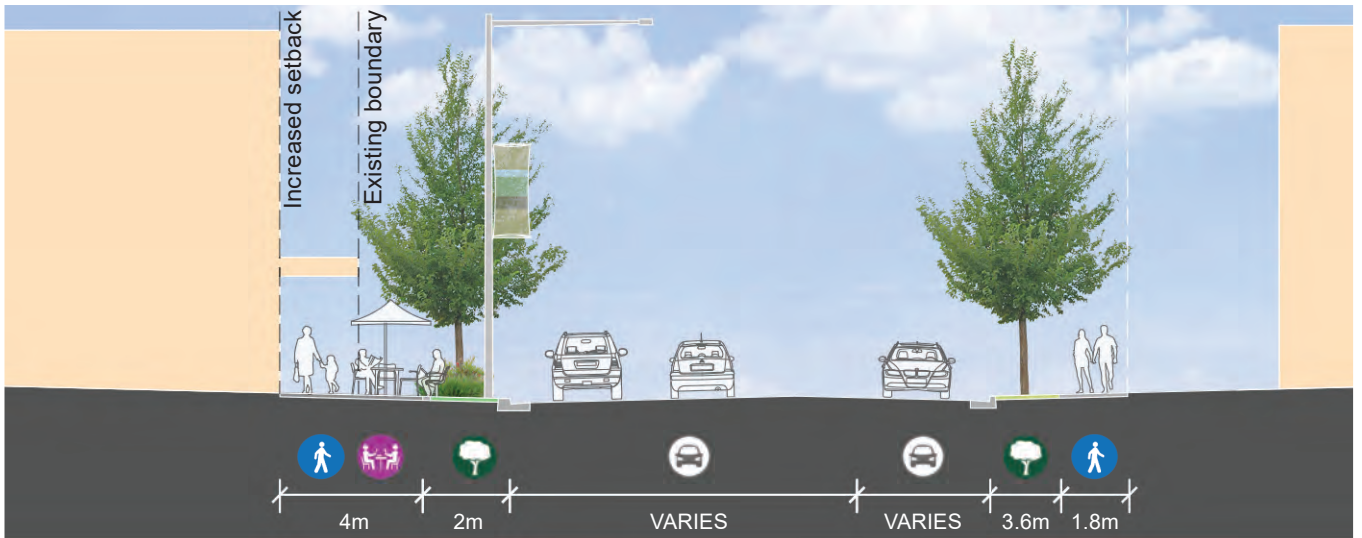
- Seats and bins in selected locations that do not interfere with pedestrian movement.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

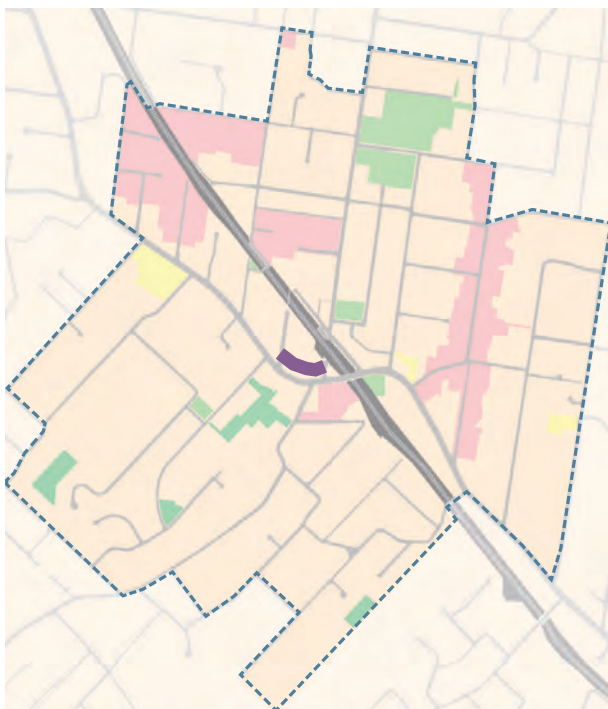
- Underground power.



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► Designed Future Character

The activation of Forbes Lane is to be encouraged through the development of rear block areas as an alternative pedestrian movement corridor through the Local Centre and to provide quieter retail areas away from Pacific Highway. Through-block pedestrian connections will be retained, upgraded and additional connections encouraged between the highway and Forbes Lane.

► Street Description

- One-way paved shared zone towards Ray Street, with tree planting, restricted parking and opportunities for outdoor dining. Refer to the Public Domain Technical Manual for outdoor dining setout guidelines.
- Control vehicular movement with change in paving, trees, bollards, or other street furniture elements.
- Allow access to driveways in Higgs Lane.
- Transition to street condition at end of Forbes Lane towards Ray Street, allowing for truck movements out of the Turrumurra Community Hub site.

► Street Cross Section

Typical street cross section (south to north) to be:

- 8.5m wide paved shared zone, incorporating:
- 2.5m parking bays.
- 3m one-way traffic lane.

► Parking

- Limited, time restricted on-street parking in bays between trees or street furniture.

► Paving

- Local Centre Shared Zone – brick paving for shared zones as per Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Lagerstroemia indica* x *L. fauriei*
 - *Pyrus ussuriensis*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

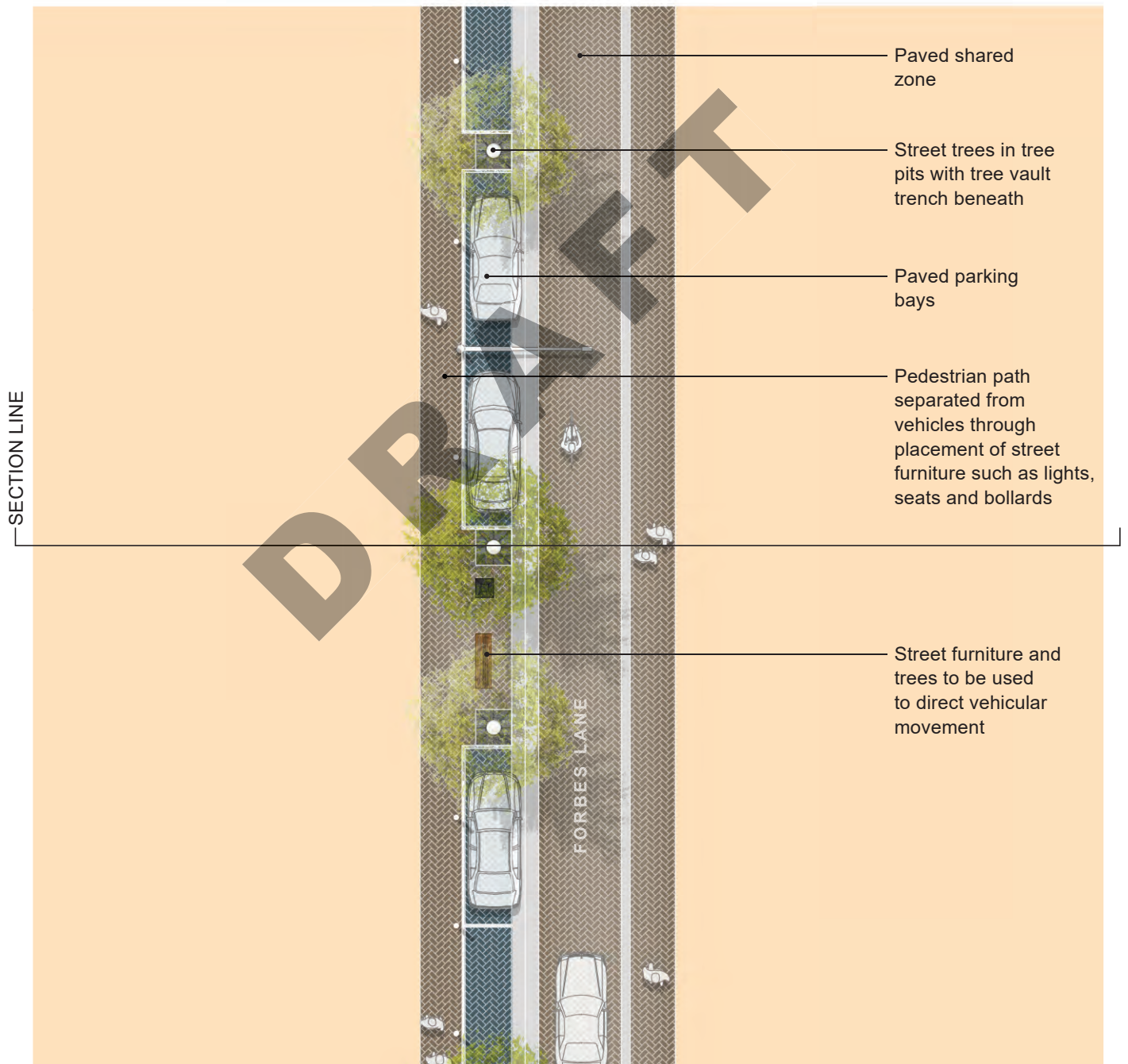
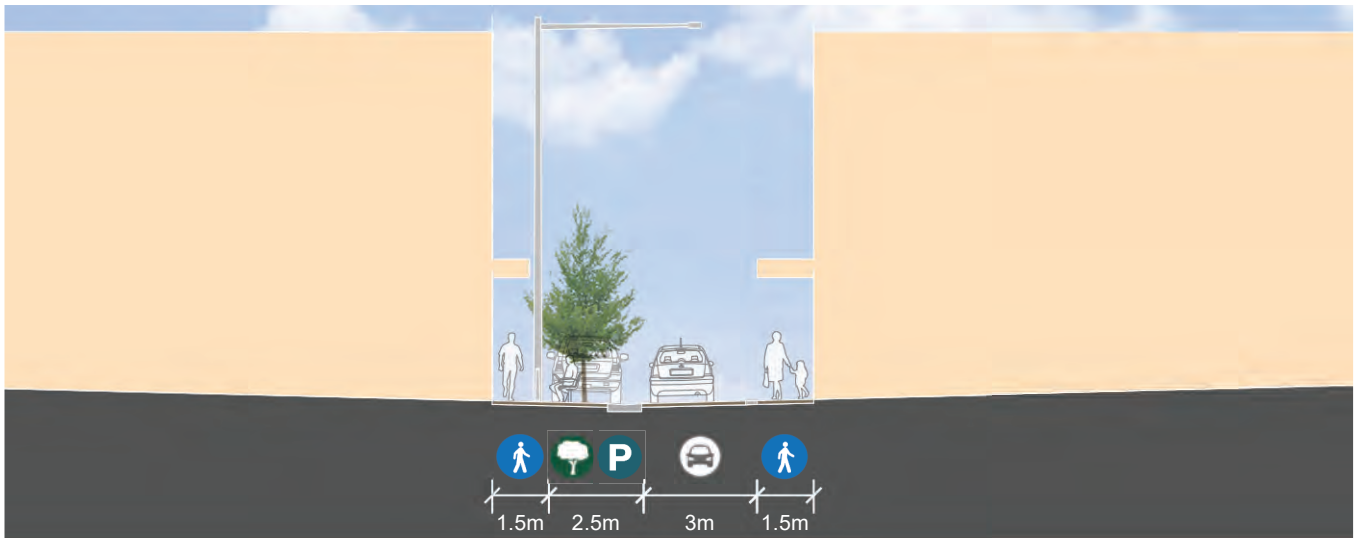
- Provide a variety of seating opportunities.
- Use street furniture as a method to direct vehicular movement.
- Bins at approximately 60m intervals.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

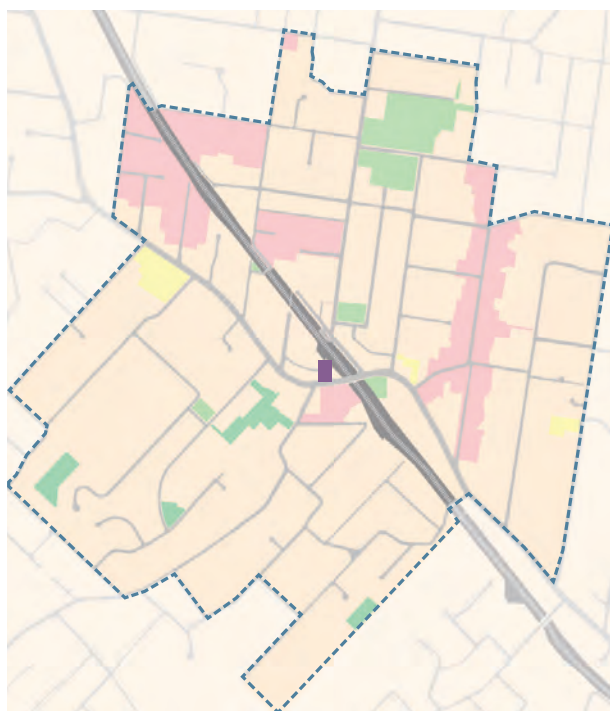
- Underground power.



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► Designed Future Character

William Street will be the primary entry to the station precinct and a secondary entry to the Turramurra Community Hub precinct. William Street will continue to be the primary Kiss and Ride location for Turramurra Station. The new shared zone precinct will allow for easier accessible entry to the station. Feature trees and a restructured Kiss and Ride zone will formalise this street.

► Street Description

- William Street will remain a two-way carriageway (11m wide including parking lanes) at the entry and exit to Pacific Highway.
- A pedestrian crossing marks the entry to the high pedestrian activity precinct, comprising a paved shared zone at the roundabout and Kiss and Ride bays at the station entry.
- Street trees are prominent features.
- Control vehicular movement with changes in paving, trees, bollards, or other street furniture elements.
- Ensure smooth transition to Forbes Lane and the Turramurra Community Hub precinct.
- Opportunities for outdoor dining. Refer to the Public Domain Technical Manual for outdoor dining setout guidelines.

► Parking

- On-street parking, if practical, at the entry / exit to Pacific Highway.
- Kiss and Ride parking lane to the station entry.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Local Centre Shared Zone Paving – brick pavers as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Large or feature entry trees to make a statement.
- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Angophora costata*
 - *Eucalyptus paniculata*
 - *Lophostemon confertus*
 - *Quercus palustris*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

- Provide variety of seating opportunities.
- Use seats as method to direct vehicular movement.
- Bins at key junctions.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

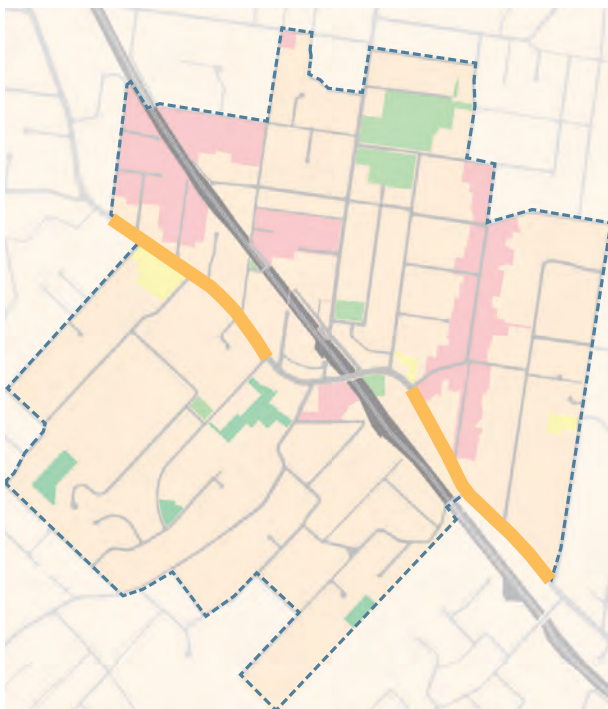
- Underground power.



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► Designed Future Character

These sections of Pacific Highway are largely residential in character and zoning, comprising 3 to 5 storey apartment blocks. These streets fall within the 800m walking catchment from Turramurra station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths are to be provided to both sides of Pacific Highway with street tree planting for shade and visual amenity.

► Street Description

- Multi-lane highway corridor with residential character and landscaped setbacks that vegetate the highway at street level.
- Retain existing street trees that are in good form.
- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- Grassed verge between footpath and carriageway.
- Encourage landscaped setbacks in private properties.
- Allow for highway widening in accordance with Transport for NSW plans, if necessary.

► Parking

- Limited on-street parking, where permitted by Transport for NSW.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Examples of trees include:
 - *Elaeocarpus reticulatus*
 - *Lagerstroemia indica* x *L. fauriei*
 - *Pyrus calleryana* 'Capital'

► Street Furniture

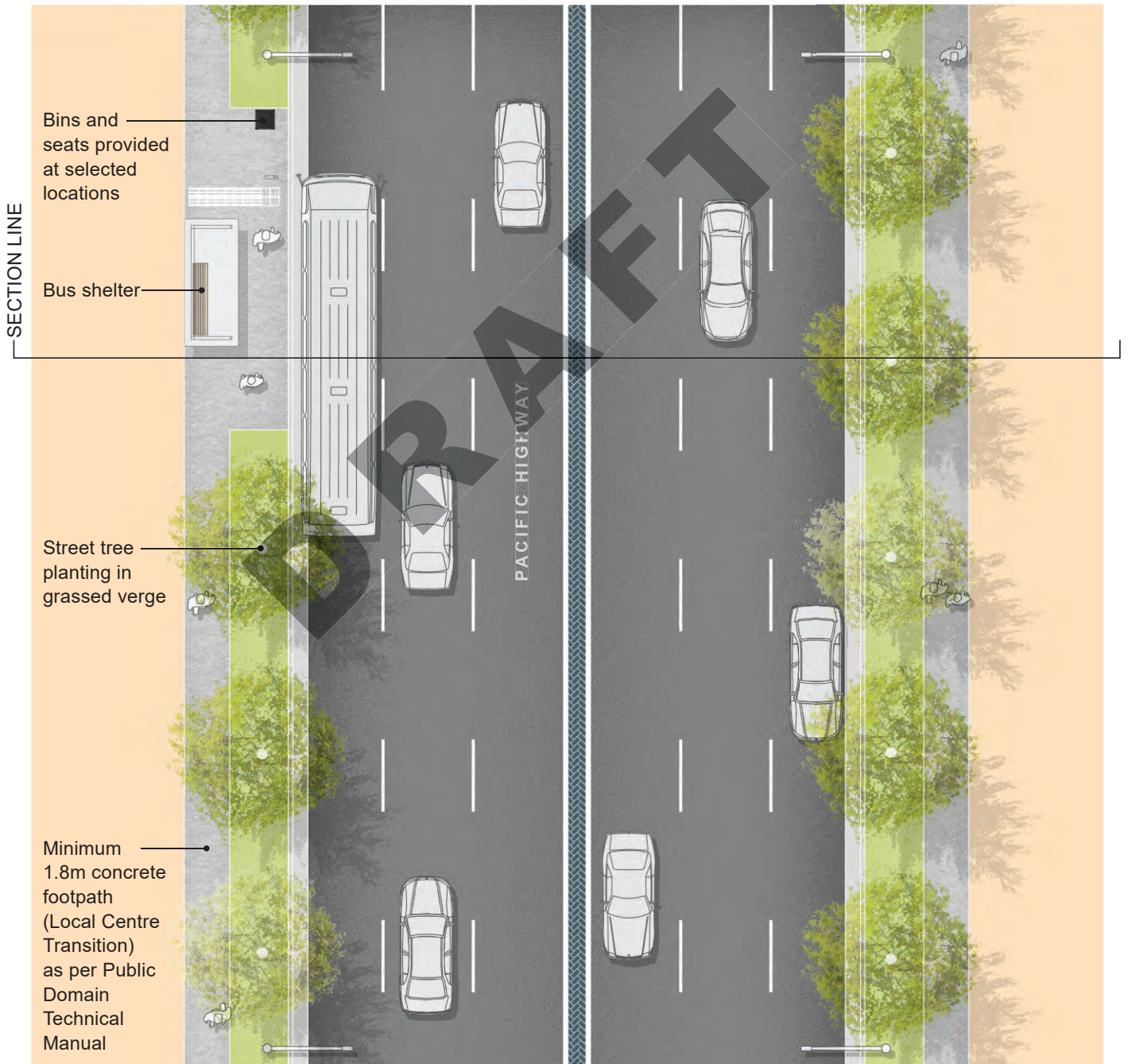
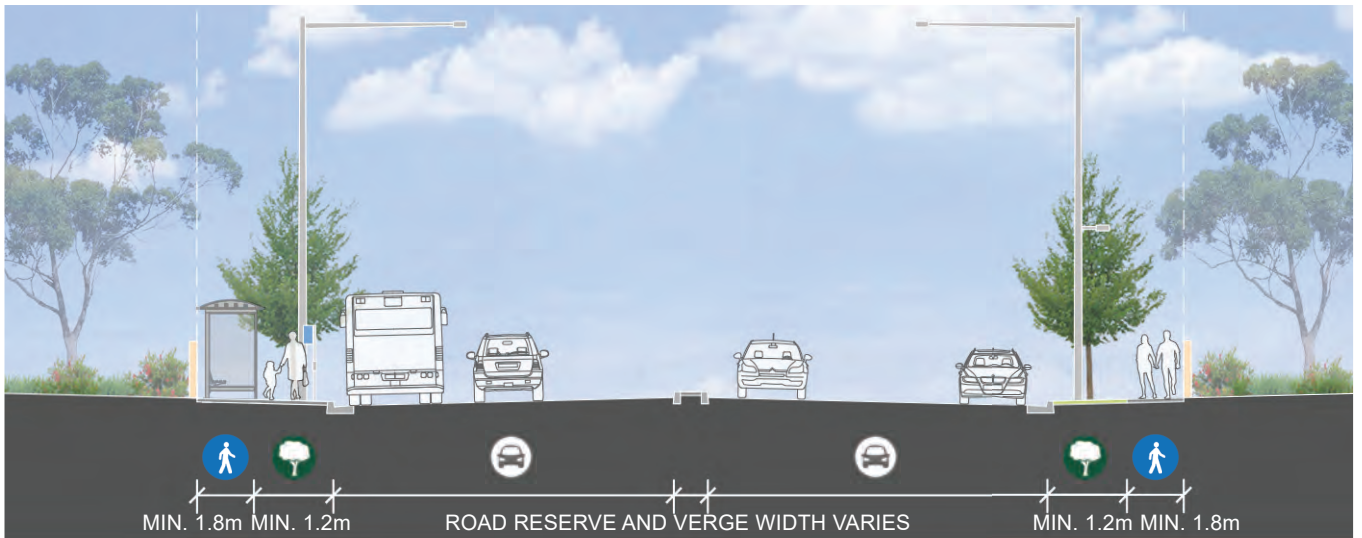
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.

► Lighting

- Retain Ausgrid lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

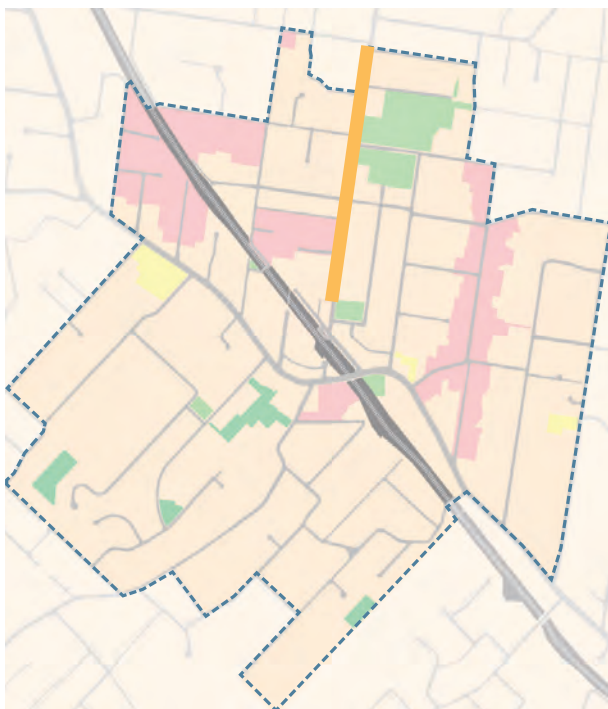
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

A transition area between the Local Centre and residential area to the north. Eastern Road provides a direct connection to Karuah Park and Turramurra Memorial Park. Public domain areas are to be sensitive to Heritage Conservation Areas.

► Street Description

- Two-way distributor road with street trees forming a boulevard.
- Provide minimum 1.8m wide paths on both sides of Eastern Road with grassed verges supporting street trees. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.

► Parking

- On-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Heritage Conservation Area Paving - asphalt path as per the Public Domain Technical Manual.

► Street Tree Planting

- Large canopy trees to match existing species for example:
 - *Eucalyptus paniculata*
 - *Lophostemon confertus*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

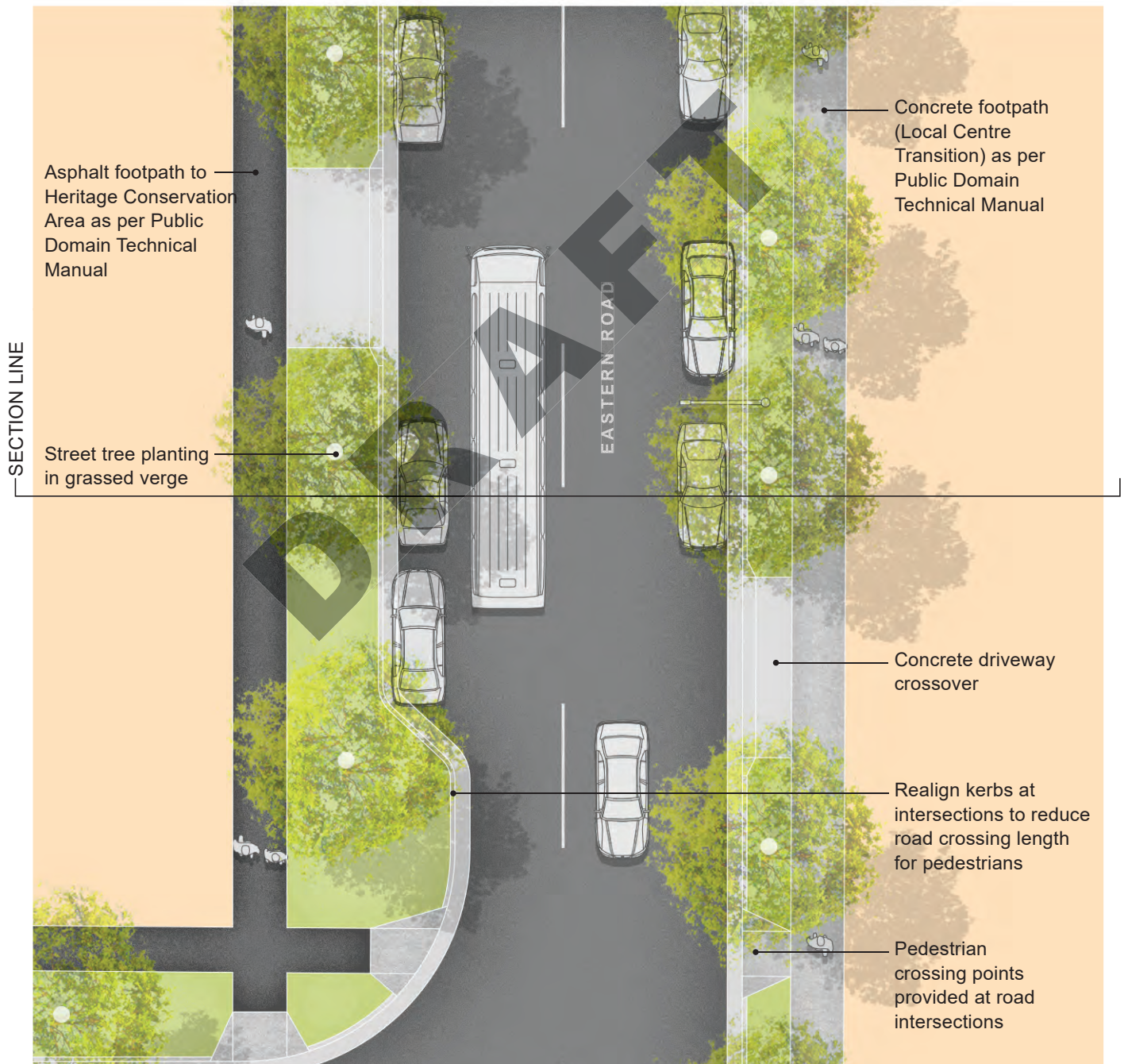
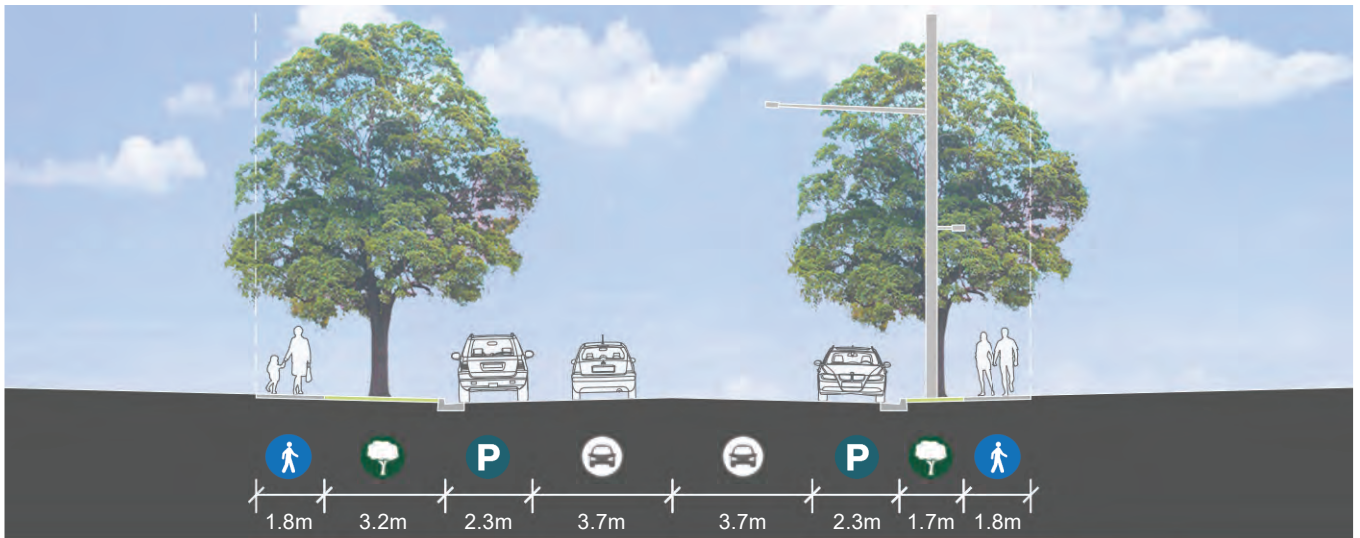
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

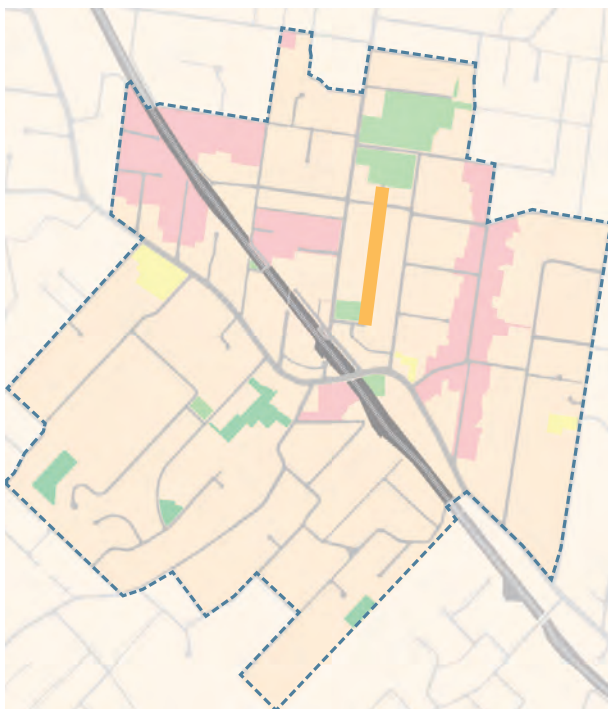
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

Gilroy Road will become a tree-lined boulevard with a strong link between Turramurra Memorial Park / Karuah Park and the Local Centre for cyclists and pedestrians. A separated cycleway and wide pedestrian paths, along with street tree planting will form part of the Green Grid, connecting the Local Centre and Cameron Park with Karuah Park, and then to Lovers Jump Creek riparian corridor.

Garden beds and canopy trees will cool the street and create a park like environment in the street corridor.

► Street Description

- Narrow two-way street with separated cycleway and wide footpaths.
- Large canopy trees to create boulevard for shade and character.
- Retain healthy existing trees.
- Realign kerbs to accommodate cycleway.

► Street Cross Section

Typical street cross section (west to east) to be:

- 1.8m footpath.
- 2.8m grassed verge with tree planting.
- 2.5m two-way cycleway.
- 0.6m planting bed with low level planting.
- 2.95m traffic lanes.
- 2.1m parking lane.
- 2.5m grassed verge with tree planting.
- 1.8m footpath.

Allow for midblock crossing for pedestrians and cyclists.

► Parking

- On-street parking – minimum one 2.1m parking lane, on eastern side of the road.
- Redeveloped sites will be required to provide parking for residents and visitor parking onsite.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Asphalt Paving - cycle path as per the Public Domain Technical Manual.

► Street Tree Planting

- Wide canopy trees such as:
 - *Melaleuca quinquenervia*
 - *Quercus palustris*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

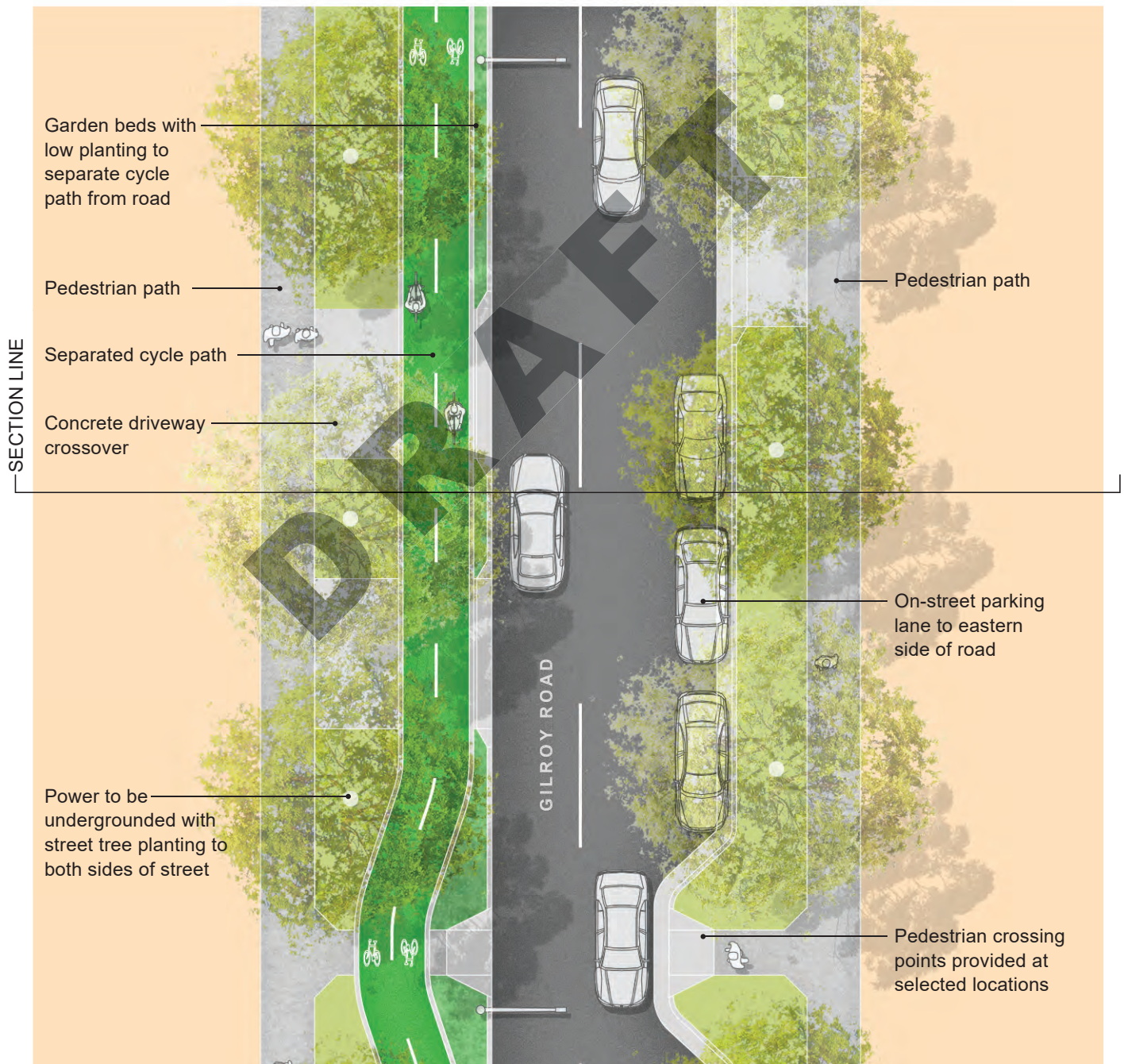
- Seats at approximately 100m intervals.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

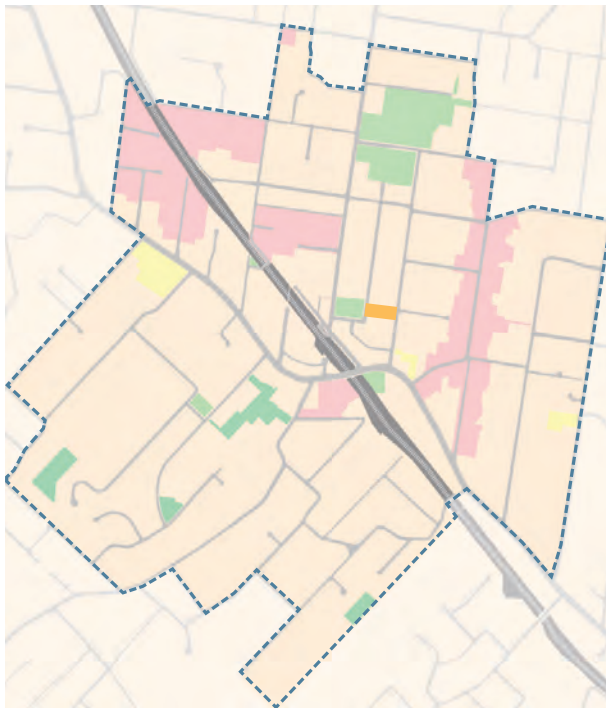
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be aerial bundled cables.



Notes



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► Designed Future Character

Creation of a new street to improve vehicle access and circulation around Turramurra's retail core. The street will provide additional pedestrian links from northeastern residential areas through to Cameron Park, the train station and the Local Centre's core.

► Street Description

- Two-way residential street with parking on both sides.
- Footpaths and street trees to be provided to both sides of the street.

► Street Cross Section

Typical street cross section to be:

- 1.8m footpath to both sides of street.
- 2.1m grassed verge with tree planting to both sides of street.
- 2.1m parking lanes to both sides of street.
- 3.25m traffic lanes to both sides of street.

► Parking

- On-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Examples of tree planting:
 - *Backhousia citrodora*

► Street Furniture

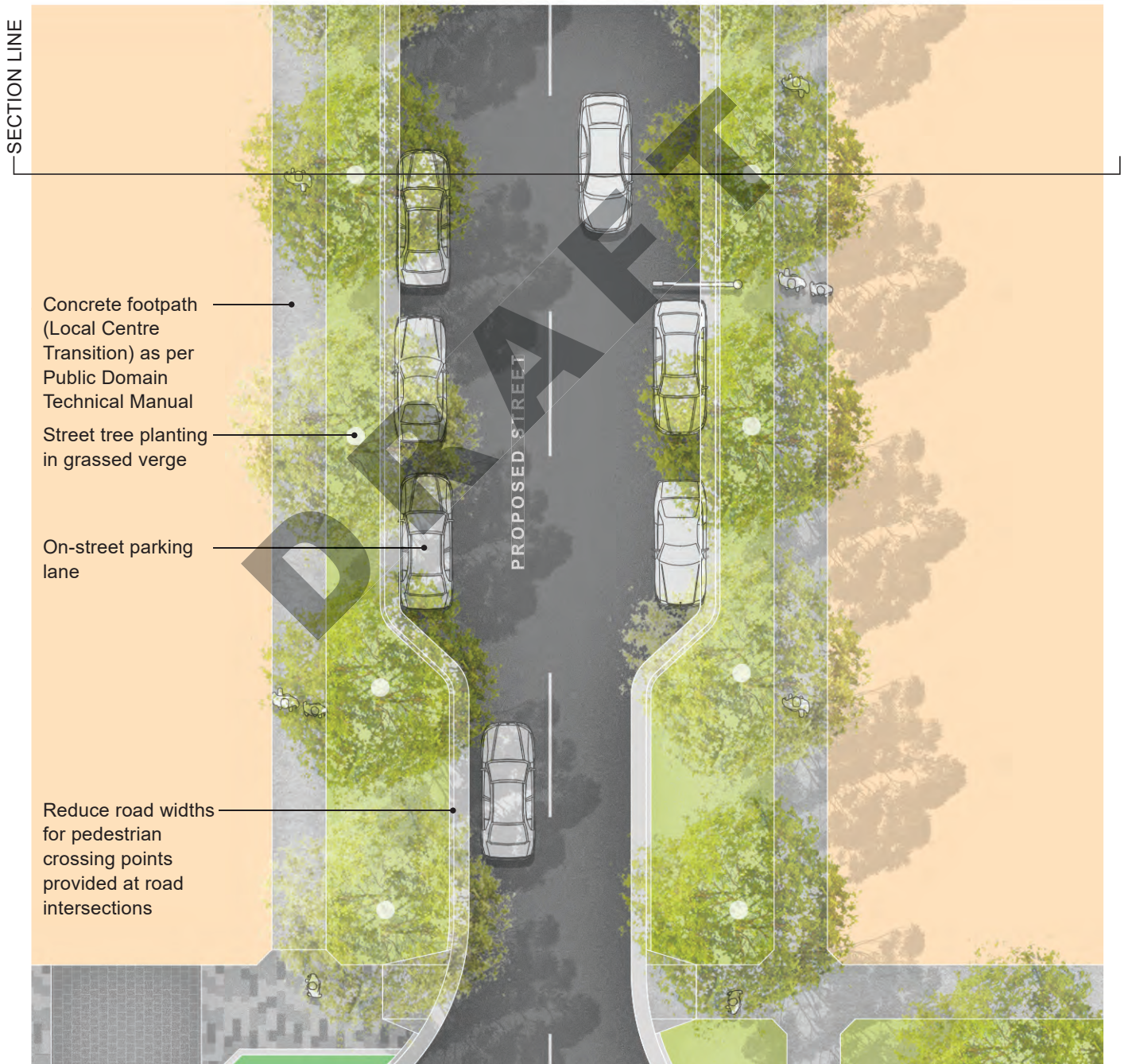
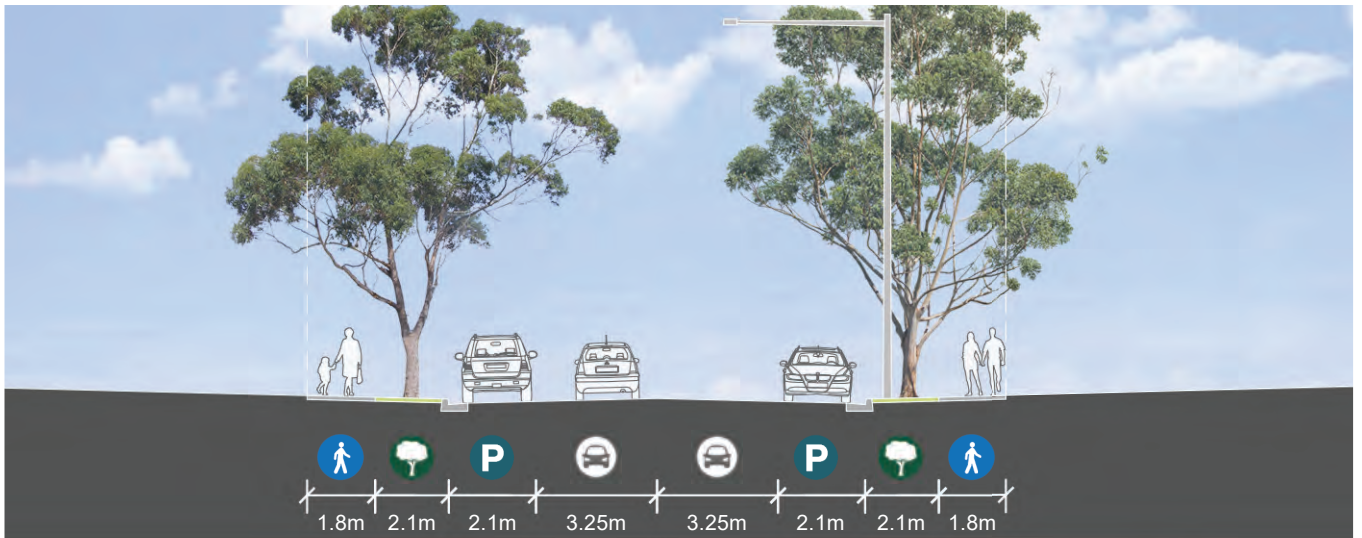
- None.

► Lighting

- Install Ausgrid standard lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

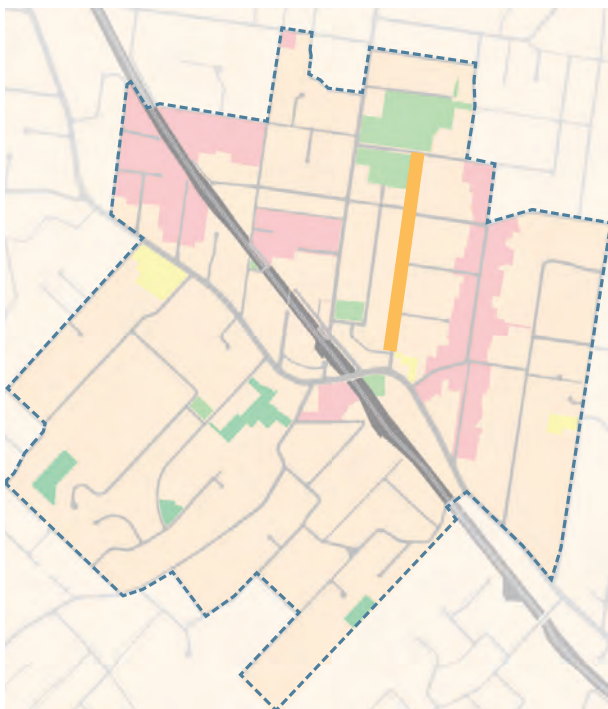
- Not applicable.



Notes



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► Designed Future Character

Turramurra Avenue's role is to be upgraded to distributor road as a result of a new controlled intersection at Pacific Highway. It will divert through traffic from the Local Centre with routes being dispersed through to residential areas.

► Street Description

- Two-way distributor road with street trees forming a boulevard with traffic calming measures provided. Parking may alternate on different sides of the road, relative to carriageway space available.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- Chicane layout as traffic calming measure and manoeuvring around parking bays may be considered
- Blisters to guide traffic alignment, provide tree planting and pedestrian crossing opportunities.
- Alternate on-street parking (block to block) will allow wider trafficable lanes, improving driving conditions for motorists. Some lost parking will be offset by new on-street parking in the proposed new street (between Gilroy Road and Turramurra Avenue) and within development sites.

► Street Cross Section

Typical street cross section to be:

- 1.8m paths with grass verges on both sides of street.
- 2.1m parking lane on one side of street, alternating western and eastern sides either direction of cross street intersections.
- 3.7m traffic lanes, one each way.

► Parking

- On-street parking on alternate sides of the street.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Large canopy trees to match existing species for example:
 - *Eucalyptus paniculata*
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

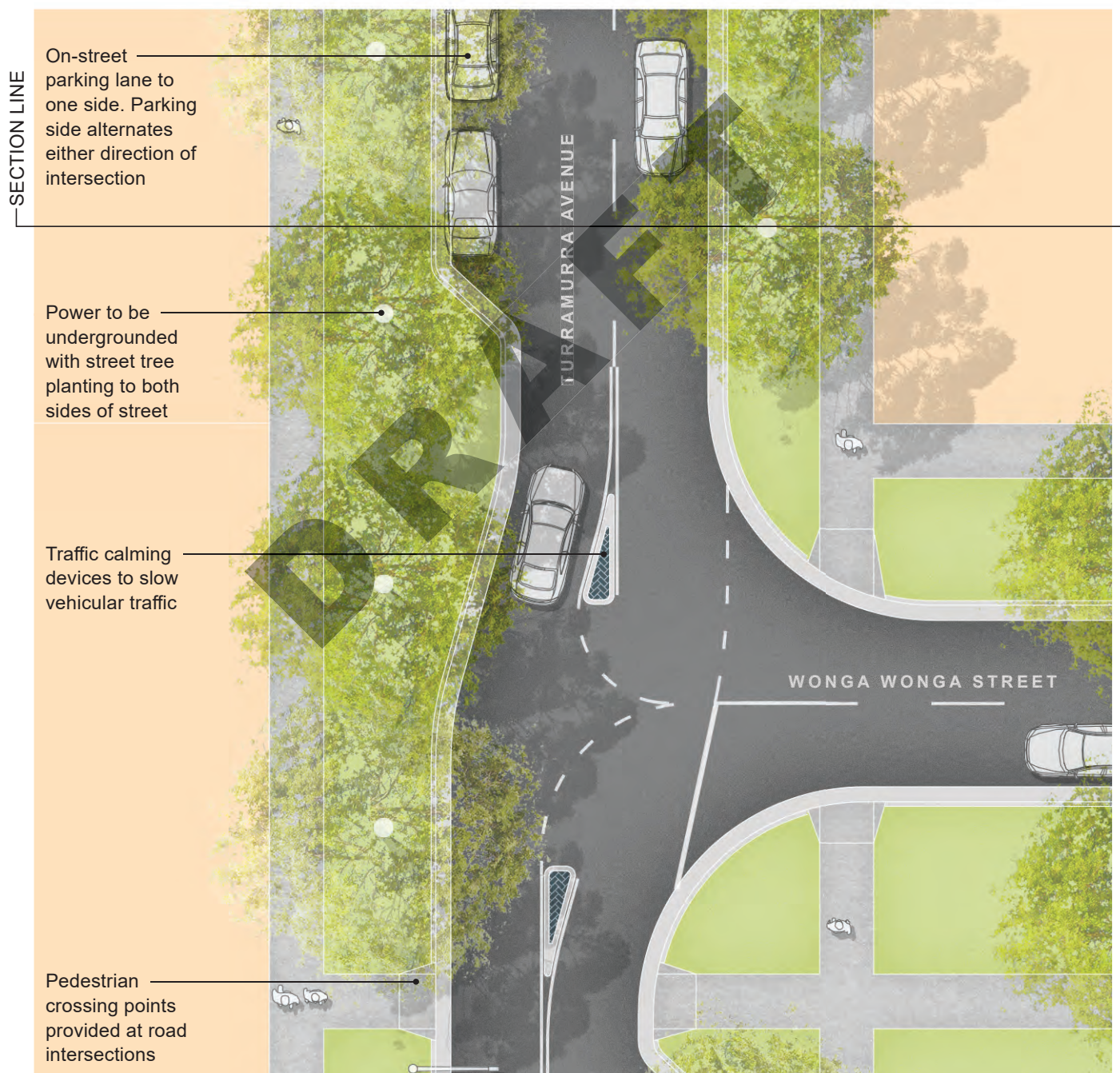
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

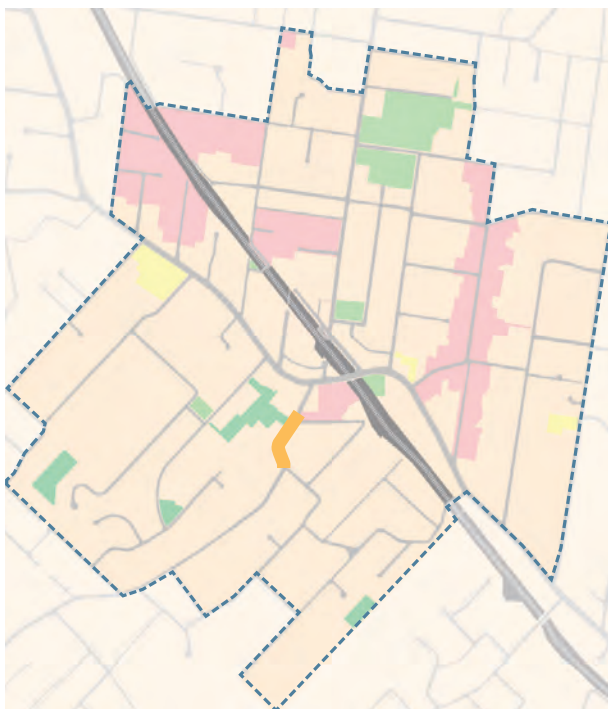
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

Kissing Point Road is the southern gateway to the Local Centre and a key bus and cycle link to Turrumurra Station from the south side of Turrumurra. The length of Kissing Point Road between Stonex Street and Catalpa Crescent is a steep, curving roadway that acts as a transition street between the Local Centre and residential areas.

► Street Description

- Two-way distributor road with street trees forming a boulevard.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- No street parking north of Catalpa Crescent in the northern section of the road due to the road's sharp corners.

► Street Cross Section

Typical street cross section to be:

- 1.8m paths with grass or planted verges on both sides of street.
- 5m traffic lanes, one each way.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Large canopy trees to match existing species for example:
 - *Eucalyptus paniculata*
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

- Seating provided at bus stops.

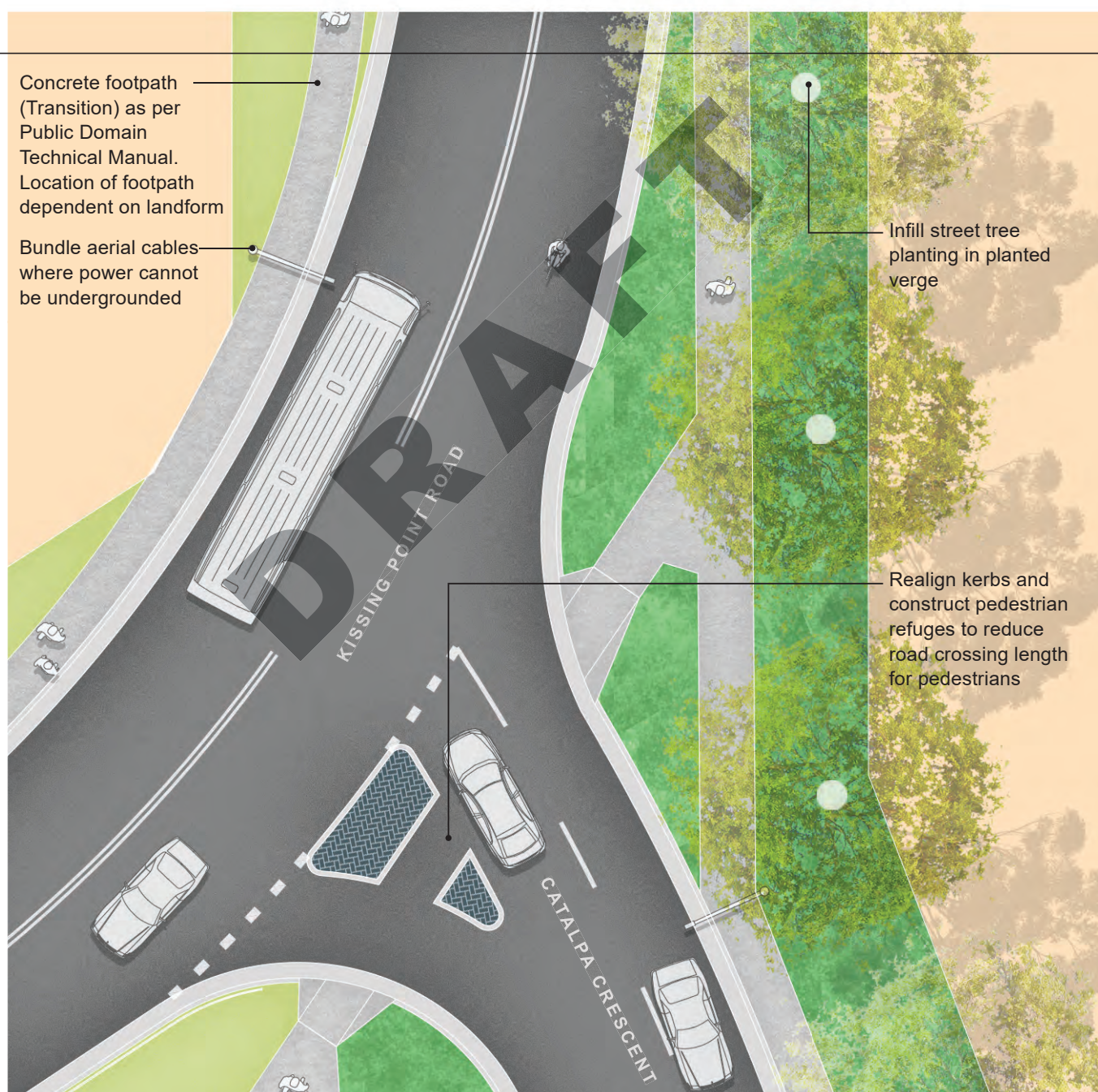
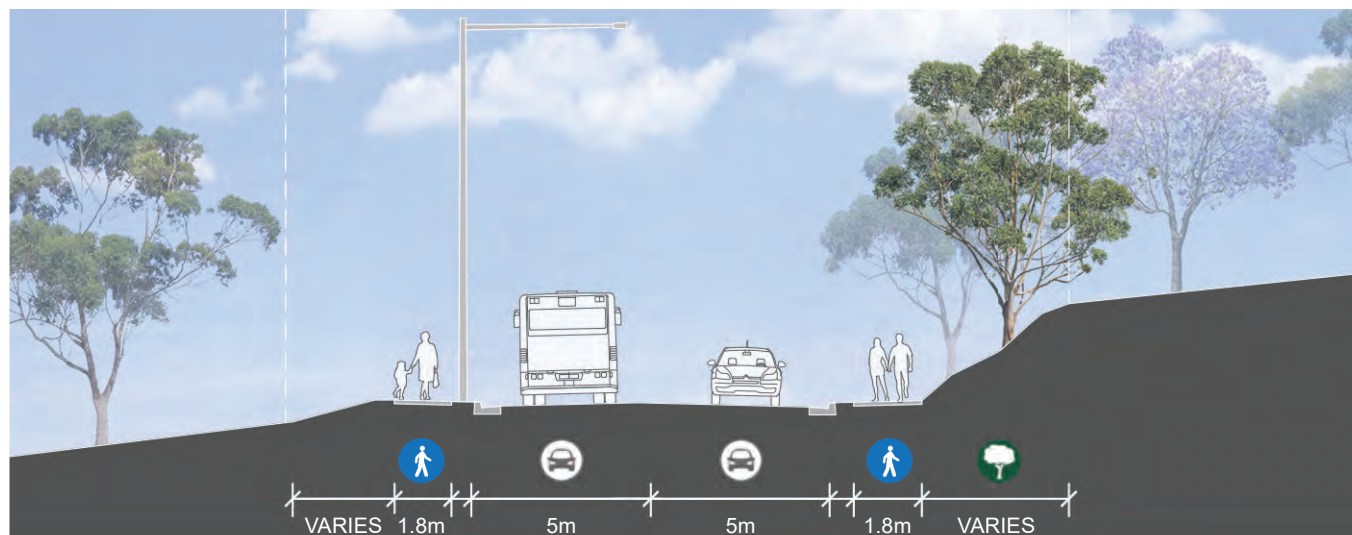
► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.

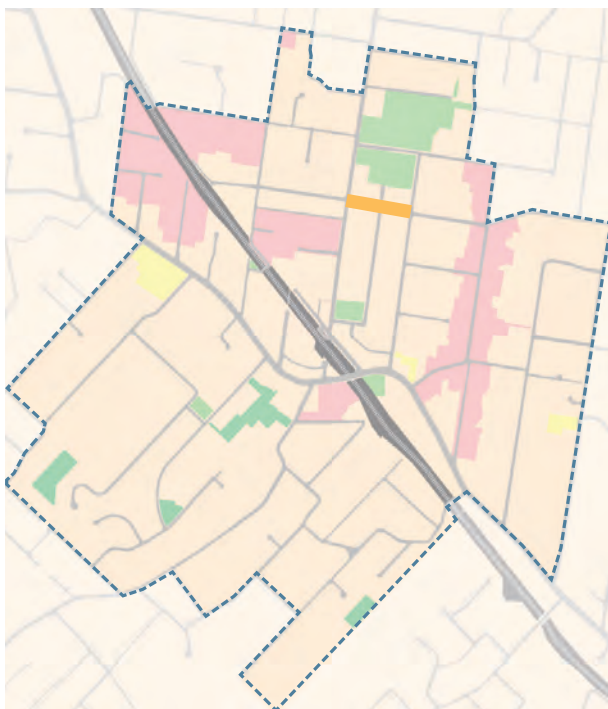
SECTION LINE



Notes



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► Designed Future Character

A two-way, tree-lined residential street with car parking to both sides of the street. Brentwood Avenue is a local bypass of the Local Centre for movement between St Ives and Wahroonga. It is also a transition street between the Local Centre and residential areas, and forms part of a bus route servicing Turramurra.

► Street Description

- A two-way tree-lined residential boulevard with car parking to both sides of the street.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- The intersection with Gilroy Road to accommodate a raised pedestrian and cycle crossing.
- Existing carriageway width retained.

► Street Cross Section

Typical street cross section to be:

- 1.8m paths with grass verges on both sides of street.
- 1.9m parking lanes on both sides of street.
- 3m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Local Centre Standard Paving – concrete path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees in good condition.
- Provide infill street trees of similar species, where required to complete boulevard / canopy cover for example:
 - *Franklinia axillaris*
 - *Lophostemon confertus*

► Street Furniture

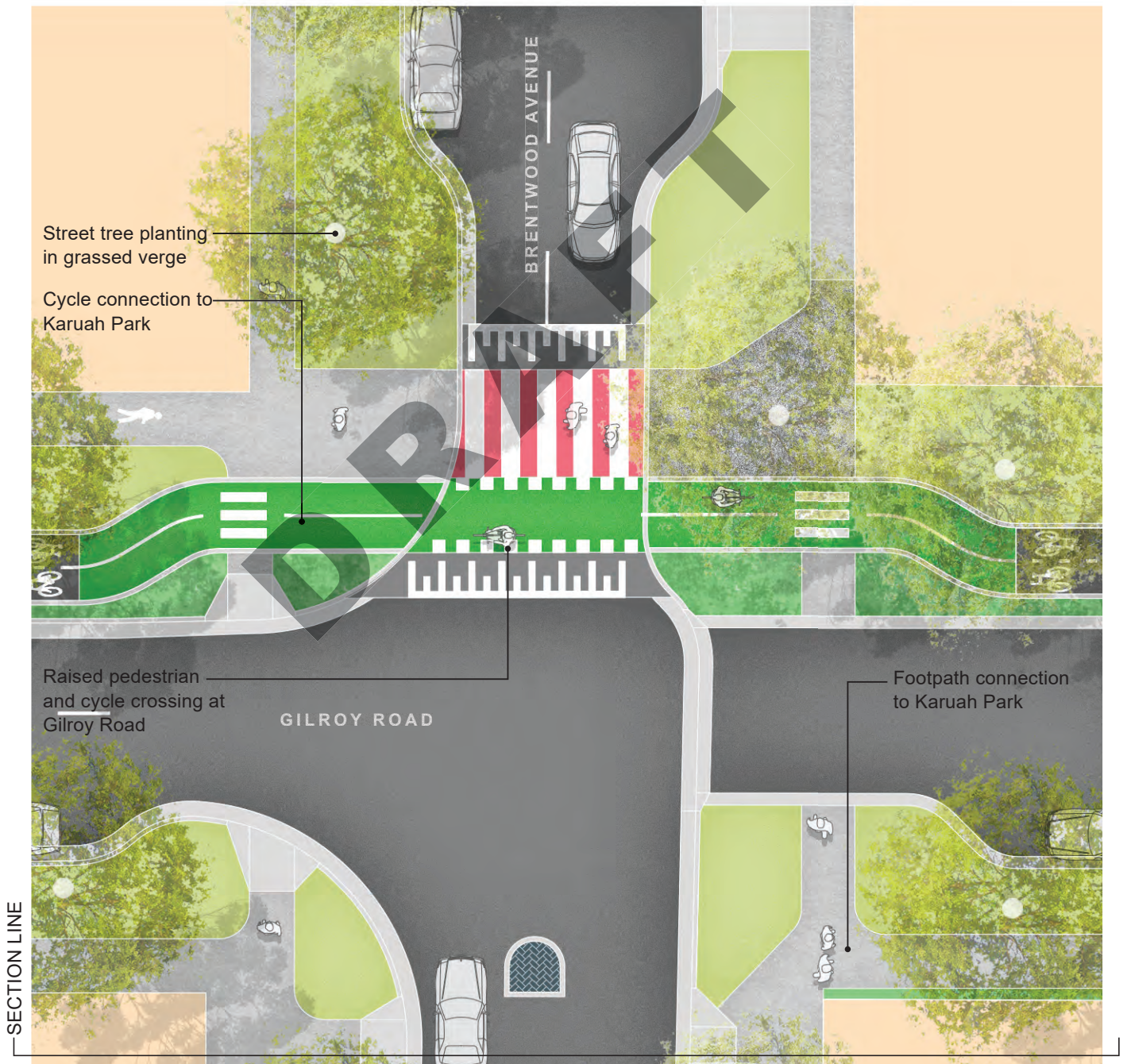
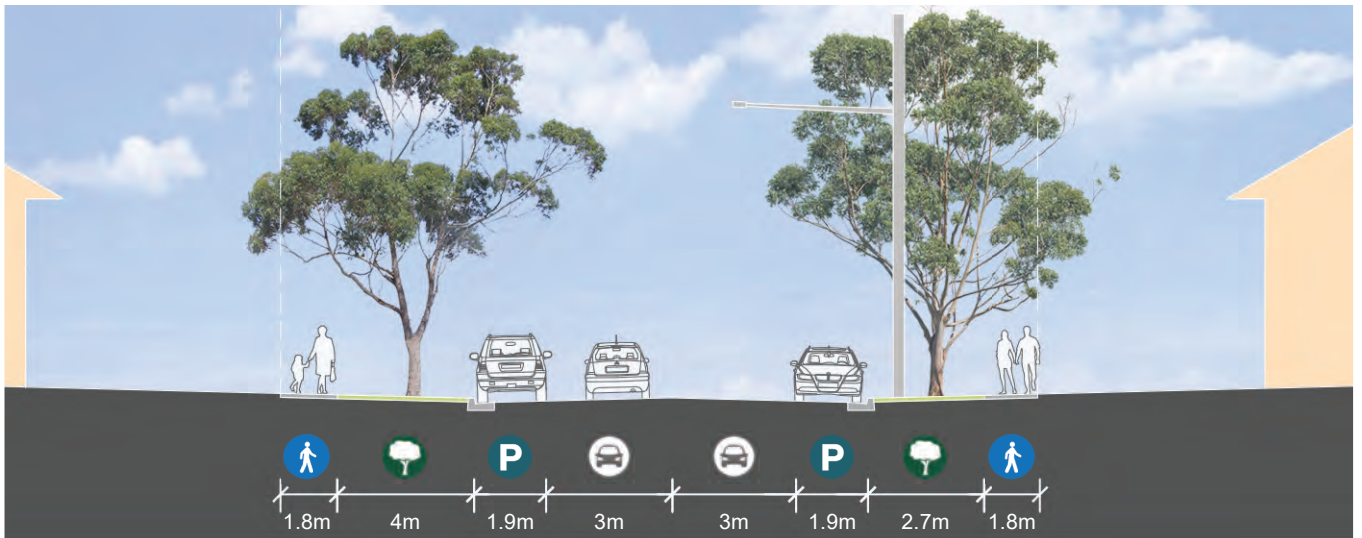
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

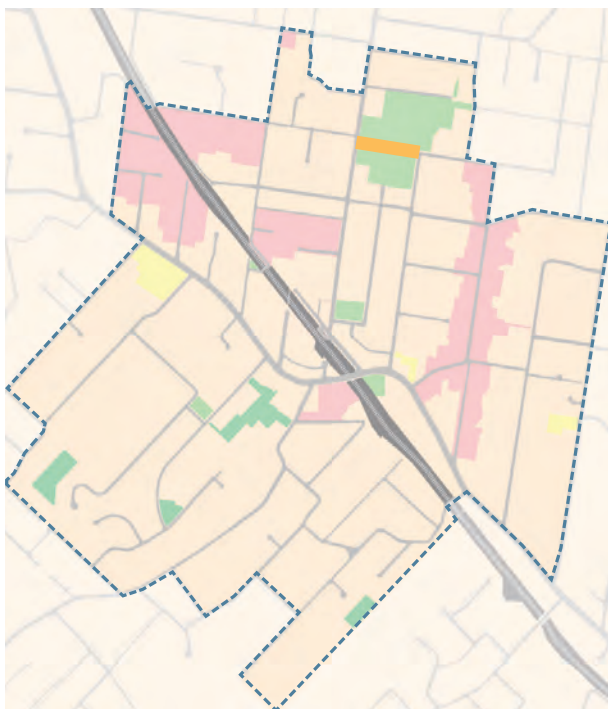
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

The tree-lined, park-like setting of this street is to be retained. The connection between the two parks is to be strengthened through a pedestrian and cycle friendly crossing point and improved pathways.

► Street Description

- A local one lane, one-way street with 90° angle parking to the north side of the street.
- Raised traffic calming device as informal pedestrian and cycle crossing at narrowed carriageway.
- Upgrade entry to Turramurra Memorial Park and Karuah Oval and formalise traffic island at Eastern Road entry.

► Street Cross Section

Typical street cross section (south to north) to be:

- 1.5m path to both sides of street.
- 3.5m traffic lane, one-way.
- 3.3m manoeuvring space for parking.
- 5.4m 90° parking bays on north side of street.

► Parking

- 90° parking to northern side of the street.

► Paving

- Local Centre Standard Paving – concrete path as per the Public Domain Technical Manual.

► Street Tree Planting

- Trees in blisters aligned within parking spaces.
- Tree species to be an extension of park planting.
Examples of tree planting:
 - *Eucalyptus paniculata*
 - *Syncarpia glomulifera*

► Street Furniture

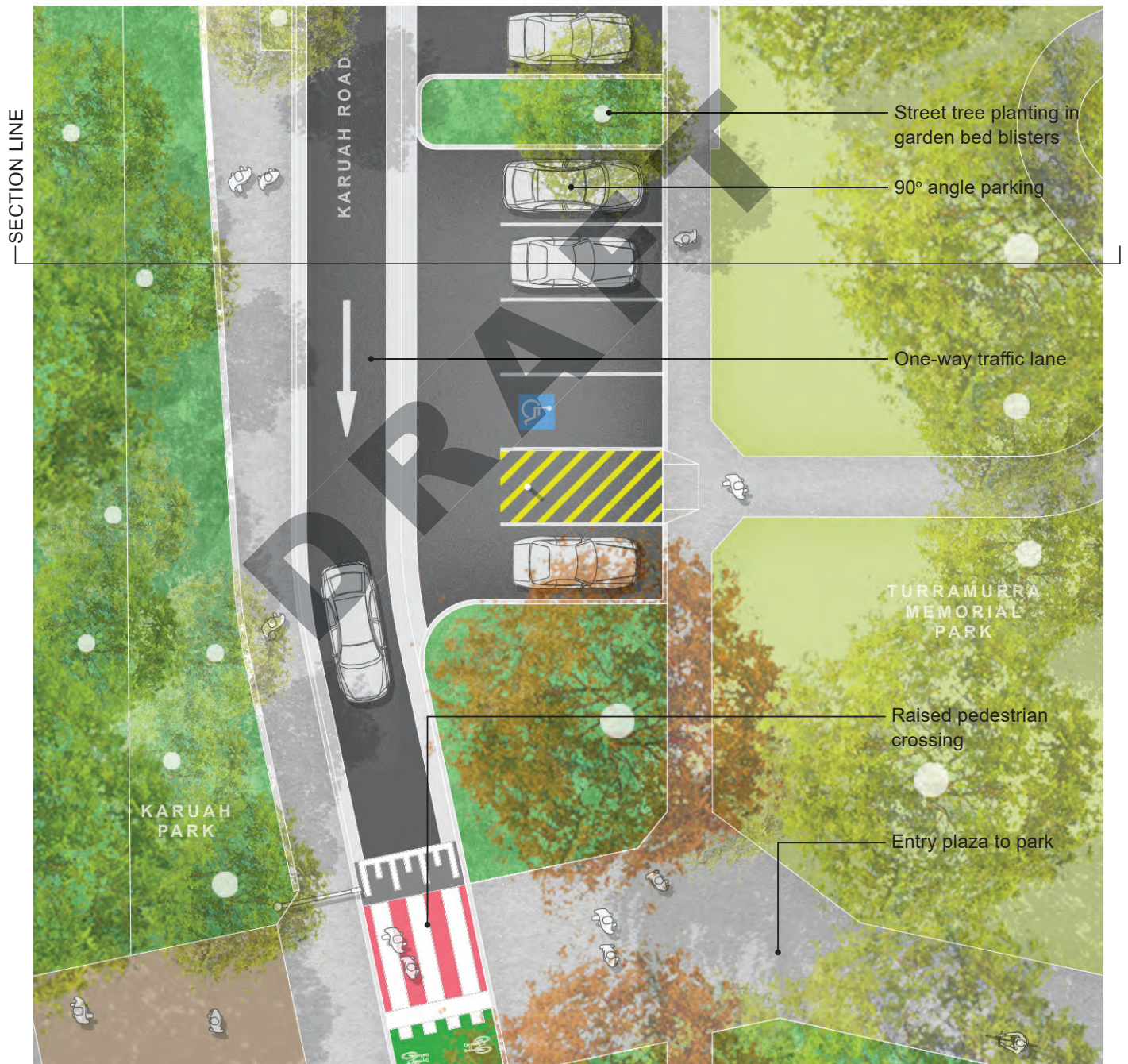
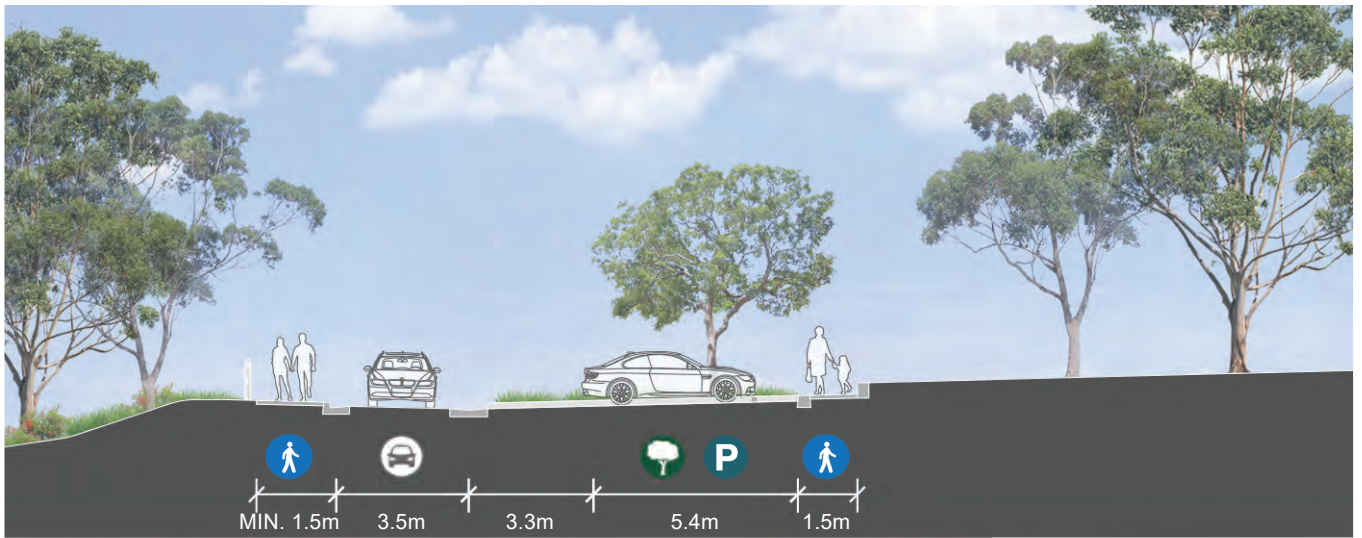
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

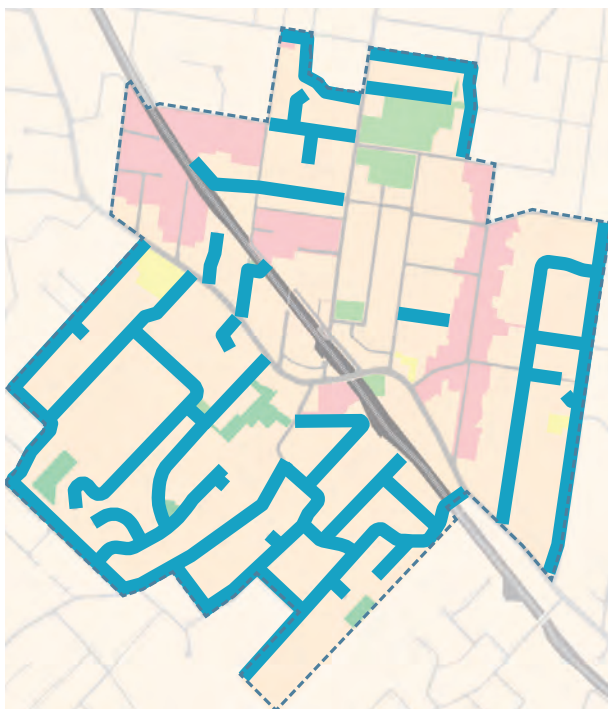
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Two-way tree-lined residential streets with car parking to both sides of the street. These streets fall within the 800m walking catchment from Turramurra station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths to be provided to both sides of the street.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m concrete paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Local Centre Standard Paving – concrete path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing trees. Infill planting with trees of same species as existing to retain and enhance street character.

► Street Furniture

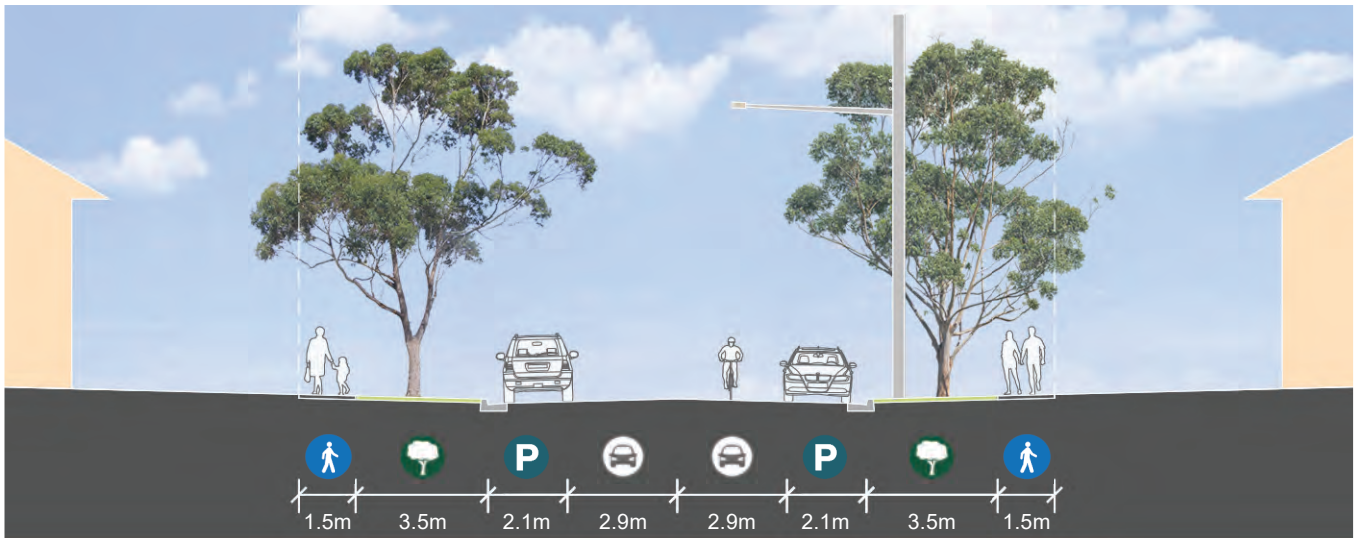
- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

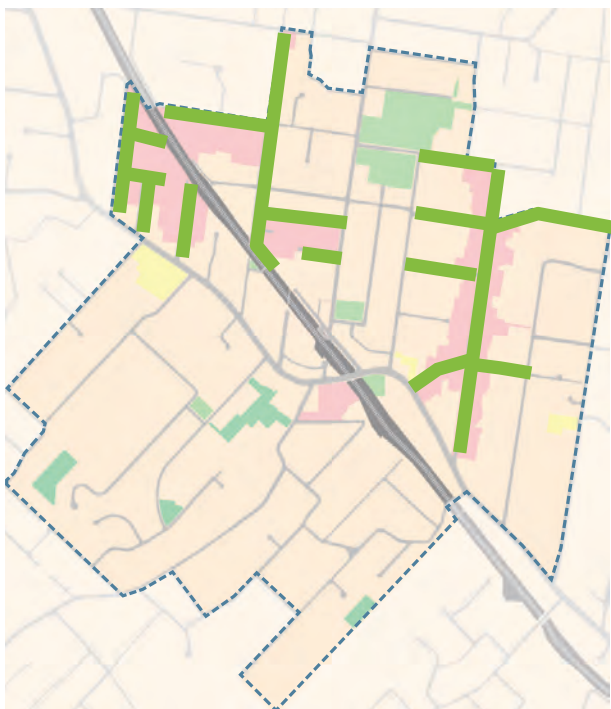
► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Set within a Heritage Conservation Area the existing character of these streets must be retained and protected. Ensure there is appropriate interface and separation between future development and adjoining Heritage Conservation Areas and Heritage Items.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m asphalt paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Heritage Conservation Area Paving - asphalt path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees in good condition.
- Provide infill street trees of similar species, where required to complete boulevard / canopy cover for example:
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*

► Street Furniture

- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

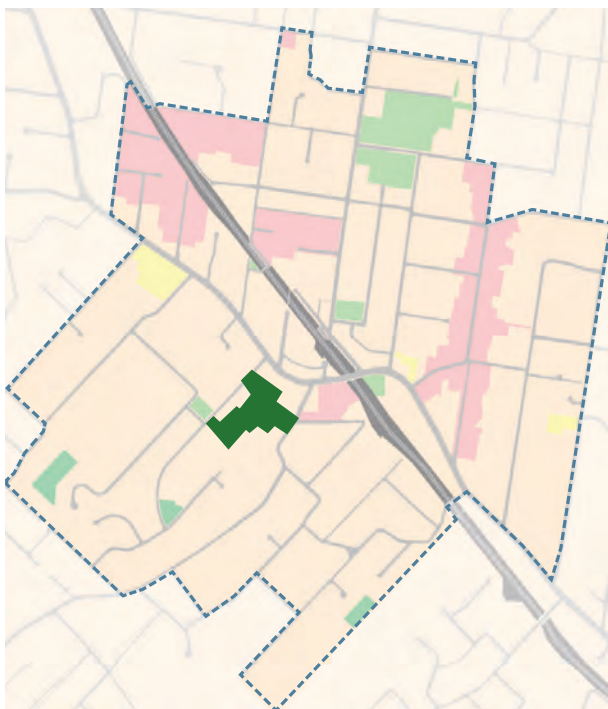
► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Granny Springs Reserve is to be upgraded to create new parkland which integrates with the existing Blue Gum High Forest landscape character of the area. Park facilities adjacent to the formalised Stonex Street will contain play equipment, seating, planting and an open grassed area. Paths and boardwalks will improve connectivity to Kissing Point Road, Boyds Orchard Park and the surrounding streets.

► Parking

- No parking within the park. Car parking will be available on Stonex Street.

► Paving

- Paving elements are to be used in accordance with the Public Domain Technical manual. Alternate paving may be used for special zones with approval from Council's Public Domain Coordinator.
- Permeable paving may be used in tree protection zone areas around existing trees.
- Boardwalk elements are to be used as pathways within vegetated areas to minimise disturbance to existing trees and vegetation.

► Tree Planting

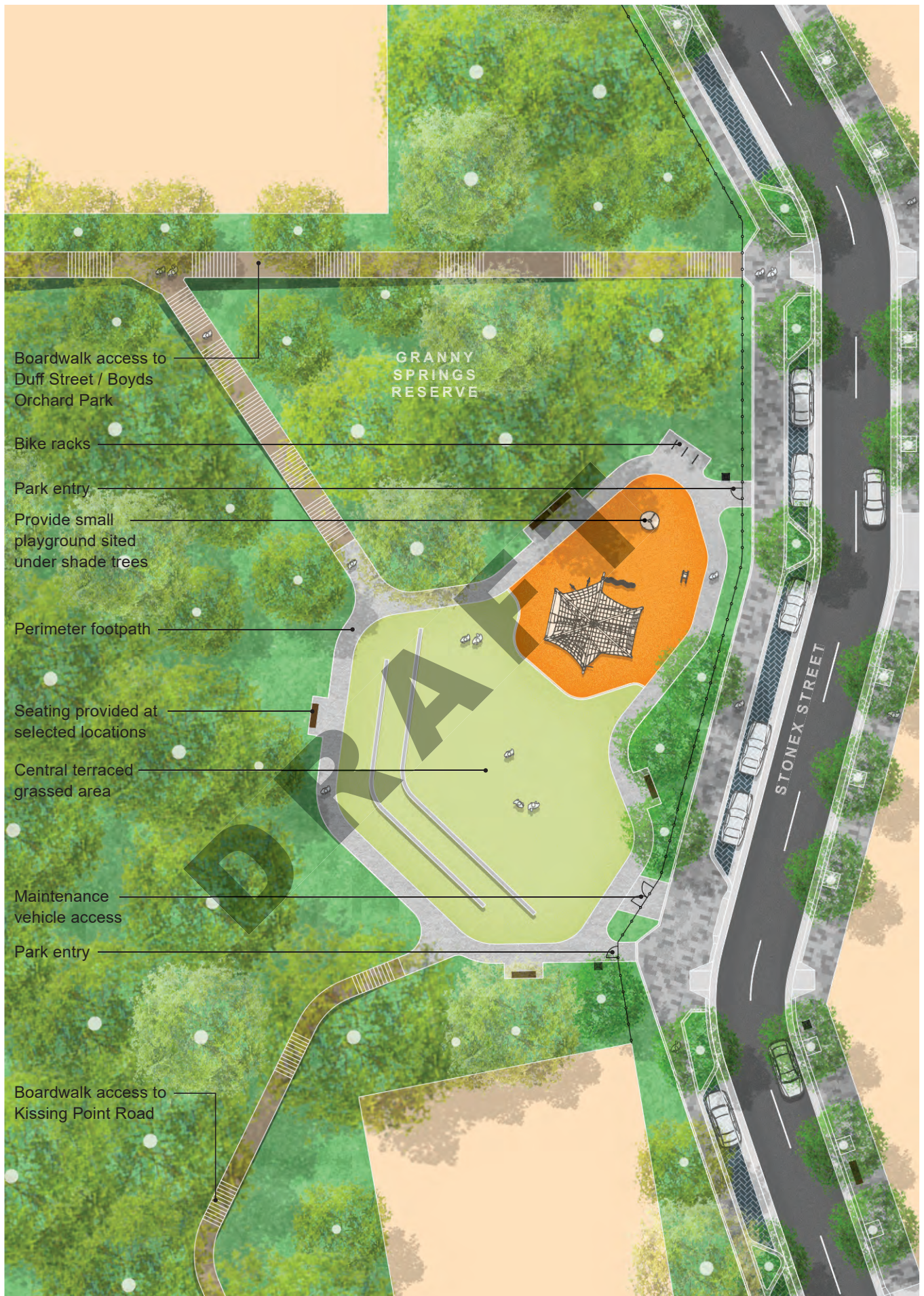
- Retain existing trees and plant additional native trees and shrubs to create "rooms" in the park whilst maintaining sightlines for surveillance.
- New planting should be selected from typical Blue Gum High Forest species.

► Furniture

- Seats.
- Bins.
- Bicycle racks.
- Play equipment.

► Lighting

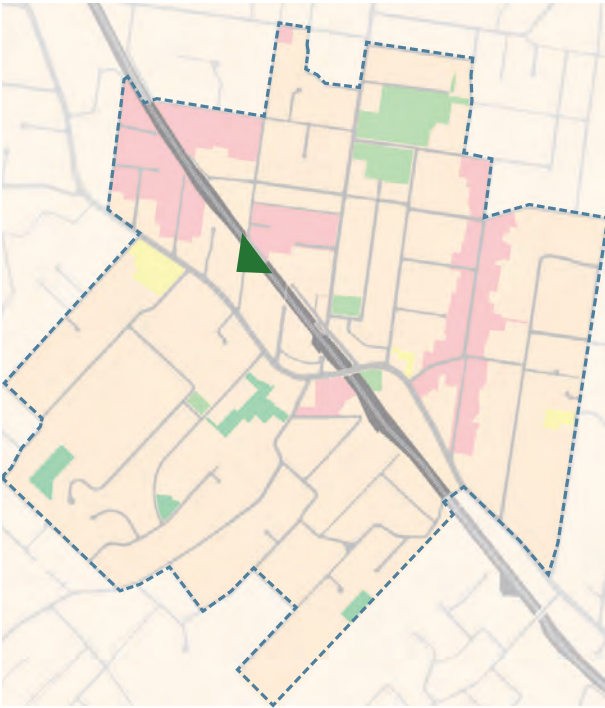
- No lighting inside the park.



Notes



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► Designed Future Character

Halfpenny Park is to be upgraded to a small urban park with improved play facilities, seating, planting and an accessible path.

► Parking

- No parking within the park.

► Paving

- Paving elements are to be used in accordance with the Public Domain Technical manual. Alternate paving may be used for special zones with approval from Council's Public Domain Coordinator.

► Tree Planting

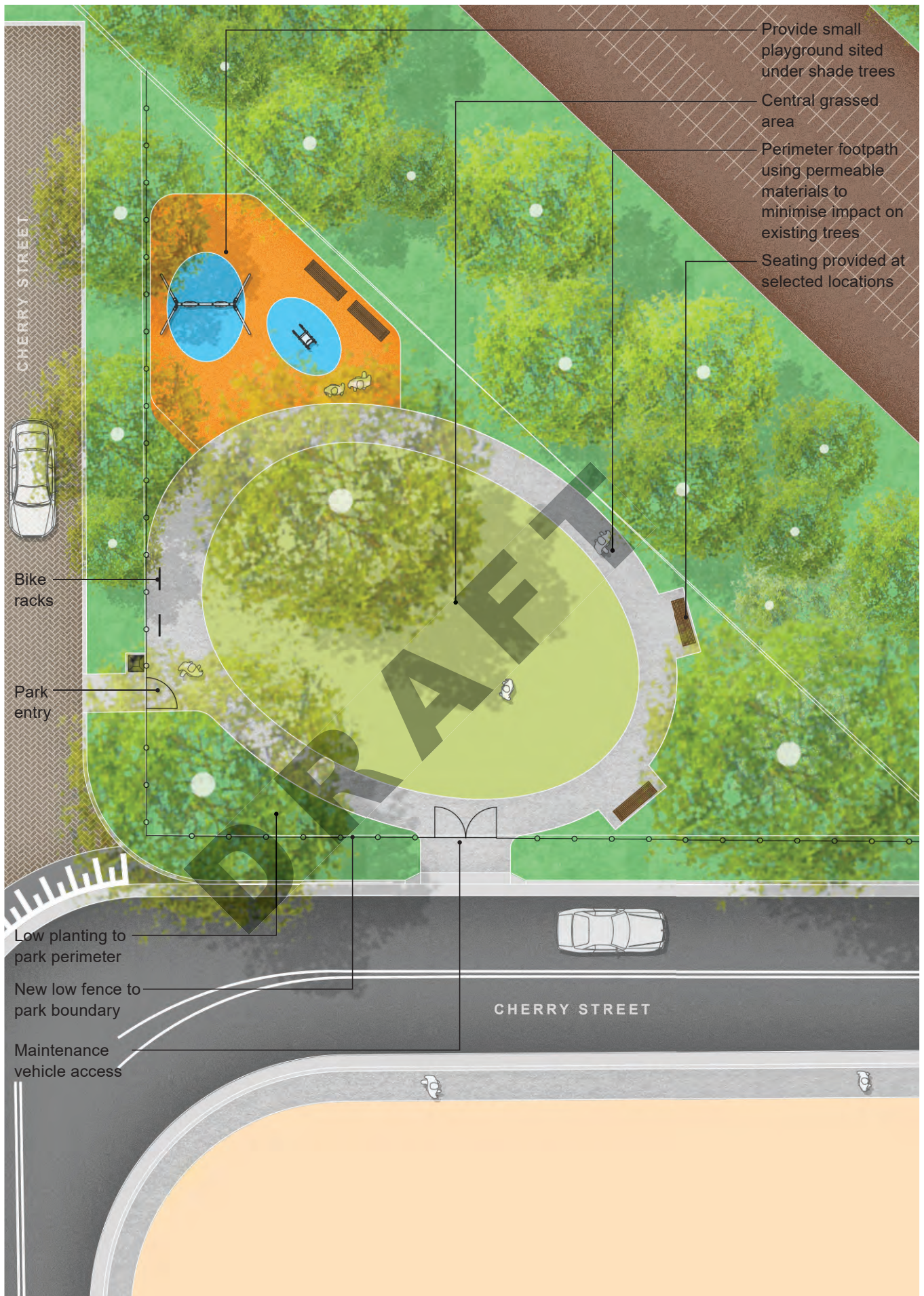
- Retain existing trees and plant additional native trees and shrubs to create "rooms" in the park whilst maintaining sightlines for surveillance.
- New planting should be selected from typical Blue Gum High Forest species.

► Furniture

- Seats.
- Bins.
- Bicycle racks.
- Play equipment.

► Lighting

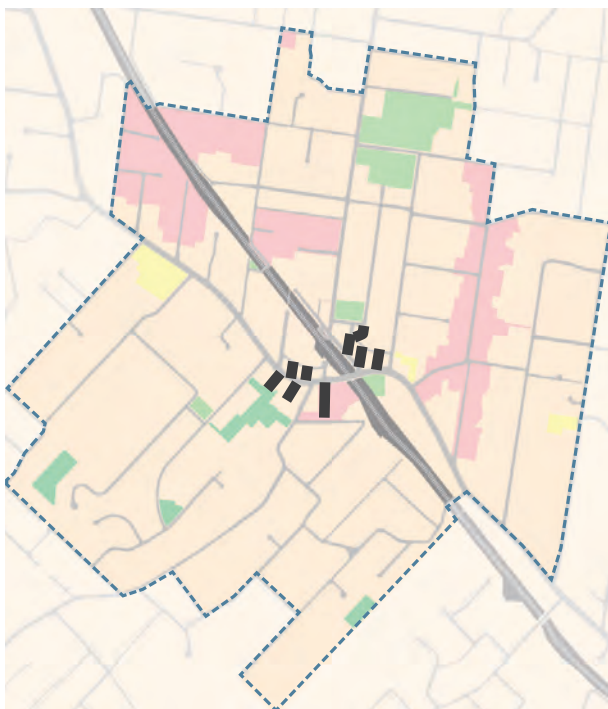
- No lighting inside the park.



Notes



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In order to improve pedestrian movement around the Local Centre, existing through-block links / arcades will be upgraded and new links / arcades will be introduced as developments allow.

► Standard Pedestrian Link (Commercial)

Pedestrian Links (Commercial) will typically be:

- 3m – 5m wide. Constructed with a minimum 2m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Link (Residential)

Pedestrian Links (Residential) will typically be:

- 3m – 5m wide. Constructed with a minimum 1.8m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process or as a Right of Way through the development property.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting, where appropriate. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Arcade

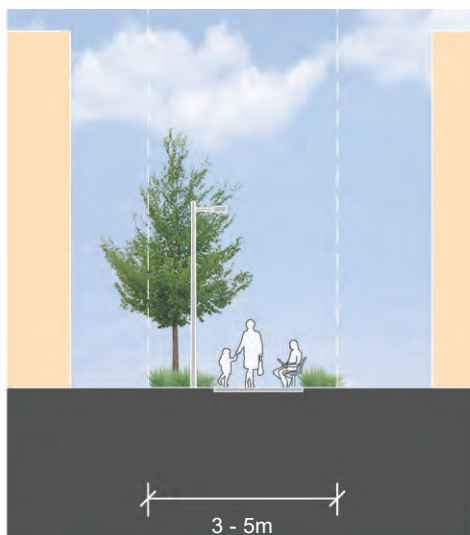
The Standard Pedestrian Arcade will remain in private ownership with a right of way provided to the community.

Pedestrian arcades will typically be:

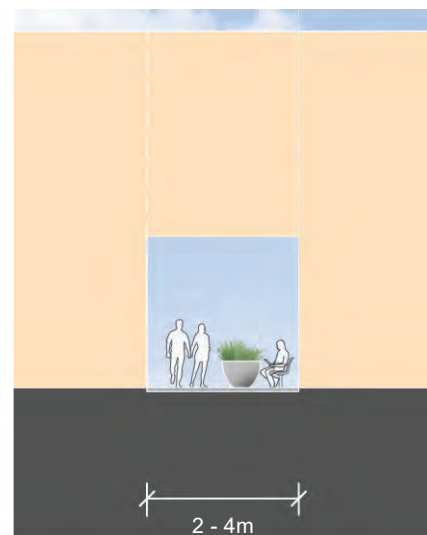
- 2m – 4m wide. Constructed with a minimum 2m clear path of travel.
- Enclosed within the built form.
- Lined with commercial / retail spaces to activate the arcade and be the front door address for the premises.
- Open to the public for a minimum of 18 hours per day.
- Constructed with high quality materials and finishes.
- Encouraged to provide glass walls to adjoining commercial premises.
- Encouraged to provide indoor planting or artworks to the arcade.
- Fitted with interior pedestrian lighting. Lighting levels to be in accordance with AS/NZS1680.0.



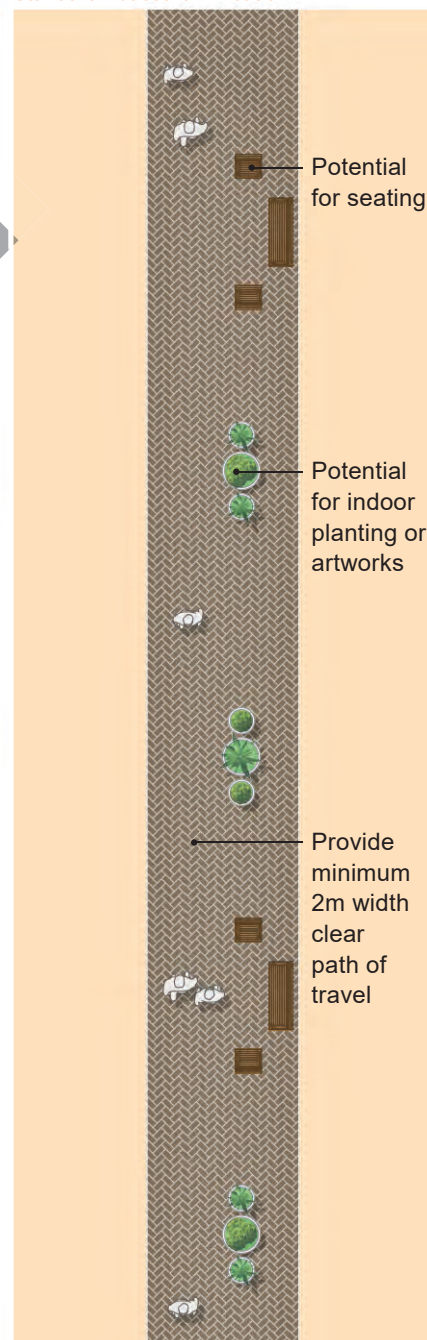
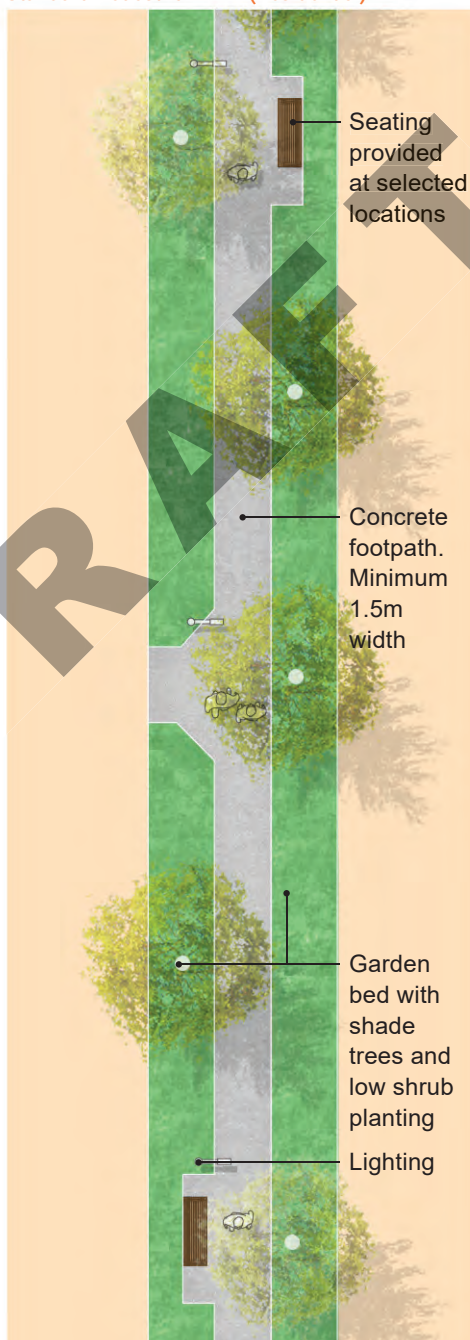
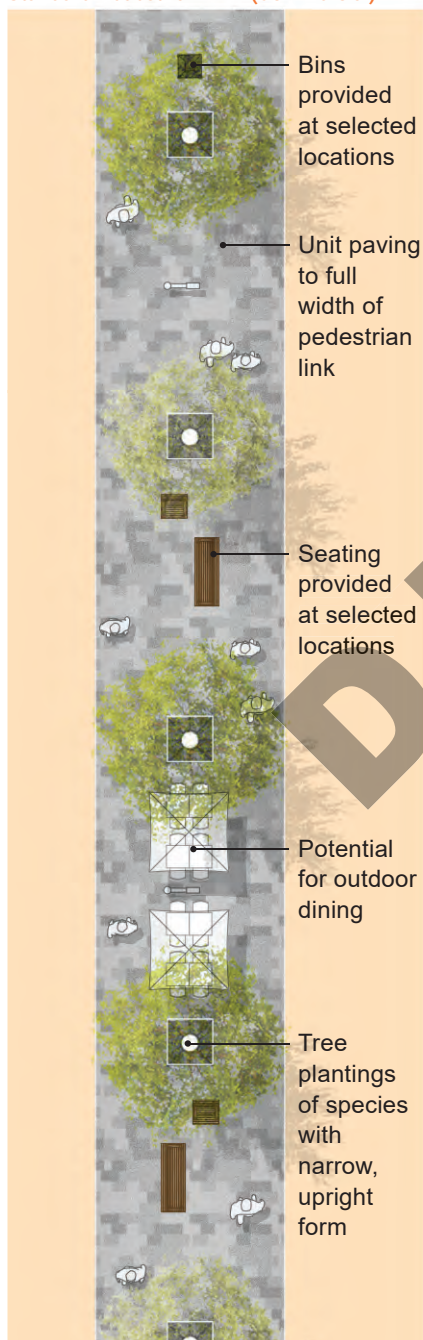
Standard Pedestrian Link (Commercial)



Standard Pedestrian Link (Residential)



Standard Pedestrian Arcade



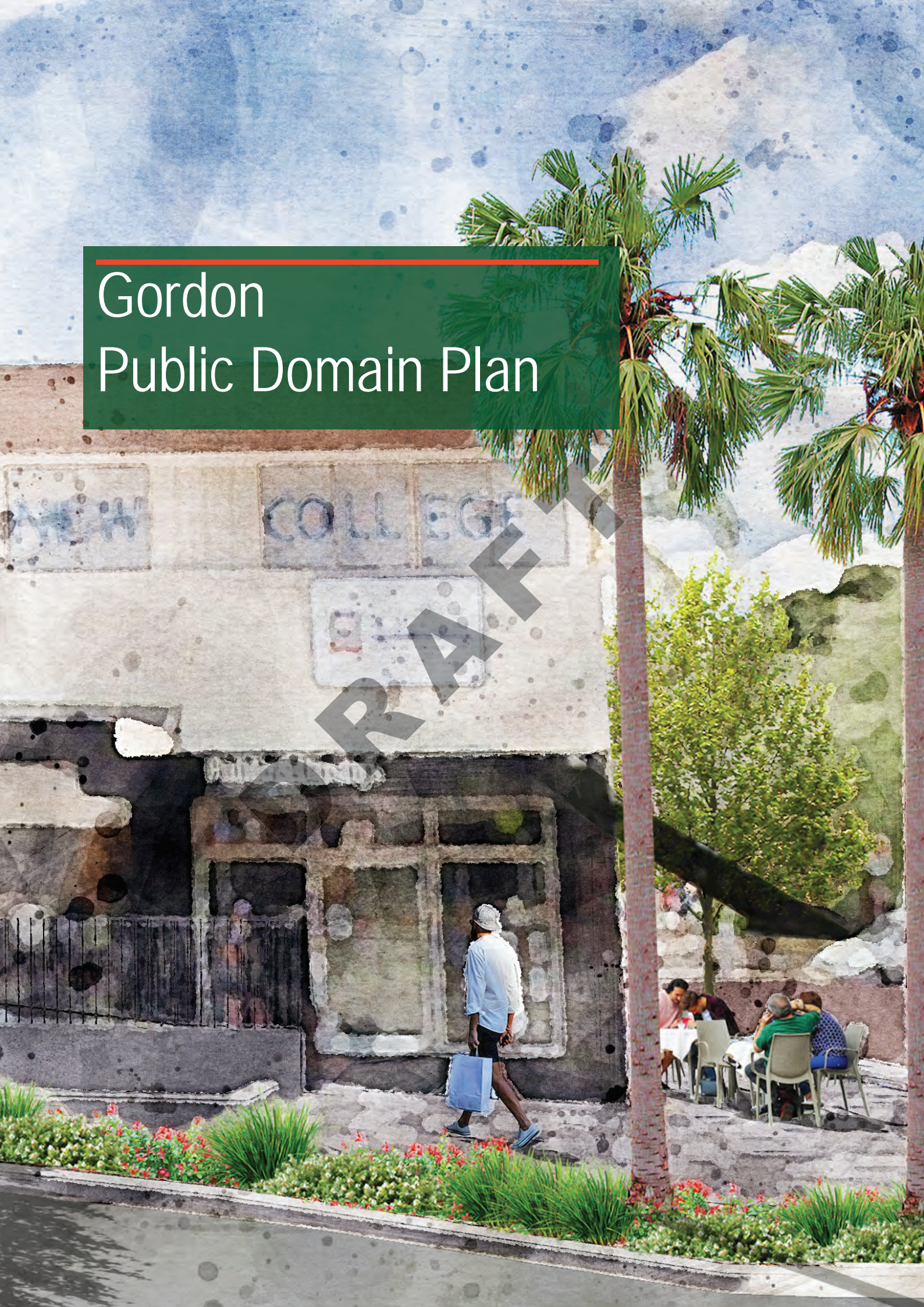
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Gordon Public Domain Plan



Background

Gordon Local Centre is characterised by its civic and commercial activities and has been home to the administration of local government in Ku-ring-gai since 1928. The heritage listed Council Chambers is located in the geographical centre of the LGA. It is one of a number of public heritage listed buildings in Gordon, with several dating back to circa 1870. The Local Centre lies to the west of the North Shore railway line that was opened in 1890.

Over time, urban development responded to the landscape and underlying geology with early development taking place on the eastern side of the railway line where the landform is gently undulating with areas of flat land. As a result, the older housing stock is generally located to the east of the Local Centre. Many of these areas are now Heritage Conservation Areas due to the age and condition of the houses.

The Local Centre is situated in a narrow ridge which falls away steeply on the western side of the Pacific Highway. Where the eastern side is suitable for walking and cycling, the western side can be challenging to cyclists and pedestrians.

Similar to other Local Centres in Ku-ring-gai, the Pacific Highway is a major barrier to east-west pedestrian movements across the centre. There are limited crossing points across the six lane highway, which make connections between the two sides difficult. There is a pedestrian bridge across the highway, though it has limited use due to its poor connections to street level and its restricted hours of use, aligning with retail hours and access to the retail outlet at the western end of the bridge.

Regardless of the width and constraints of Pacific Highway, it remains the main commercial street for the Local Centre. Fine grained shop-top housing lines both sides of the highway, with a few exceptions, though most of the housing stock now accommodates commercial uses.

St Johns Avenue is a secondary main street that links Pacific Highway with Gordon Rail Station and Bus Interchange. It is also characterised by fine grained shop-top housing and supports a number of eateries, allied medical practices and other services.

This Public Domain Plan aims to revitalise and beautify the Gordon Local Centre and help to re-activate the centre with improved pedestrian and public space environments inviting residents to walk in and stay a while.

VISION STATEMENT

"To support the growth and revitalisation of Gordon Local Centre as the civic and cultural heart of Ku-ring-gai that provides a mix of business, retail, entertainment, leisure and residential uses for a vibrant community."

Gordon Public Domain Principles



1 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.



7 Enhance Gordon's role as the primary retail and commercial centre for Ku-ring-gai.



2 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.



8 Strengthen the tree canopy across Gordon Local Centre through infill planting and replacement street trees.



3 Ensure appropriate interface with Heritage Conservation Areas and heritage items.



9 Activate laneways away from Pacific Highway as alternate pedestrian routes and quieter shopping / dining experiences.



4 Increase connections to improve connectivity of Gordon Local Centre with the implementation of additional cycle routes in a variety of locations.



10 Improve the overall quality of the Local Centre to strengthen Gordon's role as the civic heart of Ku-ring-gai.



5 Find opportunities to improve public spaces and to create new public spaces and parks.



11 Improve walkability and the pedestrian experience to and through the Local Centre for local residents and visitors.



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



12 Acknowledge and protect key views and view corridors with historic and scenic importance.

Gordon Public Domain Objectives

STREET CHARACTER OBJECTIVES

- 1 To encourage restaurants, café, outdoor dining and offices fronting onto rear lanes to contribute in increased activity and improved pedestrian amenity and safety.
- 2 To create consistent character and level of safety and accessibility to the residential streets around Gordon Local Centre.
- 3 To maintain, strengthen and enhance the role of Pacific Highway as the main commercial street for Gordon.
- 4 To strengthen the role of St Johns Avenue as a secondary retail street supporting cafés and restaurants.
- 5 To establish Wade Lane as a secondary retail street away from Pacific Highway.
- 6 To improve the streetscape quality of Moree Street and Dumaresq Street which form minor commercial streets close to the highway.
- 7 To improve streetscape quality of Fitzsimons Lane and the eastern end of Merriwa Streets to support mixed use and improved connections to the highway.

PUBLIC SPACE OBJECTIVES

- 1 To facilitate opportunities for outdoor dining in quiet locations away from Pacific Highway.
- 2 To improve the safety and passive surveillance of the public domain by encouraging street level activity.
- 3 To upgrade the landscape character and facilities of existing parks around the centre.
- 4 To provide a new urban park on the western side of the Local Centre that will service both residents and workers.
- 5 To install public art in urban parks to activate public space and create interest to improve cultural offerings in the LGA.
- 6 To provide smaller parks and urban spaces where possible.
- 7 To encourage environmental and heritage based tourism.



St Johns Avenue: Proposed Future Character

TREE CANOPY OBJECTIVES

- 1 To provide supplementary tree planting to all Local Centre streets.
- 2 To retain and protect trees of local significance.
- 3 To enhance the local character by strengthening existing exotic and native planting.
- 4 To enhance the character of heritage streets through appropriate planting and tree management.

VIEW AND VIEW CORRIDOR OBJECTIVES

- 1 To protect and acknowledge key views in Gordon.
- 2 To protect view corridors from the Pacific Highway ridgeline to the west.
- 3 To maintain important tree vistas through residential areas.



Heritage Square: Proposed Future Character

WAYFINDING OBJECTIVES

- 1 To improve intuitive wayfinding around the centre through streetscape materials, planting and lighting.
- 2 To increase awareness of services, retail offering and public spaces across the entire Gordon Local Centre through information maps at key locations and destination signage.
- 3 Develop a signage system to link the Local Centre with regional walking trails such as the Great North Walk via St Johns Avenue and heritage walks through the heritage conservation areas.

PEDESTRIAN ACCESS AND CIRCULATION OBJECTIVES

- 1 To improve pedestrian activity by providing continuous sun and rain protection to footpath areas.
- 2 To improve overall pedestrian experience in the Local Centre.
- 3 To promote midblock and through site links and through site links to improve permeability of the Local Centre.
- 4 To extend north-south connections on the western side of the Local Centre.
- 5 Improve pedestrian safety and amenity in the retail core.
- 6 Improve east-west connection across the rail and Pacific Highway corridors.



Wade Lane: Proposed Future Character

INTEGRATED TRANSPORT OBJECTIVES

- 1 To improve active transport links to, through and around the Local Centre.
- 2 To provide bicycle parking facilities at key destinations.
- 3 To improve Kiss and Ride around the rail station.
- 4 To provide cycling connections to Lane Cove National Park.
- 5 To work collaboratively with Transport for NSW towards improvements around the highway and rail station.

VEHICLE ACCESS AND CIRCULATION OBJECTIVES

- 1 To reduce pedestrian and vehicle conflicts in the Local Centre.
- 2 To improve local traffic conditions and reduce congestion and key intersections.
- 3 To introduce a new road and make adjustments to existing roads to improve vehicle access and circulation around the centre.
- 4 To locate new signals along Pacific Highway to improve local traffic flow.
- 5 To reduce traffic movements at St Johns Avenue and Park Avenue intersections.



Werona Avenue: Proposed Future Character

Gordon Public Domain Illustrative Plan

Key components of the Illustrative Concept Plan (p84-87) that support the revitalisation of Gordon Local Centre and align with the Ku-ring-gai Local Strategic Planning Statement are:

PUBLIC SPACE NETWORK

- 1 Retention and expansion of significant tree canopy, biodiversity and green corridors.
- 2 Upgrades to public open space.
- 3 Sensitive interface between public domain areas and adjoining heritage conservation areas and heritage items.
- 4 Retention of existing Annie Forsyth Wyatt Garden.
- 5 Upgrade bus stop.
- 6 Terraced seating / outdoor dining with district views.
- 7 Strengthen street tree planting.
- 8 Improve pedestrian environments along the highway with additional street tree planting.
- 9 Promote cycling and walking connection to Blackbutt Creek and ultimately Lane Cove National Park with signage.
- 10 Establish a heritage walking trail through the heritage conservation area with interpretive and directional signage as a local attraction.

BUILT FORM

- 11 Retention of pedestrian overpass within any future development with improved connection to street level on both sides of Pacific Highway.
- 12 Retention and protection of heritage items.
- 13 Potential landmark sites within the Local Centre.
- 14 Retaining and reflecting the street level low scale, fine grained character of main street shops on Pacific Highway, St Johns Avenue and Moree Street through appropriate streetscape design.
- 15 Promoting the upgrade of existing pedestrian lanes and arcades.
- 16 In the event of redevelopment, consideration should be given to the provision of a through-block link that aligns with the pedestrian underpass.

KEY SITES

- 17 Improvements to St Johns Avenue to create an 'Eat Street' and promote the street as a dining destination.
- 18 Potential redevelopment of the Wade Lane car park to transform it into an urban park, either at the top level of a new car park, or at street level with underground car parking.
- 19 Proposed mixed use revitalisation.

MOVEMENT

- 20 Promoting the addition of through-block links or arcades within development sites.
- 21 Investigate potential for pedestrian overpass for safer and more direct pedestrian links between the Civic Hub and rail station / new park.
- 22 High pedestrian activity area improvements for greater pedestrian safety and improved pedestrian environments.
- 23 New street to improve circulation around the Local Centre and away from Pacific Highway.
- 24 Proposal for provision of continuous pedestrian and cycle link along the North Shore rail line between Hornsby and Chatswood. Work to be carried out collaboratively with Transport for NSW and Sydney Trains.
- 25 Introduce a roundabout to improve safety and traffic movements at this off-set intersection.
- 26 Strengthen cycle route to broader cycle network and improve cycling connectivity to Local Centre from residential areas.
- 27 Proposed signalised pedestrian crossing to provide access across the highway at bus stops and close to the pedestrian rail underpass.
- 28 Improve the quality of the pedestrian underpass in collaboration with Transport for NSW.
- 29 New signalised intersection as part of holistic plan to improve traffic movements around the Local Centre.









RYDE ROAD

24

PACIFIC HIGHWAY

8

FITZSIMONS LANE

MERRIWA STREET

MCINTYRE STREET

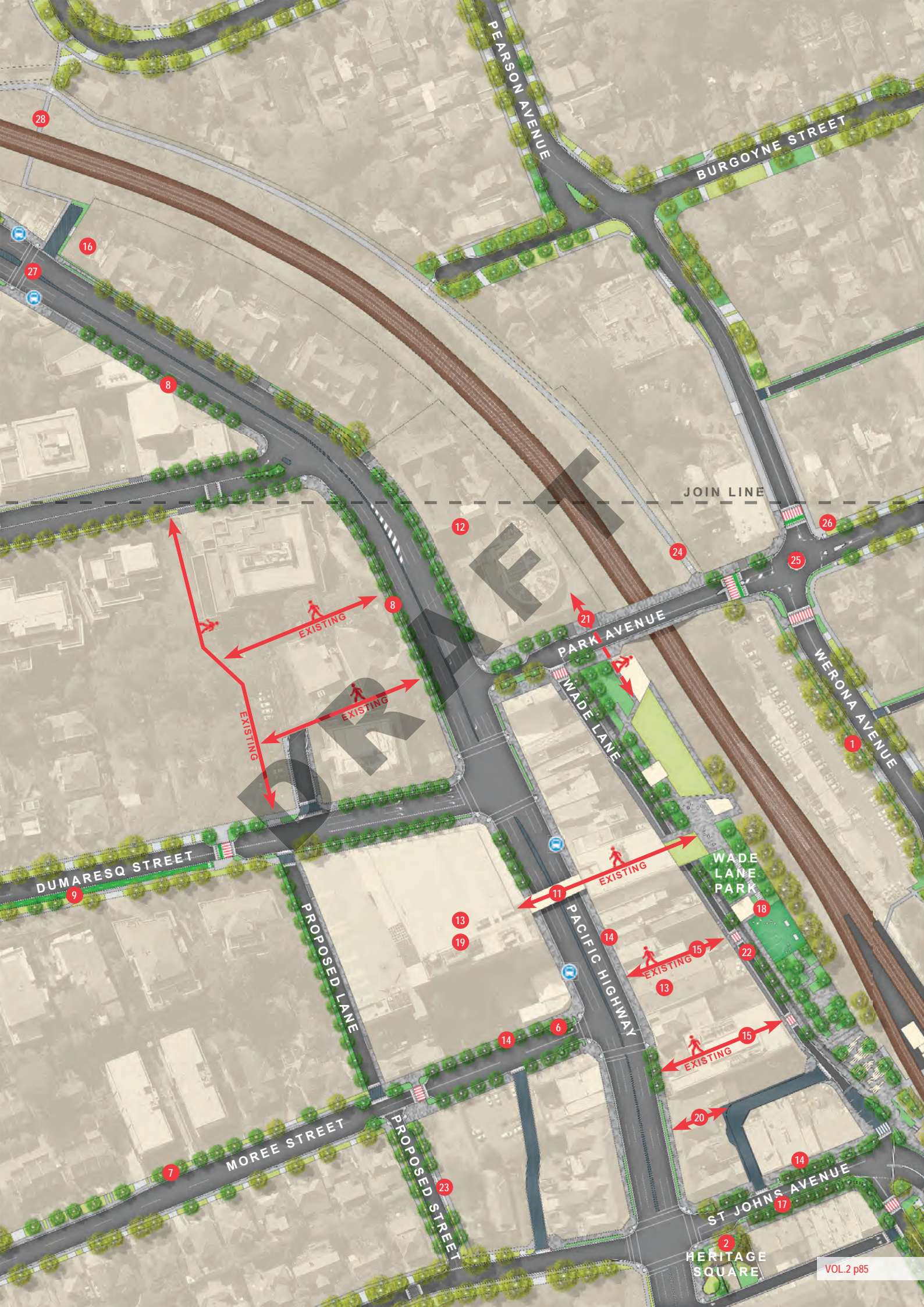
BEANS FARM ROAD

HANSON WAY

GORDON
GLEN

26

9



JOIN LINE

DUMARESQ STREET

PEARSON AVENUE

BURGOYNE STREET

PARK AVENUE

WERONA AVENUE

PROPOSED LANE

MOREE STREET

PROPOSED STREET

PACIFIC HIGHWAY

WADE LANE

ST JOHNS AVENUE

HERITAGE SQUARE

WADE LANE PARK





KHARTOUM AVENUE

ROSEDALE ROAD

ROBERT STREET

WERONA AVENUE

HENRY STREET

RAVENSWOOD AVENUE

MCINTOSH STREET

GORDON RECREATION GROUND

RAVENSWOOD SCHOOL FOR GIRLS

DRAFT

Gordon Public Domain Street Hierarchy

EXTENT OF LOCAL CENTRE

The Ku-ring-gai Local Strategic Planning Statement identifies Primary Local Centre boundaries with an investigation area defined by a circle with a radius of 800 metres that represents a 10-minute walkable distance to the train station, chosen because it is a major public gateway to the centre.

Further refinements to the investigation area include the calculation of walking times based on layouts of roads and footpaths, topography as well as the natural elements of the area. Rationalisation of the inclusion of whole residential blocks and public roads also defined the boundary of the Local Centres.

Exceptions to the rule include cases where a large open space is located within or adjacent the circle's periphery.

LOCAL CENTRE STREET HIERARCHY

Streets (including lanes and roads) form the primary component of the public domain area of the Local Centres. The quality and character of the streets play a significant role in the experience of the Local Centre.

The streets are the key movement spaces for pedestrians so they need to be safe and accessible, as well as attractive. Safe attractive streets encourage activation and bring life to centres, improving opportunities for community connections and interactions.

A hierarchy of streets assists people to find their way around the centre, making it legible for navigation and identification. A street hierarchy has been prepared for each Local Centre and typical proposed characteristics of those streets have been assigned.

► Local Centre Core

- Precast concrete unit paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with banner poles as per Public Domain Technical Manual.
- Street tree planting.
- Public art.

► Local Centre Shared Zone

- Brick paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with as per Public Domain Technical Manual.
- Street tree planting.

► Local Centre Transition

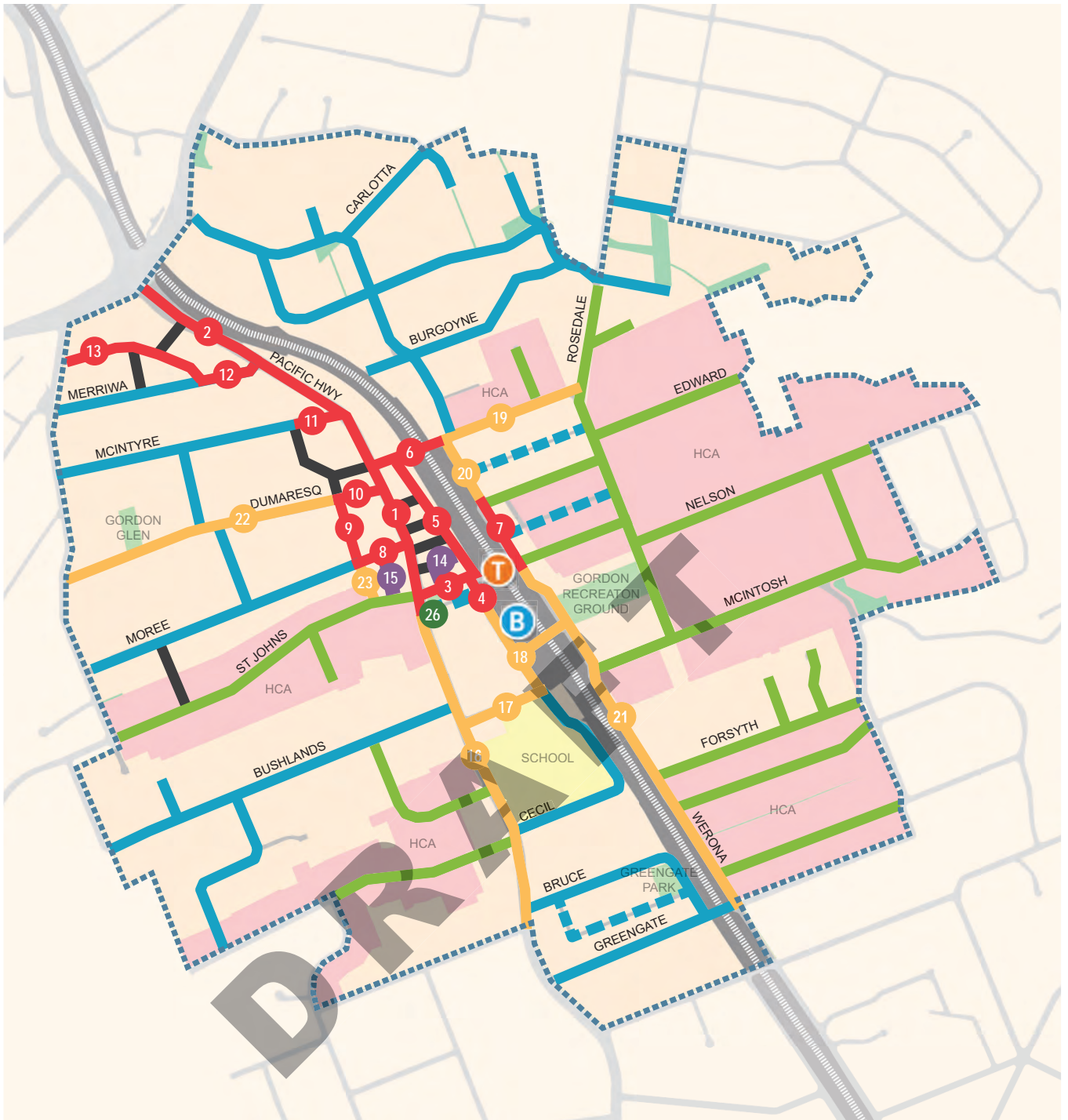
- Concrete pavement (exposed aggregate) as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Standard

- Concrete pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Heritage

- Asphalt pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.



Extent of Gordon Local Centre and Street Hierarchy

— Local Centre Core	1 Pacific Highway	10 Dumaresq Street	19 Park Avenue
— Local Centre Shared Zone	2 Pacific Highway	11 McIntyre Street	20 Werona Avenue
— Local Centre Transition	3 St Johns Avenue	12 Merriwa Street	21 Werona Avenue
— Local Centre Standard Street	4 Henry Street	13 Fitzsimons Lane	22 Dumaresq Street
- - - Local Centre Standard Lane	5 Wade Lane	14 Clipsham Lane	23 Proposed Street (New)
— Local Centre Heritage	6 Park Avenue	15 St Johns Lane	24 'Standard' Street
— Local Centre Pedestrian Link / Arcade	7 Werona Avenue	16 Pacific Highway	25 'Heritage' Street
	8 Moree Street	17 Ravenswood Avenue	26 Heritage Square
	9 Proposed Lane (New)	18 Henry Street	27 'Standard' Pedestrian Link / Arcade

1 PACIFIC HIGHWAY (MCINTYRE STREET TO ST JOHNS AVENUE)



► Designed Future Character

Pacific Highway, an arterial road, will remain the main street of the Local Centre with predominantly retail uses. The street should retain an urban character with high quality building design, paving and street furniture. Improvements to the pedestrian environment will strengthen and enhance Pacific Highway as the main commercial street in Gordon.

There are few opportunities to plant street trees, however trees should be planted wherever possible along Pacific Highway in locations such as parks, plazas, setbacks, and Council buildings.

► Street Description

- Multi-lane highway corridor with fine-grained character at street level. Built form to both sides of the highway.
- Retain fine grained character at street level with shop-top housing / commercial premises in accordance with the Development Control Plan.
- New developments to be setback from the property boundaries on both sides of the highway, wherever possible and particularly on the western side of the highway, in accordance with the Development Control Plan.
- Footpaths widened through building setbacks and in collaboration with Transport for NSW.
- Buildings to provide active ground floor uses and continuous awnings.
- High quality paving, furniture, lighting and banners.
- Street tree planting where footpath width allows or within building setbacks and forecourts.

► Parking

- Transport for NSW propose to implement Extended Clearways along Pacific Highway in the future.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Provide street trees where footpath widths, building setbacks and awnings allow.
- Trees in pits with tree growing vault trench beneath.
- Strengthen tree planting along rail corridor wherever possible.
- Examples of tree planting:
 - *Lagerstroemia indica* x *L. fauriei*
 - *Tristanopsis laurina*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

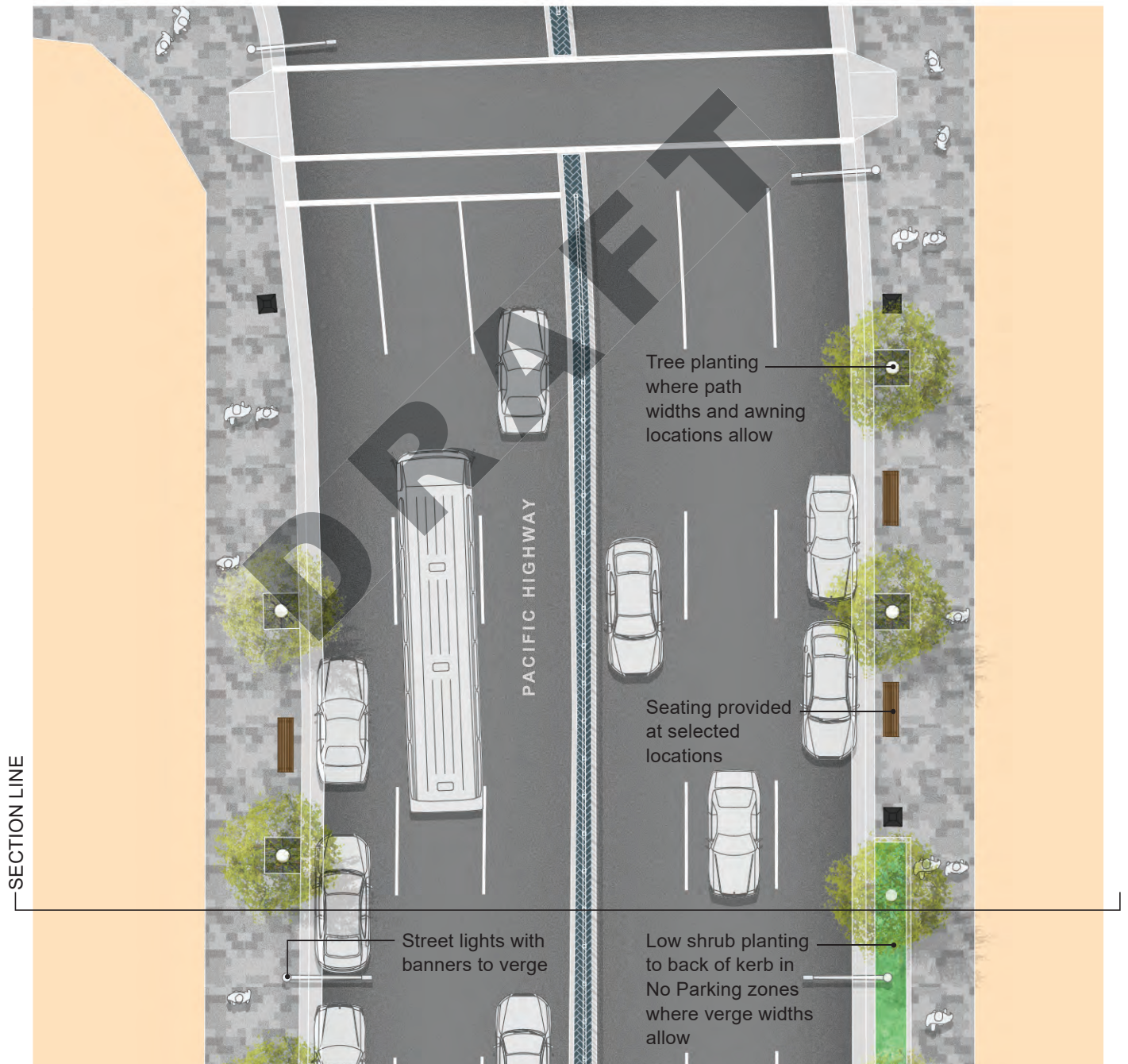
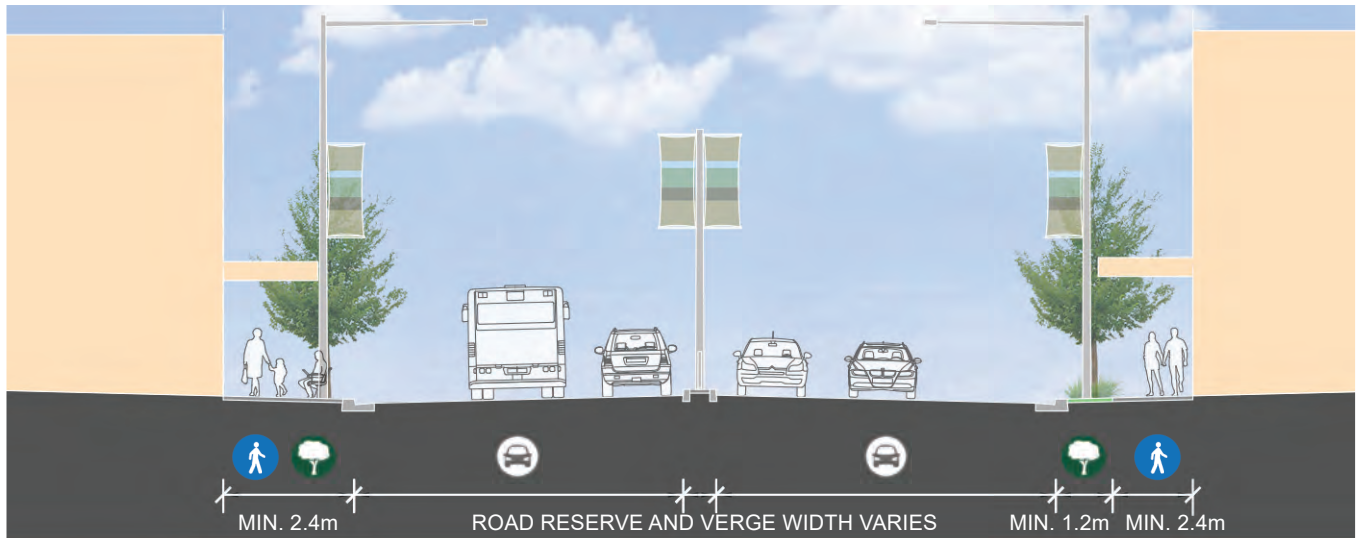
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



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► Designed Future Character

The northern end of Pacific Highway will continue the urban character of the Local Centre with high quality building design, paving and street furniture. As the rail line begins to converge with Pacific Highway in this area, commercial and retail uses will mainly be limited to the southern side of the road.

Improvements to the pedestrian environment will reinforce Pacific Highway as the main commercial street in Gordon. A proposed signalised pedestrian crossing located between McIntyre Street and Merriwa Street will enhance pedestrian connectivity throughout the Local Centre.

The wider southern verge and larger setbacks along this section of Pacific Highway provides opportunities to plant medium to large canopy street trees. Existing significant trees on the northern verge are to be retained.

► Street Description

- Multi-lane highway corridor with fine-grained character at street level.
- New developments to be setback from the property boundaries in accordance with the Development Control Plan.
- High quality paving, furniture, lighting and banners.
- Street tree planting where footpath width allows or within building setbacks and forecourts.
- Proposed signalised pedestrian crossing between McIntyre Street and Merriwa Street.

► Parking

- No on-street parking due to No Stopping zones on both sides of Pacific Highway.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Provide street trees where footpath widths, building setbacks and awnings allow.
- Trees in pits with tree growing vault trench beneath.
- Strengthen tree planting along rail corridor wherever possible.
- Examples of tree planting:
 - *Eucalyptus paniculata*
 - *Araucaria cunninghamii*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

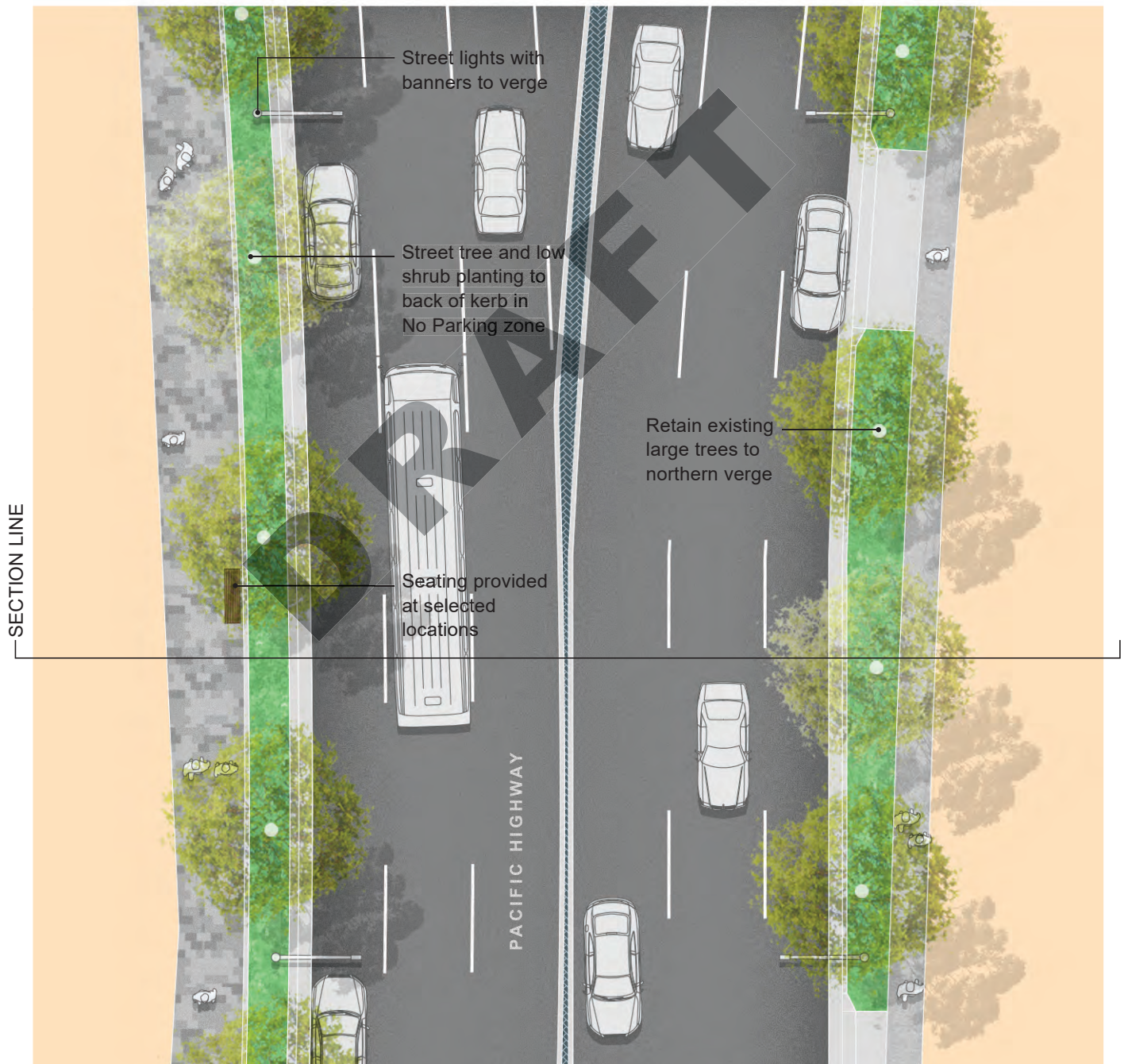
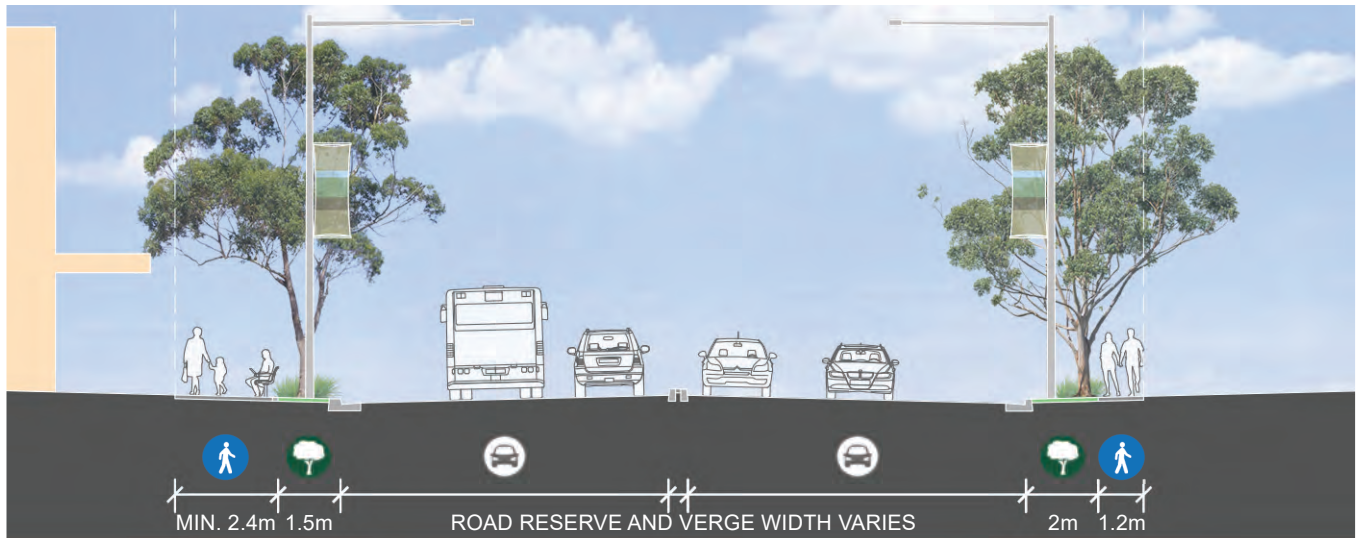
- Seats at 60-100m intervals and at bus stops.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



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► Designed Future Character

The eastern end of St Johns Avenue is a well-used pedestrian link between Gordon railway station and Pacific Highway. There are a number of eateries offering dining opportunities away from Pacific Highway. The proposed design will facilitate and encourage outdoor dining in this area to activate and enliven the street.

The removal of car parking will improve traffic flows and provide space to extend the footpath, provide terraced outdoor dining spaces, space for tree planting and improved cross falls to assist less mobile patrons. Quality finishes and improved lighting with infrastructure for events will create a new eat street destination in Gordon.

Traffic conditions may be altered in the future to improve traffic movements around the Local Centre.

► Street Description

- Two lane, two-way street with wide footpath zones to support outdoor dining areas.
- The fine grained street character is to be retained with shop-top housing in accordance with the Development Control Plan.
- Widened footpaths through the removal of both parking lanes. The streetscape will consist of high quality paving, furniture, and lighting with banners.
- Street tree planting will be installed to provide shade to outdoor dining areas and improve the amenity of the street. Continuous awnings along shopfronts are to be retained and infilled where required.
- This area has been deemed by Transport for NSW to be a High Pedestrian Activity Zone, where speed limits of 40km per hour will be imposed.

► Street Cross Section

Typical street cross section (north to south) to be:

- 2.8m path on the northern side of the street incorporating min. 2m clear path of travel along the shore line of the buildings.
- 2.8m terraced outdoor dining area with 0.8m garden bed to back of kerb.
- Two traffic lanes - minimum 3.5m for each lane.
- 3.25m terraced outdoor dining area with 0.8m garden bed to back of kerb.
- 2.3m path on the southern side of the street incorporating min. 2m clear path of travel along the shore line of the buildings.

► Parking

- No on-street parking.

► Paving

- **Local Centre Core Paving** – precast concrete units as per the Public Domain Technical Manual.
- **Brick Paving:** Pedestrian Areas - brick pavers to outdoor dining areas as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Zelkova serrata* 'Green Vase'

► Street Furniture

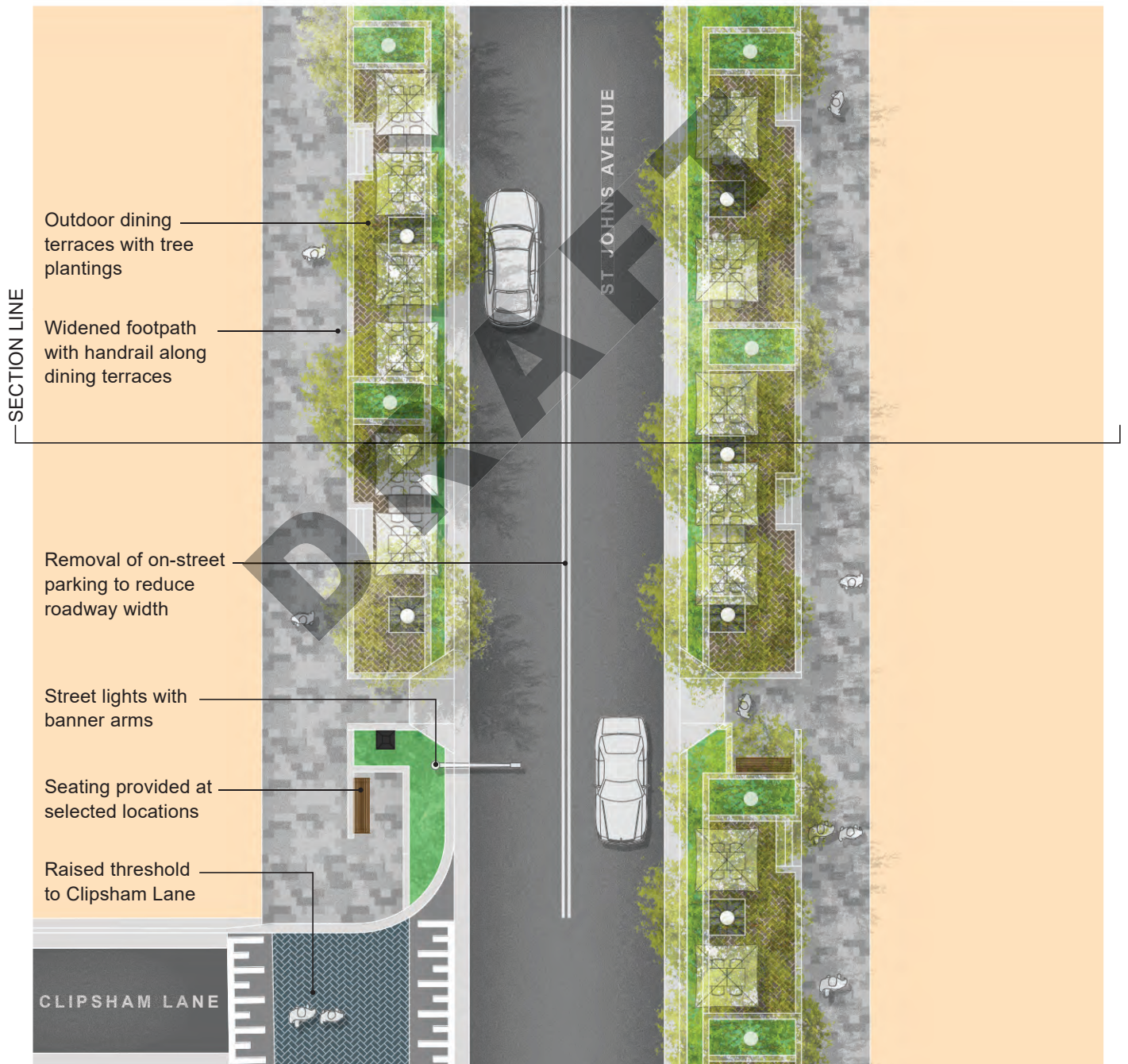
- Seats and bins at key crossing and gathering areas.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

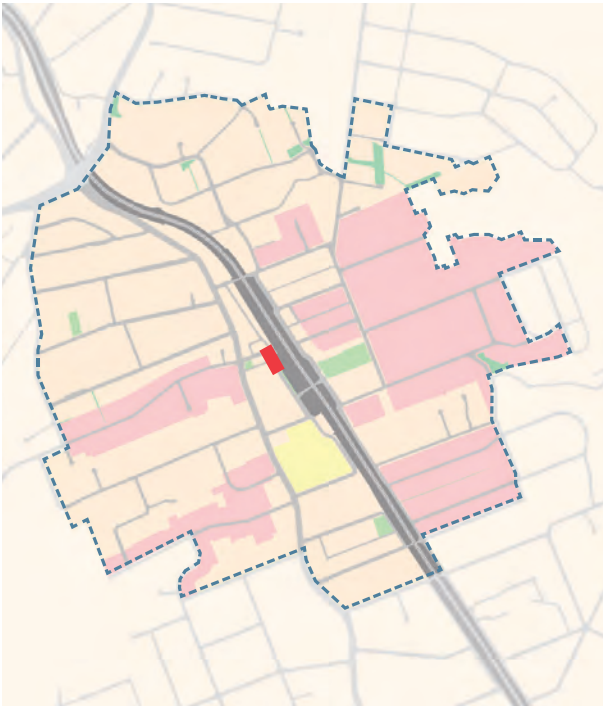
- Existing underground power.



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► Designed Future Character

The northern end of Henry Street is an important entry point to the core of the commercial centre of Gordon. Annie Forsyth Wyatt Garden with its large eucalyptus tree provides a landmark element and entry marker to the Local Centre.

The formalised Kiss and Ride zone provides commuter access to the rail station and bus interchange and may also be a drop off point for St Johns Avenue and the rest of the commercial centre.

► Street Description

- This section of Henry Street will remain two lane and two-way with improved paving, street tree planting and lower storey planting near the intersection of St Johns Avenue to mark the entry of the Local Centre.
- A raised threshold crossing at Churchill Lane will slow traffic and improve safety for pedestrians.
- The raised pedestrian crossing to the bus interchange will also be upgraded.
- A 3.5m wide footpath will allow for tree planting within the Kiss and Ride area, as well as free pedestrian movement.

► Parking

- On-street parking may be available for restricted times, out of peak hour, within the Kiss and Ride zone.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium to large sized canopy trees such as:
 - *Cupaniopsis anacardioides*
 - *Lophostemon confertus*

► Street Furniture

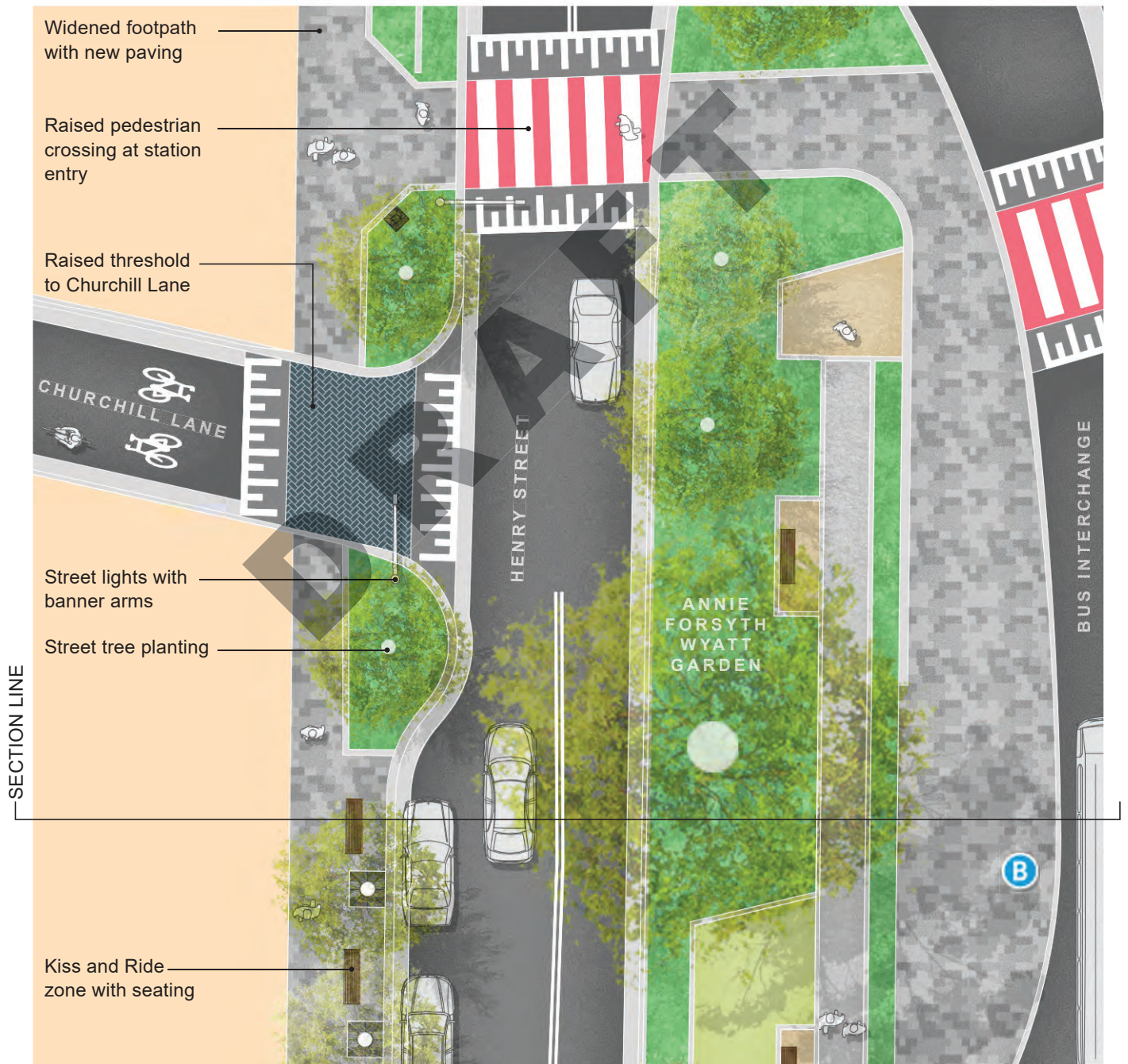
- Seats and bins at key crossing and Kiss and Ride areas.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

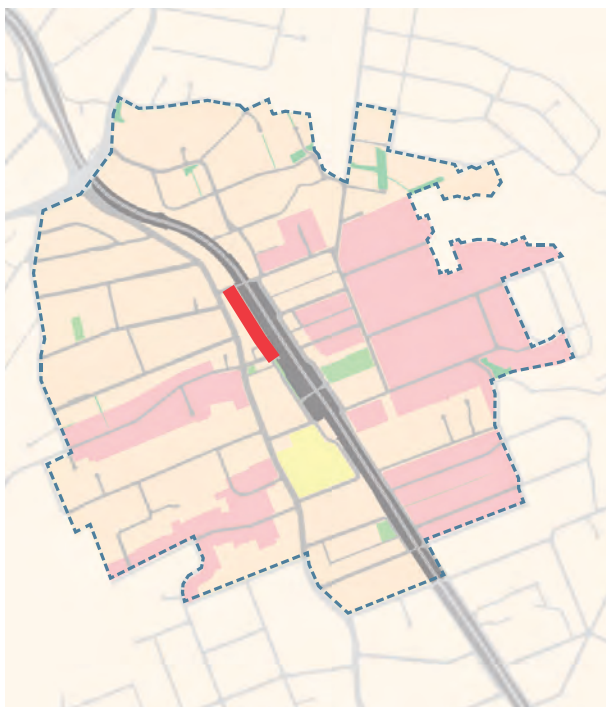
- Existing underground power.



Notes



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► Designed Future Character

Wade Lane will become a narrow street with one-way traffic that provides a key connection between the railway station and the civic precinct of the Local Centre. Wade Lane has a high level of pedestrian activity. Traffic calming measures, such as raised pedestrian crossings and a narrower carriageway will help to slow speeds. A narrower carriageway will provide a wider and safer footpath for pedestrians. New paving and street lights will be included in the upgrade.

Opportunities exist to activate the lane through the development of commercial activities to the rear of the properties that front Pacific Highway.

Traffic conditions may be altered in the future to improve traffic movements around the Local Centre.

The adjoining three level carpark could potentially be converted to a park – either at grade or elevated with a car park beneath, subject to future funding.

► Street Description

- Wade Lane will be a slow traffic environment with one-way traffic.
- This area has been deemed by Transport for NSW to be a High Pedestrian Activity Zone, where speed limits of 40km per hour will be imposed and traffic calming measures implemented, such as raised pedestrian crossings at both ends of Wade Lane as well as a midblock crossing to align with through-block pedestrian links to Pacific Highway.

► Street Cross Section

Typical street cross section (west to east) to be:

- 1.8m footpath with roll kerb to allow vehicle access to garages.
- One-way traffic lane 3.5m wide.
- Minimum 2.1m path to the east with soft landscape buffer between the car park and the footpath where space allows.

► Parking

- No on-street parking.
- Loading zone at selected location for delivery vehicles.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Existing trees and planting are to be retained and supplemented, where possible.
- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Melaleuca styphelioides*

► Street Furniture

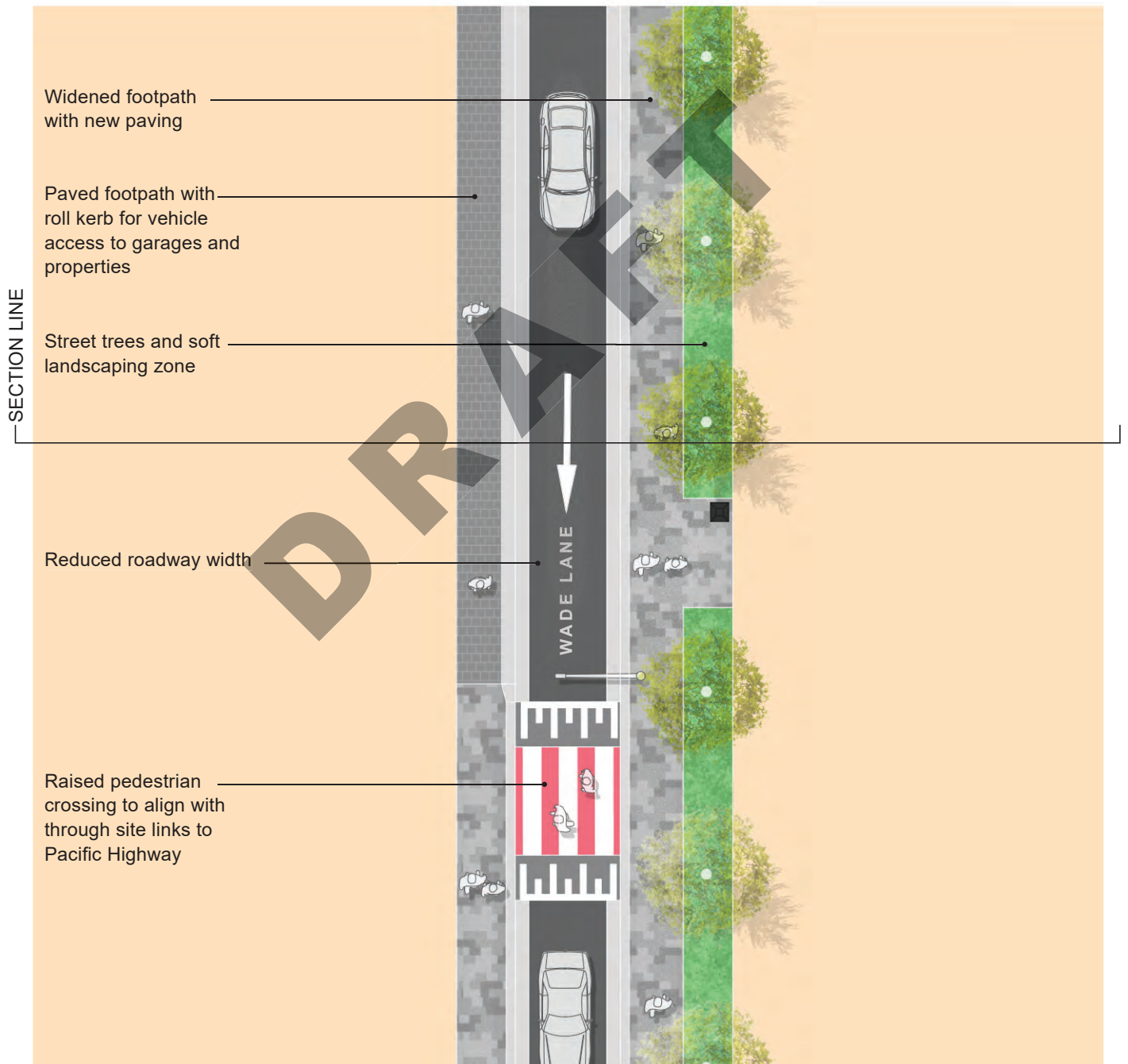
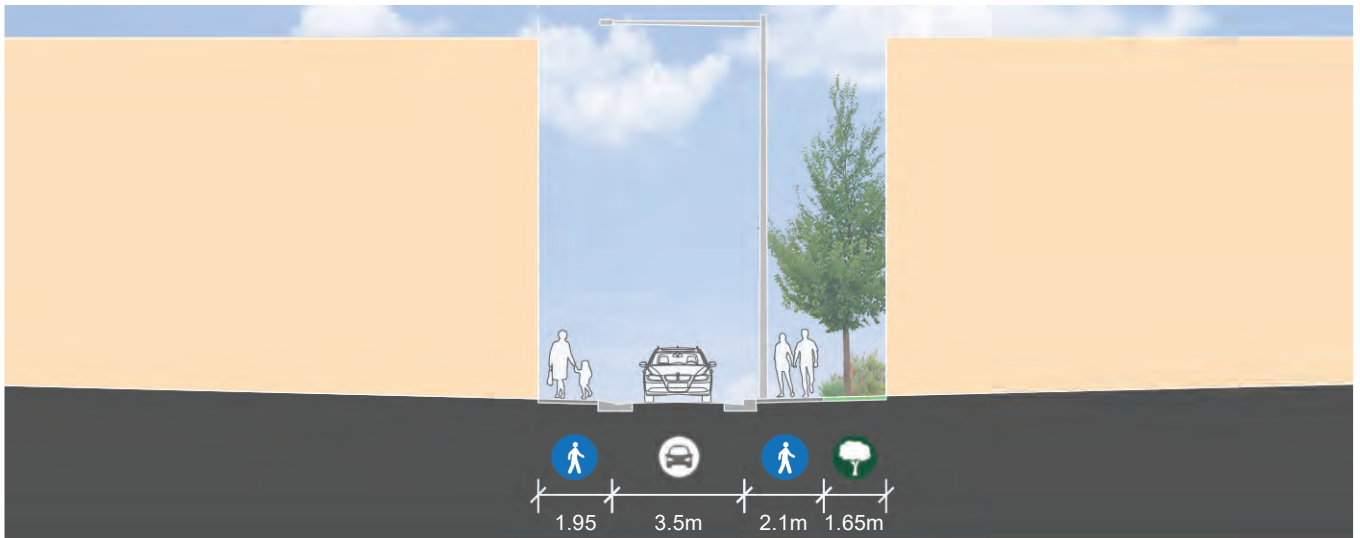
- Bins located at selected locations.
- No seats to be provided due to limited space.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



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6 PARK AVENUE (PACIFIC HIGHWAY TO WERONA AVENUE)



► Designed Future Character

The western end of Park Avenue is associated with the civic core of the Gordon Local Centre. This section of Park Avenue will be renewed with extended kerbs to allow additional tree and understorey planting at the kerb side where car parking is prohibited. High quality paving and street lighting will improve the character of the area.

A new roundabout will be installed at the intersection of Park Avenue and Werona Avenue as to calm traffic and improve the safety of the intersection.

Traffic conditions may be altered in the future to improve traffic movements around the Local Centre.

► Street Description

- Currently the street is generally two-way and two-laned, with three lanes at the signalised intersection with Pacific Highway.
- Proposed future traffic improvements include the removal of the signalised intersection at Pacific Highway. Park Avenue will be one-way exiting from Pacific Highway to Wade Lane. The direction of traffic will be reversed in Wade Lane.
- Car parking will be retained at the front of the police station for police vehicles.
- The streetscape will be enhanced with additional trees in tree pits and planted beds.

► Parking

- Parking will only be provided for police vehicles in front of the police station.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Existing street trees to be retained where possible and supplemented with new tree planting.
- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Lagerstroemia indica* x *L. fauriei*

► Street Furniture

- Seats and bins at key crossing and gathering areas.

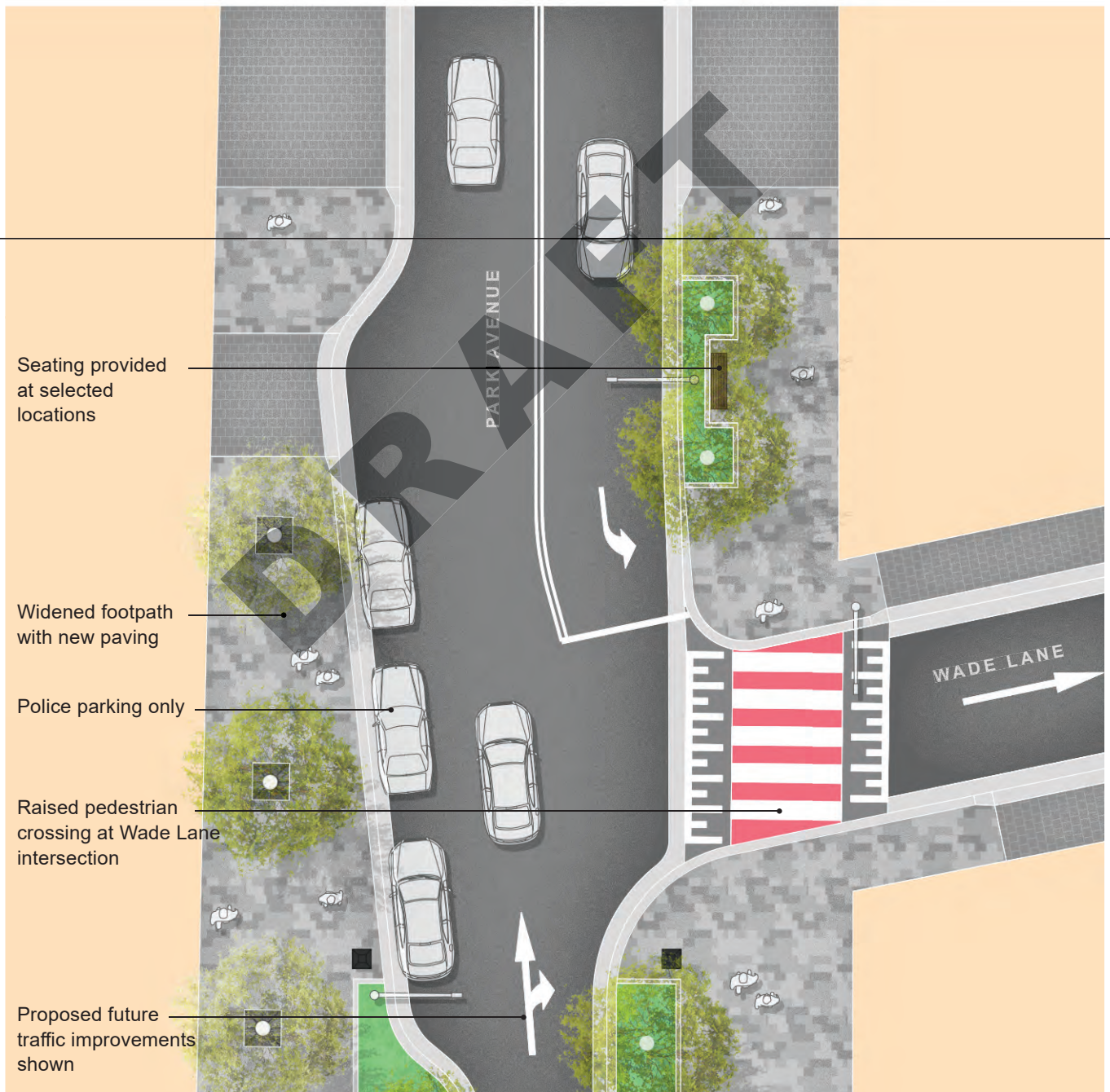
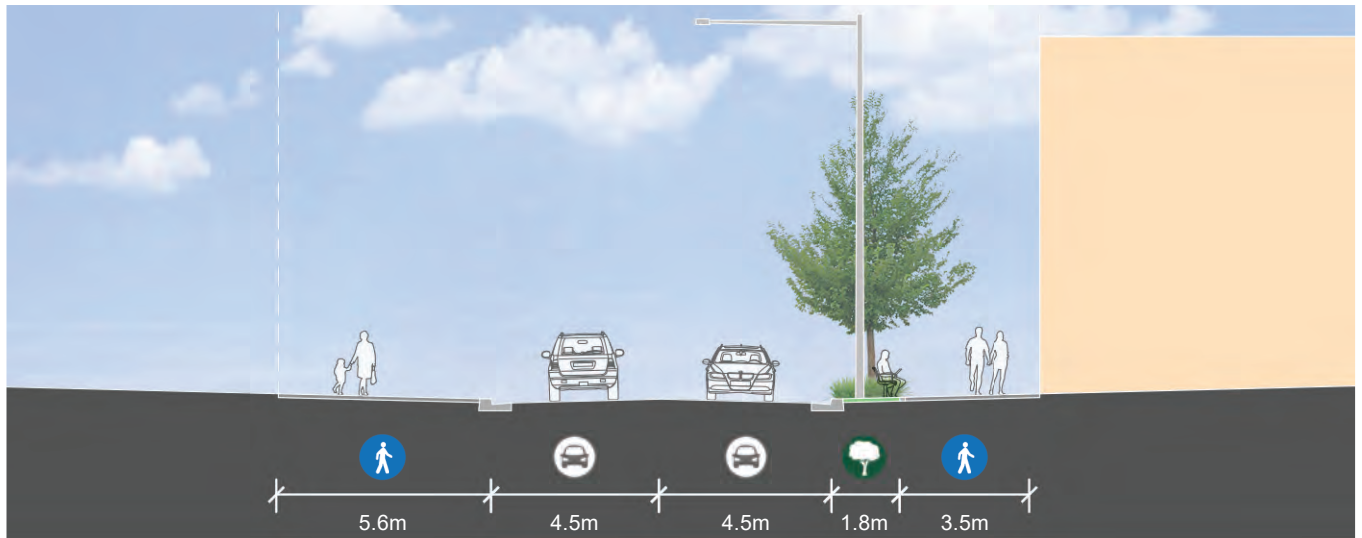
► Lighting

- Install selected Council street lights.
- Carriageway: minimum recommended category – V4. Lighting levels to be in accordance with AS/NZS1158.1 and with Transport for NSW requirements.
- Footpaths: minimum recommended category – P2. Lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.

SECTION LINE

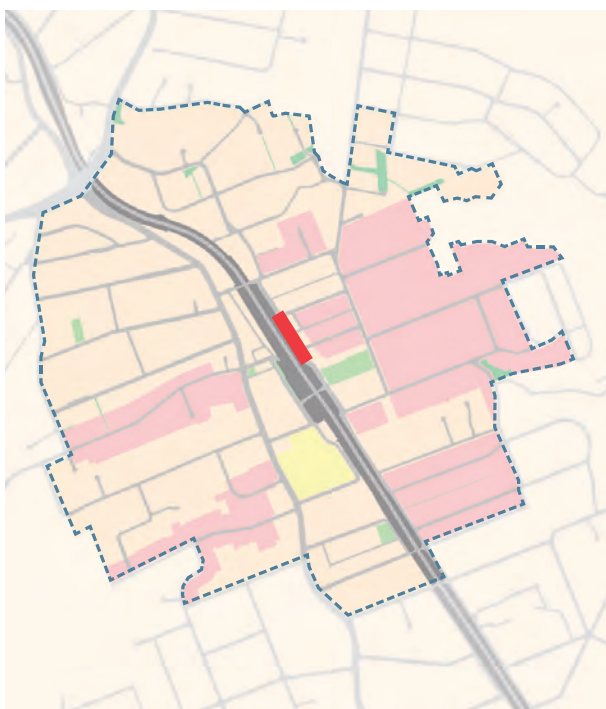


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7 WERONA AVENUE (KHARTOUM AVENUE TO ROBERT STREET)



► Designed Future Character

Werona Avenue will remain as a secondary bus interchange adjoining the station to service the eastern side of Gordon and beyond. Some adjustments to garden beds and bus shelters will improve circulation and waiting areas along the bus ranks.

Quality paving, new shelters and planting will enhance commuter experience and lift the quality of the streetscape for all. Footpaths to the eastern side of Werona Avenue will be adjusted to improve accessibility along the footpath around the café and the pedestrian crossing.

A raised threshold crossing will be introduced at Khartoum Lane to provide safer and easier crossing for pedestrians.

Outdoor dining areas will be extended into Robert Street with a terraced platform for comfortable usage.

► Street Description

- A two lane, two-way street with wide parking lanes to accommodate buses and passenger drop-off.
- Wide footpaths to support a number of uses including Kiss and Ride areas, a high level of pedestrian movements, outdoor dining, tree planting, bus shelters, seating and bicycle parking facilities.
- Streetscape improvements will include high quality paving, furniture, lighting and supplementary tree planting.
- The corner of Werona Avenue and Robert Street will be reconfigured to rationalise the access to the pedestrian crossing and outdoor dining areas.

► Street Cross Section

Typical street cross section (west to east) to be:

- 3.8m pedestrian and bus waiting zone on the western side of the street, adjacent the rail corridor with bus shelters, lighting, seating, bins and bicycle racks.
- 2.6m parking lanes to both sides of the street.
- 3.4m traffic lanes.
- 3.7m to the eastern side of the street comprising:
 - 2.9m footpath with tree planting, seating and lighting.
 - 0.8m zone to transition levels between the footpath and adjacent properties.

► Parking

- On-street parking.
- On-street parking may be available for restricted times, outside of peak hour, within the Kiss and Ride zone.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium to large sized canopy trees such as:
 - *Acer buergerianum*
 - *Nyssa sylvatica*

► Street Furniture

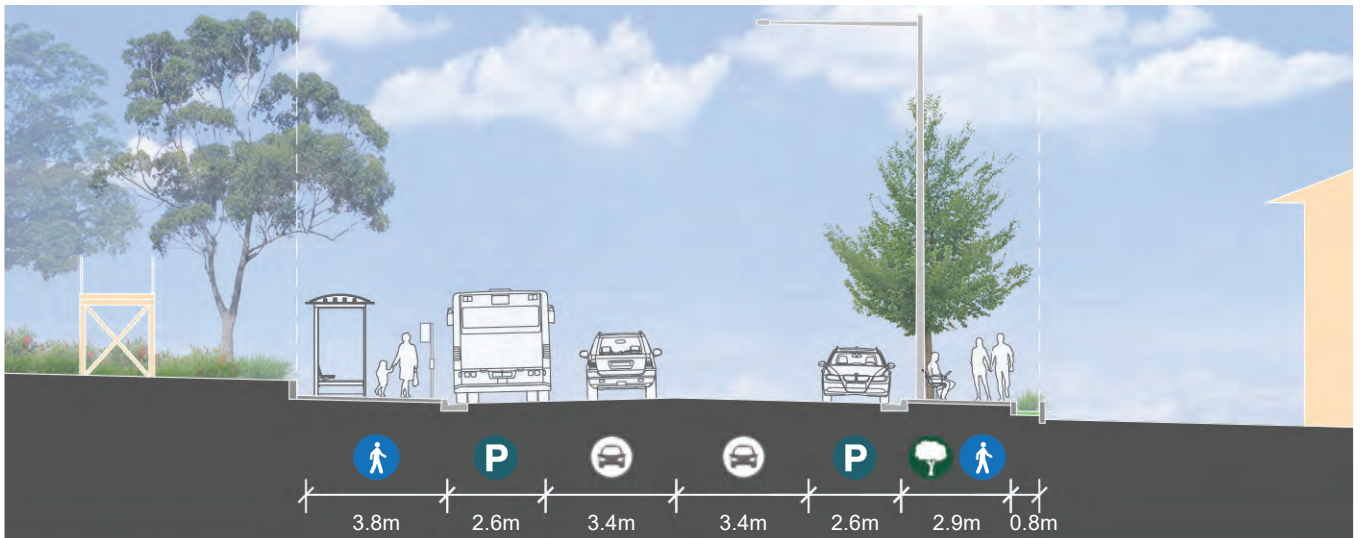
- Bus shelters.
- Seats and bins at bus stop and Kiss and Ride zone.
- Bicycle parking.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



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► Designed Future Character

The eastern end of Moree Street that forms part of the commercial centre of Gordon is very steep and has district views towards the west. Footpaths will be widened with terraces created to provide opportunities for outdoor dining or seating spaces to rest, relax and enjoy the view.

► Street Description

- A two lane, two-way street with parking to both sides of the street, where possible.
- The intersection with Pacific Highway will be left in and left out only.
- Kerbs will be extended near the intersection of Pacific Highway to widen the footpath and provide terraced seating / outdoor dining areas. These terraces will have planting beds behind the kerbs and retaining walls to support street trees and planting as a buffer to the street.
- Continuous awning along shop fronts.

► Street Cross Section

Typical street cross section to be:

- Minimum 3.8m footpaths plus extended kerbs with terraces.
- Carriageway lane widths retained as existing.

► Parking

- Time restricted on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Ginkgo biloba*
 - *Zelkova serrata* 'Green Vase'

► Street Furniture

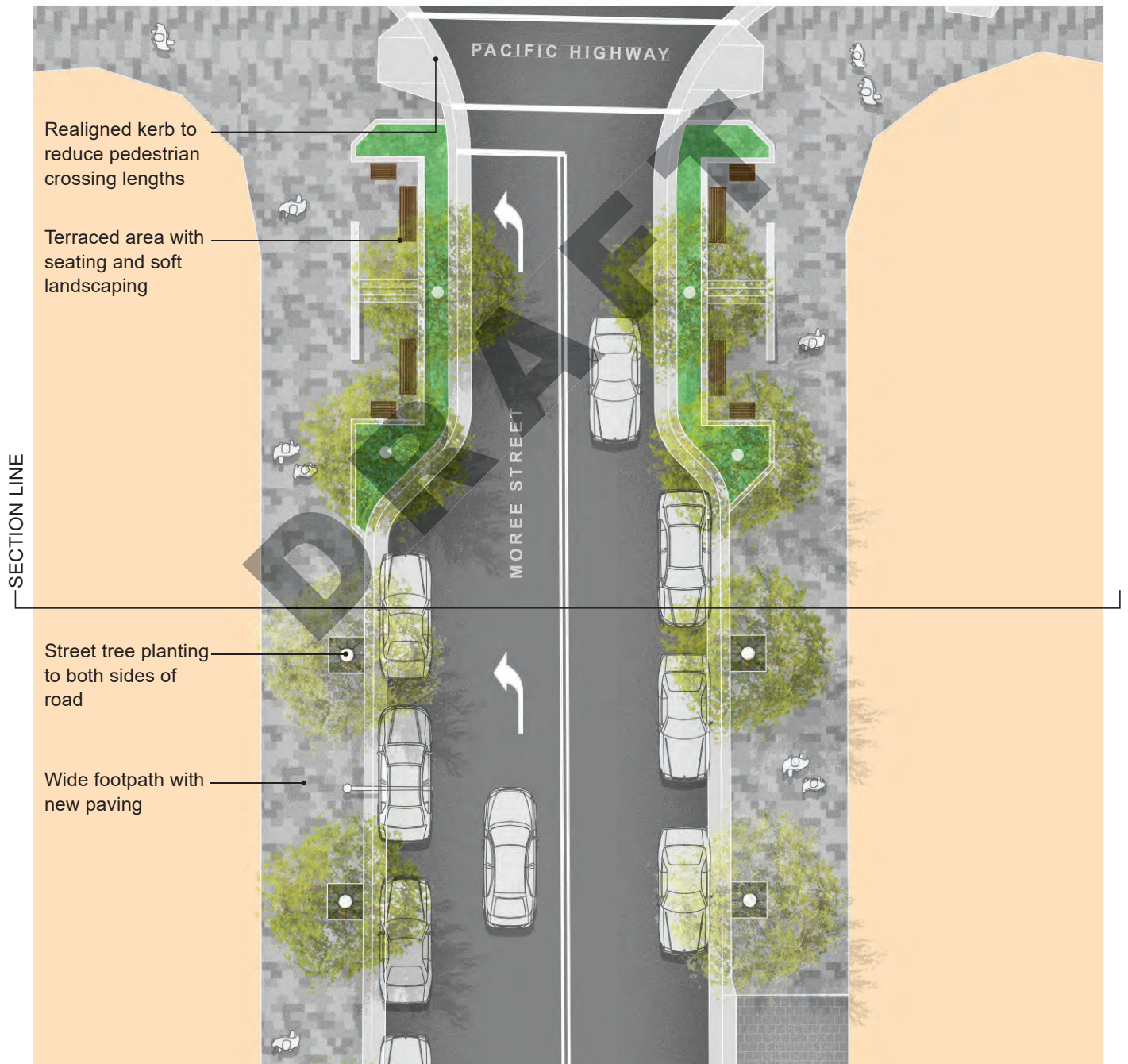
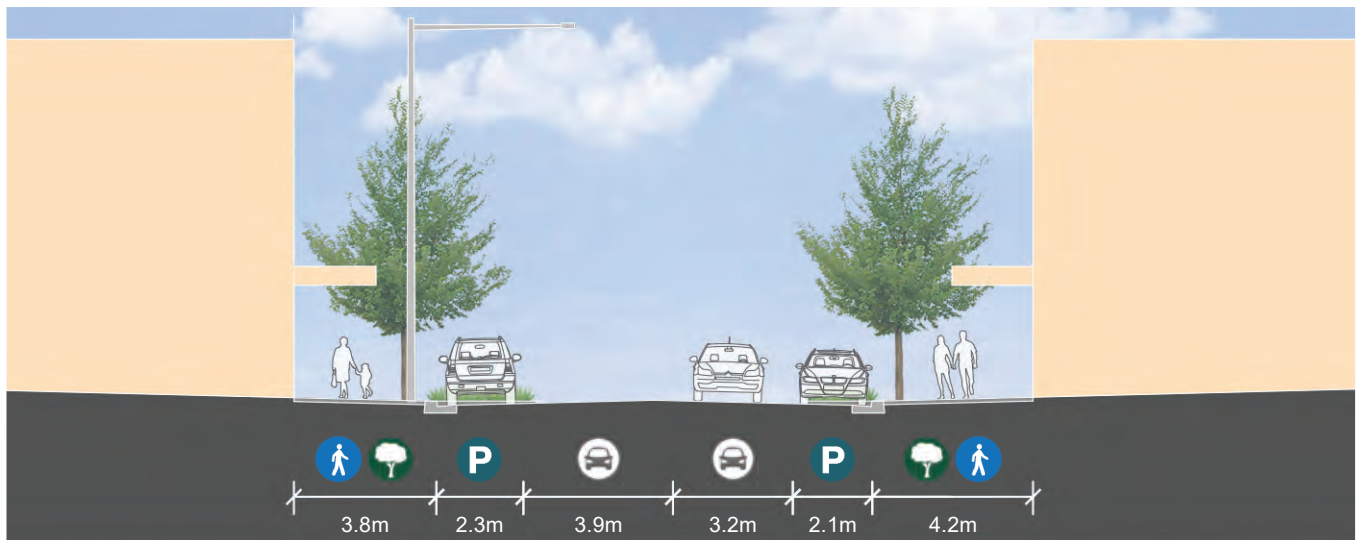
- Seats and bins in kerb extensions.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

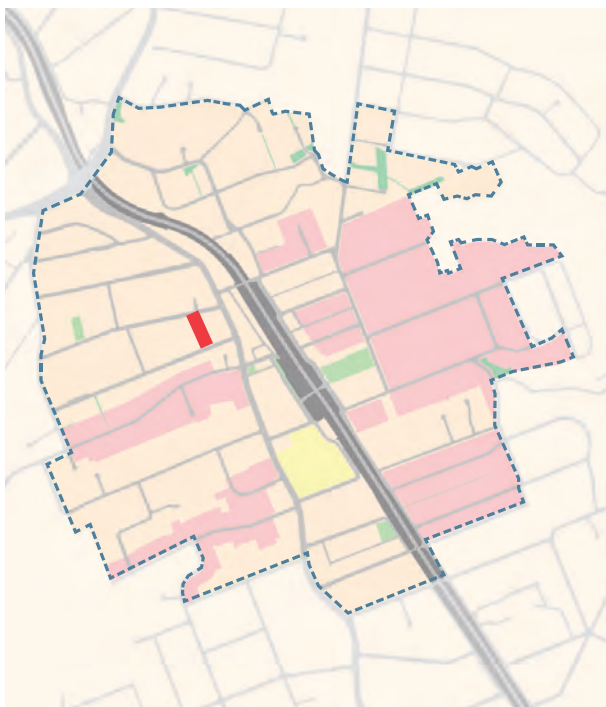
- Existing underground power.



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► Designed Future Character

The creation of a new lane is proposed between Dumaresq Street and Moree Street to provide vehicular access to any future development of the Gordon Centre and to improve pedestrian access and circulation around the retail core of Gordon.

► Street Description

- The proposed lane will be a slow traffic environment for two-way traffic accessing the Gordon Centre car park and loading docks.
- A minimum 2m wide paved path to the eastern verge with a continuous awning overhead will enhance pedestrian connectivity around the Local Centre.
- A planted garden bed with street trees to the western verge will provide a buffer to the residential areas beyond.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2m wide planted verge with street trees.
- Two-way traffic lanes 3m wide.
- Minimum 2m paved path to the eastern verge.

► Parking

- No on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Melaleuca styphelioides*
 - *Tristaniopsis laurina*

► Street Furniture

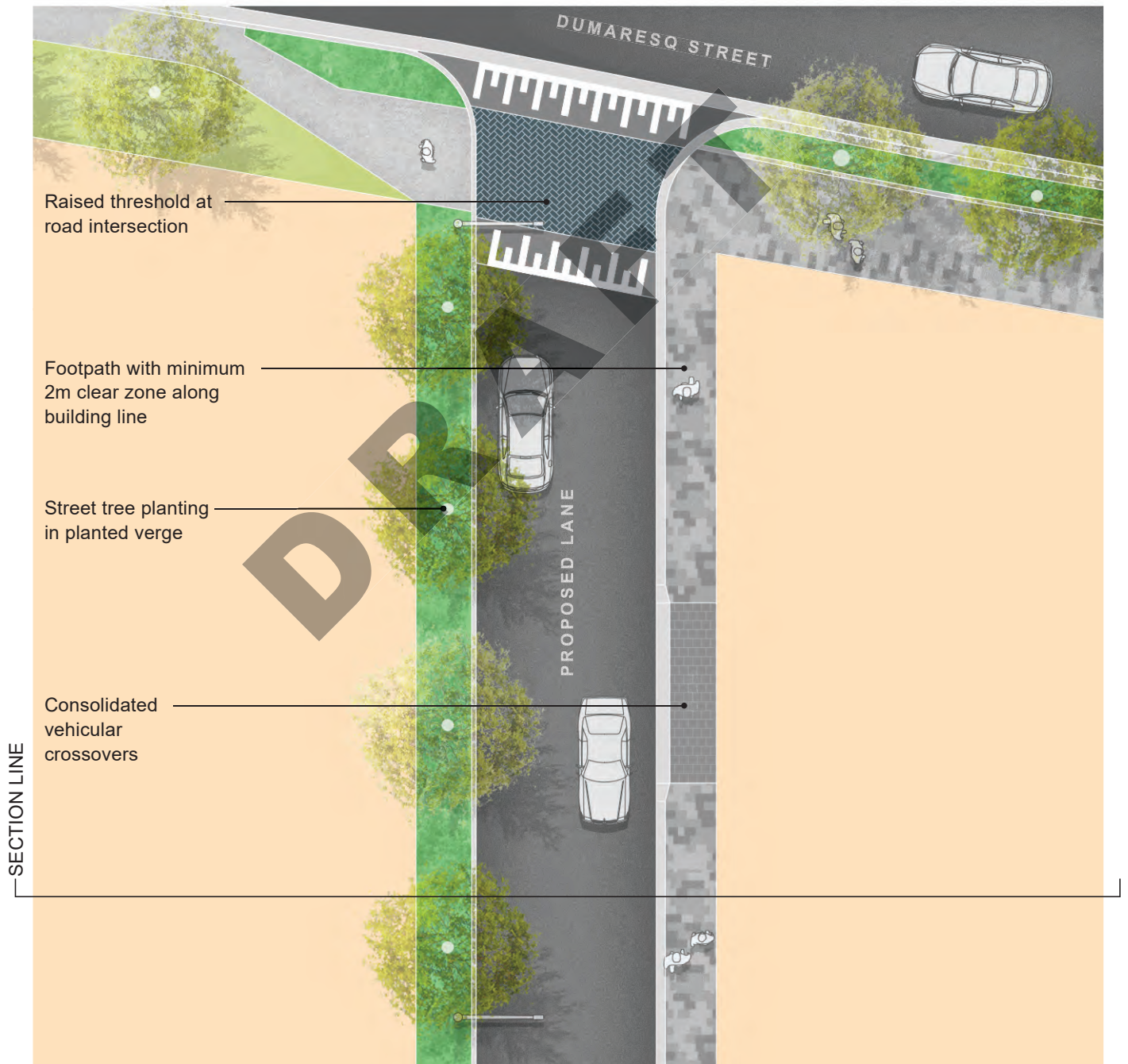
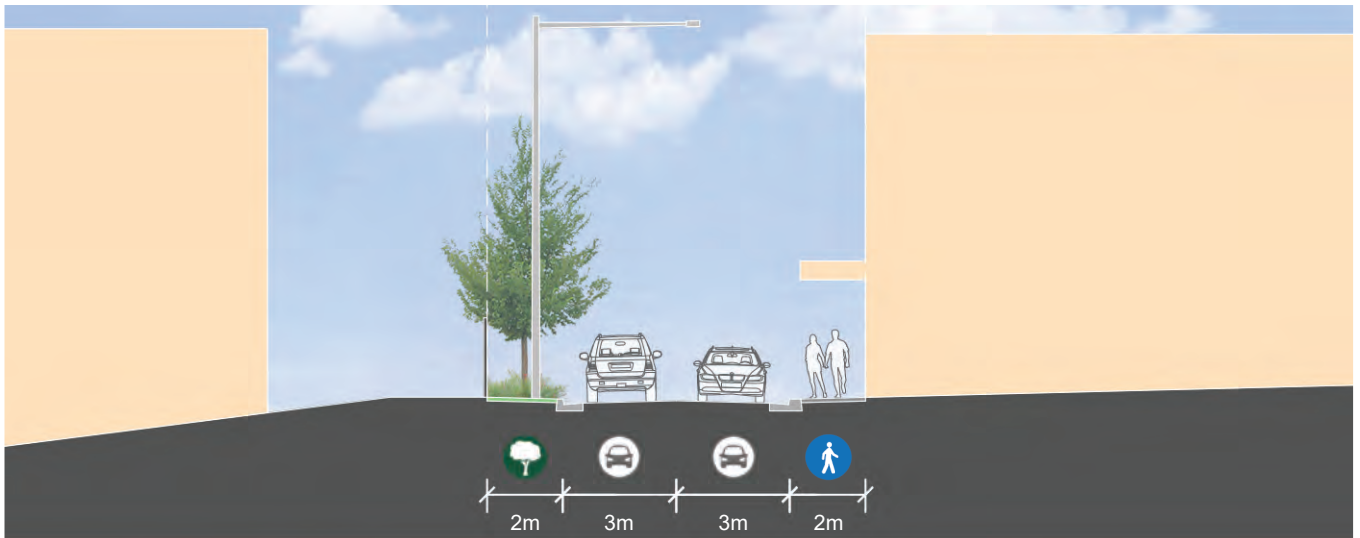
- None.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power.



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► Designed Future Character

The eastern end of Dumaresq Street forms part of the commercial / civic precinct of Gordon and is a key local access point to Pacific Highway for residents and visitors to the shopping hub off Dumaresq Street.

Traffic conditions will be altered and kerb-side stops will be discouraged through kerb-side planting beds. This also provides opportunities for increased street tree planting in the verges.

Quality paving and street lighting will improve the pedestrian environment and establishes a gateway between the residential areas and commercial centre.

► Street Description

- A two-way street with three east bound lanes to provide adequate traffic movements through the signalised intersection to Pacific Highway (two right hand turning lanes and one left hand turning lane). There will be one west bound lane.
- Traffic conditions will be subject to further traffic studies and collaboration with Transport for NSW.
- New and additional planting beds will be installed behind the kerb to improve streetscape amenity and support street tree planting. The planting beds will also provide a buffer to the four lane street.
- Provide a continuous awning along the shop fronts.

► Parking

- No on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium to large sized canopy trees such as:
 - *Elaeocarpus reticulatus*

► Street Furniture

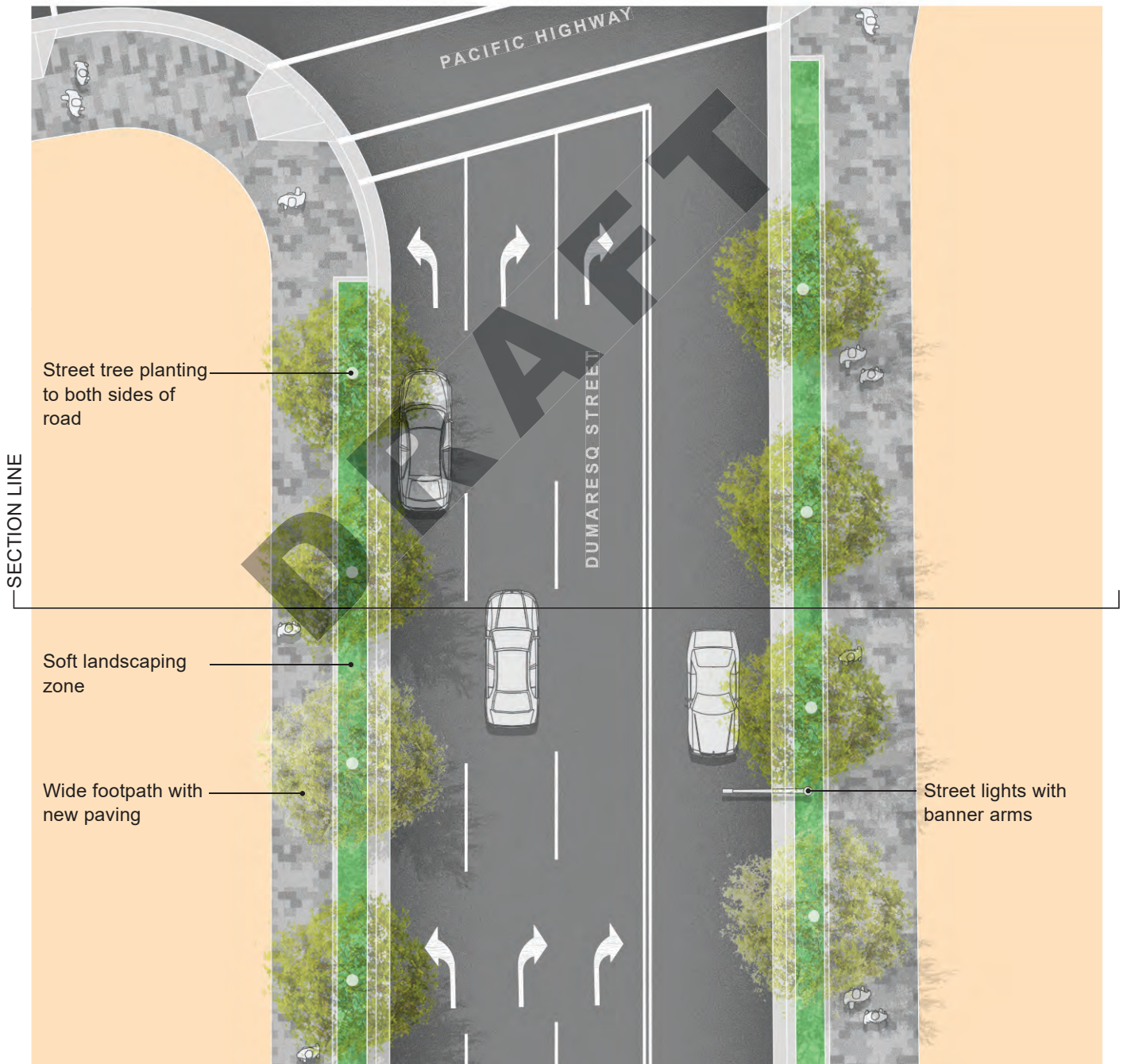
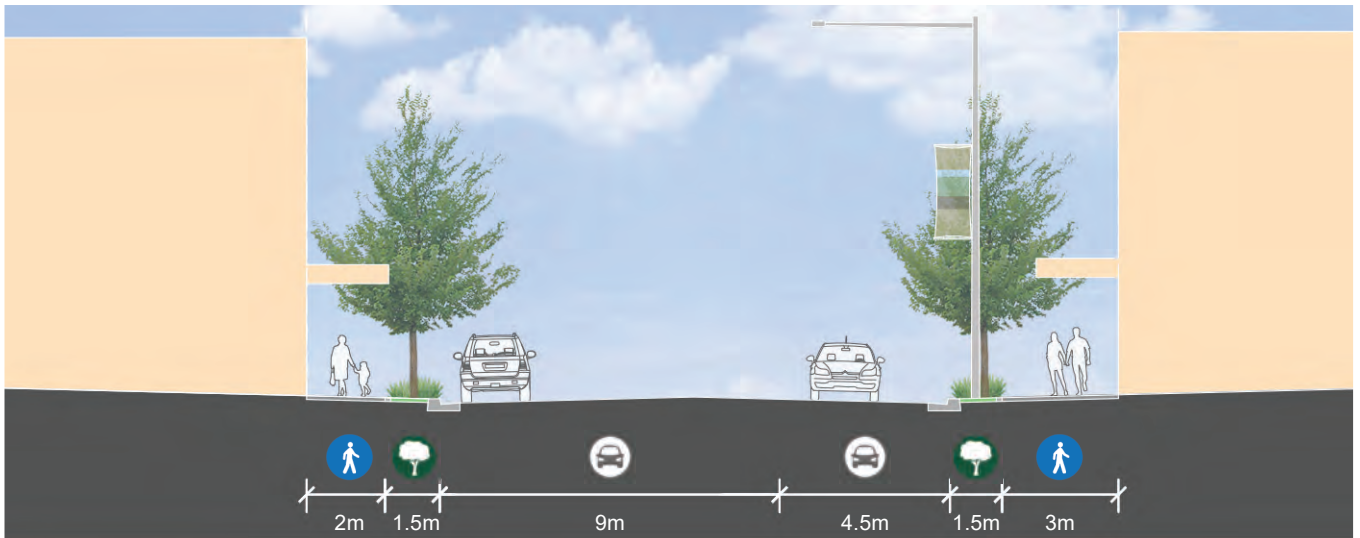
- None.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

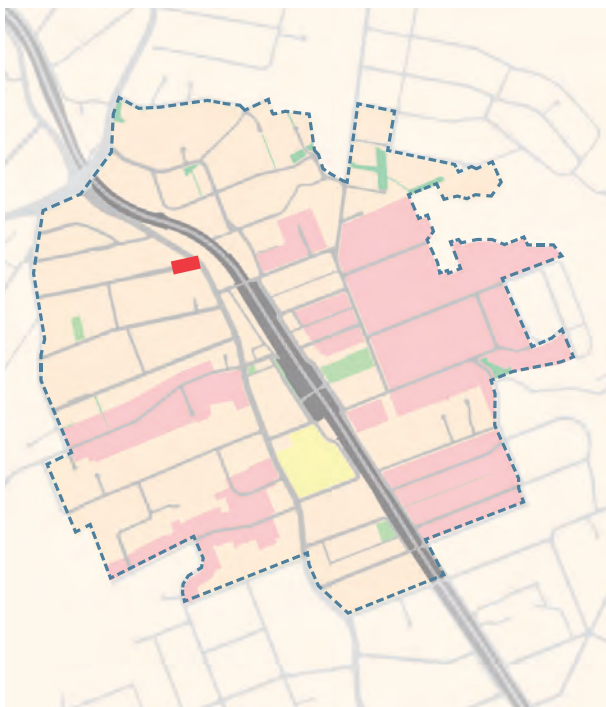
- Existing underground power.



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► Designed Future Character

The eastern end of McIntyre Street forms part of an emerging mixed use precinct where increased pedestrian movement is anticipated. Like Dumaesq and Moree Streets, the terrain at the eastern end of McIntyre Street is steep as it rises to Pacific Highway.

Opportunities exist for quality paving and additional street tree planting with the introduction of a median to narrow the carriageway at the mouth of the intersection for safer crossing and to improve the pedestrian environment and the appearance of the street. Tree planting in these locations also lend themselves to improving the visual character of Pacific Highway.

► Street Description

- A two-way, two lane street where a portion of street is grade separated – the east bound lane is higher than the west bound lane.
- The wide mouth at the intersection will be reduced through the introduction of a wide central median. This will reduce the crossing distance for pedestrians making it a safer journey across the road. The new median will also provide opportunities for new street tree planting.
- Footpaths with minimum widths of 2.3m will be provided to both sides of the street. The footpath zone will also accommodate street tree planting in tree pits.

► Street Cross Section

Typical street cross section to be:

- Minimum 2.3m footpath with tree plantings to both sides of the street.
- 2.3m parking lane to both sides of the street.
- Minimum 4.5m traffic lanes to ensure a safe clearance from retaining walls.

► Parking

- On-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Medium to large sized canopy trees such as:
 - *Melaleuca linariifolia*
 - *Waterhousia floribunda*

► Street Furniture

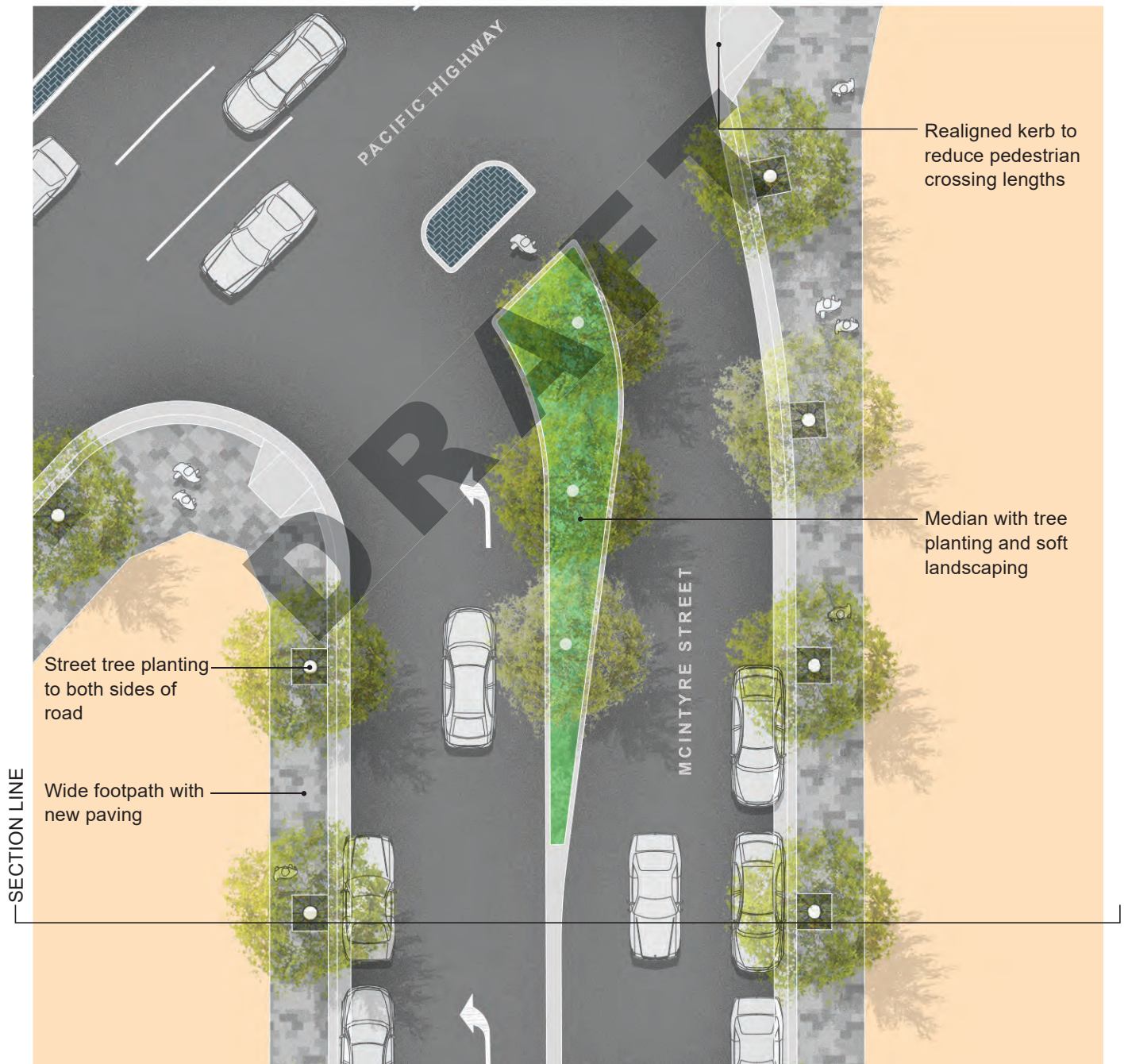
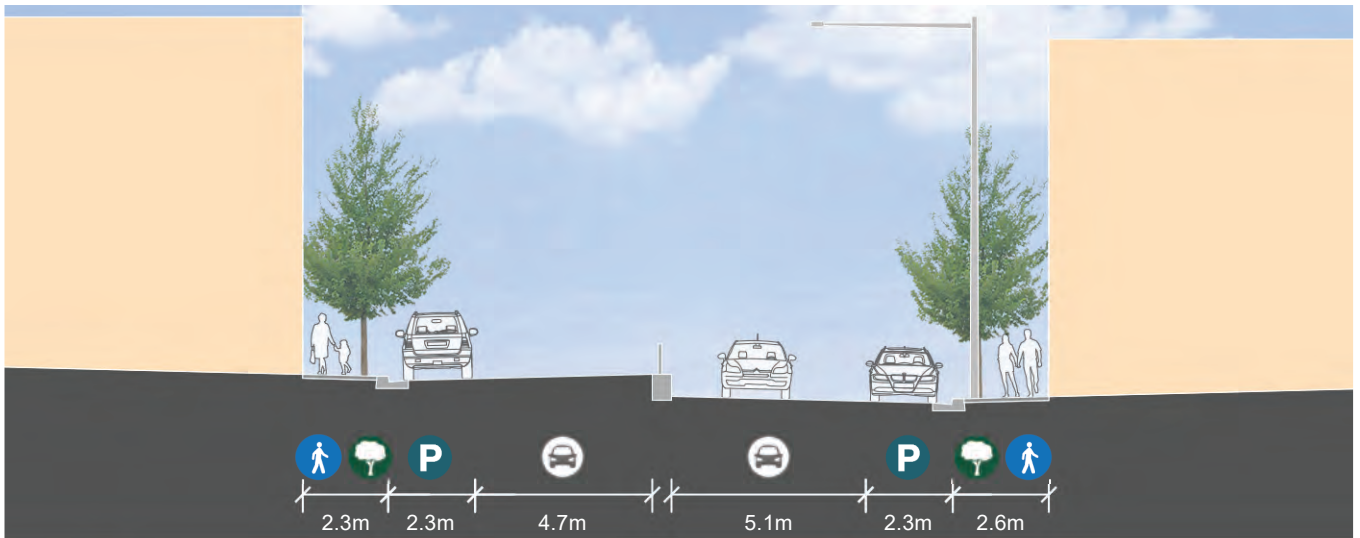
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

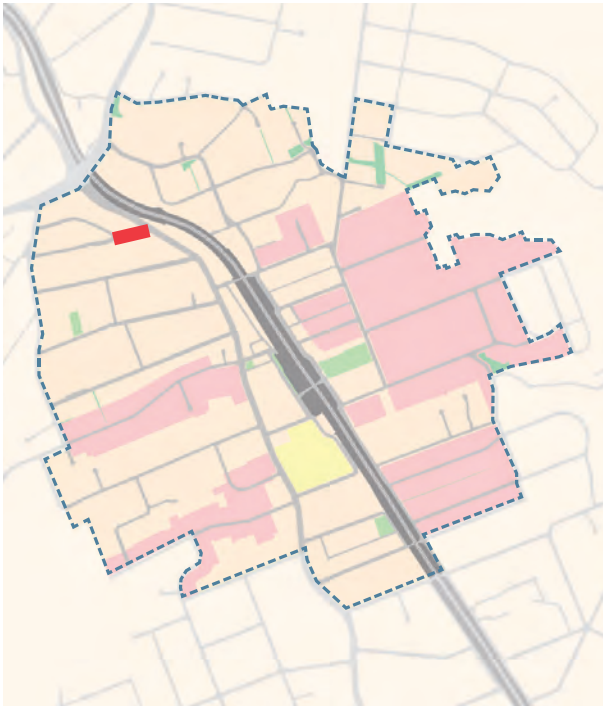
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

Like McIntyre Street, the eastern end of Merriwa Street forms part of an emerging mixed use precinct where increased pedestrian movement is anticipated. This street is also steep, rising to Pacific Highway.

Opportunities exist for quality paving and additional street tree planting with the introduction of a median to narrow the carriageway at the mouth of the intersection for safer crossing and to improve the pedestrian environment. Increased tree planting along the verges will improve amenity for pedestrians and residents.

► Street Description

- A two-way, two lane street with a wide mouth at the intersection.
- The intersection width will be reduced through the introduction of a wide central median. This will reduce the crossing distance for pedestrians making it a safer journey across the road.
- Footpaths with minimum widths of 2.4m will be provided to the north side of the street with continuous awnings along the shop fronts.
- Footpaths with minimum widths of 1.5m will be provided to the south side of the street.
- Both sides of the street to have a grassed verge of minimum 3.5m width with street tree planting.

► Street Cross Section

Typical street cross section (north to south) to be:

- 2.4m footpath with minimum 3.5m grass verge to north side of the street.
- 1.9m parking lane to both sides of the street.
- 2.6m traffic lanes.
- 1.5m footpath with minimum 3.5m grass verge to south side of the street.

► Parking

- On-street parking.

► Paving

- Northern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street:
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Large sized canopy trees such as:
- *Tristanopsis laurina*

► Street Furniture

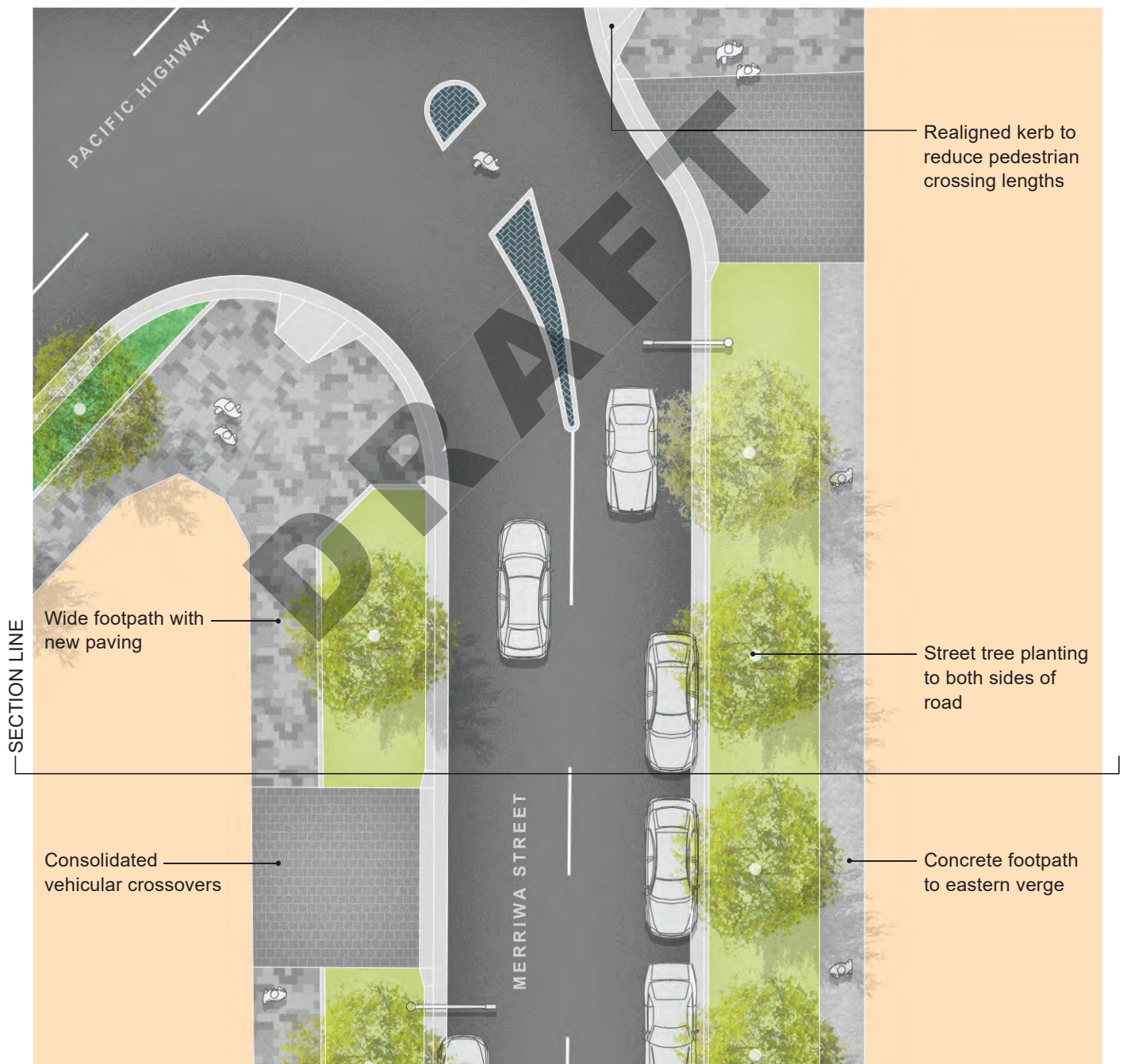
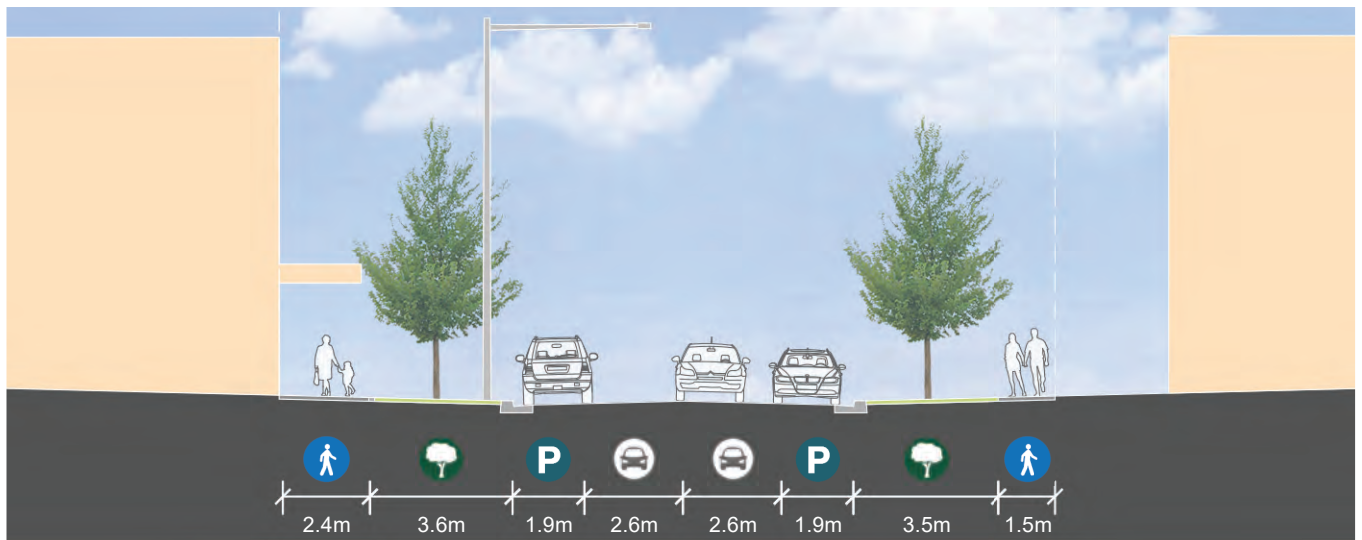
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

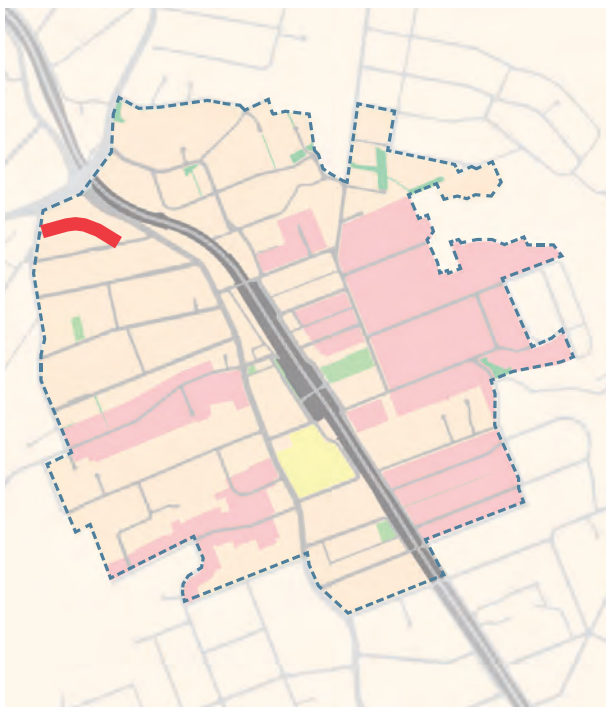
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Fitzsimons Lane is emerging as a mixed use precinct with new multistorey residential apartments and a mix of services and commercial spaces at street level. Through block links connect to Pacific Highway and Merriwa Street and these will be maintained and encouraged as redevelopment of older sites occur.

Improvements to provide better access for pedestrians will include realigning the kerbs and narrowing the carriageway as well as rationalising car parking and creating opportunities for tree planting. Street lighting will be added for user safety.

► Street Description

- A two-way two lane street with parking on alternating sides where space allows.
- The kerb alignment of Fitzsimons Lane will need to be adjusted to provide space for footpaths on both sides of the street and additional tree planting.
- Footpaths are to be a minimum of 2.5m with trees planted in pits with tree grates.
- A minimum 7m carriageway for 2 lanes of vehicular movement.
- A 2.1m parking lane where space is available after footpath zones have been allocated.

► Parking

- On-street parking where space is available after footpaths have been added.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Large sized canopy trees such as:
 - *Eucalyptus microcorys*

► Street Furniture

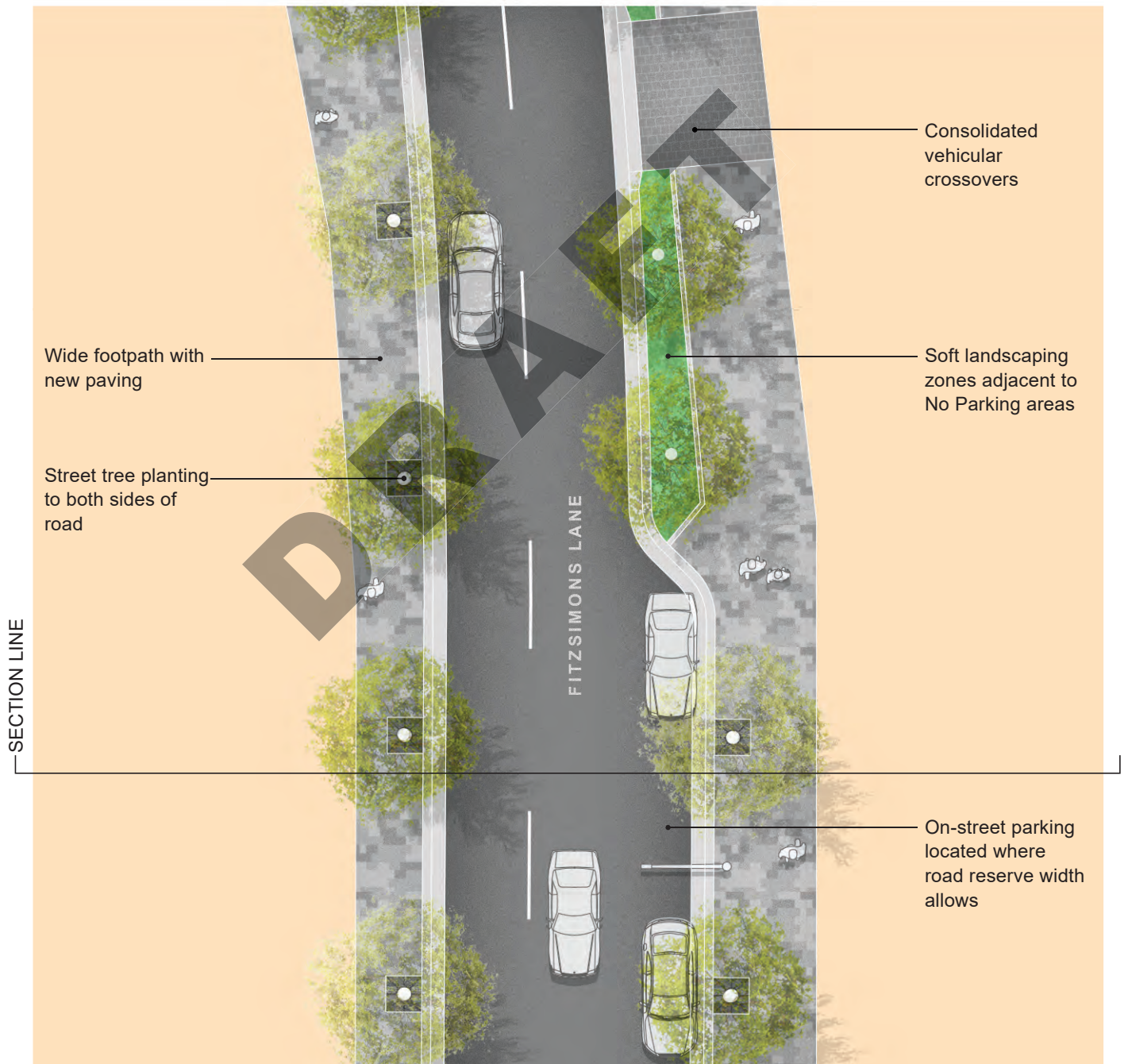
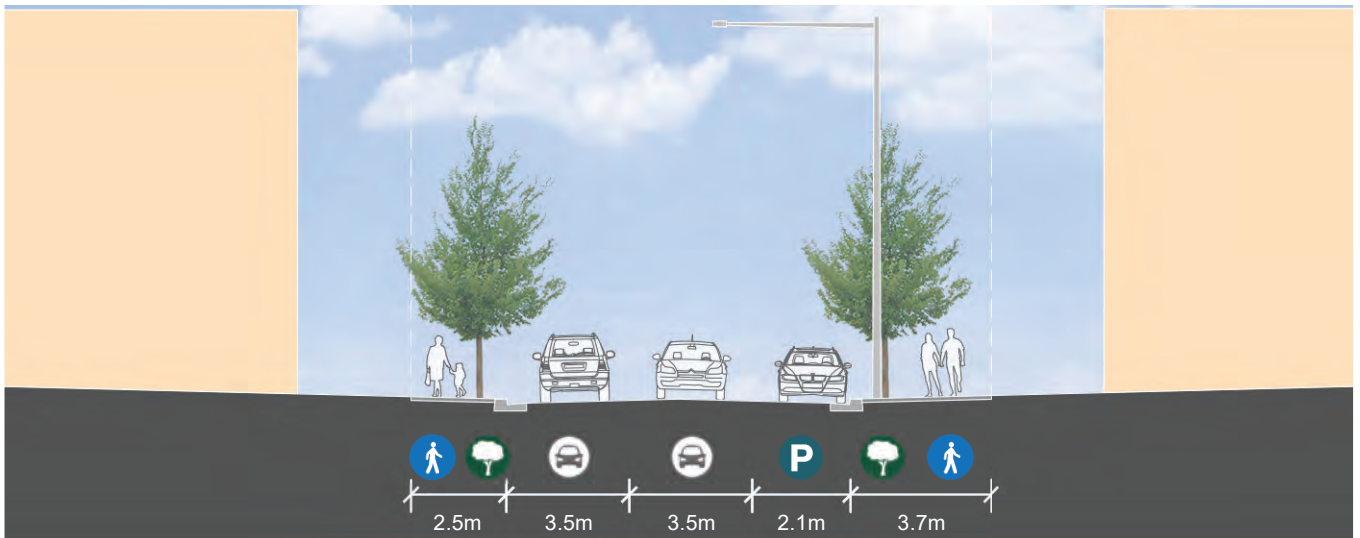
- None.

► Lighting

- Install Ausgrid standard lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

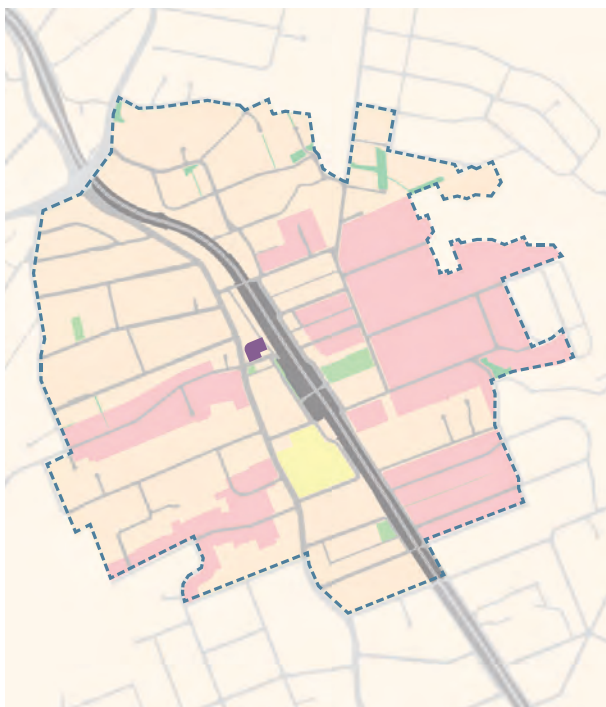
- Underground power.



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► Designed Future Character

Clipsham Lane will become a shared zone to improve user safety. Future development will be encouraged to provide frontages to the lane to activate the laneway and extend the outdoor dining, beyond the adjoining St Johns Avenue.

► Street Description

- A one-way shared zone towards St Johns Avenue.
- Fully paved between property boundaries.
- A raised continuous footpath to both ends of Clipsham Lane – at Wade Lane and St Johns Avenue intersections.
- If possible, include soft landscape features in planting beds or raised planters to improve aesthetics of the street.

► Parking

- No on-street parking.

► Paving

- Local Centre Shared Zone – brick paving for shared zones as per Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- No tree planting due to lack of space.

► Street Furniture

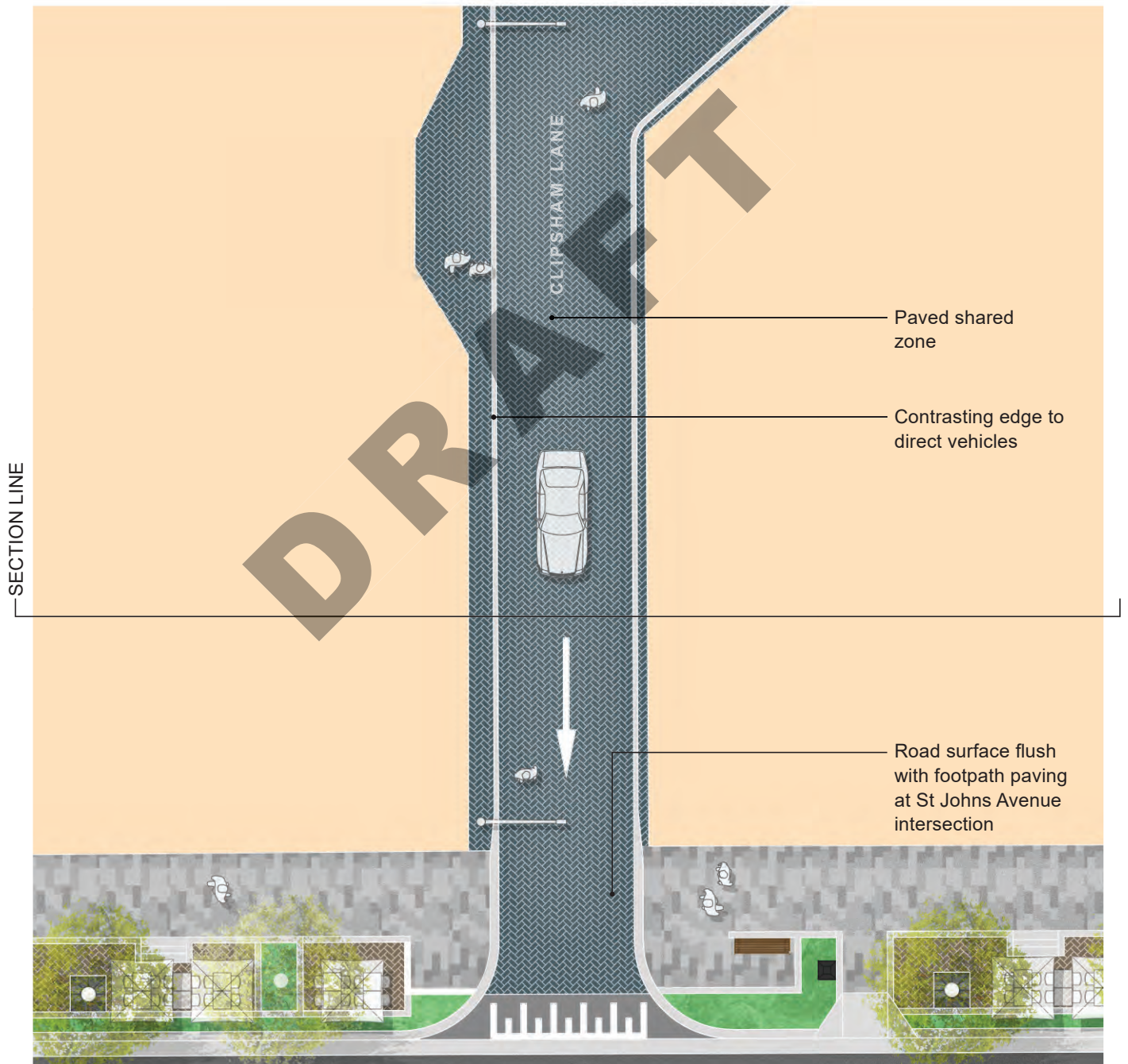
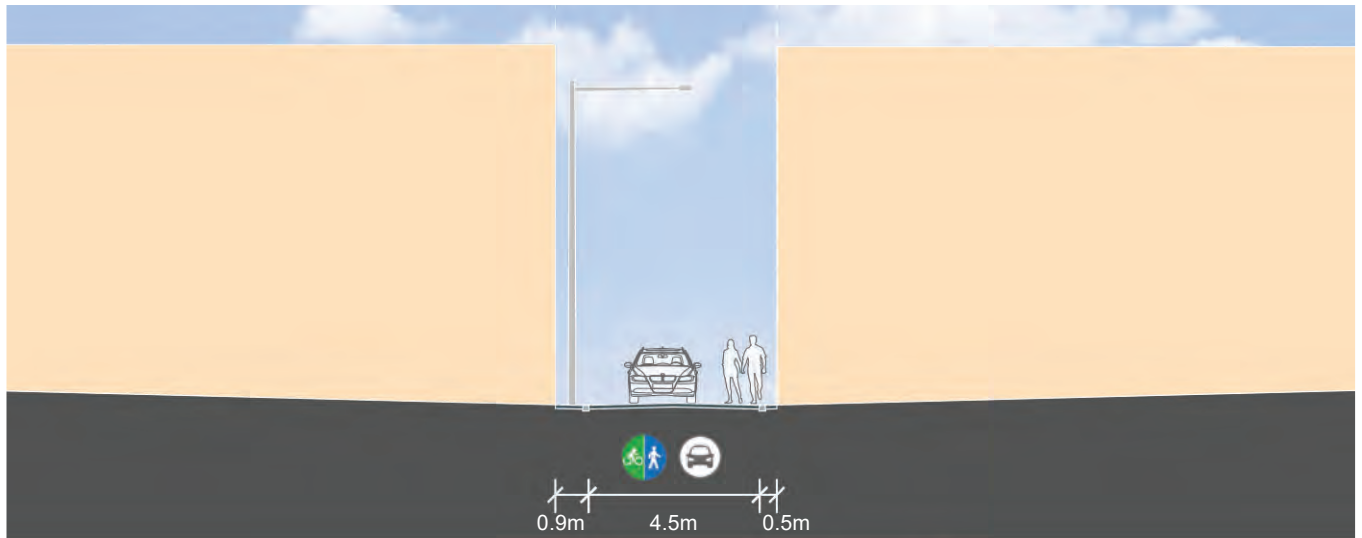
- Raised planters may be used to direct traffic movement through the lane. If street level is activated through redeveloped sites, street furniture may be added to complement future uses.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

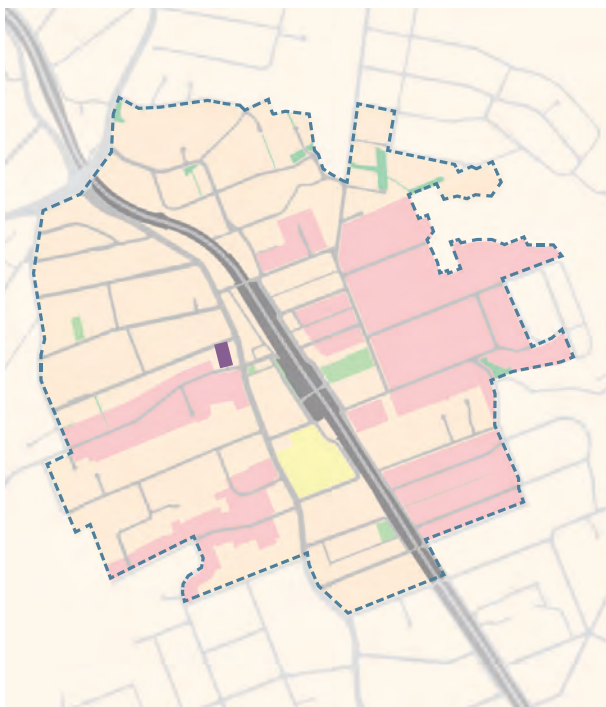
- Existing underground power.



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► Designed Future Character

St Johns Lane will become a shared zone that links Moree Street and St Johns Avenue to the west of Pacific Highway. The section of St Johns Avenue between St Johns Lane and Pacific Highway could be a potential site for a Kiss and Ride zone to serve the commercial centre and the station for those approaching from the west, enabling drivers which drop off passengers to return to the west without crossing Pacific Highway, or to carry on towards the city without negotiating traffic around the station and Wade Lane.

► Street Description

- A two-way shared zone.
- Fully paved between property boundaries.
- A raised continuous footpath to both ends of St Johns Lane – at Moree Street and St Johns Avenue intersections.
- If possible, include soft landscape features in planting beds or raised planters to improve aesthetics of the street.

► Parking

- No on-street parking.

► Paving

- Local Centre Shared Zone – brick paving for shared zones as per Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- No tree planting due to lack of space.

► Street Furniture

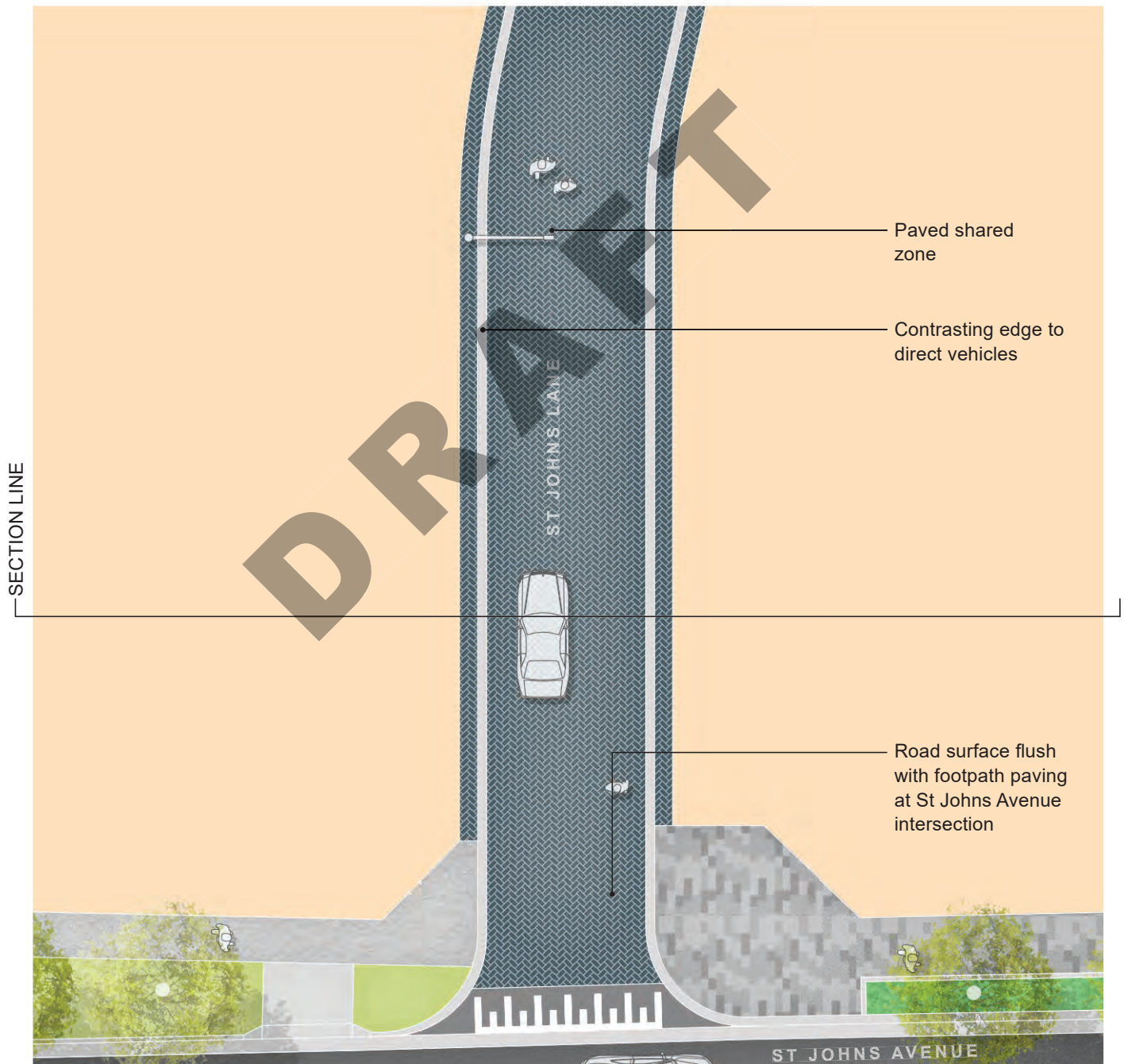
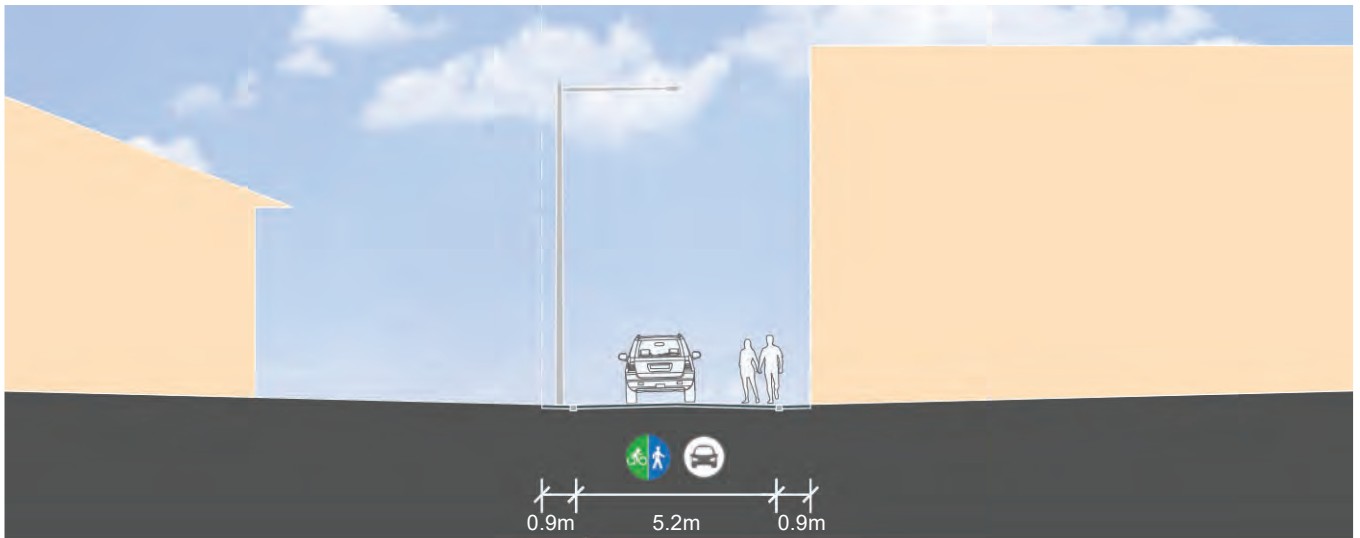
- Raised planters may be used to direct traffic movement through the lane. If street level is activated through redeveloped sites, street furniture may be added to complement future uses.

► Lighting

- Install Ausgrid standard lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

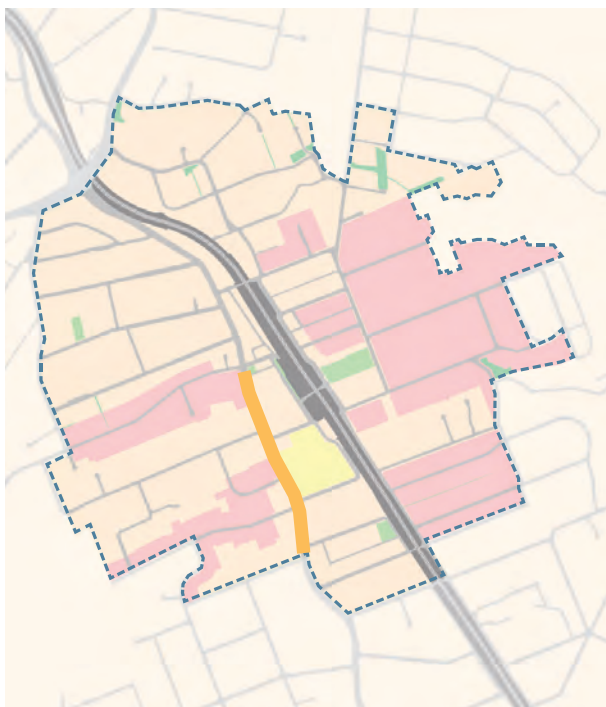
- Underground power.



Notes



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► Designed Future Character

This section of Pacific Highway is largely residential in character and zoning, and falls within the 800m walking catchment from Gordon station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths are to be provided to both sides of Pacific Highway with street tree planting for shade and visual amenity.

► Street Description

- Multi-lane highway corridor with residential character and landscaped setbacks that vegetate the highway at street level.
- Retain existing street trees that are in good form.
- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- Grassed verge between footpath and carriageway.
- Encourage landscaped setbacks in private properties.
- Allow for highway widening in accordance with Transport for NSW plans, if necessary.

► Parking

- Limited on-street parking, where permitted by Transport for NSW.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Medium to large sized canopy trees such as:
 - *Lophostemon confertus*
 - *Melaleuca styphelioides*

► Street Furniture

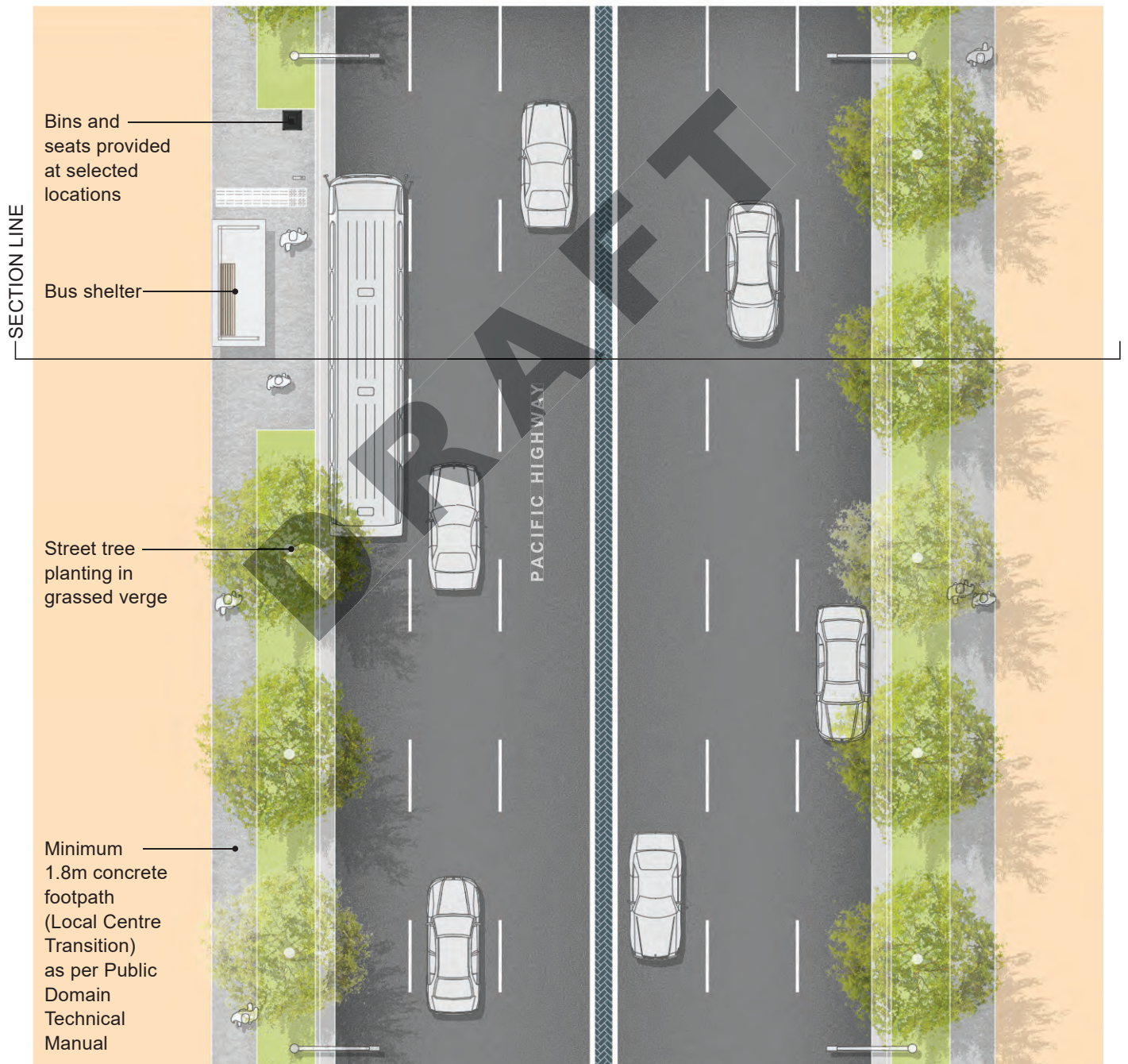
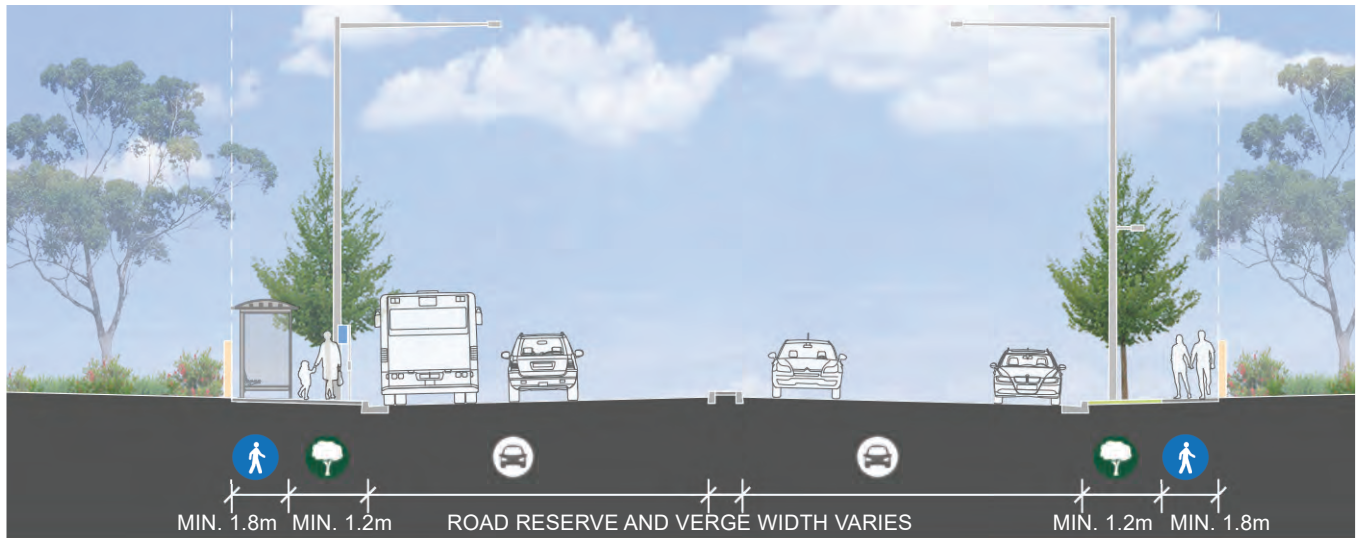
- Seats at 100m intervals and at bus stops.
- Bins at 100m intervals.

► Lighting

- Retain Ausgrid lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

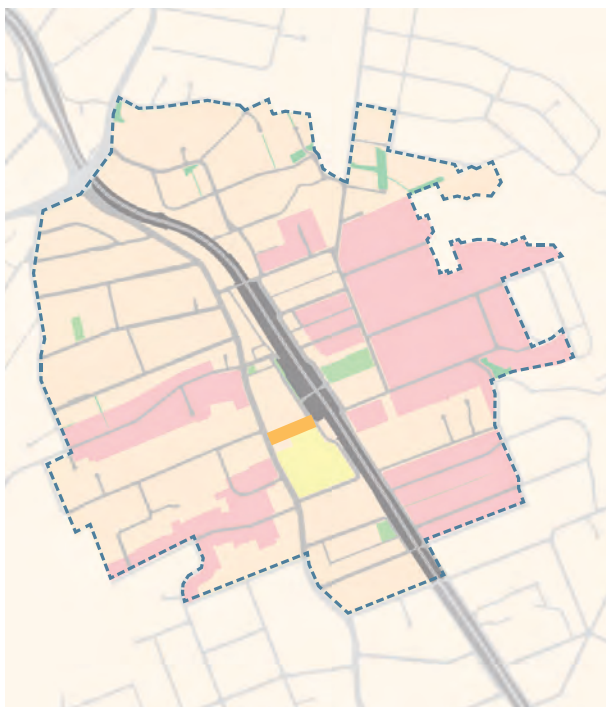
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

A new signalised intersection at Ravenswood Avenue and Pacific Highway will be introduced in line with improvements to the traffic network throughout the Gordon Local Centre.

The upgraded intersection will transform Ravenswood Avenue to become the vehicular entry to the commercial centre of Gordon from the southern approach along Pacific Highway. The streetscape will be upgraded to reflect the revised role of the street as an entry point. Increased tree planting, improved lighting and garden beds adjacent No Parking areas will improve the amenity of the street.

► Street Description

- A two-way, two lane, tree-lined street widening to three lanes at the proposed signalised intersection.
- The wide verges can support large trees. As an important future entry to the Local Centre, boulevard tree plantings should be encouraged.
- Paved footpaths to be provided to both sides of the street.
- Existing carriageway width to be retained.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- Infill tree planting to match existing species, as required.

► Parking

- Time restricted on-street parking where space is available.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees that are in good condition.
- Provide infill street trees of similar species, where required.
- Medium to large sized canopy trees such as:
 - *Lophostemon confertus*

► Street Furniture

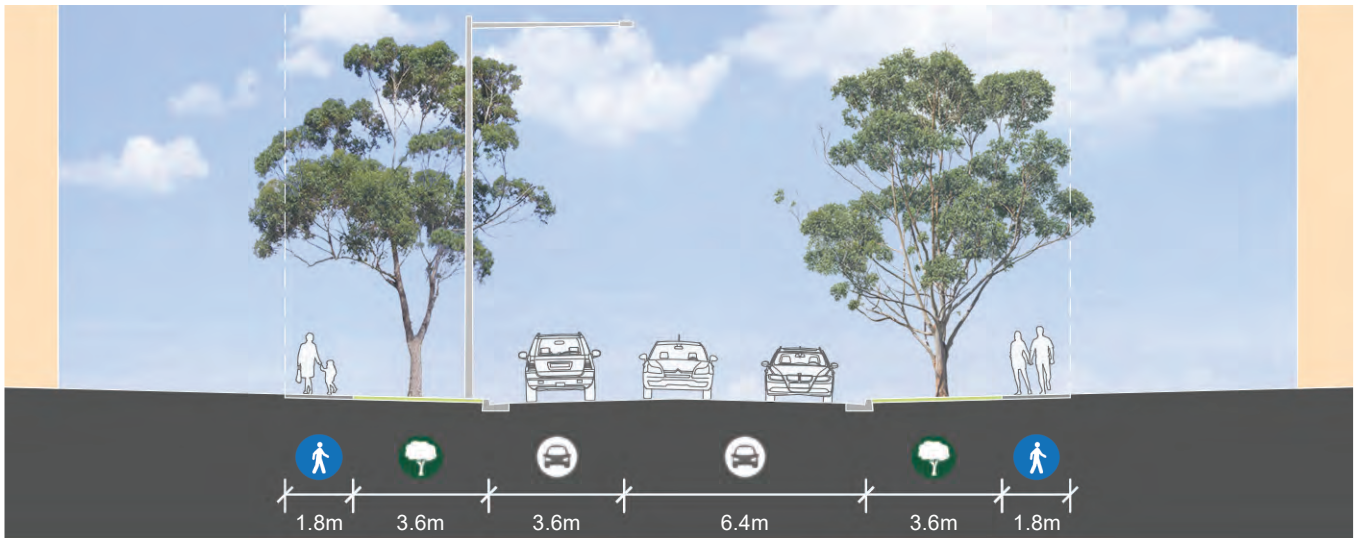
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

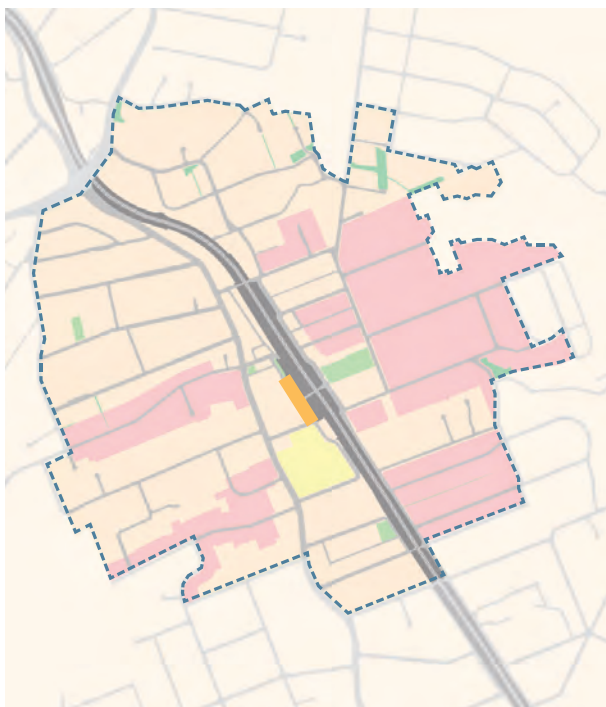
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

This section of Henry Street will be a key connection from the future signalised intersection at Ravenswood Avenue to the Local Centre and train station.

The streetscape will be upgraded to reflect the revised role of the street as an entry point. Increased tree planting, improved lighting and garden beds adjacent No Parking areas will improve the amenity of the street.

► Street Description

- A two-way, two lane tree-lined residential street with car parking to both sides of the street. The wide verges can support large trees. This street is part of the transition zone between the Local Centre and residential areas. Paved footpaths to be provided to both sides of the street.
- The rail corridor containing the bus interchange and commuter car park occupy the eastern side of the street.
- Existing carriageway width retained.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- Grassed verges of varying width.
- Infill tree planting to match existing species, as required.

► Parking

- Time restricted on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees that are in good condition.
- Provide infill street trees of similar species, where required.
- Medium to large sized canopy trees such as:
 - *Cupaniopsis anacardioides*
 - *Lophostemon confertus*

► Street Furniture

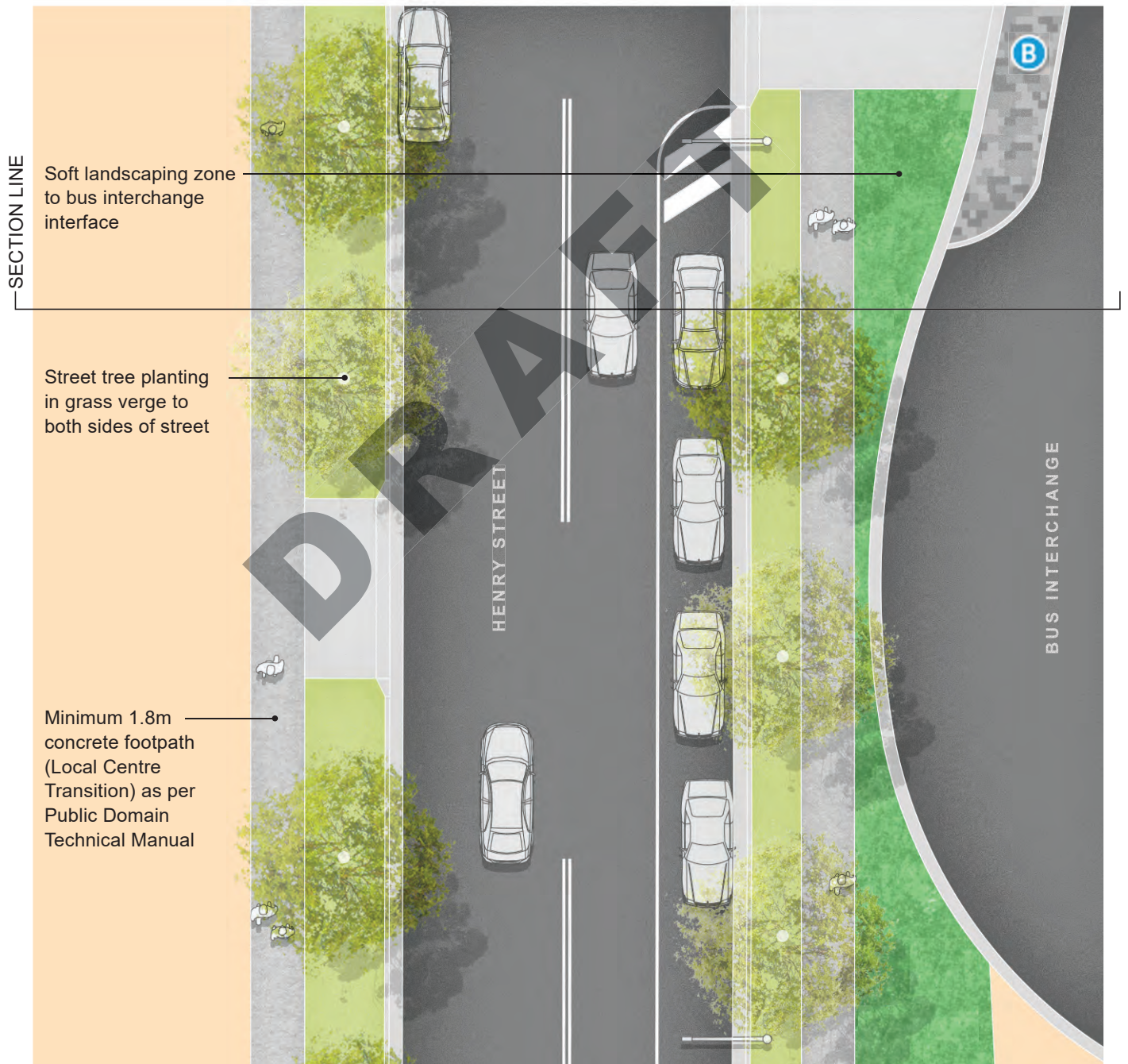
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

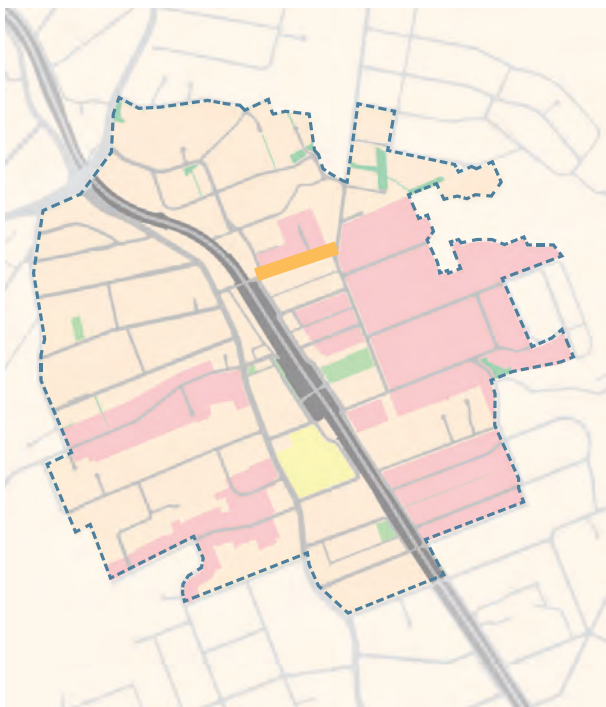
- Existing underground power.



Notes



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► Designed Future Character

Park Avenue is a distributor road to the east side of the Gordon Local Centre. It is also a key connection to the bicycle network through Gordon and beyond to Chatswood and St Ives.

A shared path on the northern side of Park Avenue will help formalise this route and help provide a safer environment for cyclists. The gentle landform lends itself to being a popular pedestrian route to the heritage conservation area on the eastern side of Gordon. A heritage walking trail will be developed with interpretive signage that may become a local tourist attraction.

► Street Description

- A two-way carriageway with on-street parking, and existing street trees that will be strengthened with infill tree planting to intensify the tree canopy. Wide verges provide opportunities for generous path widths and large tree planting.
- Retain existing two-way carriageway with parking lanes to both sides of the carriageway.
- 2.5m shared path to the north side of the street.
- 1.5m footpath to the south side of the street.
- Raised pedestrian and cyclist crossing at the intersection of Werona Avenue.

► Street Cross Section

Typical street cross section (north to south) to be:

- 2.5m shared path with grass verge to the northern side of the street.
- 2.1m parking lane to both sides of the street.
- 2.9m traffic lanes, one each way.
- 1.5m footpath with grass verge to southern side of the street.

► Parking

- On-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

► Street Tree Planting

- Retain existing street trees that are in good condition.
- Provide infill street trees of similar species, where required.
 - Medium sized canopy trees such as:
 - *Acer buergerianum*
 - *Lagerstroemia indica* x *L. fauriei*
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*

► Street Furniture

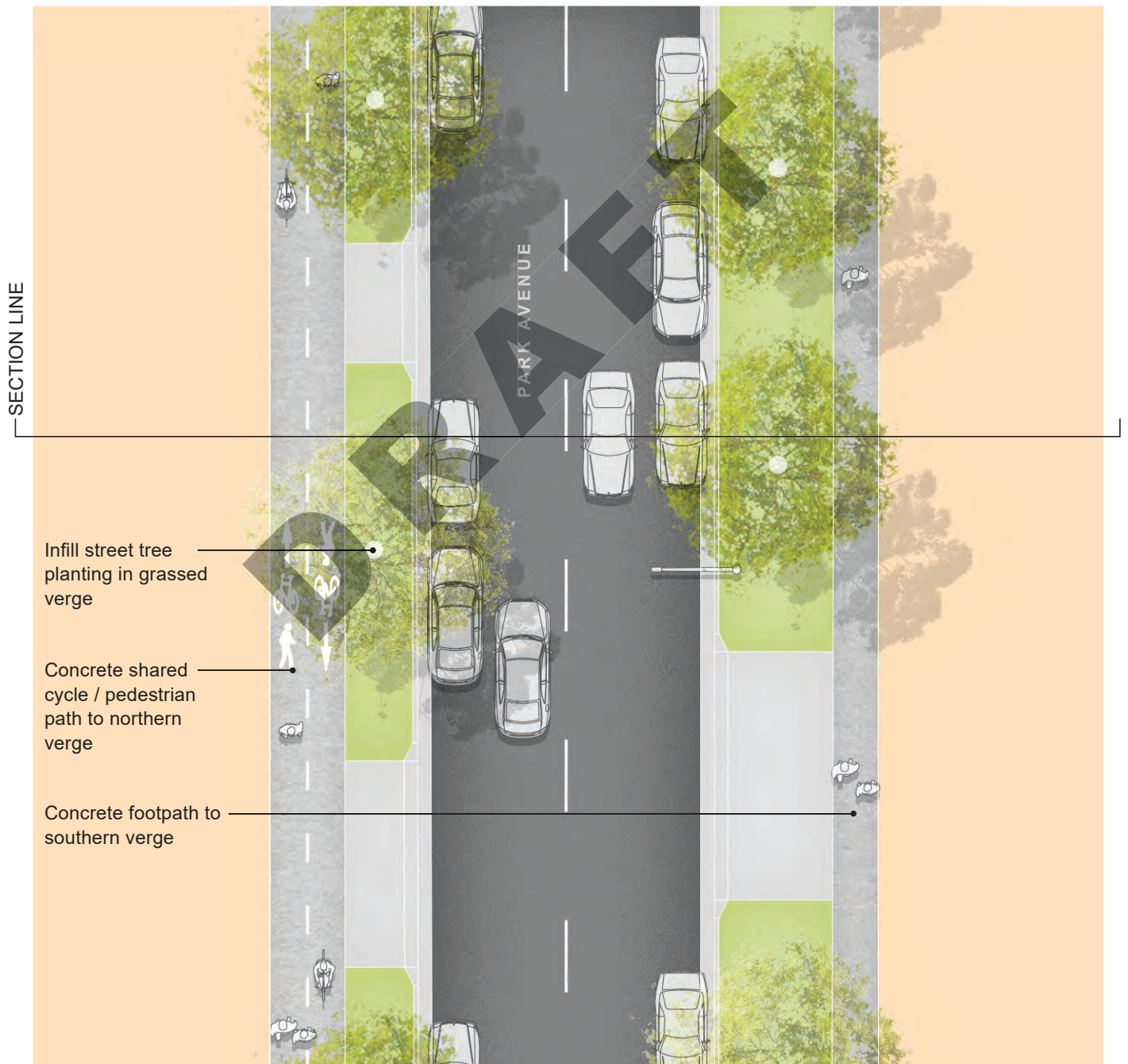
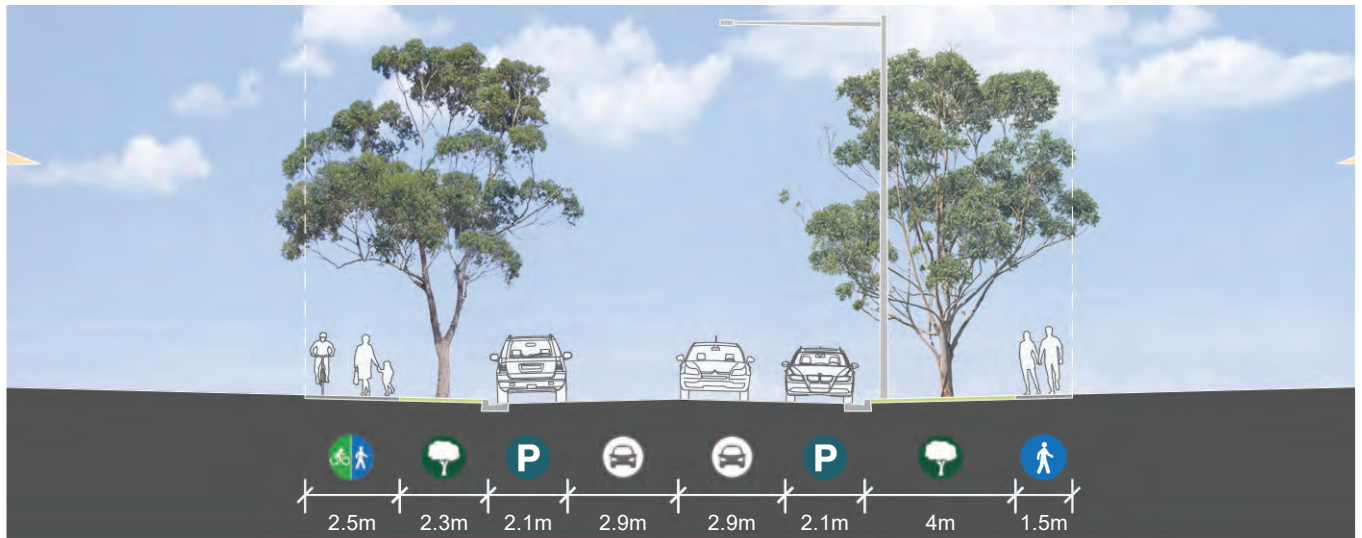
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

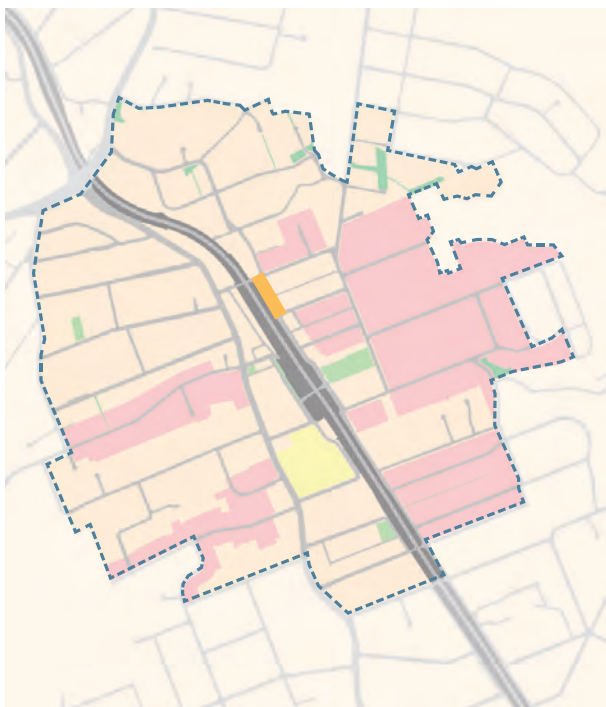
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

The northern end of Werona Avenue will be an important part of the multimodal access to the transport interchange with access to commuter parking as well as the inclusion of a shared path linking the station to the broader cycling network of the region.

The wide verge on the western side of Werona Avenue can easily support a shared path along with retaining existing trees. Where there are gaps in the tree canopy, new tree planting will be implemented to ensure the retention of canopy trees into the future.

A raised threshold crossing will be introduced at Park Lane to provide safer and easier crossing for pedestrians.

► Street Description

- A two-way carriageway with on-street parking, and existing street trees that will be strengthened with infill tree planting to intensify the tree canopy. Wide verges provide opportunities for generous path widths and large tree planting.
- Retain existing two-way carriageway width, except for traffic calming measures near Park Avenue.
- 2.5m shared path to the west side of the street.
- 1.8m footpath to the south side of the street with a grass verge.
- Raised pedestrian and cyclist crossing at the intersection of Park Avenue.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2.5m shared path with grass verge to the western side of the street.
- 2.1m parking lane to both sides of the street.
- 3.3m traffic lanes, one each way.
- 1.8m footpath with grass verge to eastern side of the street.

► Parking

- Time restricted on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

► Street Tree Planting

- Retain existing street trees that are in good condition.
- Provide infill street trees of similar species, where required.
- Medium to large sized canopy trees such as:
 - *Acer buergerianum*
 - *Nyssa sylvatica*

► Street Furniture

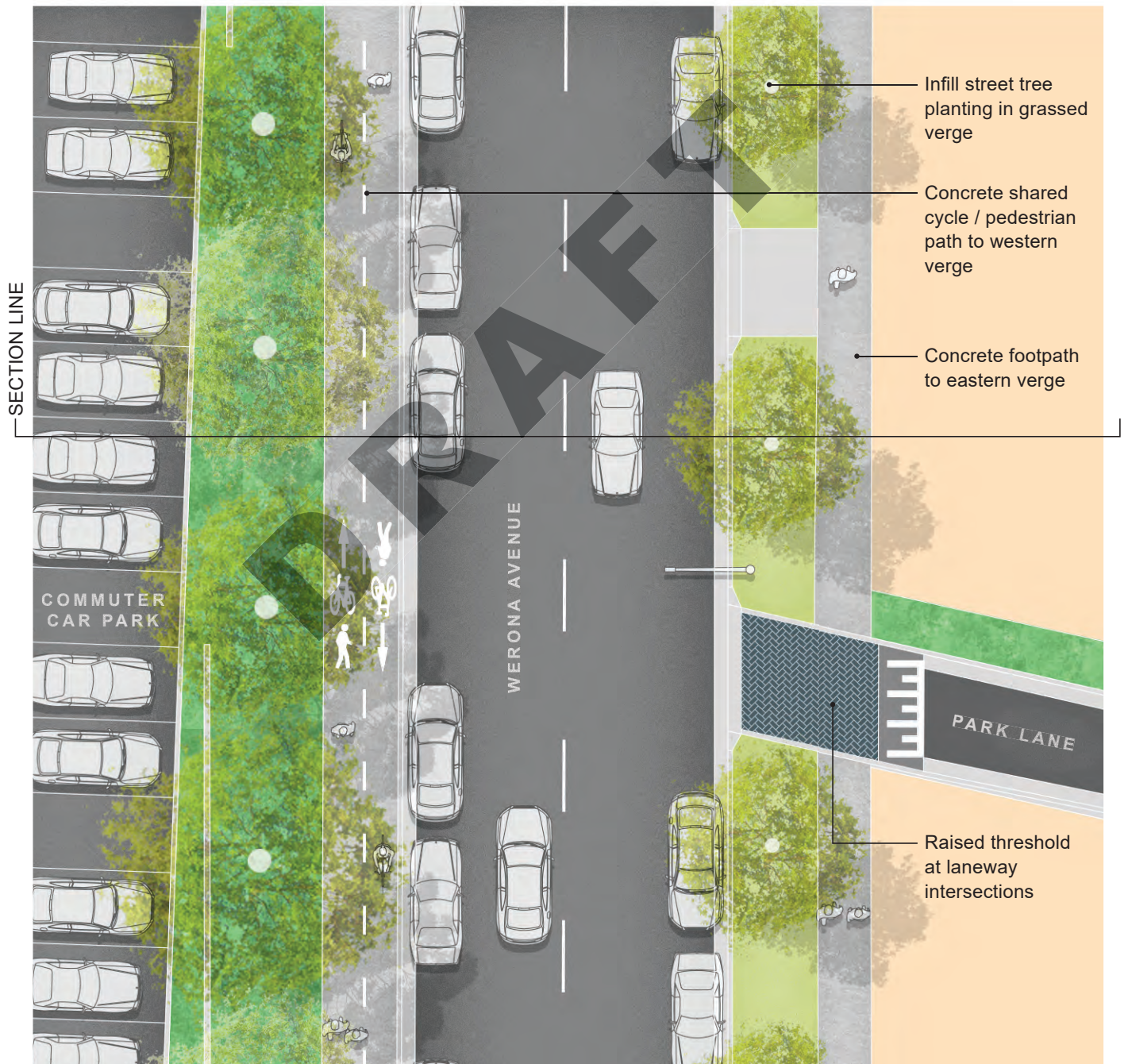
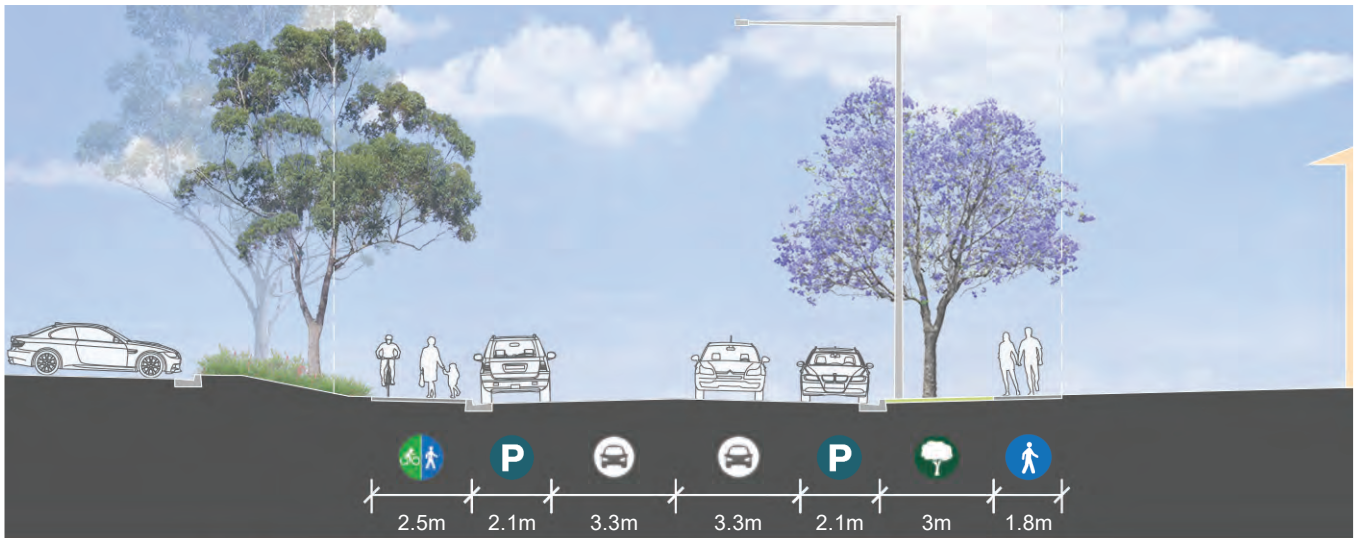
- None.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

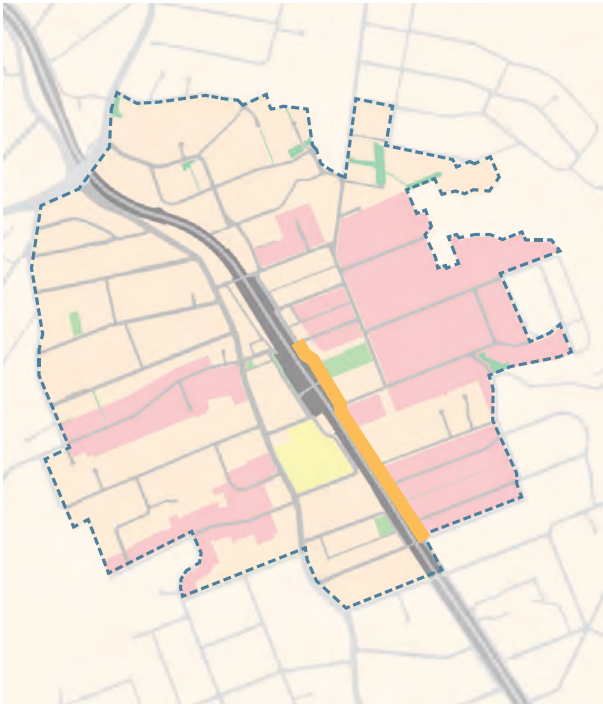
- Existing underground power.



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► Designed Future Character

The southern end of Werona Avenue will be an important part of the multimodal access to the transport interchange with access to commuter parking as well as the inclusion of a separated cycle way linking the station to the broader cycling network of the region towards Killara Station.

As there are no properties on the western side of Werona Avenue, the footpath will be converted to a separated cycle way for safer and easier access to and from Gordon station for cyclists, on the southeastern side of Gordon.

► Street Description

- Two-way, two lane distributor road with a separated cycle way on the western side. The removal of the parking lane on the eastern side of Werona Avenue and the reallocation of road space will provide space for a separated cycle way to be installed on the western side of the street.
- 2.5m separated cycle way on western side of street connecting the regional cycle route to the rail station and Local Centre.
- Retain existing trees where possible.
- Existing kerb alignments to the both sides of the carriageway retained.
- Soft landscape verge with tree planting along the eastern side where space is available.
- 1.5m pedestrian footpath on the eastern side of street.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2.5m cycleway separated by 0.4m median from traffic lane.
- 3.5m traffic lanes, one each way.
- 1.5m footpath with grass verge to eastern side of the street.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Asphalt Paving - separated cycle path as per the Public Domain Technical Manual.
- Line marking to cycle path.

► Street Tree Planting

- Retain existing street trees that are in good condition.
- Provide infill street trees of similar species, where required.
 - Medium to large sized canopy trees such as:
 - *Acer buergerianum*
 - *Nyssa sylvatica*

► Street Furniture

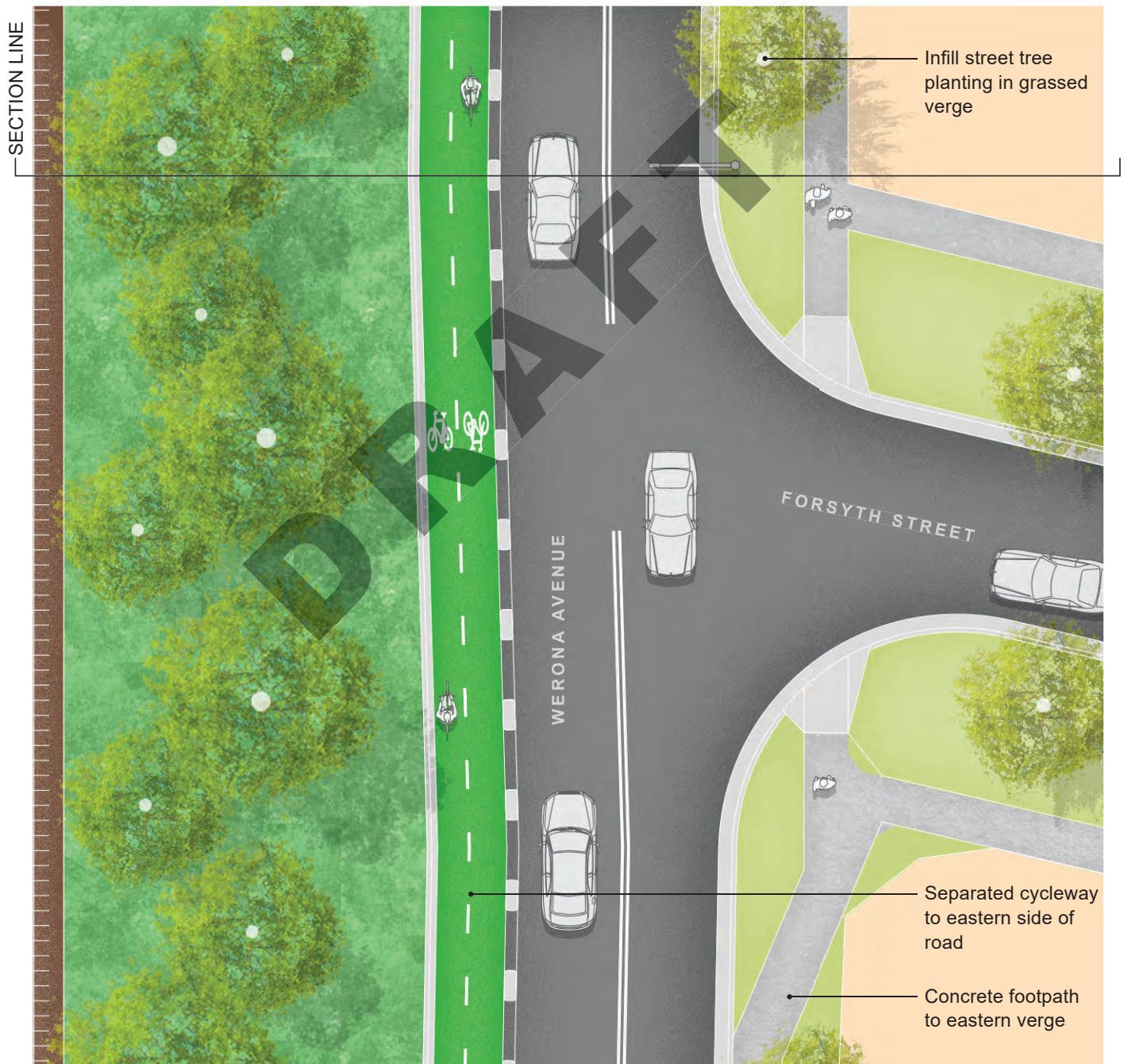
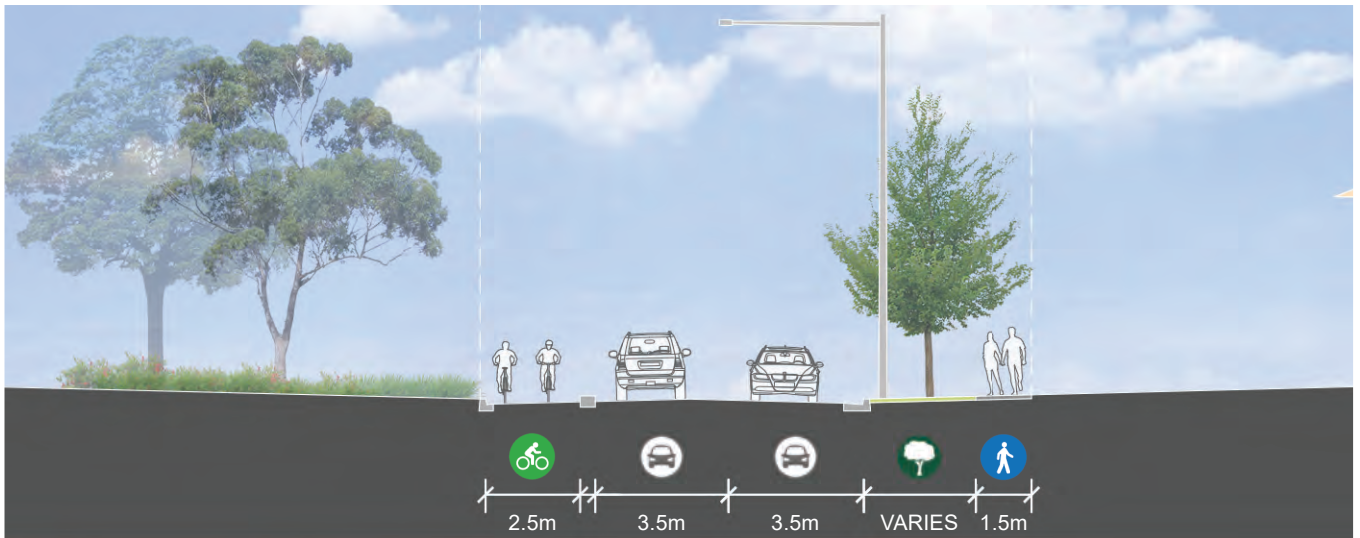
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

Dumaresq Street is currently an important link for vehicles and pedestrians to the Local Centre and will also become an important route for cyclists with the inclusion of a separated cycle way that will provide access to the shopping hub at the top of Dumaresq Street.

The footpath is also a key route connecting to the Blackbutt Creek Track, via Vale Street, that ultimately connects to the Lane Cove National Park.

Street trees will be retained and supplemented to ensure retention of the tree canopy and to provide a shaded streetscape for this west facing street.

► Street Description

- Two-way, two lane distributor road with a separated cycle way on the southern side of the street. Removal of a parking lane will provide space for a separated cycle way to be installed.
- 2.5m separated cycle way on southern side of street connecting the regional cycle route to the Local Centre and civic core.
- Retain existing street trees where possible.
- Existing kerb alignments to the both sides of the carriageway retained.
- Green verge with tree planting on both sides of the street, separating footpaths from carriageway / cycle way.
- 1.5m pedestrian footpath on both sides of the street.
- Signage to be provided to indicate walking and cycle routes to connect with Lane Cove National Park and wider cycling network with Local Centre.

► Street Cross Section

Typical street cross section (north to south) to be:

- 1.5m footpath with grass verge to northern side of the street.
- 2.1m parking lane to northern side of the street.
- 3.3m traffic lanes, one each way.
- 2.5m cycleway separated by 0.4m median from traffic lane.
- 1.5m footpath with grass verge to eastern side of the street.

► Parking

- On-street parking on the northern side of the street.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Asphalt Paving - separated cycle path as per the Public Domain Technical Manual.
- Line marking to cycle path.

► Street Tree Planting

- Retain existing street trees that are in good condition.
- Provide infill street trees of similar species, where required.
- Medium to large sized canopy trees such as:
 - *Elaeocarpus reticulatus*
 - *Fraxinus americana*

► Street Furniture

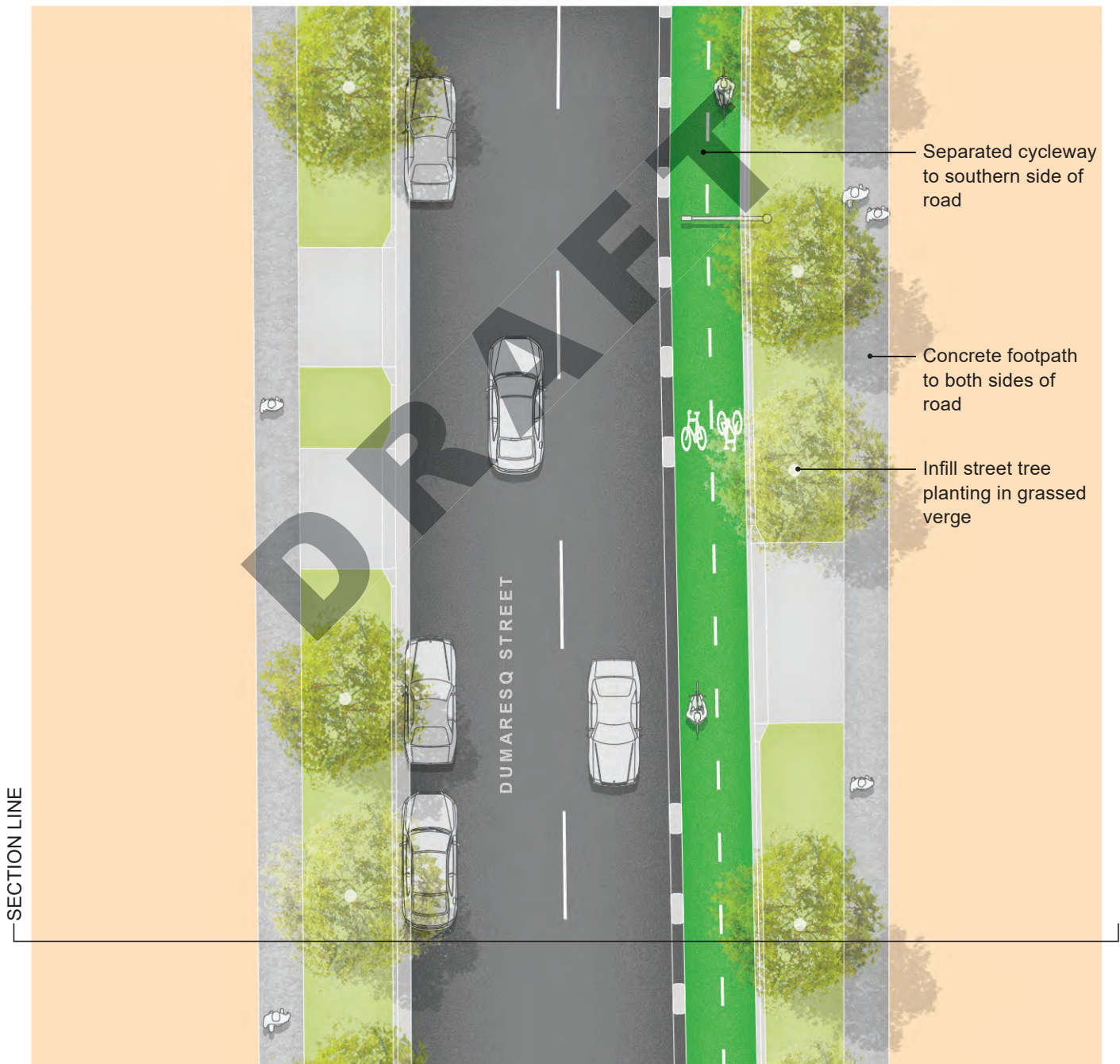
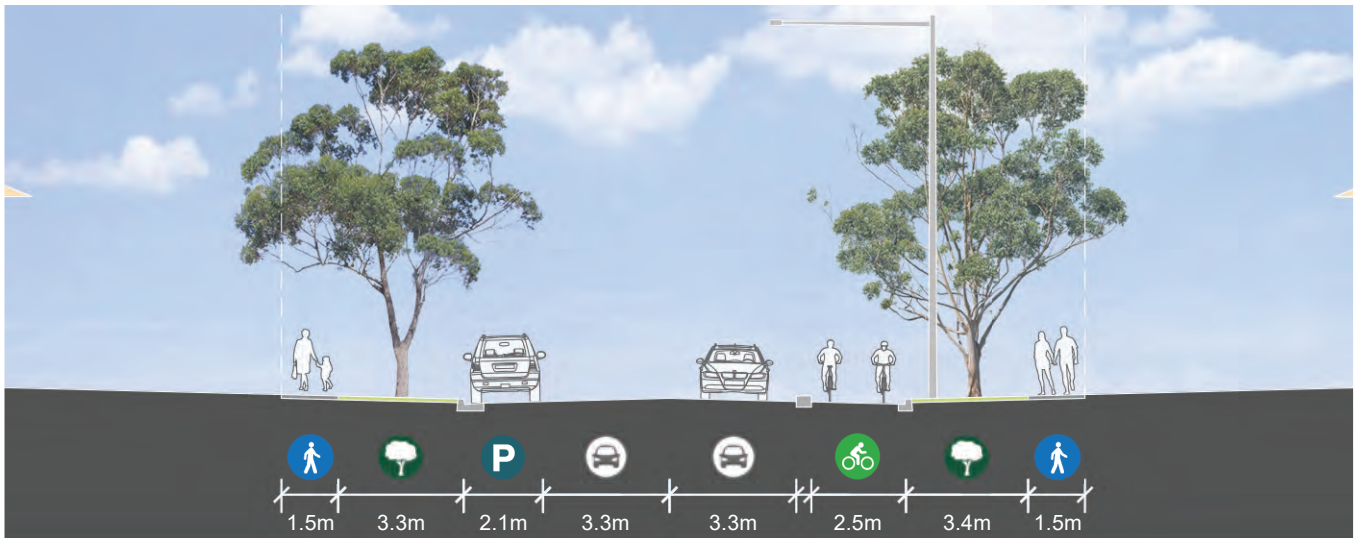
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be aerial bundled cables.



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► Designed Future Character

The creation of a new street is proposed between Moree Street and St Johns Avenue to improve vehicular and pedestrian access and circulation around the retail core of Gordon. The street will provide additional pedestrian links as an alternate to the highway to reach the proposed shopping hub in the vicinity of the Gordon Centre.

The proposed new street will also provide a separation / buffer to the Heritage Conservation Area along St Johns Avenue and the retail core.

► Street Description

- Two-way residential street with parking on one side.
- Footpaths and street trees to be provided to both sides of the street.

► Street Cross Section

Typical street cross section to be:

- 1.8m wide footpath to both sides of street.
- 2.1m grassed verge with tree planting to both sides of street.
- 3m traffic lanes.
- 2.1m parking lane to eastern side of street.

► Parking

- On-street parking to eastern side of street.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Medium sized canopy trees such as:
 - *Tristaniopsis laurina*
 - *Waterhousia floribunda*

► Street Furniture

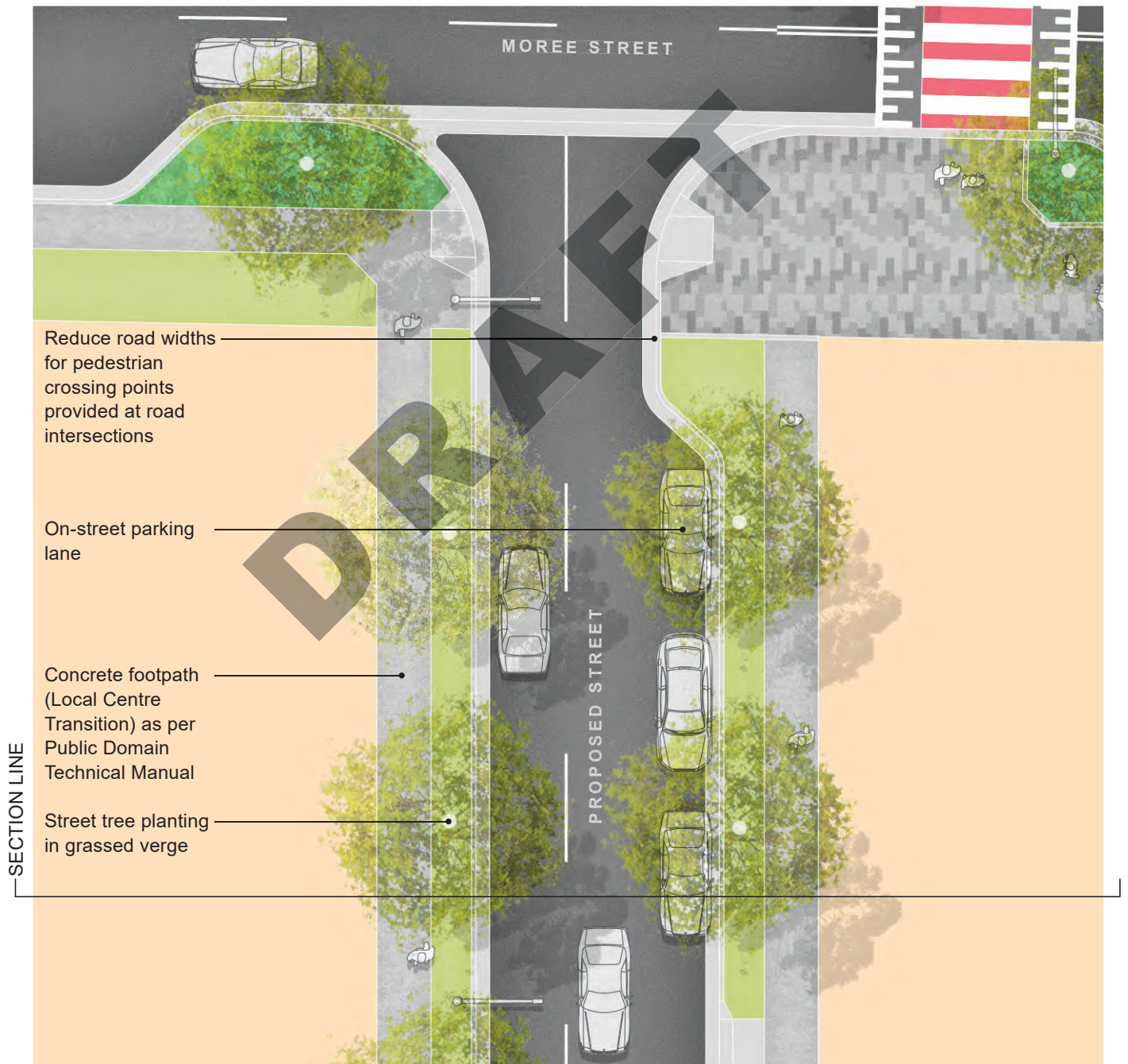
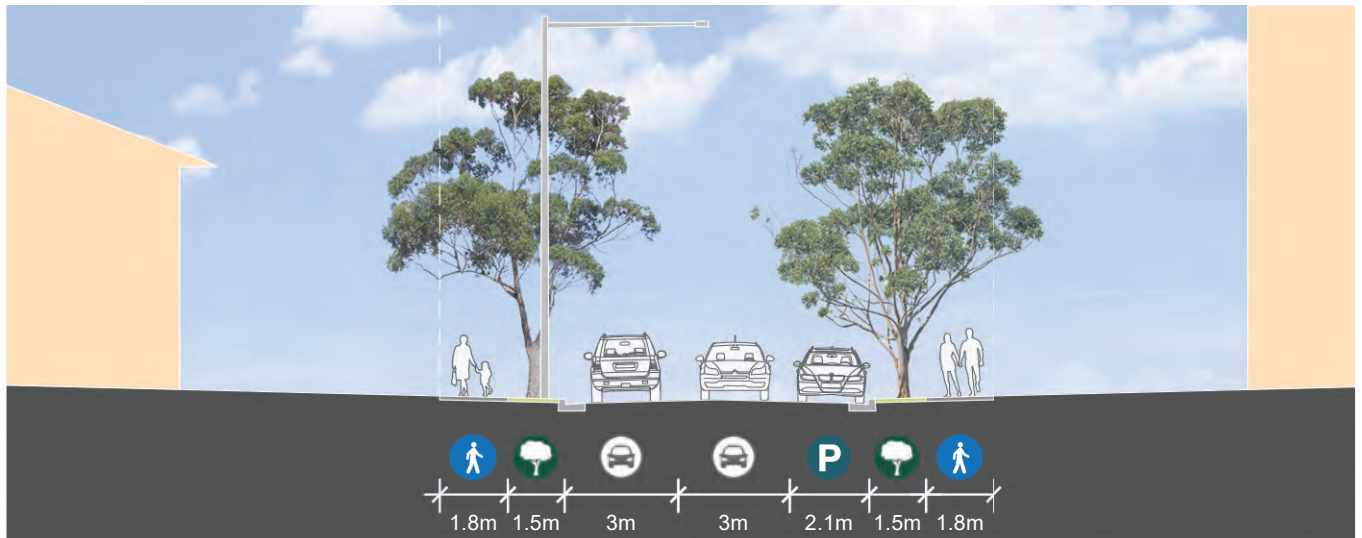
- None.

► Lighting

- Install Ausgrid standard lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

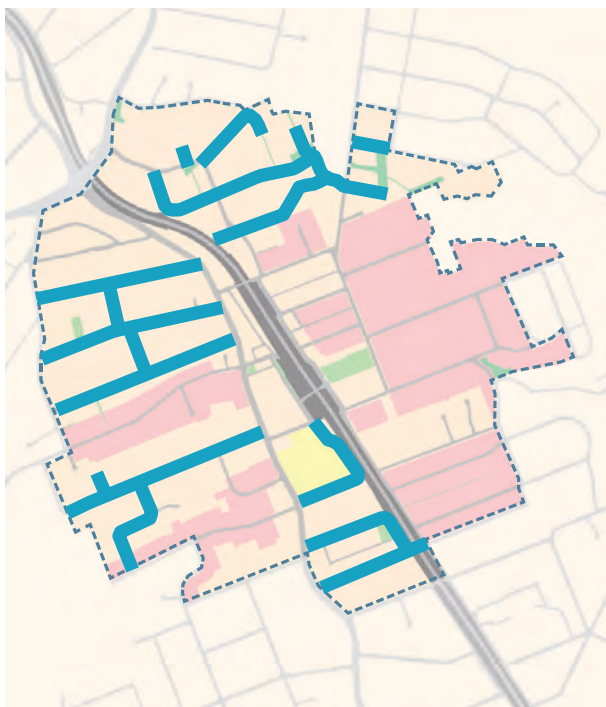
- Underground power.



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► Designed Future Character

Two-way tree-lined residential streets with car parking to both sides of the street. These streets fall within the 800m walking catchment from Gordon station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths to be provided to both sides of the street.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m concrete paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Local Centre Standard Paving – concrete path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing trees. Infill planting with trees of same species as existing to retain and enhance street character.

► Street Furniture

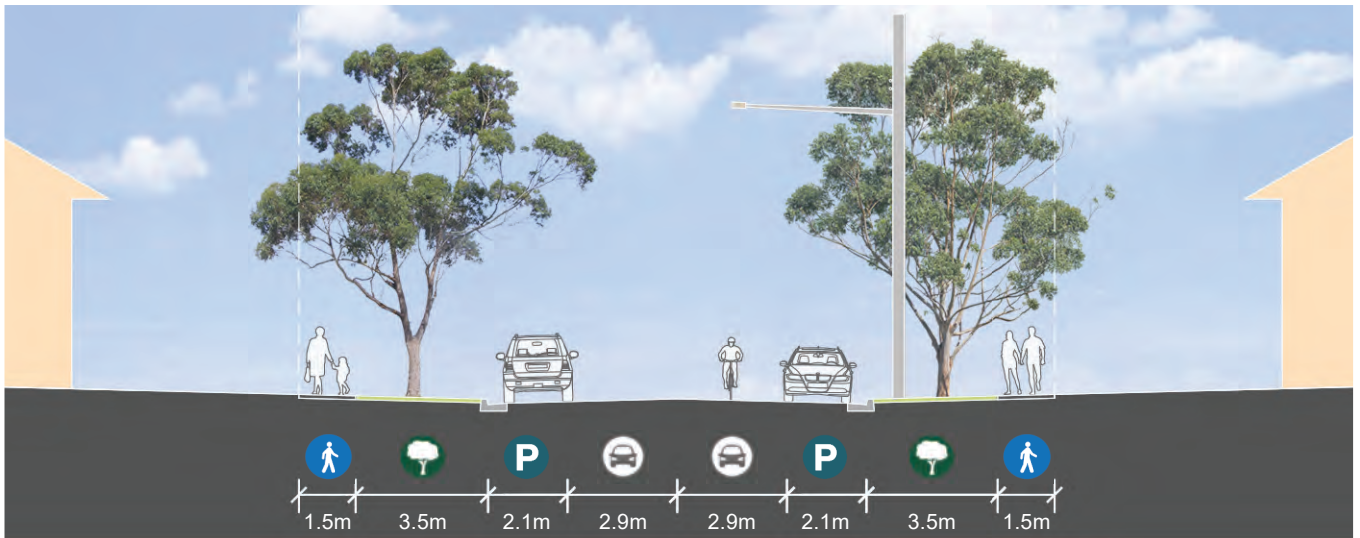
- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Set within a Heritage Conservation Area the existing character of these streets must be retained and protected. Ensure there is appropriate interface and separation between future development and adjoining Heritage Conservation Areas and Heritage Items.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m asphalt paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Heritage Conservation Area Paving - asphalt path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees in good condition.
- Provide infill street trees of similar species, where required to complete boulevard / canopy cover for example:
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*

► Street Furniture

- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

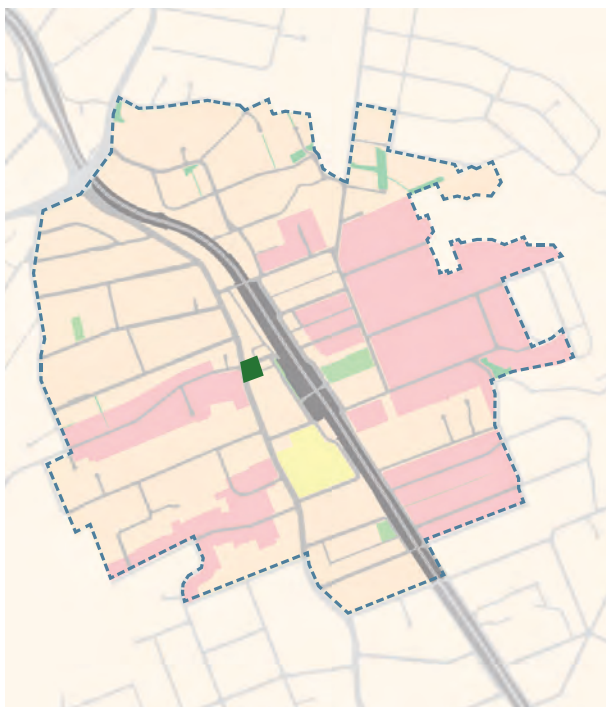
► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes

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► Designed Future Character

Heritage Square is to be upgraded to create an inviting and more accessible passive space for the community including new paving, seating, planting, and public artworks.

► Parking

- No parking within the park. Car parking is available in Wade Lane carpark.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving - pedestrian zones as per the Public Domain Technical Manual.
- Alternate paving may be used with approval from Council's Public Domain Coordinator.

► Tree Planting

- Retain existing street trees in good condition.
- Enhance tree planting in Heritage Square with species of suitable size and character.'

► Furniture

- Seats.
- Bins.
- Picnic suites.
- Bubbler.
- Opportunity for public art / water feature.
- Opportunity to provide screening to substation incorporating public art.

► Lighting

- Install pedestrian and feature lighting, for example catenary lighting, fairy lights, up lighting or spot lighting key elements.
- Minimum recommended category PA1. Lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

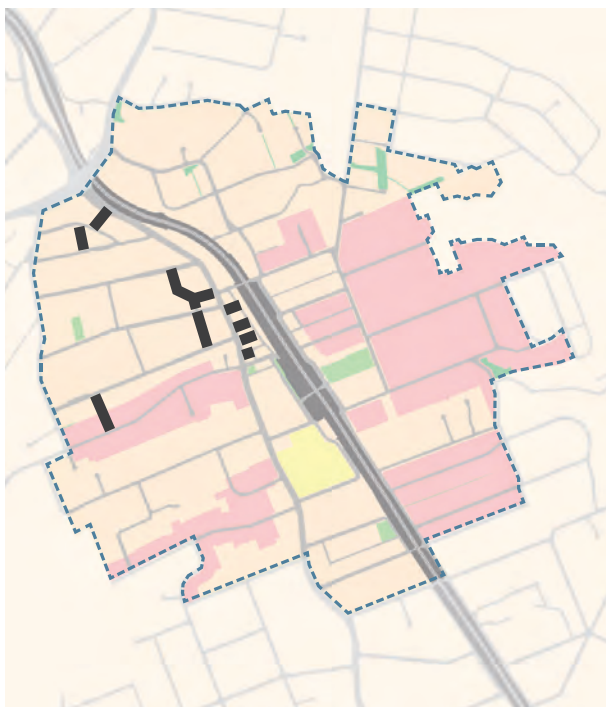
- Underground power.



Notes



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In order to improve pedestrian movement around the Local Centre, existing through-block links / arcades will be upgraded and new links / arcades will be introduced as developments allow.

► Standard Pedestrian Link (Commercial)

Pedestrian Links (Commercial) will typically be:

- 3m – 5m wide. Constructed with a minimum 2m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Link (Residential)

Pedestrian Links (Residential) will typically be:

- 3m – 5m wide. Constructed with a minimum 1.8m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process or as a Right of Way through the development property.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting, where appropriate. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Arcade

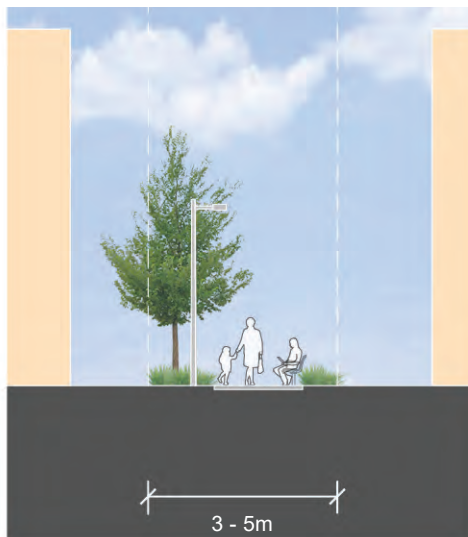
The Standard Pedestrian Arcade will remain in private ownership with a right of way provided to the community.

Pedestrian arcades will typically be:

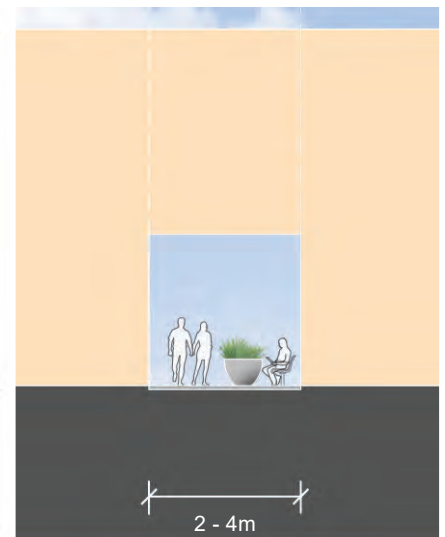
- 2m – 4m wide. Constructed with a minimum 2m clear path of travel.
- Enclosed within the built form.
- Lined with commercial / retail spaces to activate the arcade and be the front door address for the premises.
- Open to the public for a minimum of 18 hours per day.
- Constructed with high quality materials and finishes.
- Encouraged to provide glass walls to adjoining commercial premises.
- Encouraged to provide indoor planting or artworks to the arcade.
- Fitted with interior pedestrian lighting. Lighting levels to be in accordance with AS/NZS1680.0.



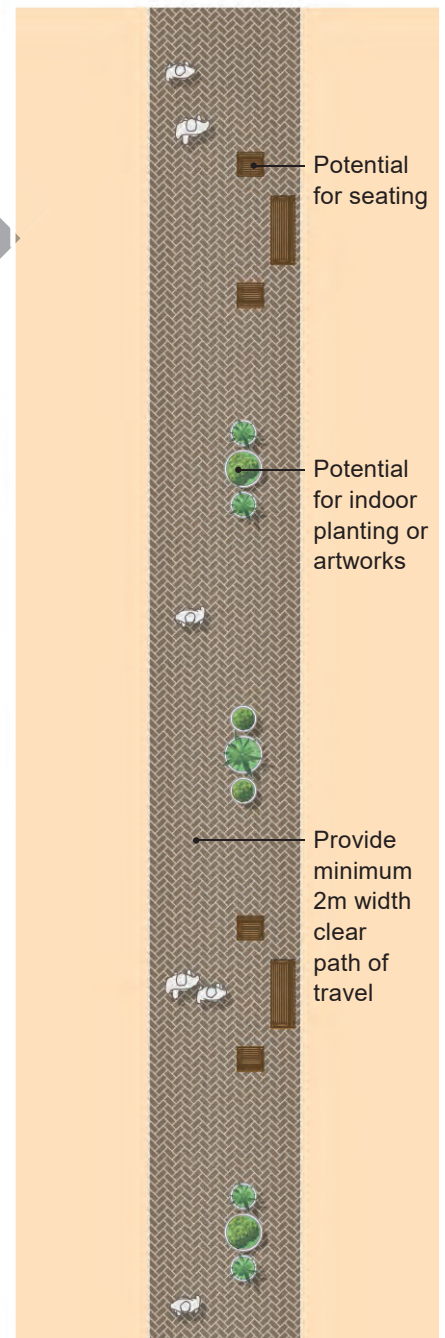
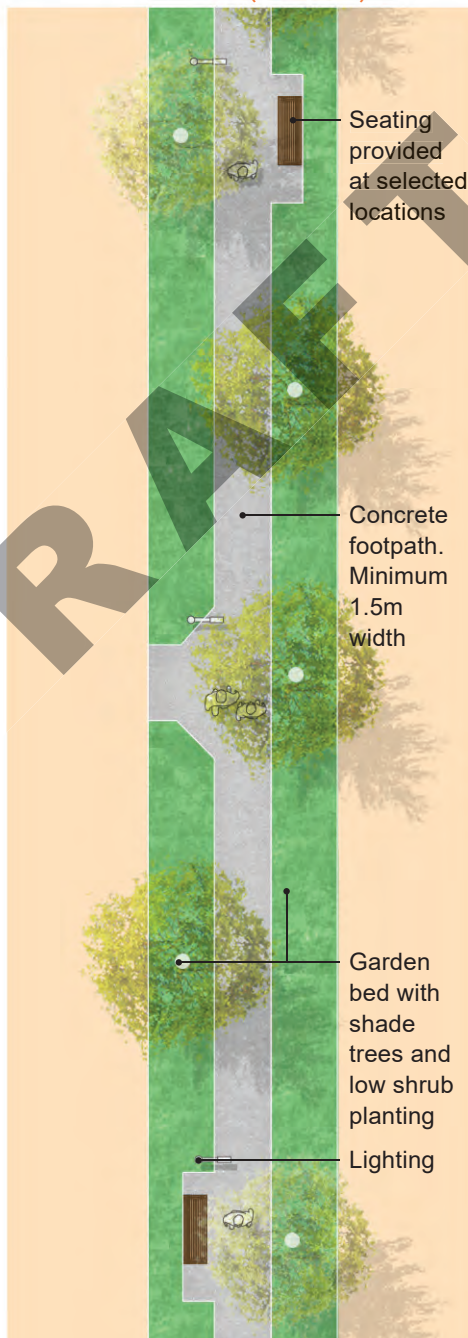
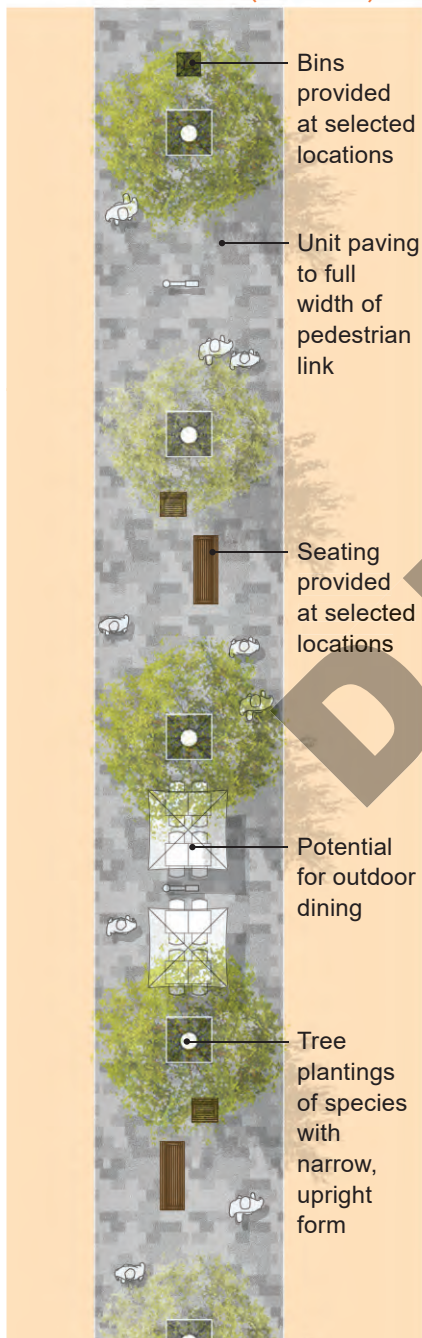
Standard Pedestrian Link (Commercial)



Standard Pedestrian Link (Residential)



Standard Pedestrian Arcade



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Lindfield Public Domain Plan



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 cafés, 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.

Similar to the majority of Ku-ring-gai's Local Centres, Pacific Highway and the rail corridor bisect the Lindfield Local Centre, creating two distinct halves. To the west, the Pacific Highway frontages serve as the Local Centre's main "commercial street" characterised by a fine grain collection of predominantly two storey shop-top commercial premises. The western retail precinct, the larger of the two, will be anchored by the Lindfield Village Hub proposed between Woodford Lane and Drovers Way.

Lindfield Avenue's role as the "main street" on the eastern side of the Local Centre will continue to be enhanced to offer distinctive local shopping experience with shop-top housing allowing additional retail and commercial offices and services to the Local Centre. The Lindfield Village Green, beside Tryon Road will be a 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 is designed for social gatherings and ease of movement for pedestrian and cyclists, with convenient connections to the Lindfield train station. The Village Green may host markets, live music and other performances to enliven the area.

This plan describes the vision for Lindfield Local Centre and provides the framework for improvements to the public domain that will complement Council's urban renewal projects – the Lindfield Village Hub and the Lindfield Village Green.

VISION STATEMENT

"To support the emerging urban culture of the Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community and providing exciting opportunities to shop, eat and socialise, both day and night."

Lindfield Public Domain Principles



1 Encourage a vibrant mix of uses to service the local community.



7 Acknowledge two distinct commercial / retail centres and provide different experiences and facilities east and west of the highway / rail corridor.



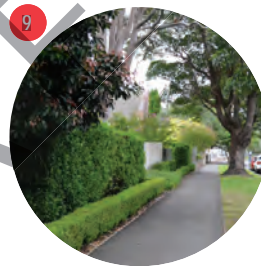
2 Respect Lindfield's heritage – both Aboriginal and European heritage.



8 Strengthen the role of Lindfield Avenue as the main street on the eastern side of the Local Centre.



3 Maintain, strengthen and enhance the role of Pacific Highway as the main commercial street for Lindfield.



9 Enhance the public domain network of streets as places which people enjoy and want to spend time in.



4 Retain the fine grain character along Pacific Highway and throughout the retail centre at street level.



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



5 Improve pedestrian and active transport connectivity to and through the Local Centre.



11 Ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and heritage items.



6 Create new through-block pedestrian links in the Local Centre to improve connectivity.



12 Improve the quality of open space in the Local Centre.

Lindfield Public Domain Objectives

STREET CHARACTER OBJECTIVES

- 1 To maintain, strengthen and enhance the role of Pacific Highway as the main commercial street of Lindfield.
- 2 To strengthen the role of Lindfield Avenue as the main street for the eastern side of Lindfield Local Centre.
- 3 Upgrade and enhance Lindfield Avenue and Pacific Highway streetscapes to create high quality pedestrian environments.
- 4 To establish Woodford Lane as a secondary retail street and promoting an “eat street” character through increased footpath widths.
- 5 To improve the streetscape character of Local Centre lanes.
- 6 To improve the streetscape quality of Balfour Street and Bent Street (eastern end) as minor commercial streets.
- 7 To encourage properties along Pacific Highway to have dual frontages addressing rear lanes as well as Pacific Highway. This will activate both Bent Lane and Woodford Lane, both of which are to be upgraded with increased width, new footpaths and tree planting.

VIEW AND VIEW CORRIDOR OBJECTIVES

- 1 To protect and acknowledge key views in Lindfield with historical importance.
- 2 To protect view corridors from the Pacific Highway ridgeline to the west.
- 3 To maintain important tree vistas through residential areas.



Lindfield Avenue: Proposed Future Character

PUBLIC SPACE OBJECTIVES

- 1 To upgrade the landscape character and facilities of existing parks around the Local Centre.
- 2 To establish a public space / town square on both the east side (Lindfield Village Green) and west side (Lindfield Village Hub) of the Local Centre that also serve as parks for residents and workers.
- 3 Work collaboratively with Transport for NSW to define road corridor widths, building setbacks, traffic speed, tree planting and other requirements to deliver improved place functions along Pacific Highway within the Local Centre.
- 4 Create a small urban plaza by closing Bent Street at the intersection of Pacific Highway.

TREE CANOPY OBJECTIVES

- 1 To provide new and supplementary street tree planting to Local Centres.
- 2 To retain and protect significant existing trees.
- 3 Enhance and extend the existing native and exotic tree canopy in Lindfield.
- 4 Improve the commercial area through tree selection.



Tryon Place Plaza: Proposed Future Character

WAYFINDING OBJECTIVES

- 1 To improve intuitive wayfinding around the Local Centre through streetscape materials, planting and lighting.
- 2 To increase awareness of services, retail offering and public spaces across the entire Lindfield Local Centre through information maps at key locations and destination signage.
- 3 To consolidate a range of community facilities in a central location within the Local Centre.

PEDESTRIAN ACCESS AND CIRCULATION OBJECTIVES

- 1 To improve and enhance the pedestrian connection from the rail station (east) to the Twin Creeks Track and on to Middle Harbour.
- 2 To provide new pedestrian connection from the rail station (west) to Lane Cove National Park.
- 3 To improve pedestrian connections across Pacific Highway.
- 4 To improve through-block links from main streets to secondary retail streets on both sides of the Local Centre.
- 5 Provide a new through site link from Pacific Highway to Woodford Lane providing a direct pedestrian connection from the station to Lindfield Hub.



Bent Street Plaza: Proposed Future Character

INTEGRATED TRANSPORT OBJECTIVES

- 1 To improve and enhance the cycle connection from the rail station (east) to the Twin Creeks Track and on to Middle Harbour.
- 2 To improve cycling connections to and through the Local Centre.
- 3 To provide a new cycle connection from the rail station (west) to the Lane Cove National Park.
- 4 To provide bicycle parking at key destination points.
- 5 To work collaboratively with Transport for NSW towards improvements around the highway and the rail station.
- 6 To improve bus stop facilities within the Local Centre.

VEHICLE ACCESS AND CIRCULATION OBJECTIVES

- 1 To reduce the at grade parking areas in Lindfield.
- 2 To reduce pedestrian and vehicle conflicts in Local Centre streets.
- 3 To redesign traffic signal configuration and introduce new signals along Pacific Highway.
- 4 To improve the local traffic conditions and reduce congestion at key intersections.
- 5 To introduce new roads and make adjustments to existing roads to improve vehicle access and circulation around the Local Centre.



Tryon Road: Proposed Future Character

Lindfield Public Domain Illustrative Plan

Key components of the Illustrative Concept Plan (p154-157) that support the revitalisation of Lindfield Local Centre and align with the Ku-ring-gai Local Strategic Planning Statement are:

PUBLIC SPACE NETWORK

- 1 New park with café and access to underground commuter and Local Centre parking.
- 2 New town square and park as part of the Lindfield Village Hub project.
- 3 Bent Street closure to create a pedestrian plaza with tree planting and potential outdoor dining.
- 4 Improved pocket park at Balfour Street and Bent Street intersection.
- 5 Wolseley Road road closure to become an extension to Ibbitson Park and shared zone with pedestrian priority, increased tree canopy and increased soft landscape areas.
- 6 Ibbitson Park upgrade to playground.
- 7 Tryon Place Plaza upgrade with improved tree planting and pedestrian access.
- 8 Retention and expansion of the significant tree canopy, biodiversity, riparian corridors and green corridors.
- 9 Sensitive interface between public domain areas and adjoining Heritage Conservation Areas and Heritage Items.

BUILT FORM

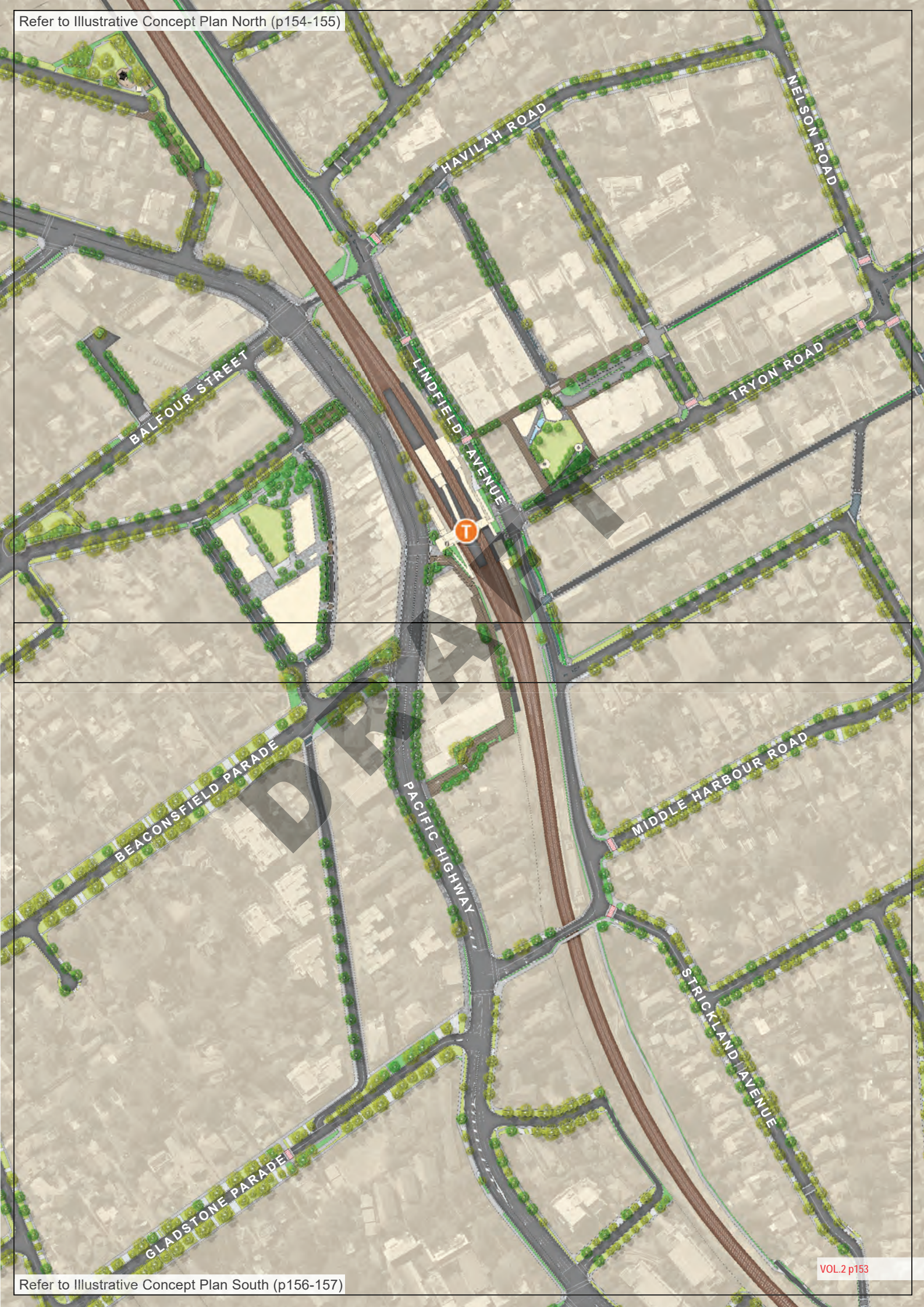
- 10 Gateway sites along Pacific Highway using streetscape design responses to define entry to the Local Centre.
- 11 Retaining and reflecting the street level, low scale, fine grade character of main street shops on Pacific Highway and Lindfield Avenue through appropriate streetscape design to reflect the fine grain character of building frontages and retaining human scale.
- 12 Promoting the upgrade of existing pedestrian lanes and arcades through the main street shops and encouraging new links through future developments.
- 13 Identify locations of additional midblock through links as part of the public domain network.

KEY SITES

- 14 Deliver Lindfield Community Hub as the community heart of the centre with a town square and public open space.
- 15 Lindfield Village Green to provide a key pedestrian and cycle link as well as a community public space.
- 16 New Tryon Place extension to improve pedestrian movement to the Local Centre and rail station.

MOVEMENT

- 17 Provision of continuous cycle and pedestrian link, either shared or separated parallel to rail corridor that links to the future Hornsby to Chatswood cycle / pedestrian link. Work to be carried out collaboratively with Transport for NSW and Sydney Trains.
- 18 Investigation of building setbacks to deliver improved place function and tree planting along Pacific Highway within the Local Centre. Work to be carried out in collaboration with Transport for NSW.
- 19 Key pedestrian / cycle connections to commercial precincts of the Local Centre.
- 20 Investigation of the potential for a pedestrian overpass over Pacific Highway, connecting to the rail station.
- 21 Retain existing signalised pedestrian crossing to Pacific Highway.
- 22 New traffic signals to be installed at Beaconsfield Parade and Pacific Highway intersection.
- 23 Formalisation of streets associated with Lindfield Village Hub project.
- 24 Upgraded lane as part of the redevelopment site.
- 25 Relocate bus stop to allow improved pedestrian movement along the highway footpath.
- 26 New traffic signals to be installed at Strickland Avenue and Pacific Highway intersection.











JOIN LINE

TRYON PLACE

LINDFIELD AVENUE

MIDDLE HARBOUR ROAD

CHELMSFORD AVENUE

STRICKLAND AVENUE

WAIMEA ROAD

DRAFT

Lindfield Public Domain Street Hierarchy

EXTENT OF LOCAL CENTRE

The Ku-ring-gai Local Strategic Planning Statement identifies Primary Local Centre boundaries with an investigation area defined by a circle with a radius of 800 metres that represents a 10-minute walkable distance to the train station, chosen because it is a major public gateway to the Local Centre.

Further refinements to the investigation area include the calculation of walking times based on layouts of roads and footpaths, topography as well as the natural elements of the area. Rationalisation of the inclusion of whole residential blocks and public roads also defined the boundary of the Local Centres.

Exceptions to the rule include cases where a large open space is located within or adjacent the circle's periphery.

LOCAL CENTRE STREET HIERARCHY

Streets (including lanes and roads) form the primary component of the public domain area of the Local Centres. The quality and character of the streets play a significant role in the experience of the Local Centre.

The streets are the key movement spaces for pedestrians so they need to be safe and accessible, as well as attractive. Safe attractive streets encourage activation and bring life to Local Centres, improving opportunities for community connections and interactions.

A hierarchy of streets assists people to find their way around the Local Centre, making it legible for navigation and identification. A street hierarchy has been prepared for each Local Centre and typical proposed characteristics of those streets have been assigned.

► Local Centre Core

- Precast concrete unit paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with banner poles as per Public Domain Technical Manual.
- Street tree planting.
- Public art.

► Local Centre Shared Zone

- Brick paving as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Selected Council street and pedestrian lighting with as per Public Domain Technical Manual.
- Street tree planting.

► Local Centre Transition

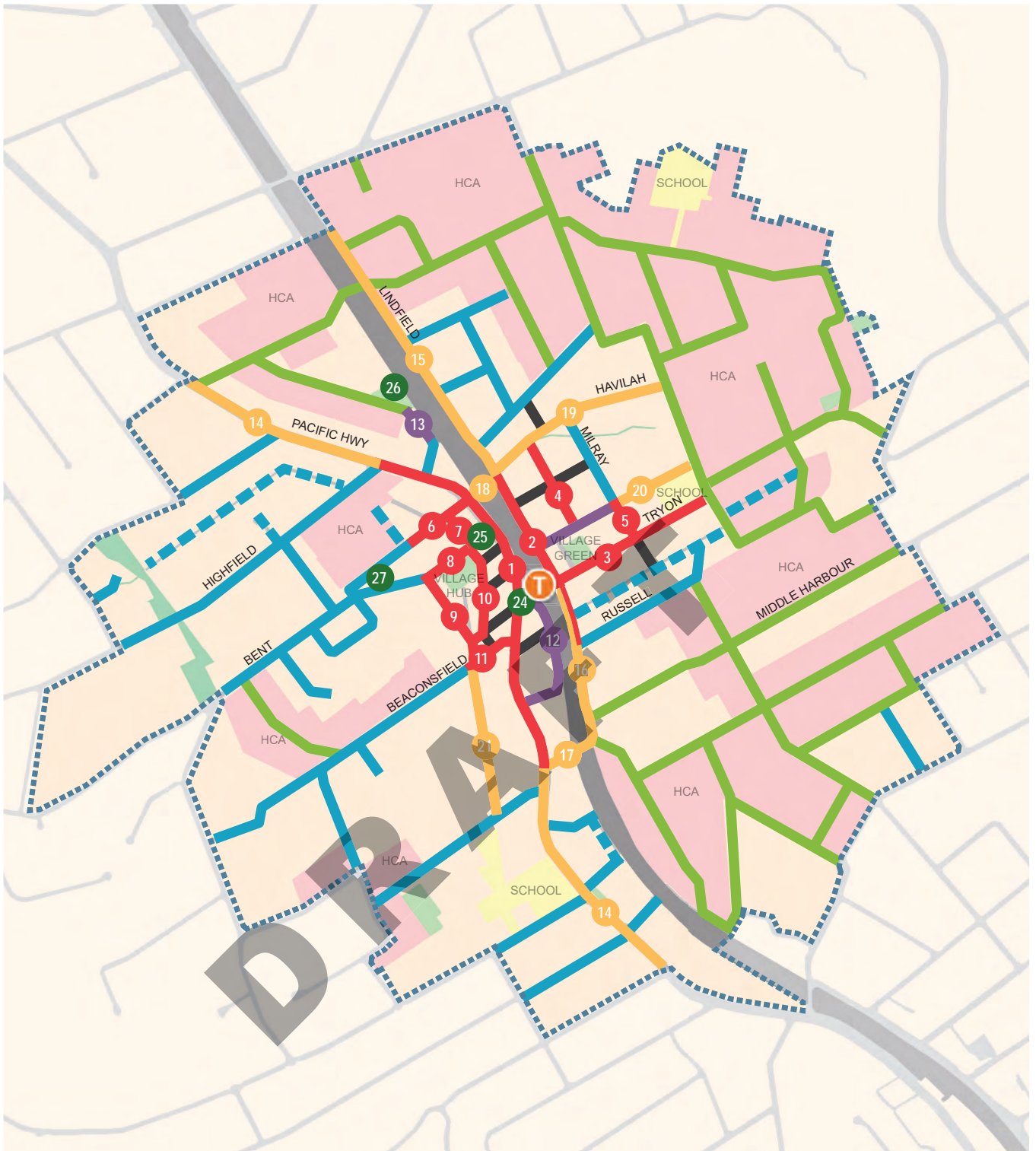
- Concrete pavement (exposed aggregate) as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Standard

- Concrete pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Heritage

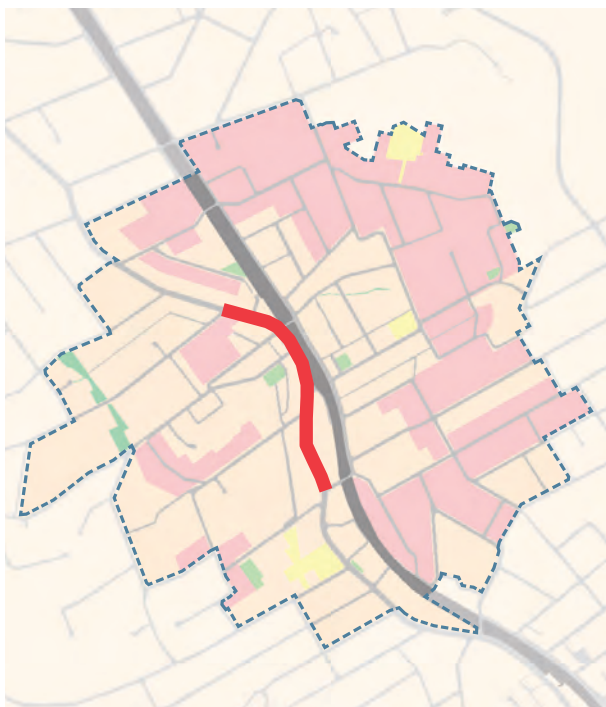
- Asphalt pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.



Extent of Lindfield Local Centre and Street Hierarchy

- | | | | |
|--|---|--|---|
| — Local Centre Core | 1 Pacific Highway | 10 Woodford Lane | 19 Havilah Road |
| — Local Centre Shared Zone | 2 Lindfield Avenue | 11 Beaconsfield Parade | 20 Kochia Lane |
| — Local Centre Transition | 3 Tryon Road | 12 Tryon Place | 21 Drovers Way |
| — Local Centre Standard Street | 4 Havilah Lane | 13 Wolseley Road | 22 'Standard' Street |
| - - - Local Centre Standard Lane | 5 Milray Street | 14 Pacific Highway | 23 'Heritage' Street |
| — Local Centre Heritage | 6 Balfour Street | 15 Lindfield Avenue | 24 Tryon Place Plaza |
| — Local Centre Park / Plaza | 7 Bent Lane | 16 Lindfield Avenue | 25 Bent Street Plaza |
| — Local Centre Pedestrian Link / Arcade | 8 Bent Street | 17 Strickland Avenue | 26 Ibbitson Park |
| | 9 Drovers Way | 18 Havilah Road | 27 Bent / Balfour Garden |
| | | | 28 'Standard' Pedestrian Link / Arcade |

1 PACIFIC HIGHWAY (HIGHFIELD ROAD TO STRICKLAND AVENUE)



► Designed Future Character

Pacific Highway remains the main arterial road through the Local Centre. Opportunities for tree planting will be found through increased setbacks for new developments where possible. Improvements to the pedestrian environment will be applied to strengthen and enhance the highway as the main commercial street in Lindfield.

► Street Description

- Multi-lane highway corridor with fine-grained character at street level.
- Built form to both sides of the highway except on the eastern side between Tryon Place and Balfour Street where the rail corridor abuts the road corridor.
- Retain fine grained character at street level with shop-top housing / commercial premises in accordance with the Development Control Plan.
- New developments to be setback from the property boundaries on both sides of Pacific Highway, wherever possible and particularly on the western side of the highway, in accordance with the Development Control Plan.
- Footpath widened on western side of Pacific Highway through building setbacks and through reduction of kerbside traffic lane width.
- Buildings to provide active ground floor uses and continuous awnings.
- High quality paving, furniture, lighting and banners.
- Street tree planting where footpath width allows or within building setbacks and forecourts.

► Parking

- Transport for NSW propose to implement Extended Clearways along Pacific Highway in the future.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Provide street trees on the highway where footpath widths, building setbacks and awnings allow.
- Trees in pits with tree growing vault trench beneath.
- Strengthen tree planting along rail corridor wherever possible.
- Examples of tree planting:
 - *Platanus orientalis* 'Cuneata' (along rail corridor)
 - *Tristaniopsis laurina*

► Street Furniture

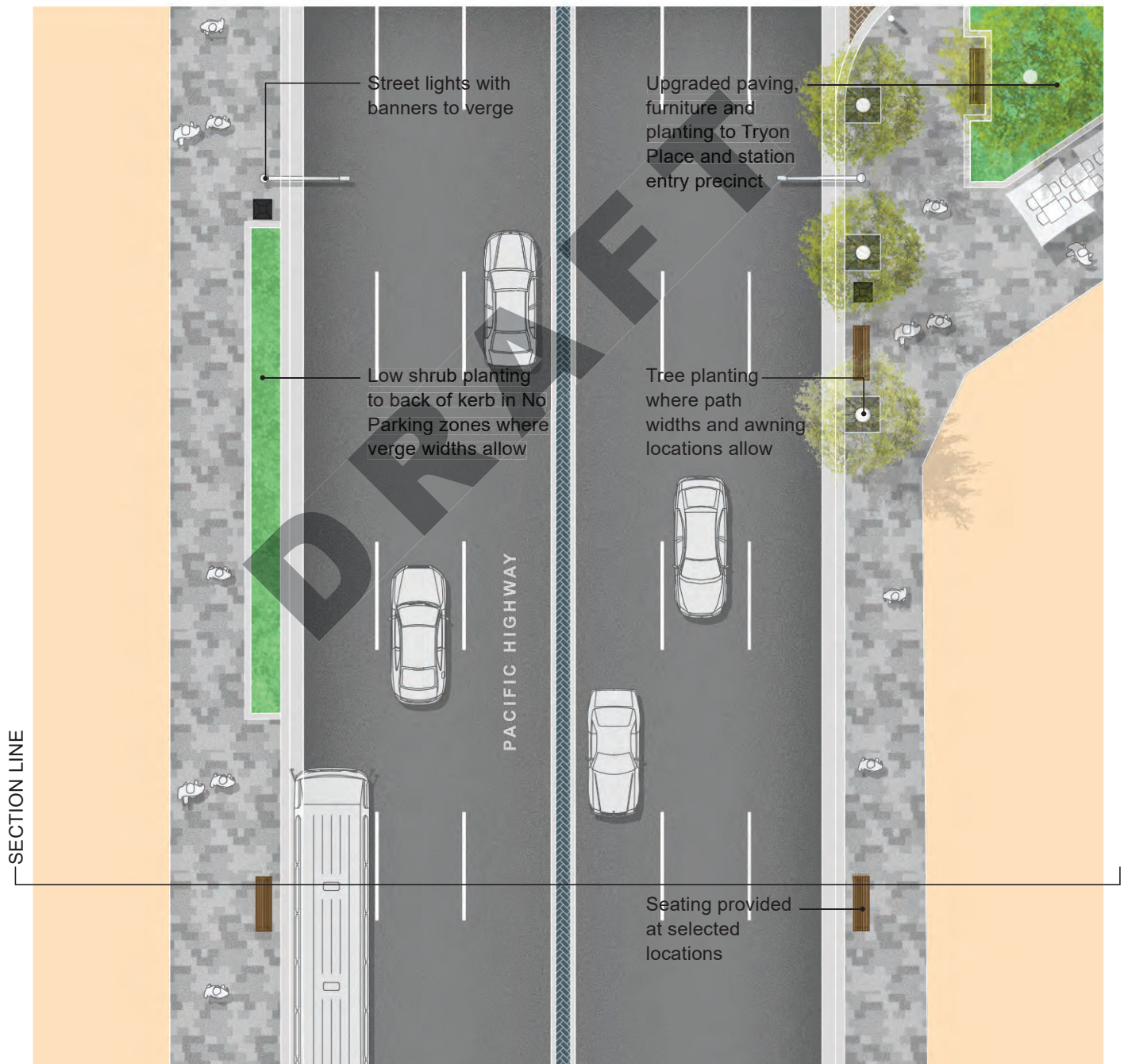
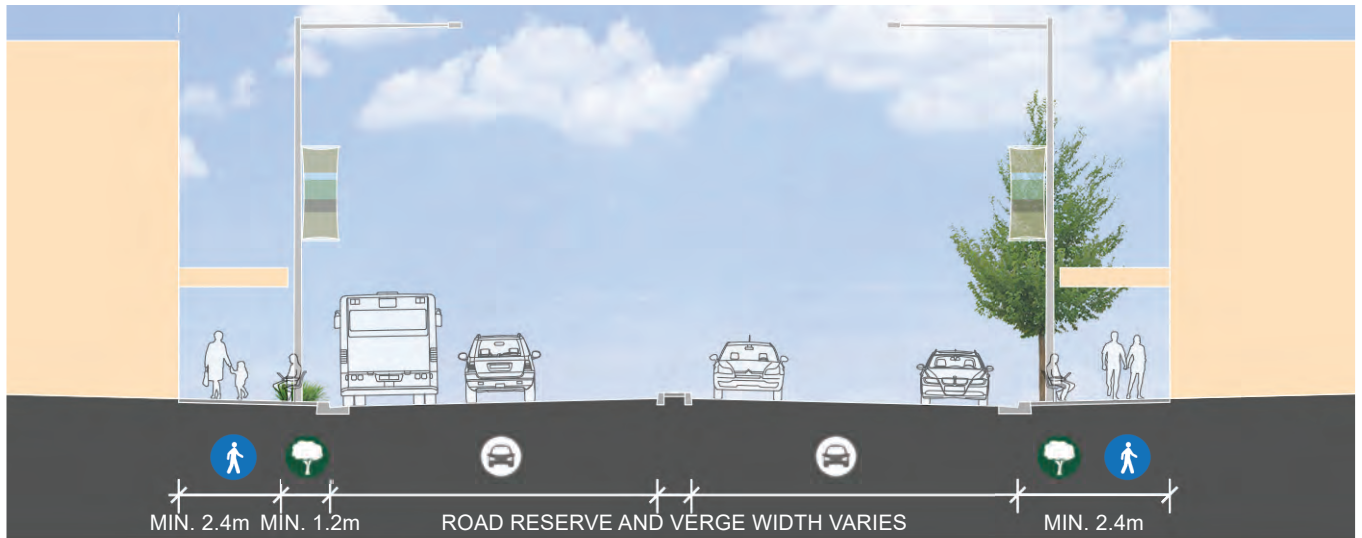
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.
- Relocate bus stop on eastern side of highway to improve pedestrian circulation in collaboration with Transport for NSW.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

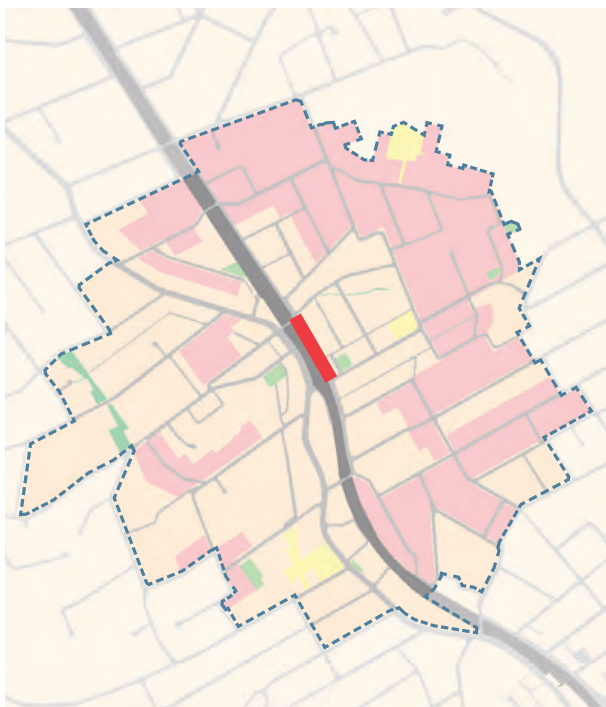
- Existing underground power.



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► Designed Future Character

Lindfield Avenue remains the main retail street for the eastern side of the Local Centre. Activation of the street to be encouraged through wide footpaths that allow outdoor dining and street tree planting. The separated cycleway and new pedestrian crossing points with traffic calming measures will improve the environment for the local community.

► Street Description

- Two lane two-way street with wide footpath to eastern side with outdoor dining areas. Widen footpath through reconfiguration of street to allow separated cycleway, with removal of one parking lane.
- Built form with shop-top housing on eastern side, with rail corridor to the west.
- Respect the frontages of heritage buildings. Maintain continuous awning along shopfronts.
- Separated cycleway along eastern side of carriageway and car parking lane to the west. Provision of two raised pedestrian crossings at key pedestrian links.
- New singalised traffic intersection at Tryon Road.
- Bus stops near station on both sides of Lindfield Avenue.
- High quality paving, furniture, lighting and banners.
- Street tree planting throughout where footpath widths allow.
- Retain existing trees where possible.

► Street Cross Section

Typical street cross section (west to east) to be:

- Western verge varies between 3.8m and 2.8m with a minimum 2.4m paved footpath with grassed verge and tree planting where possible.
- 2.1m parking lane on west side of Lindfield Avenue.
- 3.1m for traffic lanes.
- 2.5m cycleway separated by 0.4m median from traffic lane.
- 5m path width on east side incorporating min. 2m clear path of travel and outdoor dining area.

► Parking

- Time restricted on-street parking on western side of street.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Asphalt Paving - separated cycle path as per the Public Domain Technical Manual.
- Line marking to cycle path.
- Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
 - *Eucalyptus sideroxylon*
 - *Pistacia chinensis*
 - *Waterhousea floribunda* 'Sweeper'

► Street Furniture

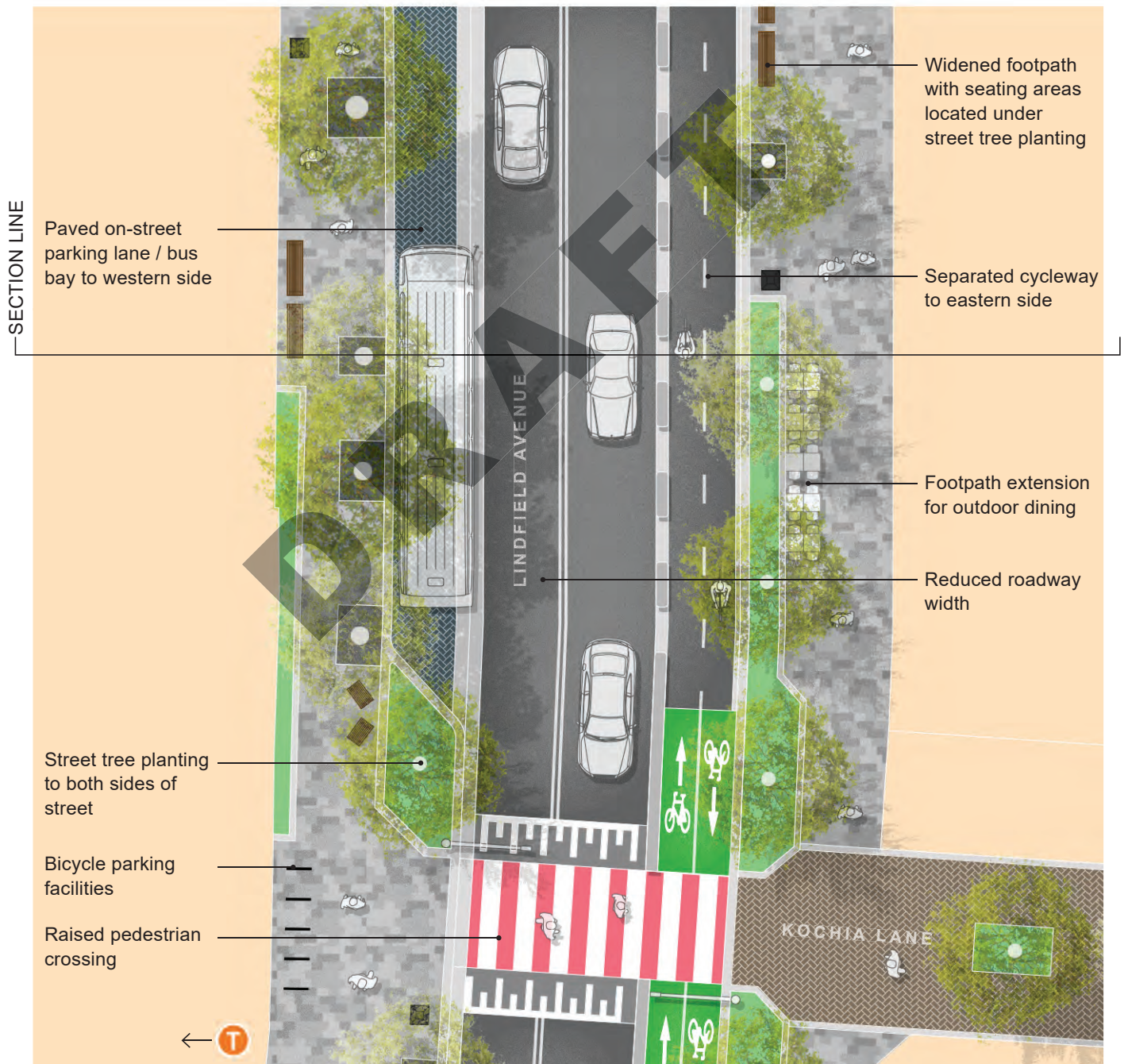
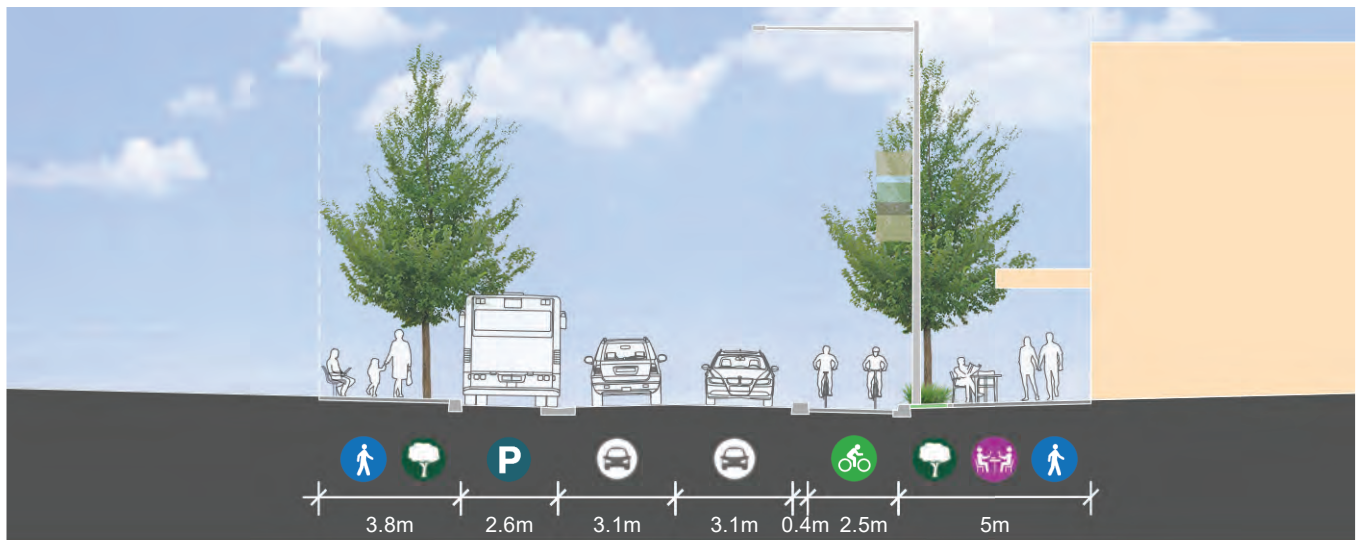
- Seats and bins at key crossing and gathering areas.

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

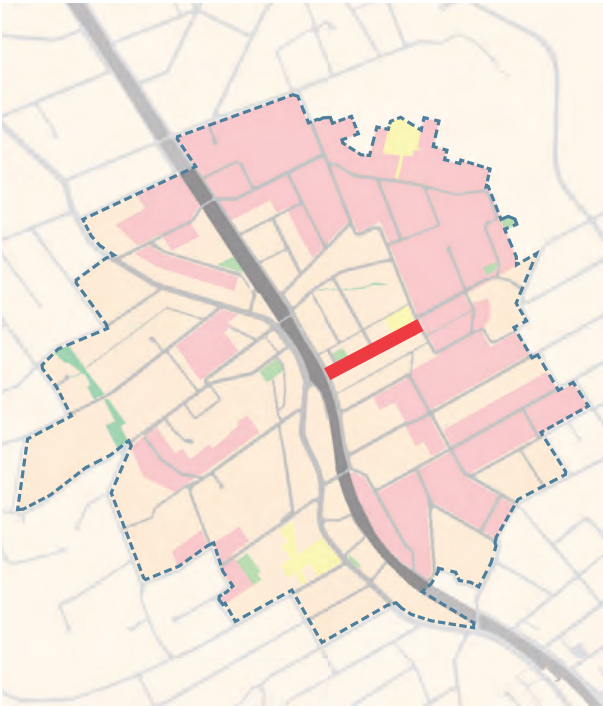
- Existing underground power.



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► Designed Future Character

Tryon Road will support a mix of uses including the Lindfield Village Green, commercial and high density residential activity. The existing tree-lined streetscape will be reinforced and supplemented to create a tree-lined boulevard with a strong link between the railway station or Local Centre and residential areas to the east. The streetscape will consist of high quality elements to ensure a special quality in the street's character.

► Street Description

- A two-laned, two-way street with wide footpaths and large canopy trees to create a complete boulevard for shade and character.
- Existing Brush Box trees are to be retained and strengthened with infill planting.
- A raised pedestrian crossing incorporating traffic calming blisters to be included near Nelson Road intersection.
- A midblock traffic calming blister and crossing point near Milray Street to accompany the through-block link between Tryon Road and Tryon Lane.
- Proposed signalised intersection at Lindfield Avenue incorporating pedestrian crossing.

► Street Cross Section

Typical street cross section to be:

- 2m wide footpath setout from boundary lines on both sides of the street.
- Wide grassed verge with tree planting.
- 2.1m wide parking lanes.
- 3m wide traffic lanes.

► Parking

- Time restricted on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Retain existing street trees in good condition and infill with wide canopy trees to match existing such as:
 - *Lophostemon confertus*

► Street Furniture

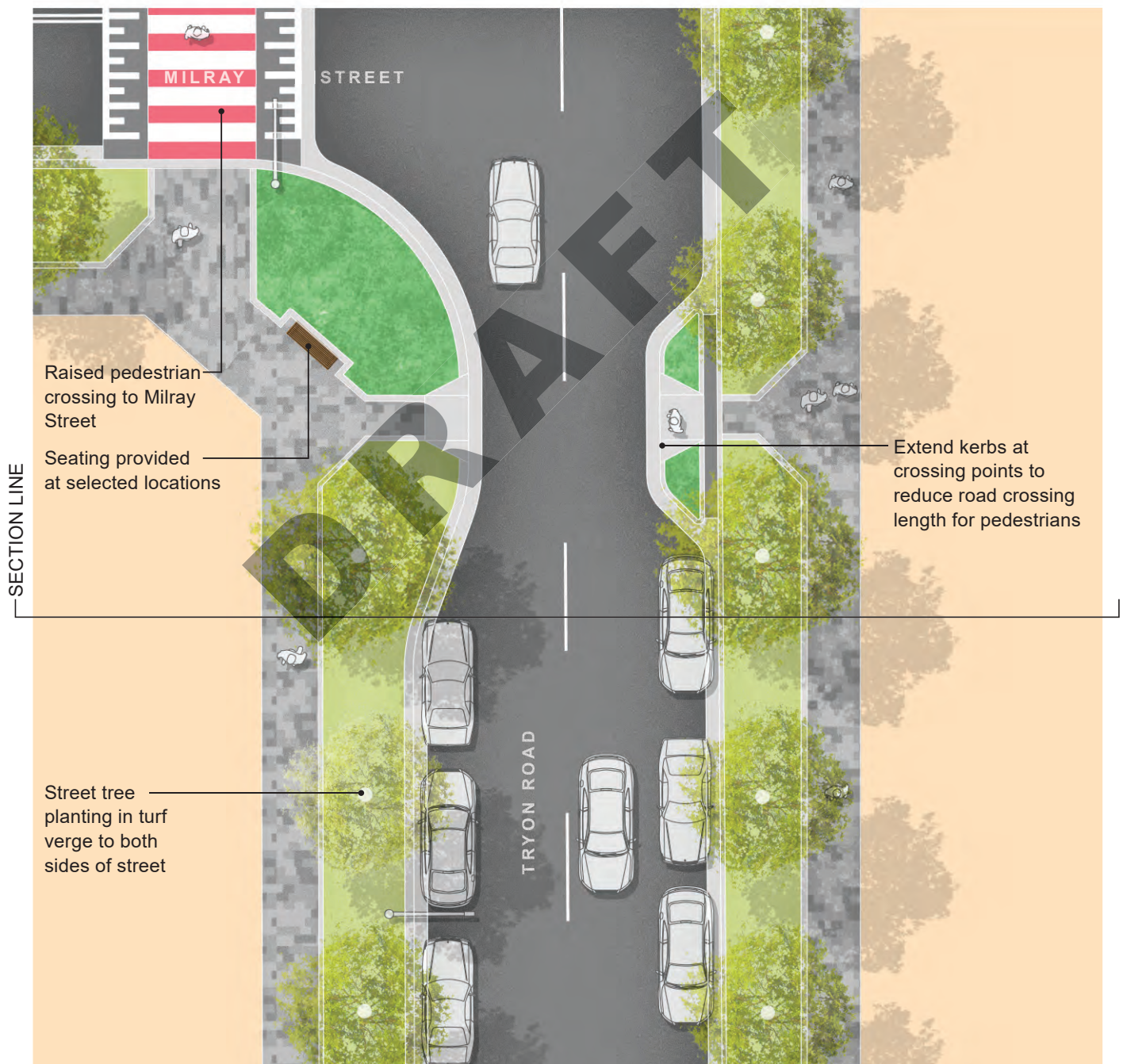
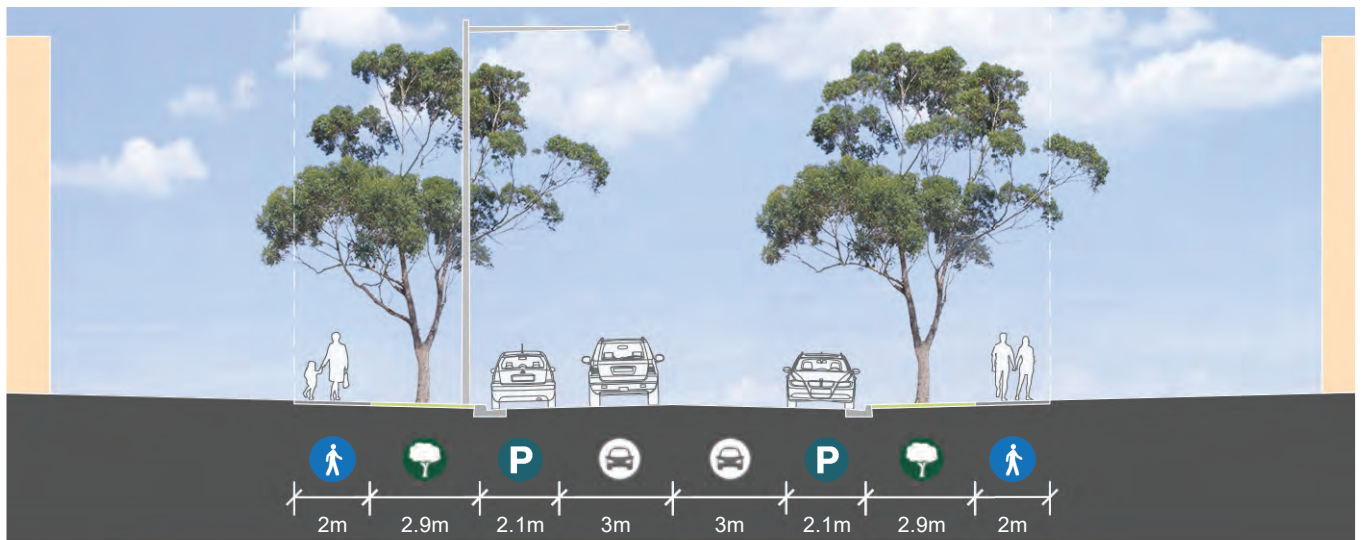
- Seats at 60-100m intervals.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

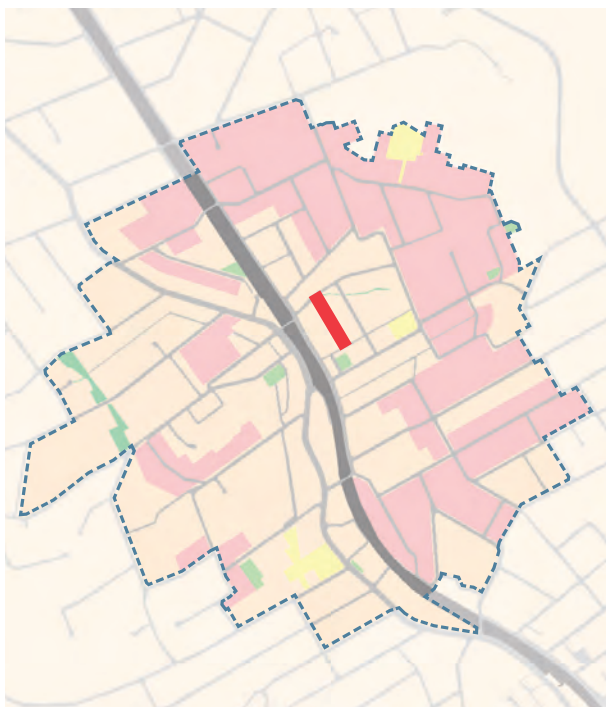
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.



Notes



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► Designed Future Character

The activation of Havilah Lane is to be encouraged through the development of rear block areas and as a pedestrian link to the Lindfield Village Green. It will also become a key vehicular access point to underground parking servicing businesses and residential premises between Kochia Lane and Havilah Road. Through-block connections are to be retained and additional connections encouraged between Lindfield Avenue and Havilah Lane, then through to Milray Street. The upgrade and widening of Havilah Lane will be through additional land dedication to Council as part of the redevelopment of adjoining sites.

► Street Description

- Road reserve widened to provide a two-way paved carriageway and paved footpath.
- Medium sized street tree planting, with limited on-street parking to the southern end of the street.
- Vehicular access to properties fronting Lindfield Avenue will need to be provided.
- Traffic calming measures to be installed at the intersection with Havilah Road as part of the shared path crossing.

► Street Cross Section

Typical street cross section to be:

- 2.8m width footpath on both sides of street.
- 3.2m traffic lanes.

► Parking

- Limited on-street parking to the southern end of the street.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Elaeocarpus reticulatus*
 - *Syzygium sp.* (tree forms)
 - *Tristaniopsis laurina* 'Luscious'

► Street Furniture

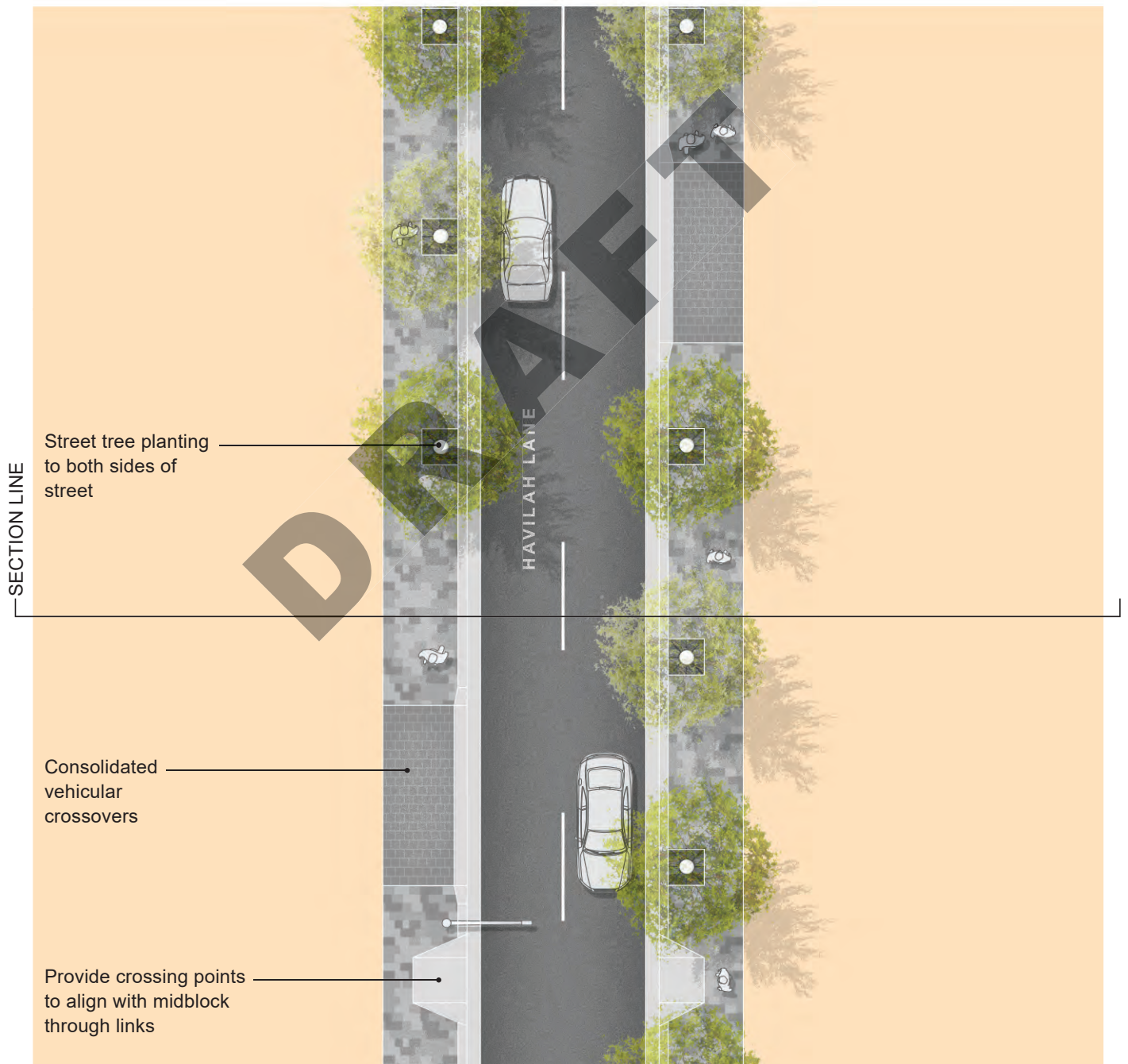
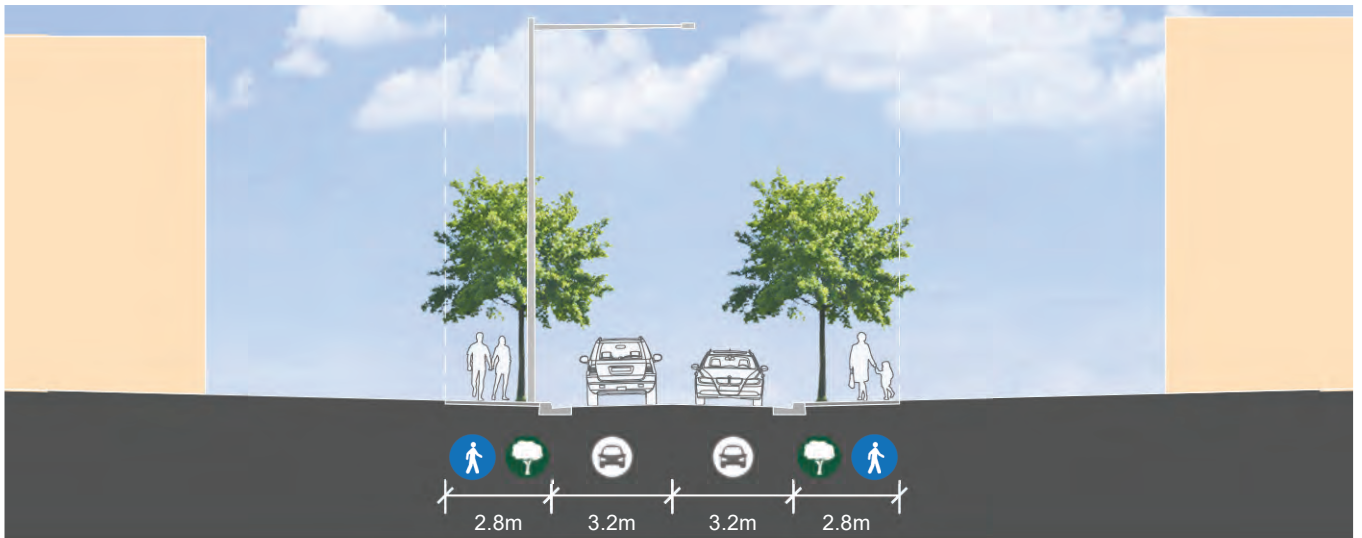
- None.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.

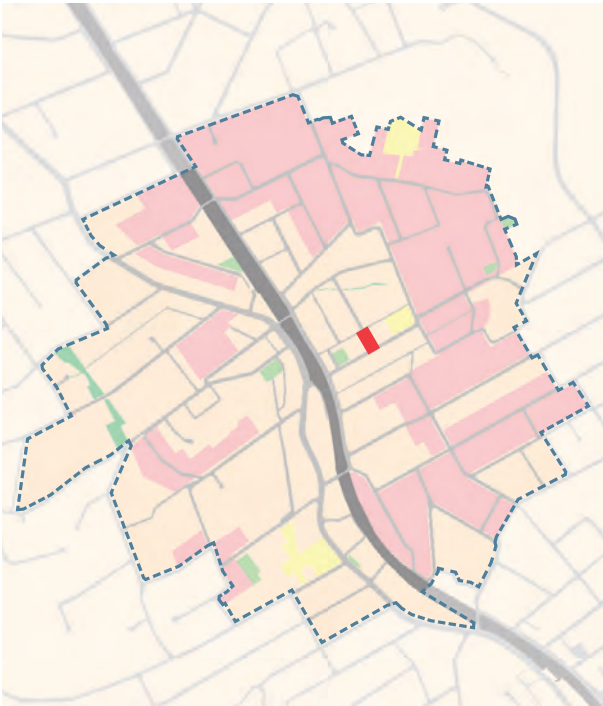


Notes



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5 MILRAY STREET (KOCHIA LANE TO TRYON ROAD)



► Designed Future Character

This portion of Milray Street will be an important vehicular entry point to the Lindfield Village Green and commuter parking. Traffic calming measures will be introduced such as raised intersections and a raised pedestrian crossing near Tryon Road.

► Street Description

- This street is part of the transition zone between the Local Centre and residential areas.
- A two-way, two lane tree-lined residential street with car parking to both sides of the street. The wide verges can support large trees.
- Existing carriageway width retained.
- Minimum 2m wide paved footpath to both sides of the street.
- Raised pedestrian crossing near intersection with Tryon Road.
- Raised intersection threshold at Lindfield Village Green car park entry.
- Grassed verges of varying width.
- Infill tree planting to match existing species, as required.

► Parking

- On-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Retain existing street trees in good condition
- Provide infill street trees of similar species, where required to complete boulevard / canopy cover such as:
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*

► Street Furniture

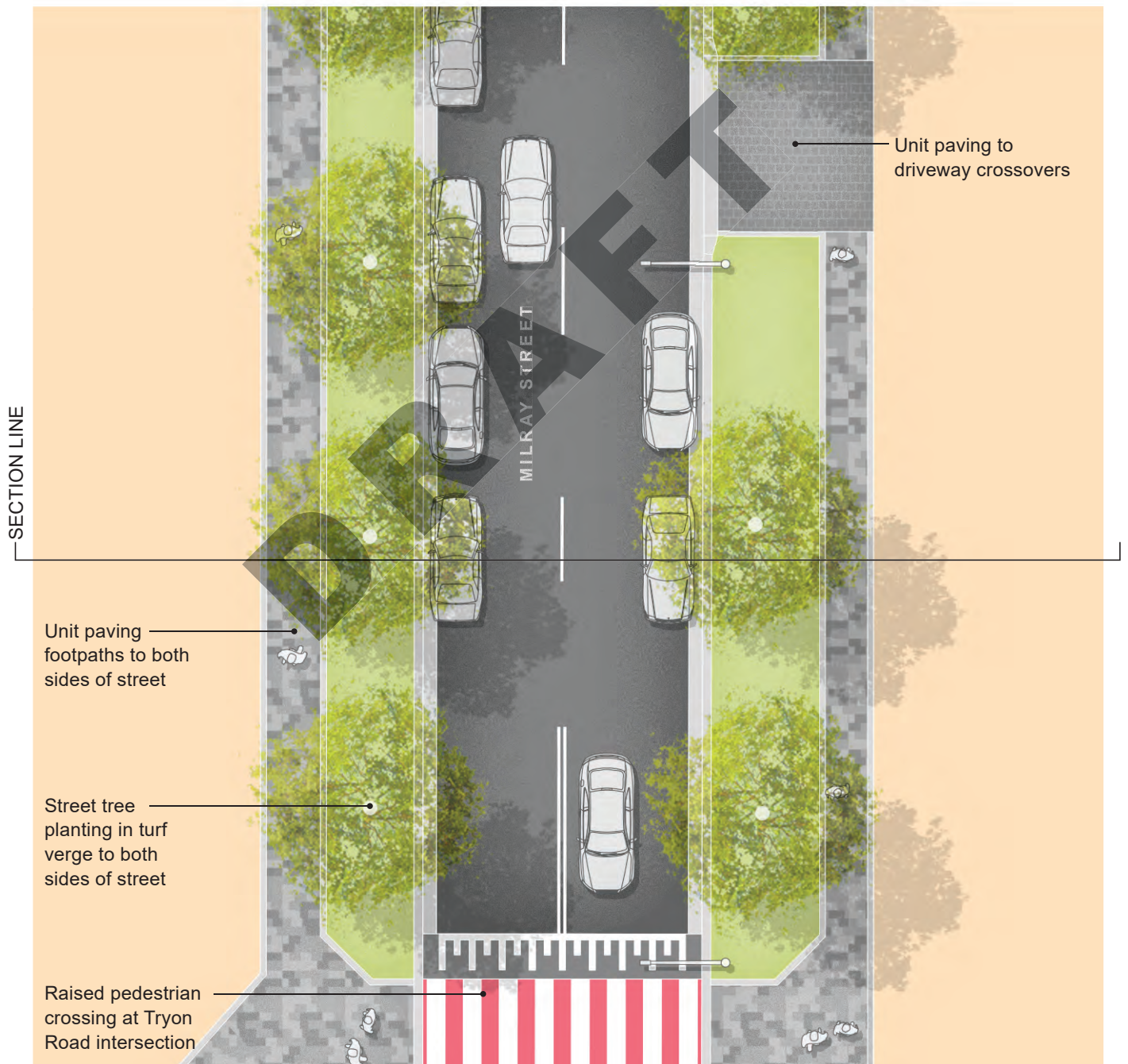
- None.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.

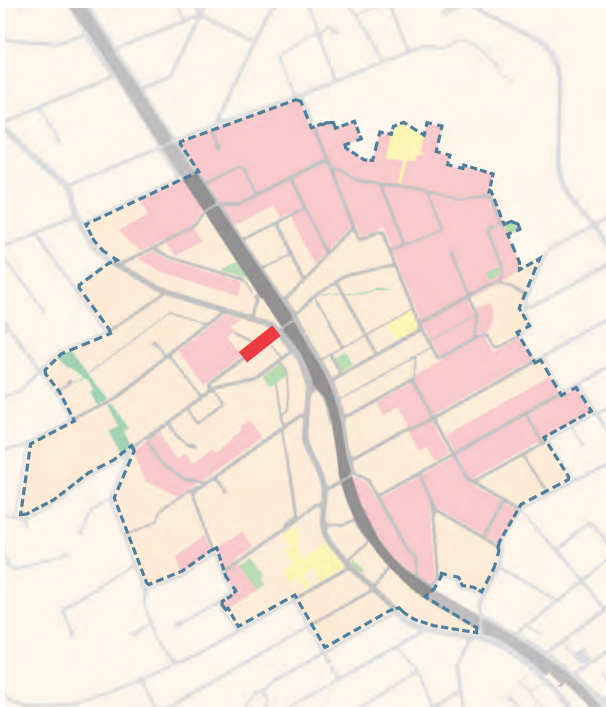


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6 BALFOUR STREET (PACIFIC HIGHWAY TO BALFOUR LANE)



► Designed Future Character

The eastern end of Balfour Street will be part of the commercial precinct of Lindfield. On-street parking will be retained where possible. The landform and existing trees of Balfour Street restricts the width of the footpaths. Minimum path widths must be applied. Where possible, increase width to maximum widths specified.

► Street Description

- A two-way tree-lined street with car parking to both sides of the street.
- The wide verges can support large trees and allow manipulation of the landform to accommodate changes in level across and along the street.
- South of Bent Lane, the minimum path width is to be 1.5m on both sides of Balfour Street with planted verges supporting street trees. Maximum path width is to be 1.8m.

► Parking

- On-street parking to both sides of the street, where possible.

► Paving

- Northern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street (east of Bent Lane):
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street (west of Bent Lane):
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Infill planting to match existing tree species such as:
 - *Callicoma serratifolia*
 - *Lophostemon confertus*

► Street Furniture

- Seats at key crossing and gathering areas.

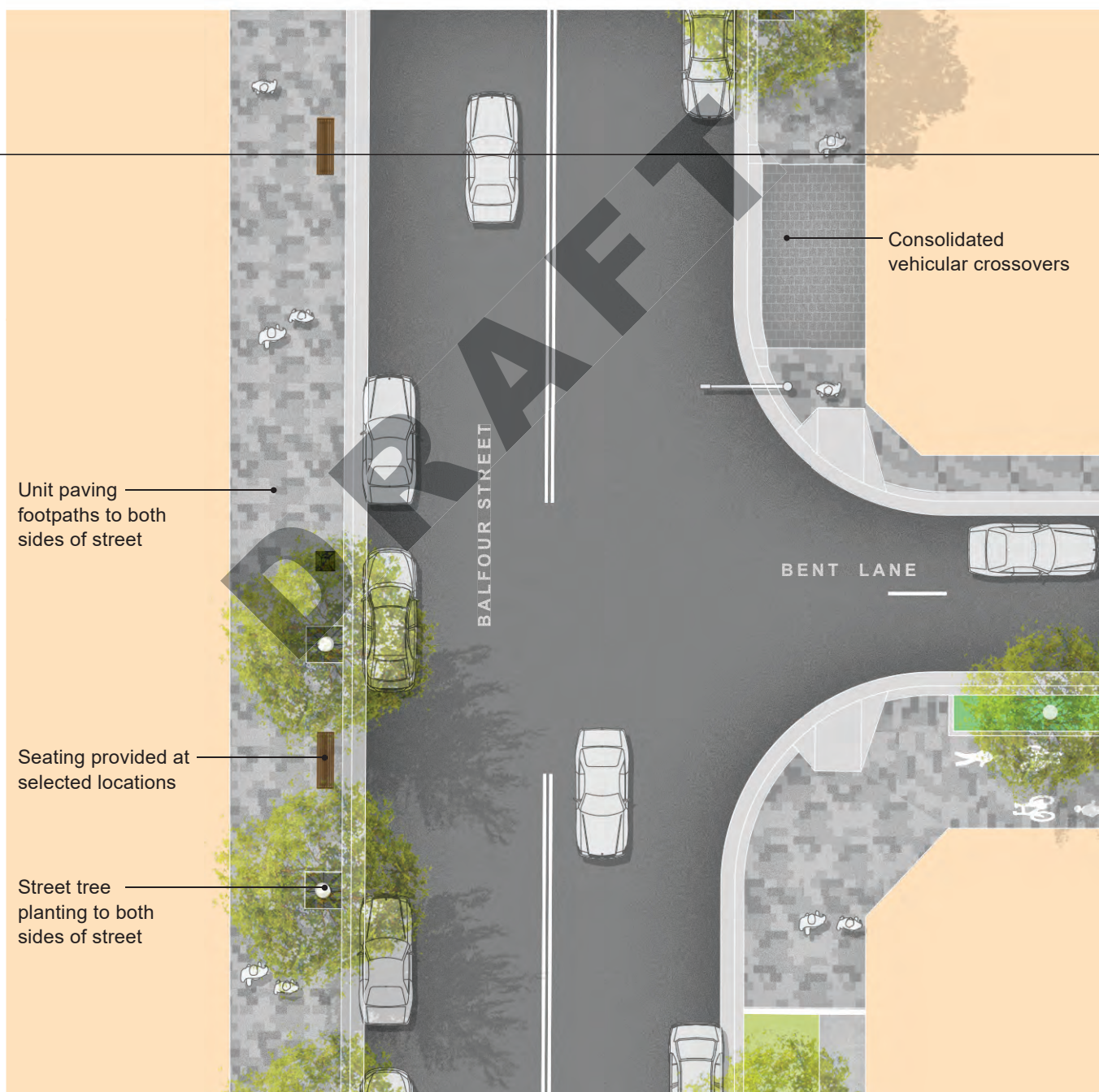
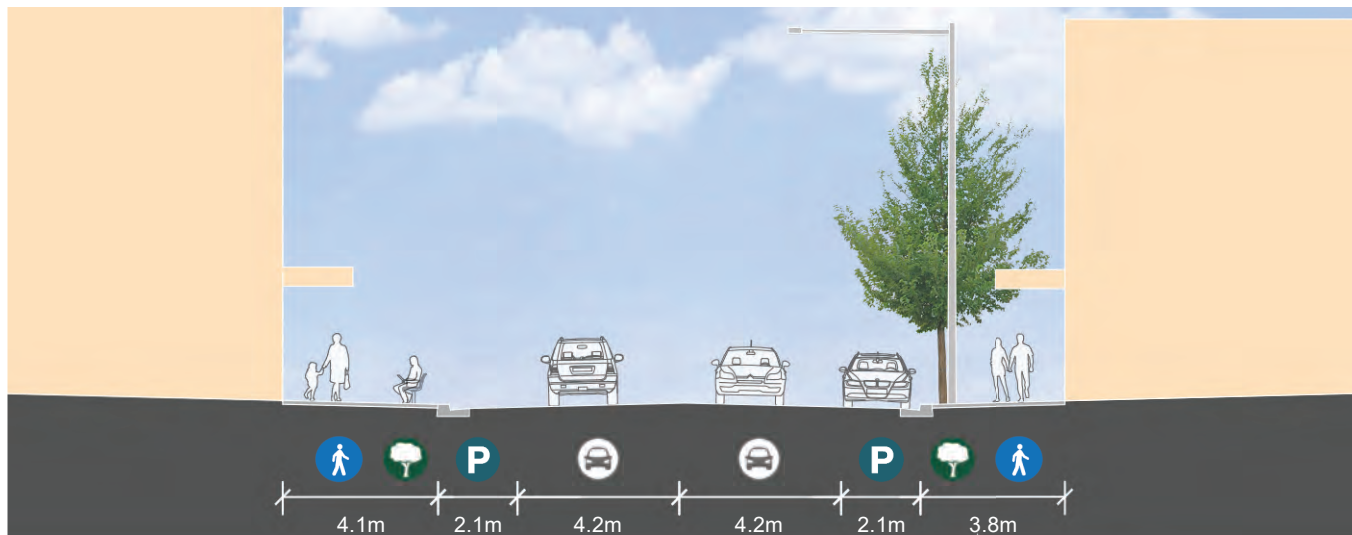
► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.

SECTION LINE

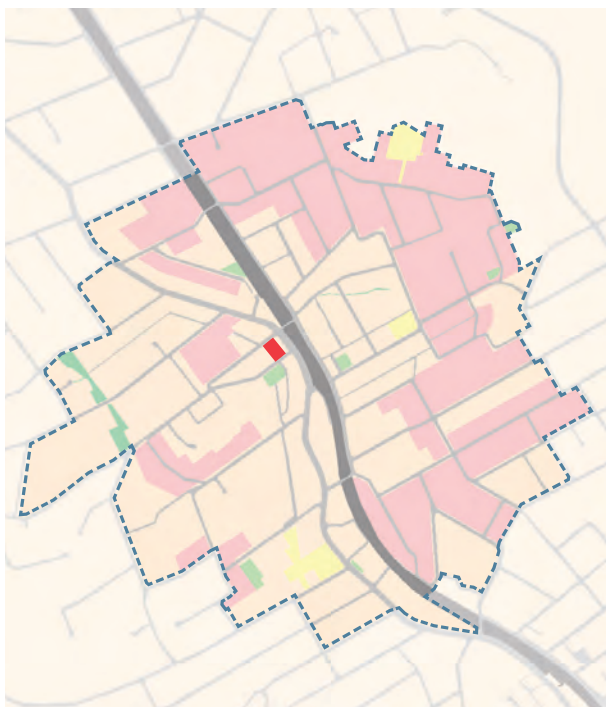


LINDFIELD

Notes



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► Designed Future Character

The activation of Bent Lane is to be encouraged through the development of rear block areas as an alternative pedestrian corridor and to provide quieter retail areas away from Pacific Highway.

Bent Lane will form part of the transition from the core commercial centre to high density residential area.

New footpaths and tree planting along with street frontage activation will provide an improved pedestrian environment along with new retail and commercial opportunities. The shared pedestrian / cycle path provides a safer cycling route to the future Hub and residential areas.

The upgrade and widening of Bent Lane will be through additional land dedication to Council as part of the redevelopment of adjoining sites.

► Street Description

- A two-way, low speed environment street.
- Paved footpaths, an increased setback for tree planting and no on-street parking will improve the pedestrian experience.
- Vehicular access to properties fronting Pacific Highway will need to be provided.
- A wide shared path to the western verge will provide a safer cycling route to the future Hub and residential areas.

► Street Cross Section

Typical street cross section (west to east) to be:

- 3m paved shared pedestrian / cycle path
- 1.65m planted verge with tree planting.
- 3m traffic lanes, one each way.
- Minimum 1.5m footpath to eastern side of carriageway.

A 6m landscaped setback to adjoining residential development will visually provide a wider corridor and green space.

► Parking

- No on-street parking.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
 - Medium sized canopy trees such as:
 - *Glochidion fernandi var. ferdinandi*
 - *Corymbia eximia*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

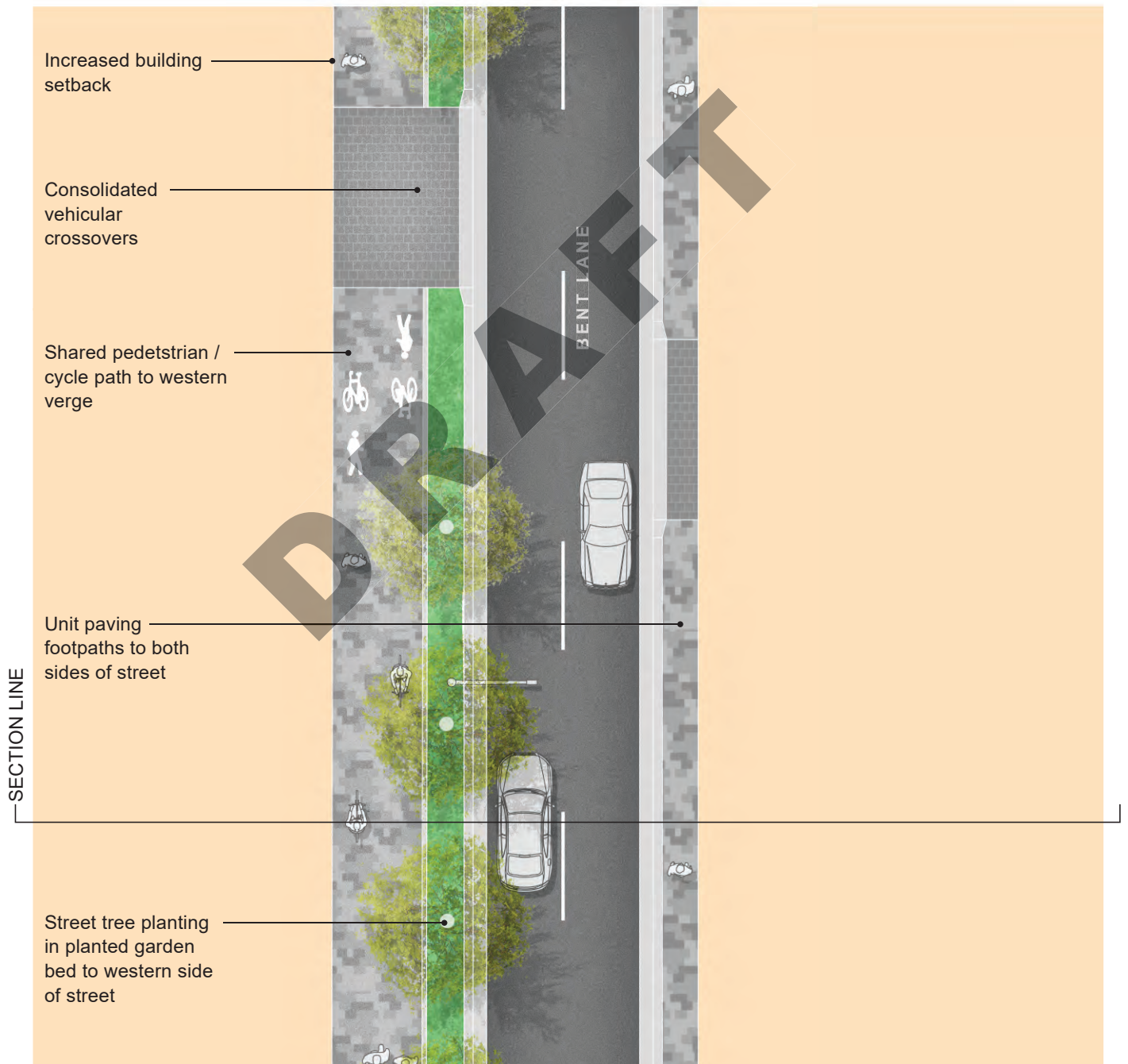
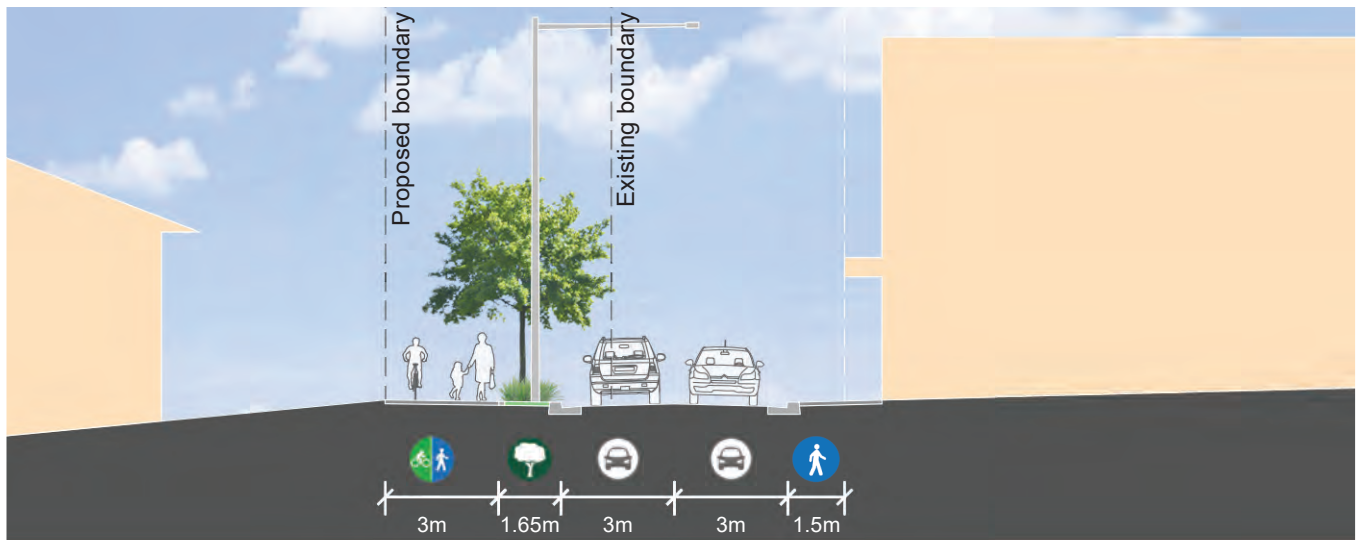
- Provide one bin at each end of the lane, outside of shared path.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

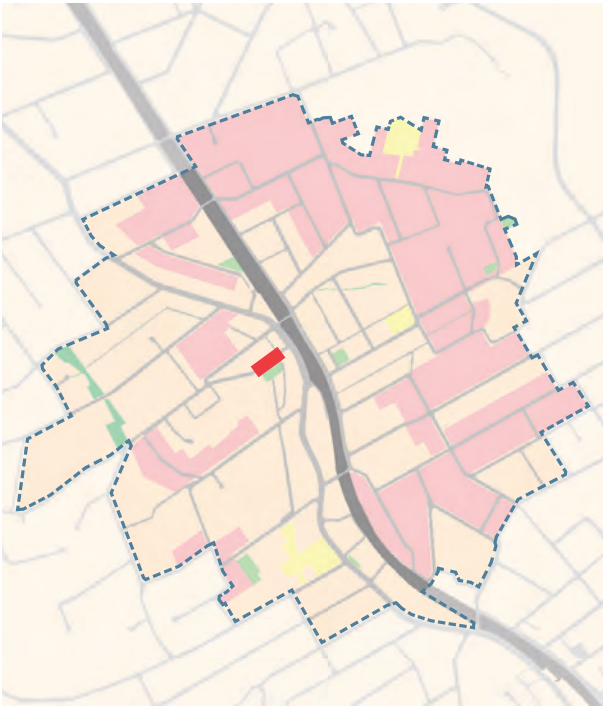
- Existing underground power.



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► Designed Future Character

The eastern end of Bent Street will become a minor commercial street of the retail precinct. On-street parking will be retained where possible. The landform of Bent Street restricts the width of the footpath. Wider paths will require retaining walls or steep slopes that will be difficult to maintain.

► Street Description

- A two-way tree-lined street with car parking to both sides of the street.
- The wide verges can support large trees and allow manipulation of the landform to accommodate changes in level across and along the street.

► Street Cross Section

Typical street cross section to be:

- 1.8m paths with grass verge or planted verge (where slope exceeds 1:4) on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Northern side of street:
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Southern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Infill planting to match existing such as:
 - *Corymbia eximia*
 - *Jacaranda mimosifolia* (not over paved areas)

► Street Furniture

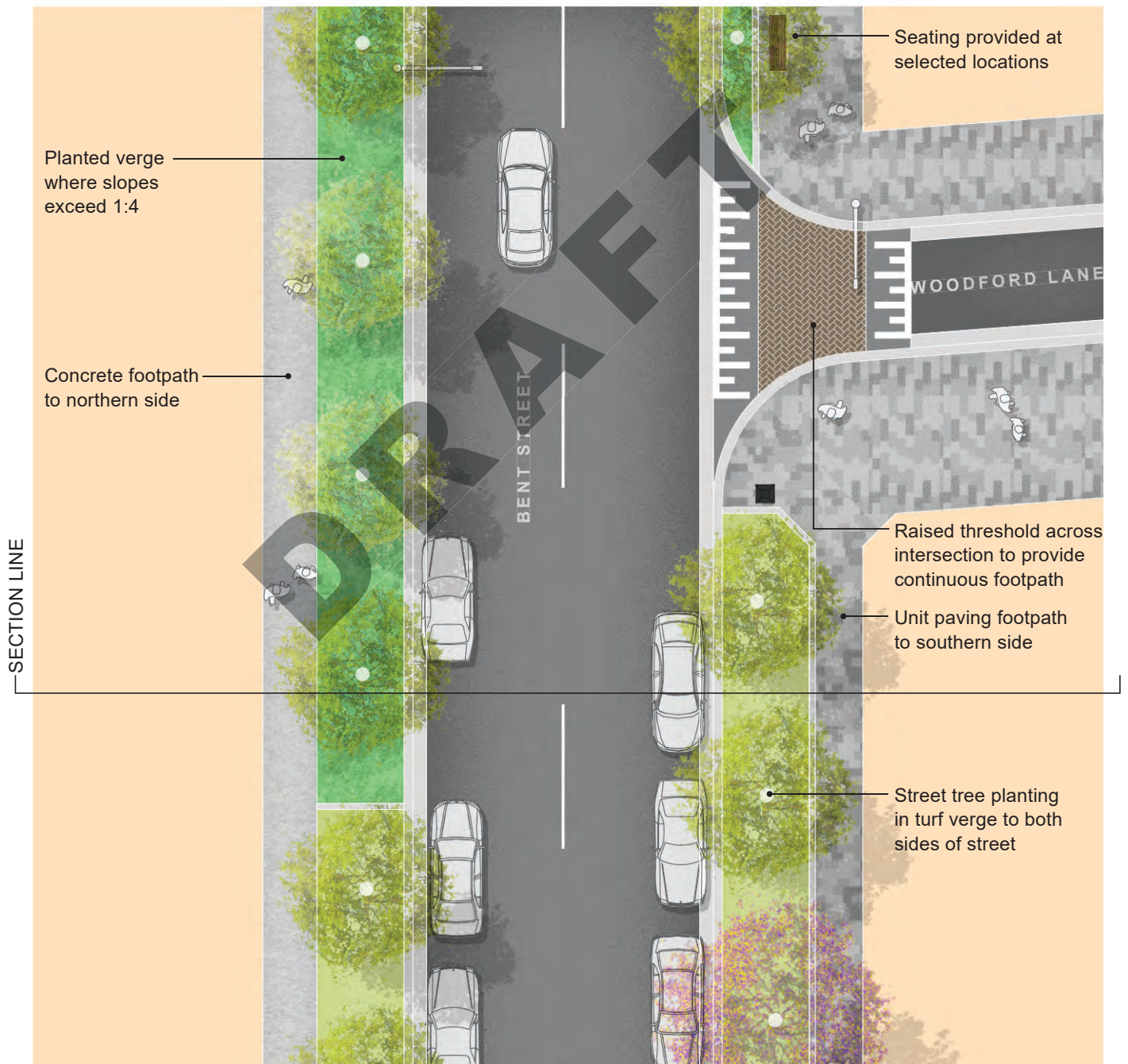
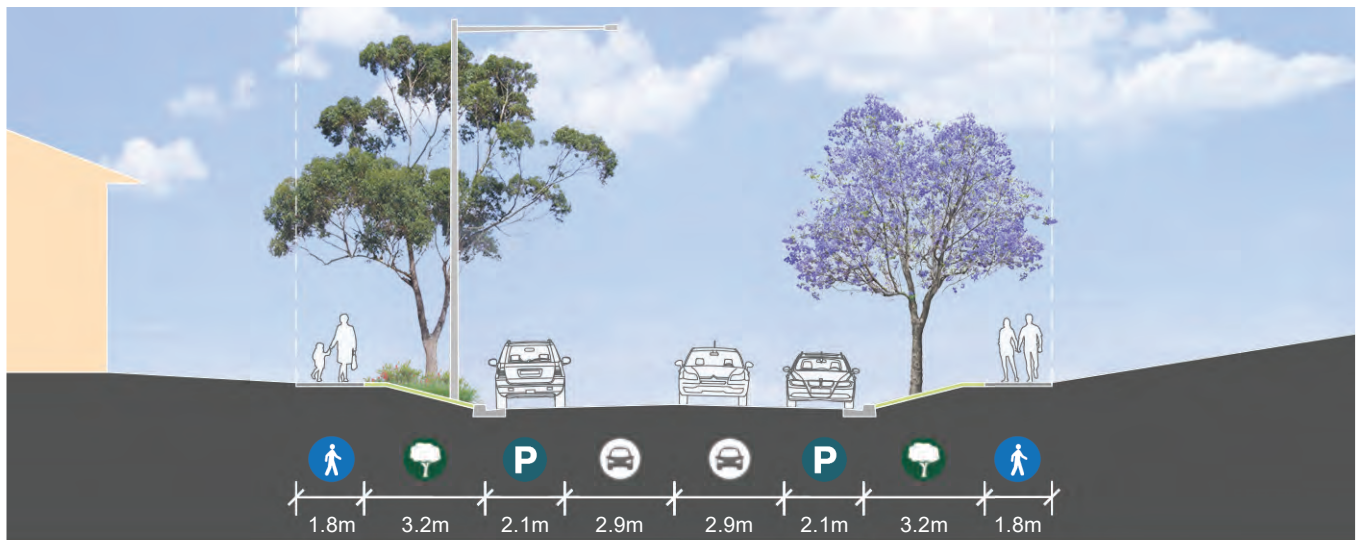
- Seats and bins at 60-100m intervals along the frontage to the Lindfield Village Hub precinct.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

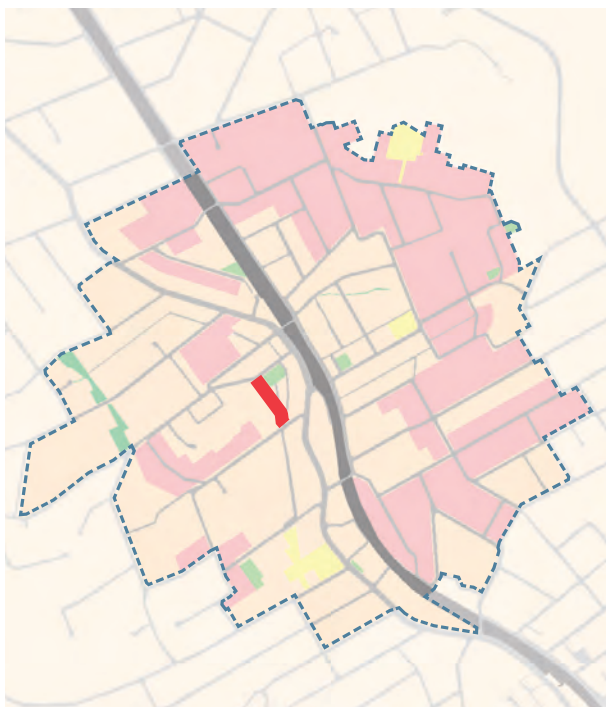
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.



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► Designed Future Character

Drovers Way will be realigned as part of the Lindfield Village Hub project and become a new street. It will be a new frontage for residential properties to the west and to the Village Hub to the east, with retail offerings at street level. This special character street marks the western edge of the retail core.

► Street Description

- Two-way street with indented parking bays on both sides of the street.
- Tree planting will be in blisters and in tree pits in paved areas.

► Street Cross Section

Typical street cross section (west to east) to be:

- 1.5m paved footpath.
- 2.3m indented and paved parking bays.
- 2 traffic lanes of 3.25m each (two-way).
- 2.3m indented and paved parking bays.
- 2.4m paved footpath.

► Parking

- Time restricted on-street parking in bays between tree planting blisters.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Large sized canopy trees such as:
 - *Angophora floribunda*
 - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

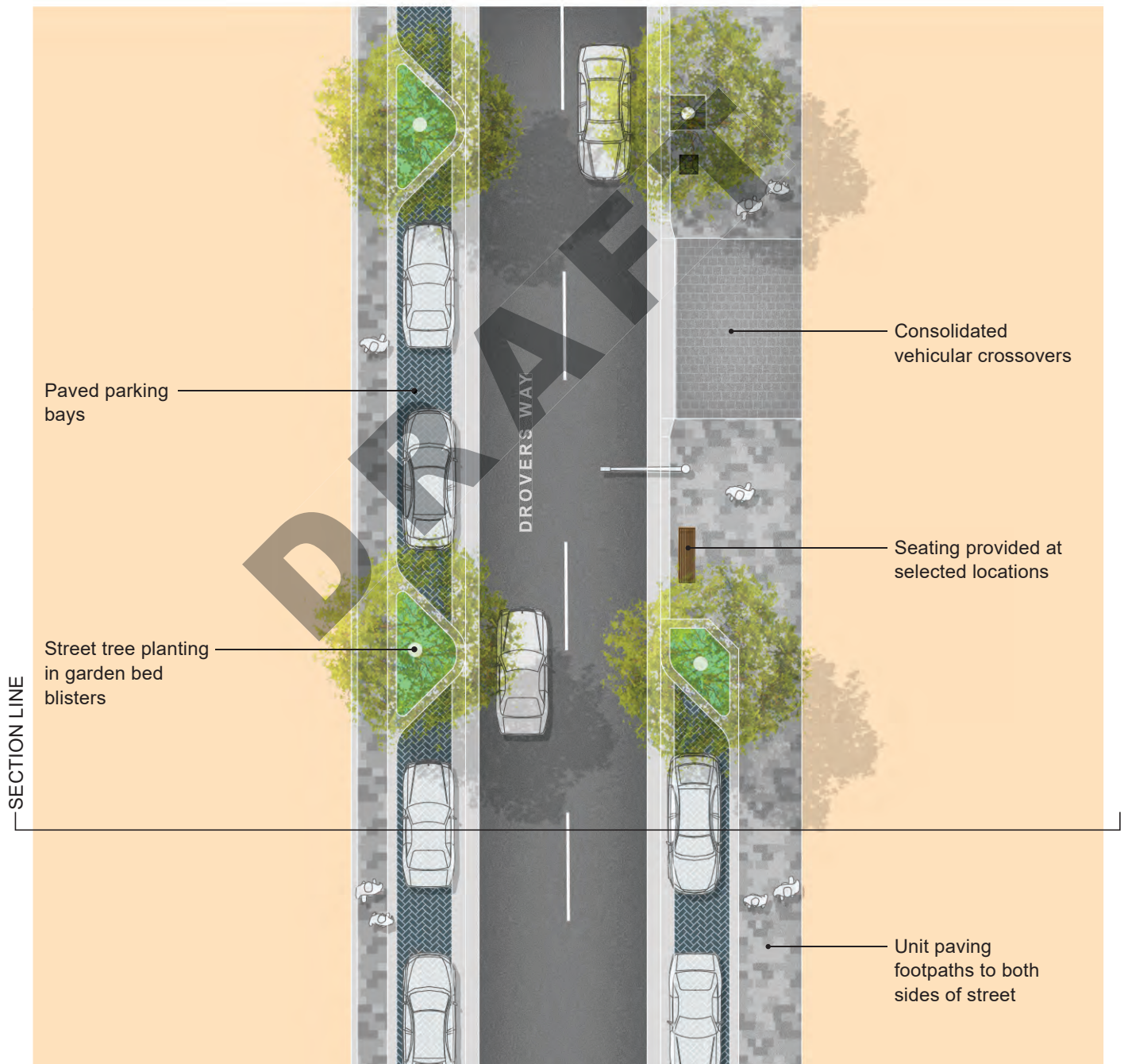
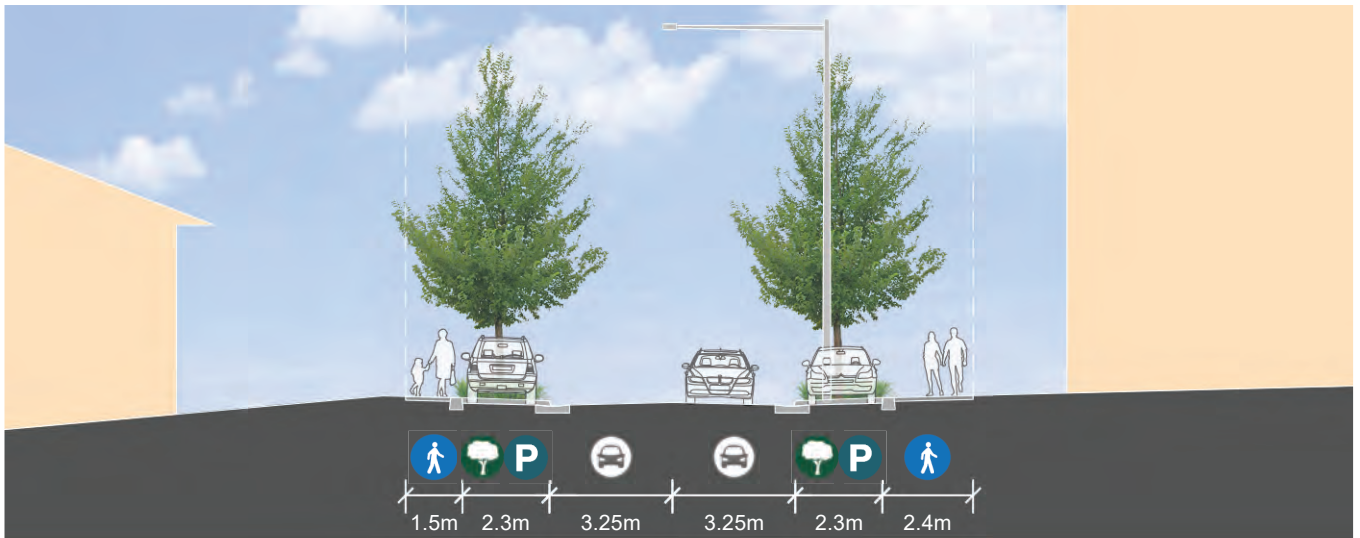
- Provide variety of seating opportunities.
- Bins at maximum 100m spacing.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

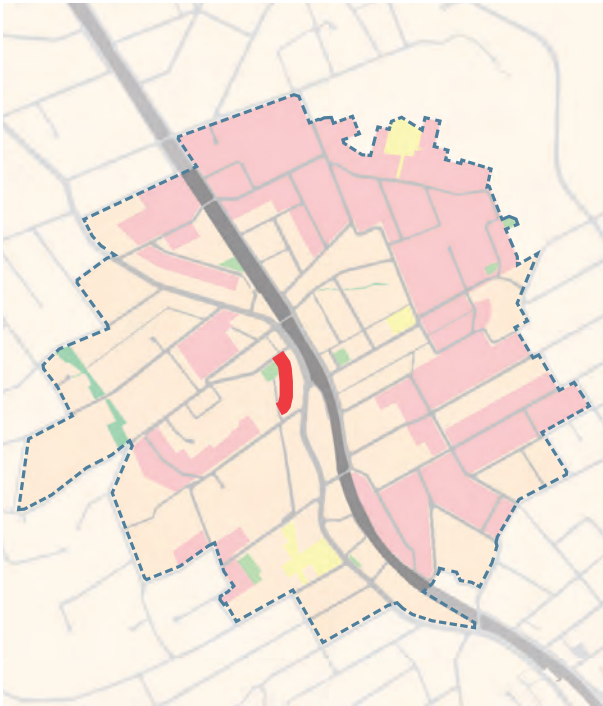
- Underground power.



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► Designed Future Character

Woodford Lane will be converted from a rear access lane to a destination. The lane will be upgraded through the Lindfield Village Hub project. Activation will be facilitated through spaces for outdoor dining, generous footpaths and retail frontages. Opportunities will exist for properties fronting Pacific Highway to have dual frontages – one to the highway and the other to the lane.

The development around the lane will provide an alternate, quieter pedestrian movement corridor through the Local Centre. Through-block pedestrian connections will be retained, upgraded and additional connections encouraged between the highway and Woodford Lane.

► Street Description

- Woodford Lane will be a slow traffic environment with one-way traffic southbound, towards Beaconsfield Parade.
- On-street parking will be available on one side of the lane in recessed parking bays.
- Raised pedestrian crossings will slow traffic and provide safer crossing points for pedestrians at both ends of Woodford Lane and midblock to align with through-block pedestrian links to the highway.
- Generous footpaths with tree planting will be provided to both sides of the lane.

► Street Cross Section

Typical street cross section to be:

- Minimum 3m wide paved footpaths to both sides of the lane.
- 2.4m wide recessed parking bays.
- 4m wide trafficable one-way lane.

► Parking

- Time restricted on-street parking on western side of street in bays between tree planting blisters.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving: Vehicular Areas - brick pavers to parking bays as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Large sized canopy trees such as:
 - *Angophora floribunda*
 - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

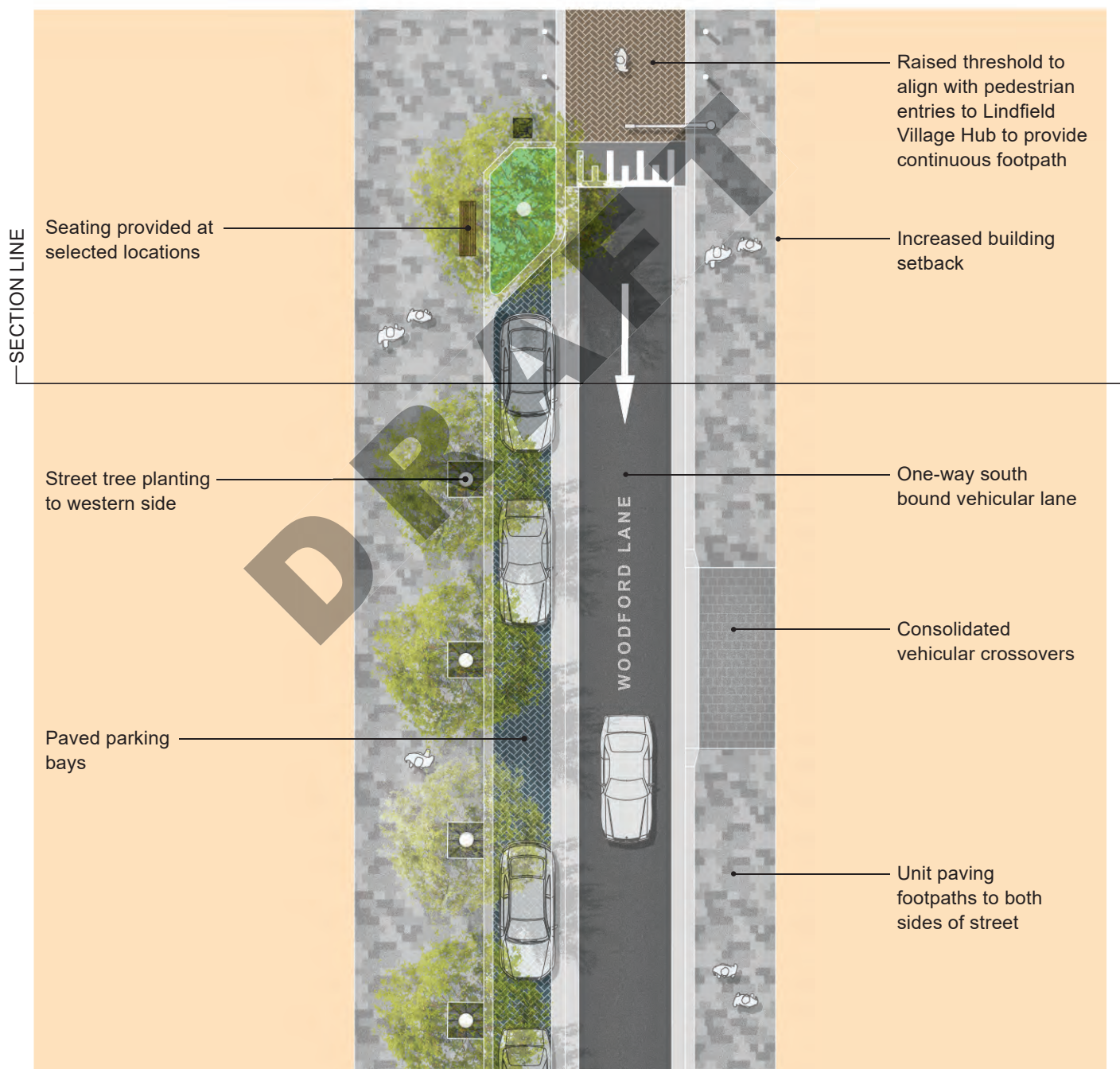
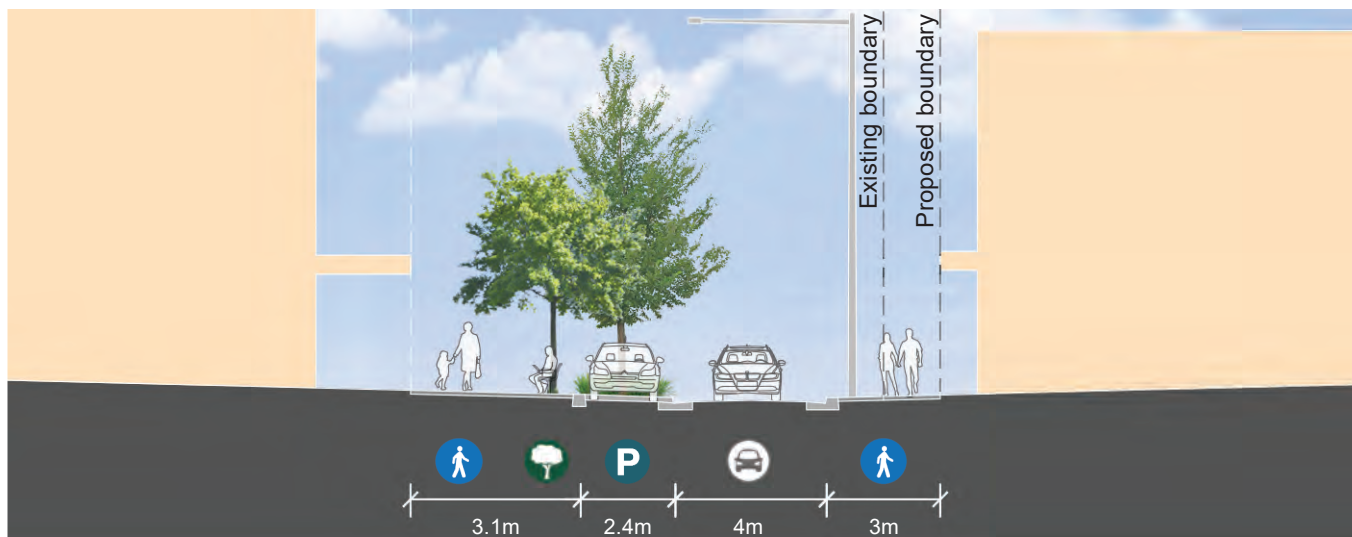
- Provide variety of seating opportunities.
- Seats and bins at 60-100m intervals, preferably at key junctions / entry points.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

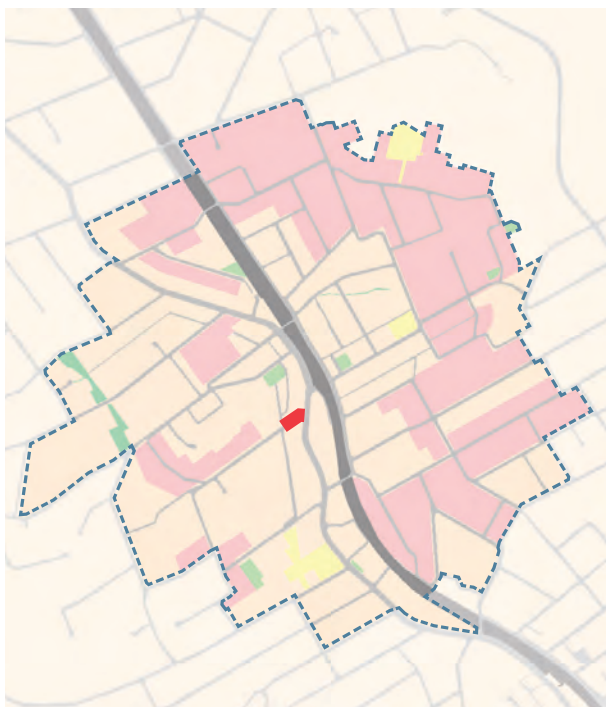
- Underground power.



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► Designed Future Character

The intersection of Beaconsfield Parade and Pacific Highway will become a signalised intersection allowing right hand turns to the highway. It will also provide additional crossing points for pedestrians. This will improve movement across the highway corridor.

► Street Description

- Beaconsfield Parade will be a distributor road with wide footpaths to accommodate free pedestrian movement and significant street tree planting to reflect a “gateway” moment from the residential area.
- Street frontages will be fine grained commercial frontages to activate the street.
- Provide continuous awning along shop fronts.
- Fully paved footpath 3.4m wide on northern side of the street, adjacent the buildings.
- 1.8m wide paved path along road edge on northern side of the street.
- 1.8m wide footpath at top of batter on southern side of the street.
- Tree planting (existing and new) in garden beds for shade and increased green canopy.
- High quality paving, furniture, lighting and banners.
- Provide a small seating plaza on the northern side of the street at the junction of the main footpaths of Pacific Highway and Beaconsfield Parade.

► Parking

- No on-street parking.

► Paving

- Northern side of street:
Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street:
Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Retain existing trees where possible. Match species existing such as:
 - *Eucalyptus microcorys*
 - *Eucalyptus sideroxylon*

► Street Furniture

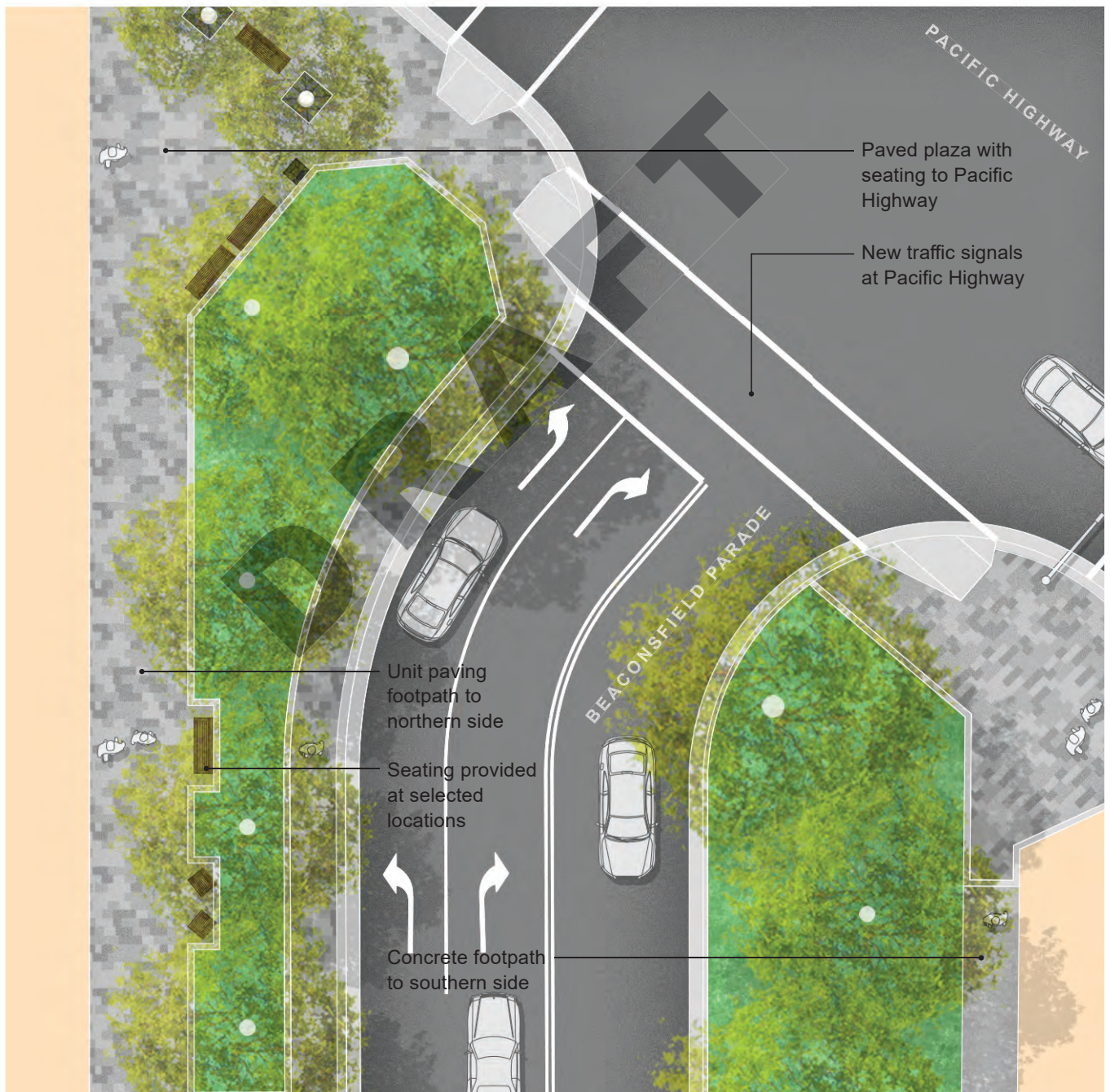
- Provide variety of seating opportunities.
- Ensure seats and bins do not interfere with pedestrian movement .

► Lighting

- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

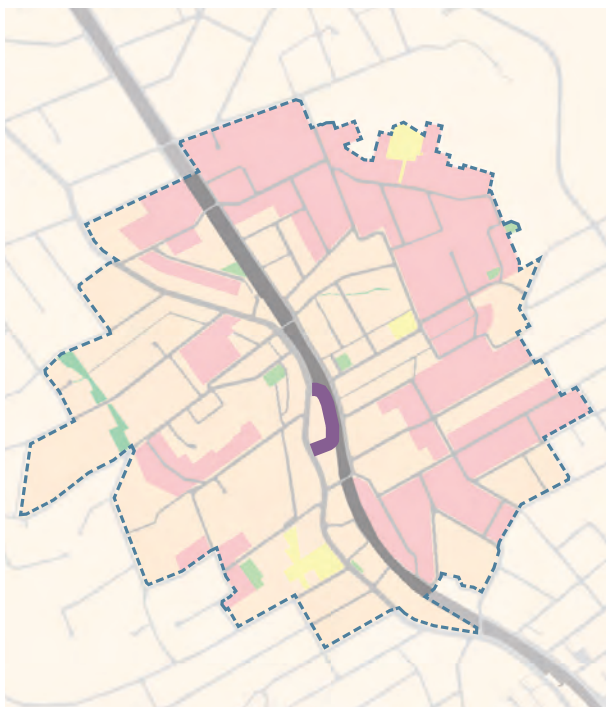
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be consolidated as aerial bundled cables.



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► Designed Future Character

A new lane will be created as part of the Lindfield Village Living development. This will extend Tryon Place southward and change a rear lane access to a shared zone for vehicles, pedestrians and cyclists.

► Street Description

- Tryon Place will be a one-way shared zone with unit paving, lighting and tree planting.
- The entry will be from Pacific Highway next to the Lindfield Village Living site and exit to Pacific Highway near the Lindfield rail station entry.
- Vehicular movements will be controlled with changes in paving, trees, bollards, or other street furniture elements.
- All access to driveways to properties fronting Pacific Highway in this location are from the laneway.

► Street Cross Section

The width of the laneway corridor varies, boundary to boundary. Typical street cross section to be:

- Minimum 1.2m pedestrian only zone along the western boundary.
- Minimum 4.5m shared zone.
- Minimum 1.2m landscape zone between the shared zone and the rail corridor boundary.

► Parking

- No on-street parking.

► Paving

- Local Centre Shared Zone – brick paving for shared zones as per Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Street trees to be planted in raingardens with tree vault trench underneath.
- Large canopy trees such as:
 - *Angophora floribunda*
 - *Melaleuca styphelioides*
- Do not use *Jacaranda mimosifolia*.

► Street Furniture

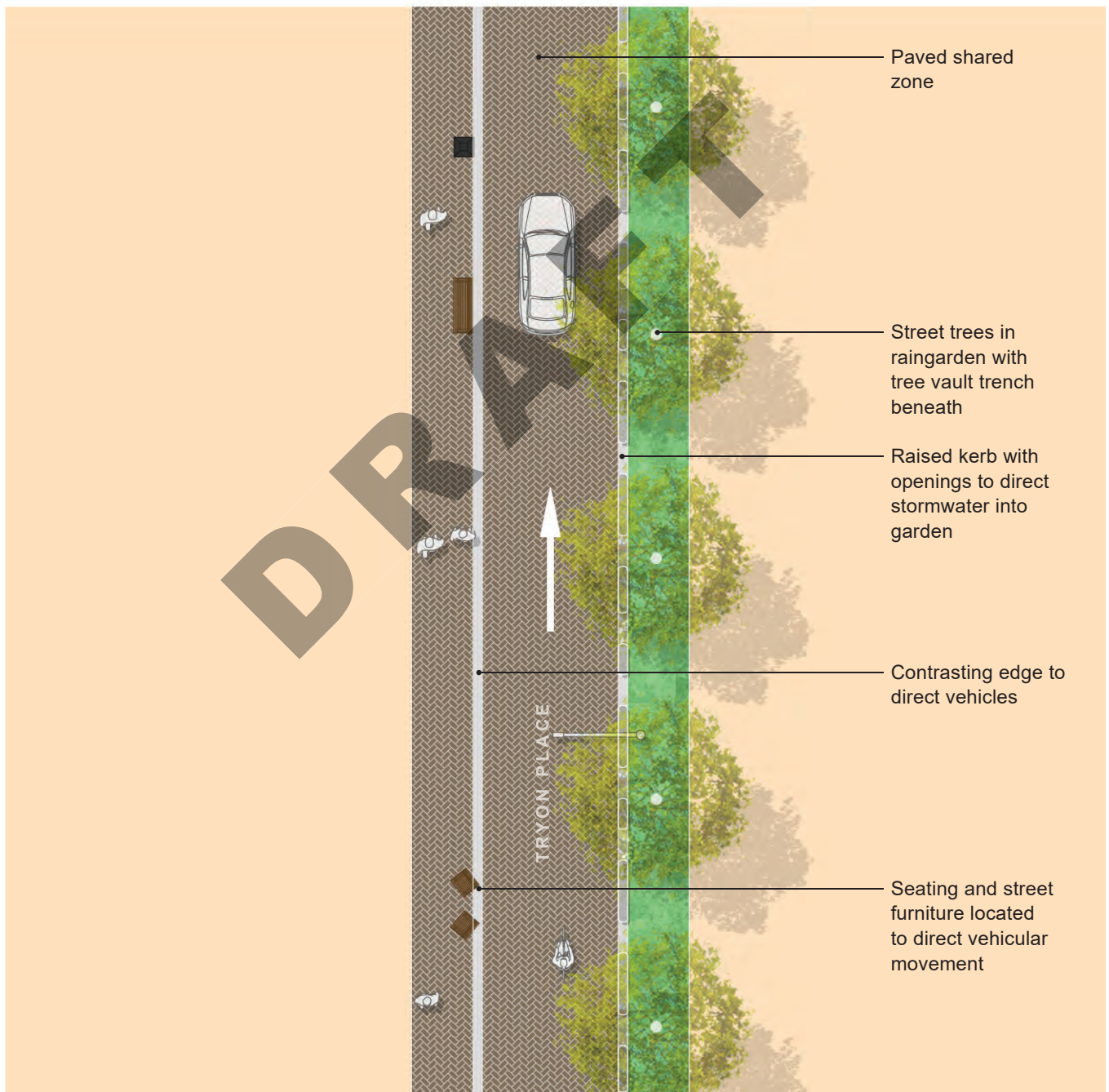
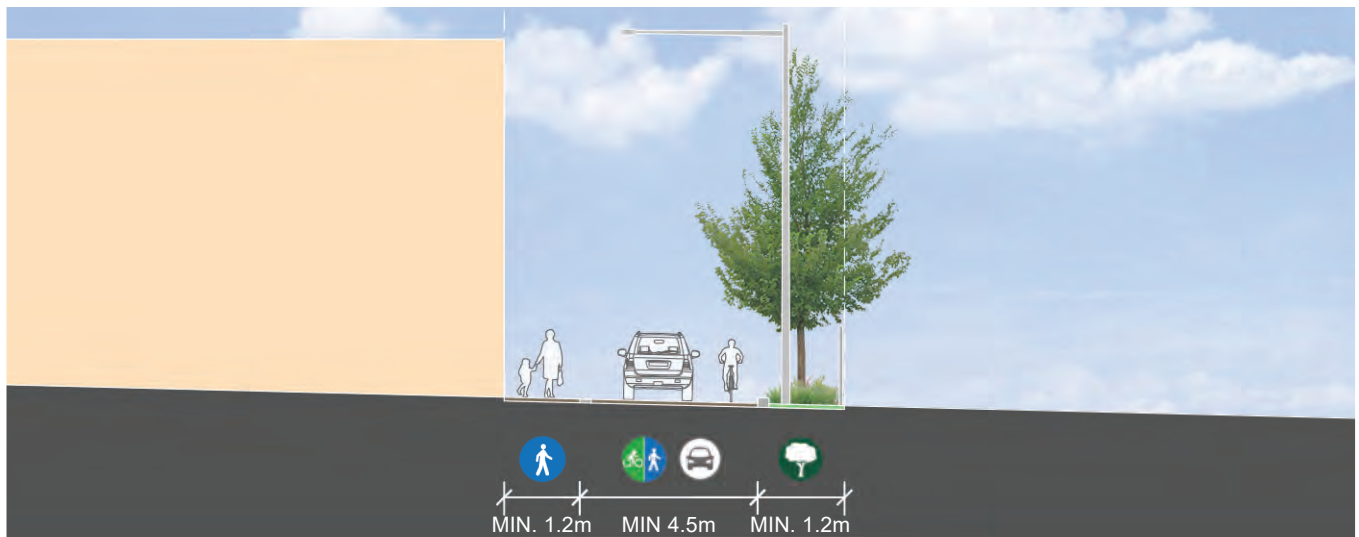
- Provide a variety of seating opportunities. Use seats as a method to direct vehicular movement.
- Bins at key locations.

► Lighting

- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

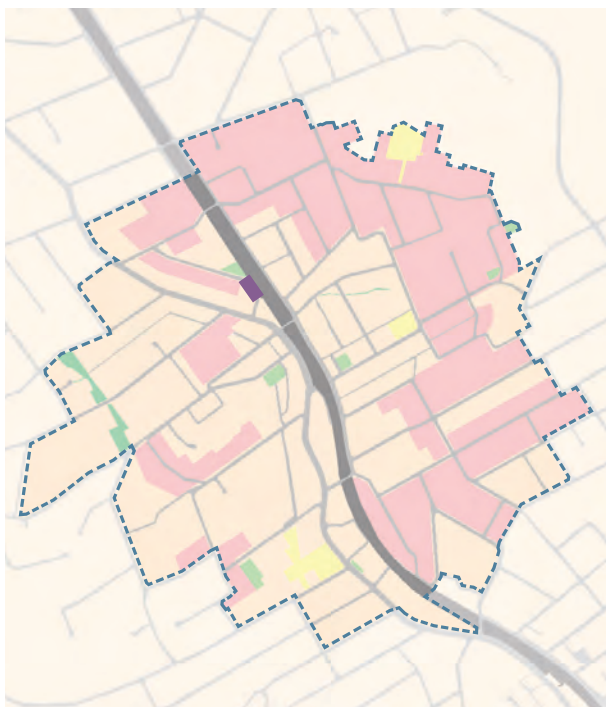
- Not applicable.



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► Designed Future Character

This road closure will become an extension of Ibbitson Park. It will be a pedestrian and recreational focused space. Access to existing residential properties will be retained through a shared zone with pedestrian priority. The area will be paved with improved lighting and have large areas of soft landscape supporting large trees.

The exit driveway (maximum 3m wide) from the childcare and synagogue will be relocated to be hard against the eastern boundary so that open space character can be maximised. Access to the residential properties at 8 and 10 Wolseley Road will be retained and the paved area will allow for manoeuvring in and out of the driveways. A seating height wall will create a barrier between the side exit road and the open space. An extension of this wall creates a barrier to prevent through movements of vehicles.

► Street Description

- The tree-lined shared zone will be paved and will only provide vehicular access to the private residential properties at 8 and 10 Wolseley Road. This will remain a road closure but will function as a shared zone.
- Turning paths for vehicles in and out of the driveways will set the width of the paved areas
- Redundant hard paved surfaces will be transformed into soft landscape zones to create an extension of the adjacent park.
- Existing trees to be retained and under pruned, where possible.

► Parking

- No parking within this area.

► Paving

- Local Centre Shared Zone – brick paving for shared zones as per Public Domain Technical Manual.
- Limited use of alternate paving may be used for special zones / key areas, with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Retain healthy existing trees, where possible.
- Under prune to improve visibility and movement beneath existing trees.
- Provide additional trees in soft landscaped areas.
- Reinforce avenue planting with species such as:
 - *Betula pendula*
 - *Lophostemon confertus*

► Street Furniture

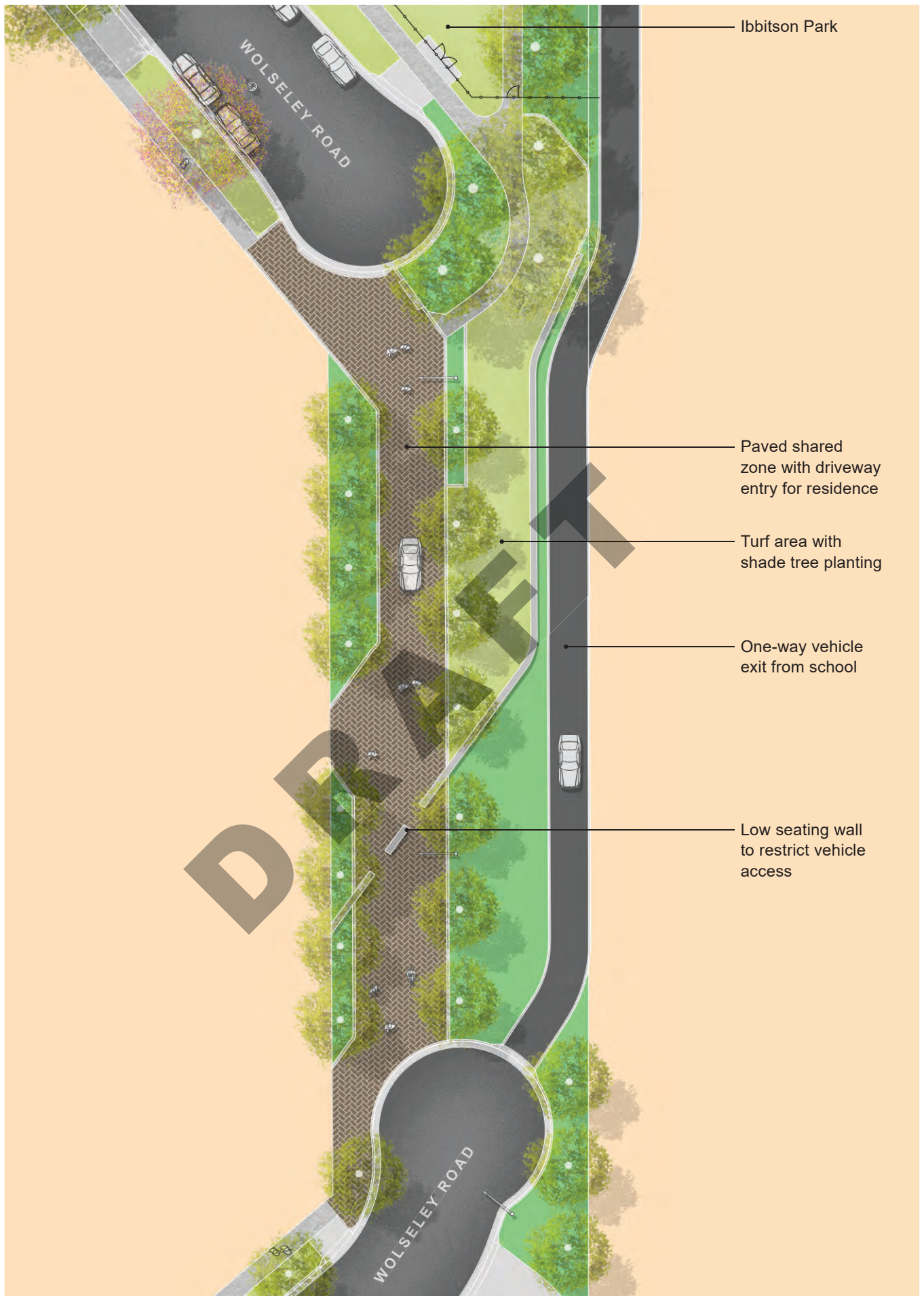
- Seats and bins are to be incorporated in the park design.
- Seating wall to act as a barrier to the exit driveway, and vehicular barrier through the shared zone.
- Bollards may be required if unauthorised vehicles become a problem.
- Control vehicular movement with changes in paving, trees, bollards, or other street furniture elements

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

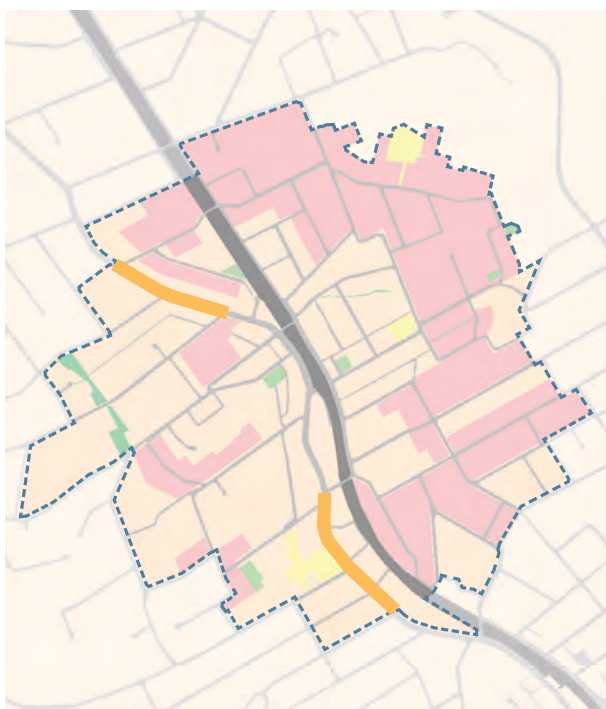
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

These sections of Pacific Highway are largely residential in character and zoning, and fall within the 800m walking catchment from Lindfield station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths are to be provided to both sides of Pacific Highway with street tree planting for shade and visual amenity.

► Street Description

- Multi-lane highway corridor with residential character and landscaped setbacks that vegetate the highway at street level.
- Retain existing street trees that are in good form.
- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Provide minimum 1.8m wide footpaths to both sides of the highway. Paths may be reduced to minimum 1.5m wide where existing trees limit the extent of paving.
- Grassed verge between footpath and carriageway.
- Encourage landscaped setbacks in private properties.
- Allow for highway widening in accordance with Transport for NSW plans, if necessary.

► Parking

- Limited on-street parking, where permitted by Transport for NSW.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Infill gaps of planting with street trees to strengthen tree-lined character of the highway and provide continuous canopy cover where possible.
- Examples of trees include:
 - *Pistacia chinensis*
 - *Tristaniopsis laurina*

► Street Furniture

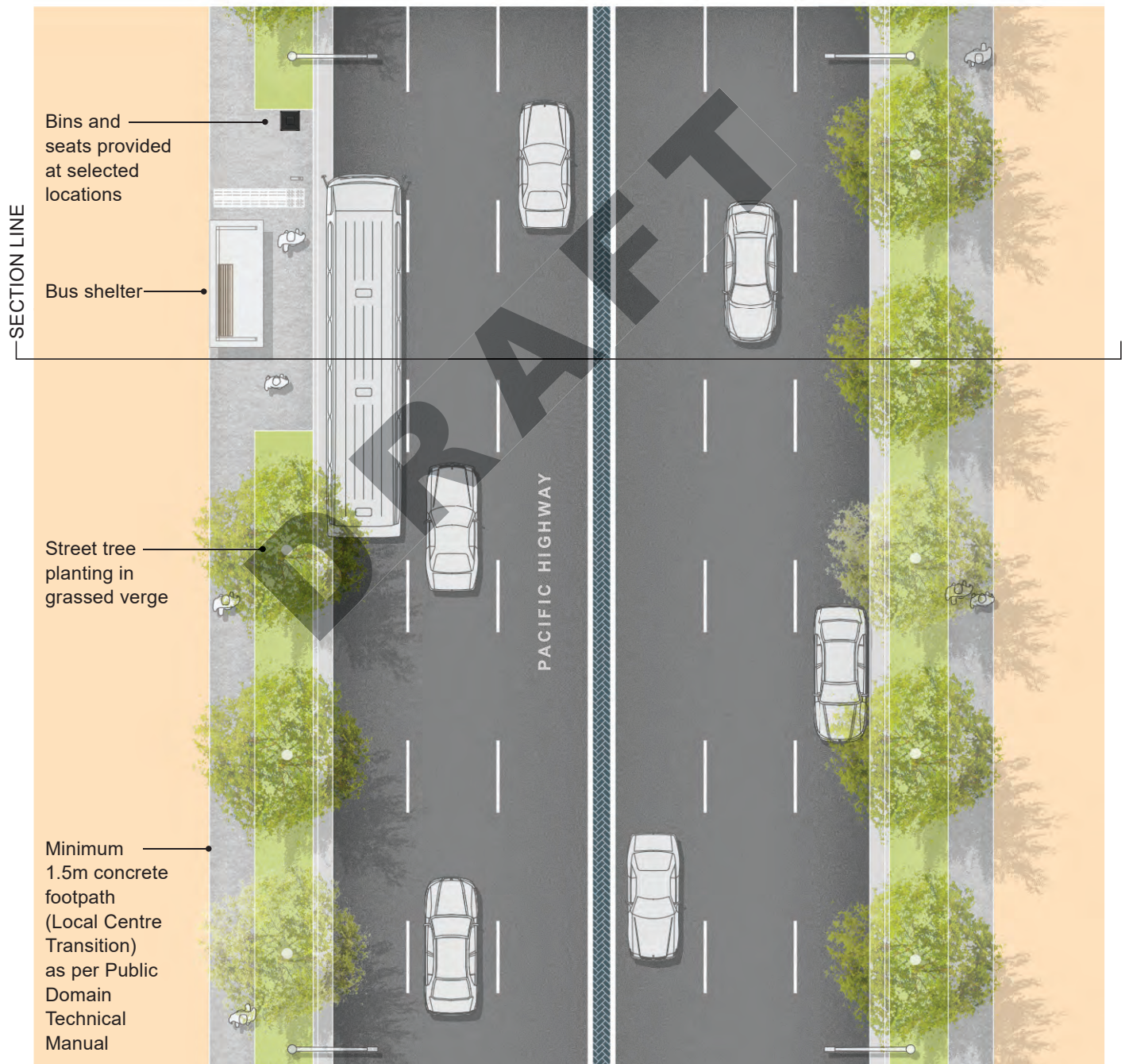
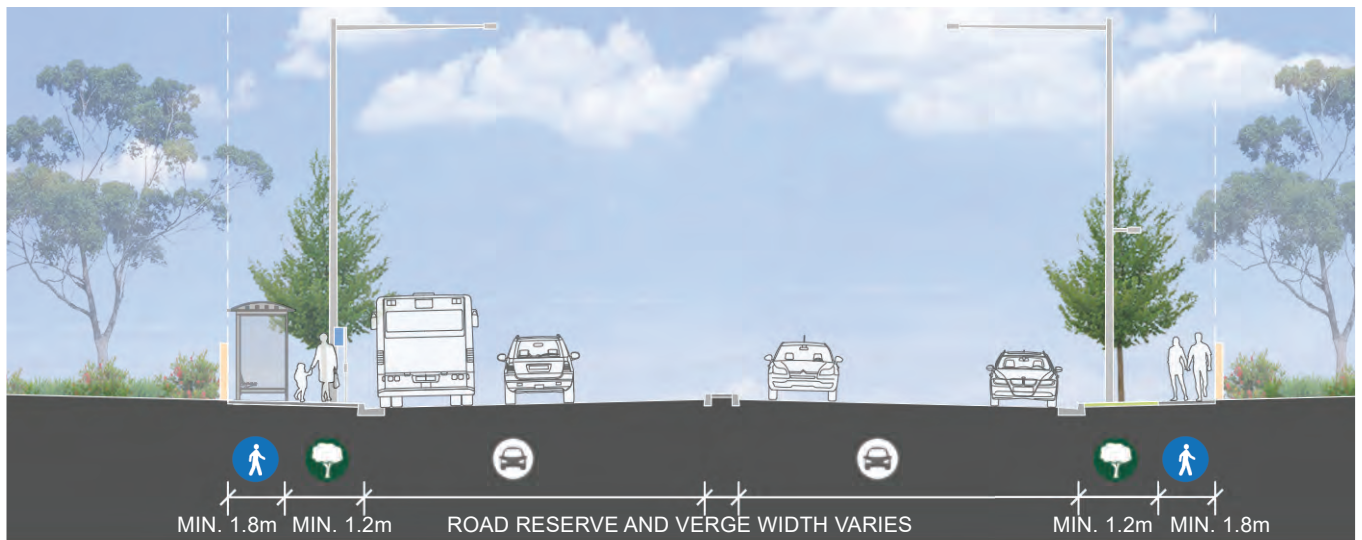
- Seats at 100m intervals and at bus stops.
- Bins at 100m intervals.

► Lighting

- Retain Ausgrid lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

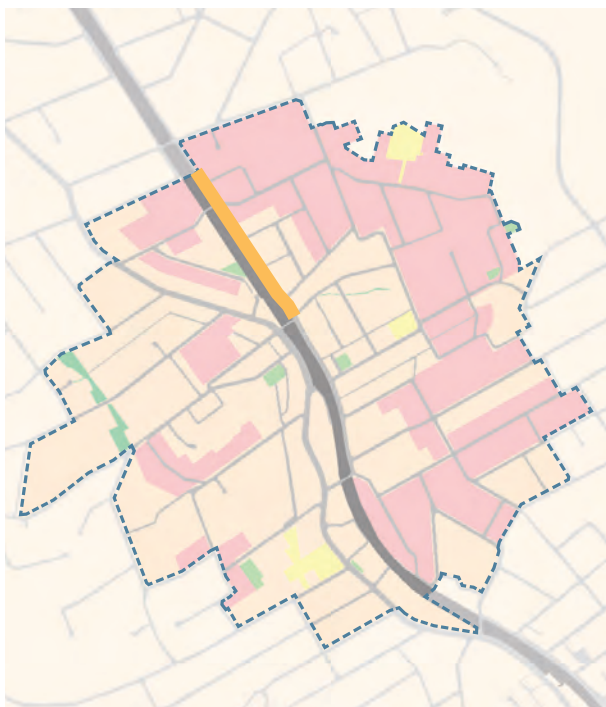
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

An objective of the Ku-ring-gai Local Strategic Planning Statement is to expand the cycle networks that connects with a greater cycle network of Sydney. A key route will be within or adjacent to the rail corridor which will ultimately have a cycle route between Hornsby and Chatswood and beyond.

Lindfield Avenue is suited to a cycle route beside or slightly encroaching the rail corridor. The landform of the section north of Havilah Road is well suited for separated cycle and pedestrian paths on the western side of Lindfield Avenue.

► Street Description

- A two-way, two lane distributor road with separated cycle and pedestrian paths to the western side with tree planting.
- A separated cycle path can be established within a licensed section of the rail corridor, to be coordinated with Transport for NSW.
- The eastern verge of Lindfield Avenue is very narrow and will only allow for a narrow pedestrian path.
- Retain existing trees where possible.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2.5m cycle path on western side of street connecting regional cycle route, to rail station and Local Centre.
- 1.2m pedestrian path.
- 0.6m soft landscape verge with native grass planting.
- Existing kerb alignment and traffic lanes retained.
- Concrete footpath for full width between kerb and boundary on eastern side of street.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Asphalt Paving - cycle path as per the Public Domain Technical Manual.
- Line marking to cycle path.

► Street Tree Planting

- No new tree planting.

► Street Furniture

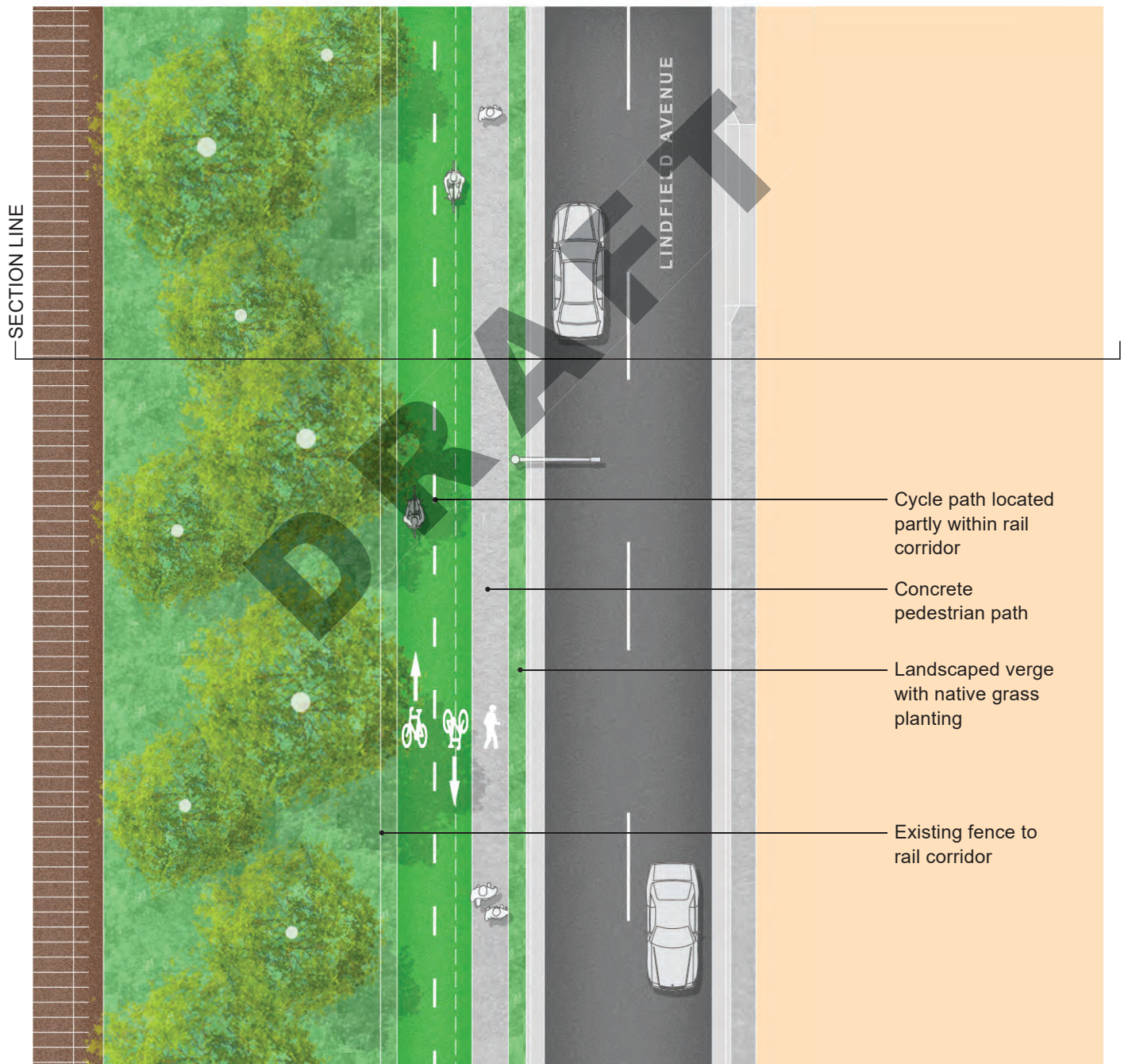
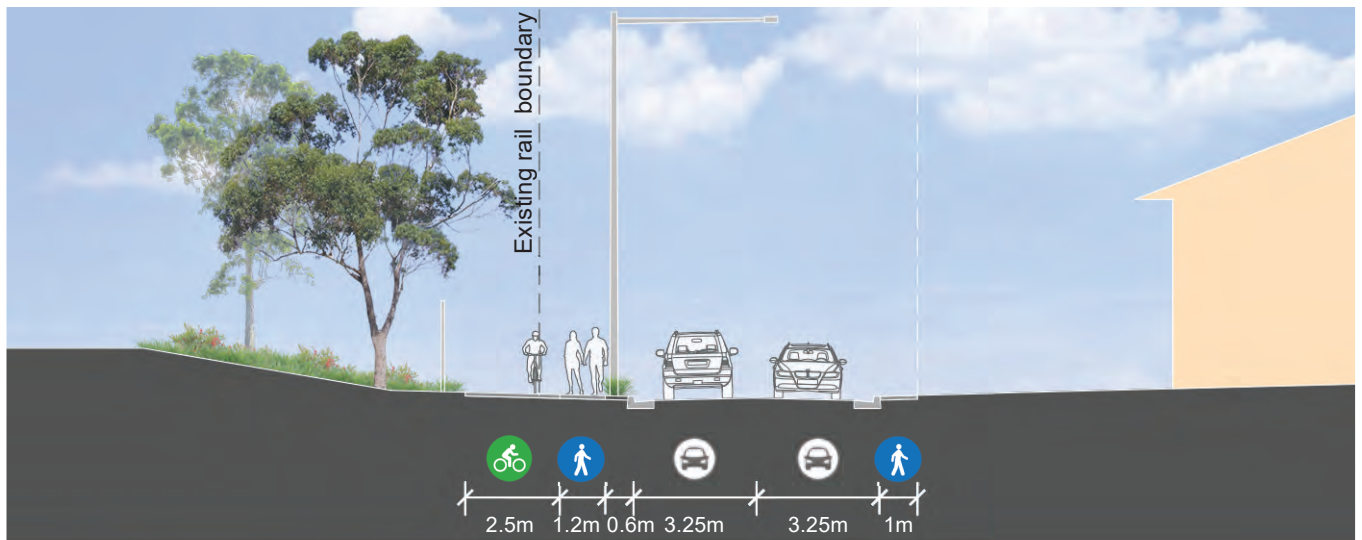
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for cycle and pedestrian path route.
- Some light poles may need to be relocated for clear path of travel.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

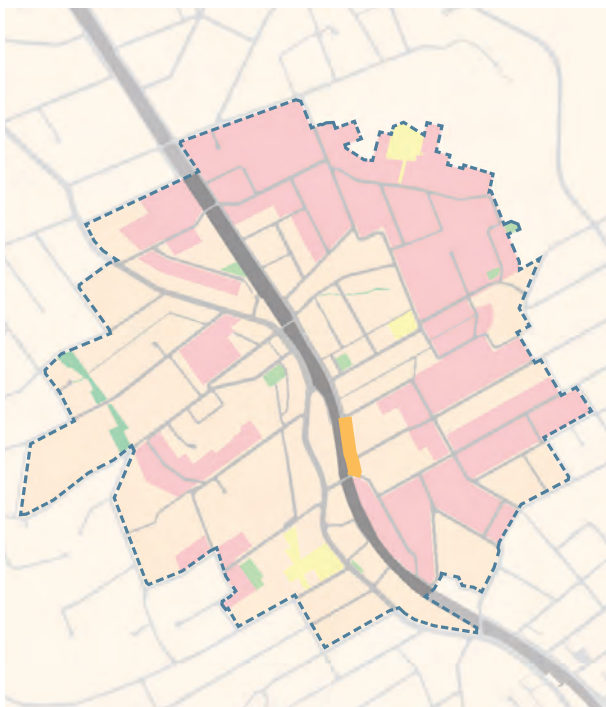
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

An objective of the Ku-ring-gai Local Strategic Planning Statement is to expand the cycle networks that connects with a greater cycle network of Sydney. A key route will be within or adjacent to the rail corridor which will ultimately have a cycle route between Hornsby and Chatswood and beyond.

Lindfield Avenue is suited to a cycle route beside the rail corridor. The landform between Russell Avenue and Strickland Avenue is well suited for a shared path on the eastern side of Lindfield Avenue.

► Street Description

- A two-way, two lane distributor road with one lane of on-street parking.
- A shared path to eastern side with tree planting where space allows.
- The removal of the parking lane on the eastern side of Lindfield Avenue will provide space for the kerb to be extended and a shared path installed.
- Parking on the western side of Lindfield is to be retained.
- Raised pedestrian and cycle crossings are to be provided at street crossings to improve safety for pedestrians and cyclists.
- Retain existing trees where possible.

► Street Cross Section

Typical street cross section (west to east) to be:

- Existing kerb alignment to the western side of the carriageway retained with concrete footpath on the western side of the street.
- 2.1m parking lane.
- 2 traffic lanes of 3m each (two-way).
- Eastern kerb to be realigned through removal of parking lane.
- 3m shared path on eastern side of street connecting regional cycle route, to rail station and Local Centre.
- Soft landscape verge with tree planting along the eastern side where space is available between the shared path and residential properties.

► Parking

- On-street parking on the western side of the street.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

► Street Tree Planting

- Retain healthy and well-formed trees that do not interfere with shared path alignment.
- Medium trees with narrow form preferred such as:
 - *Elaeocarpus reticulatus*

► Street Furniture

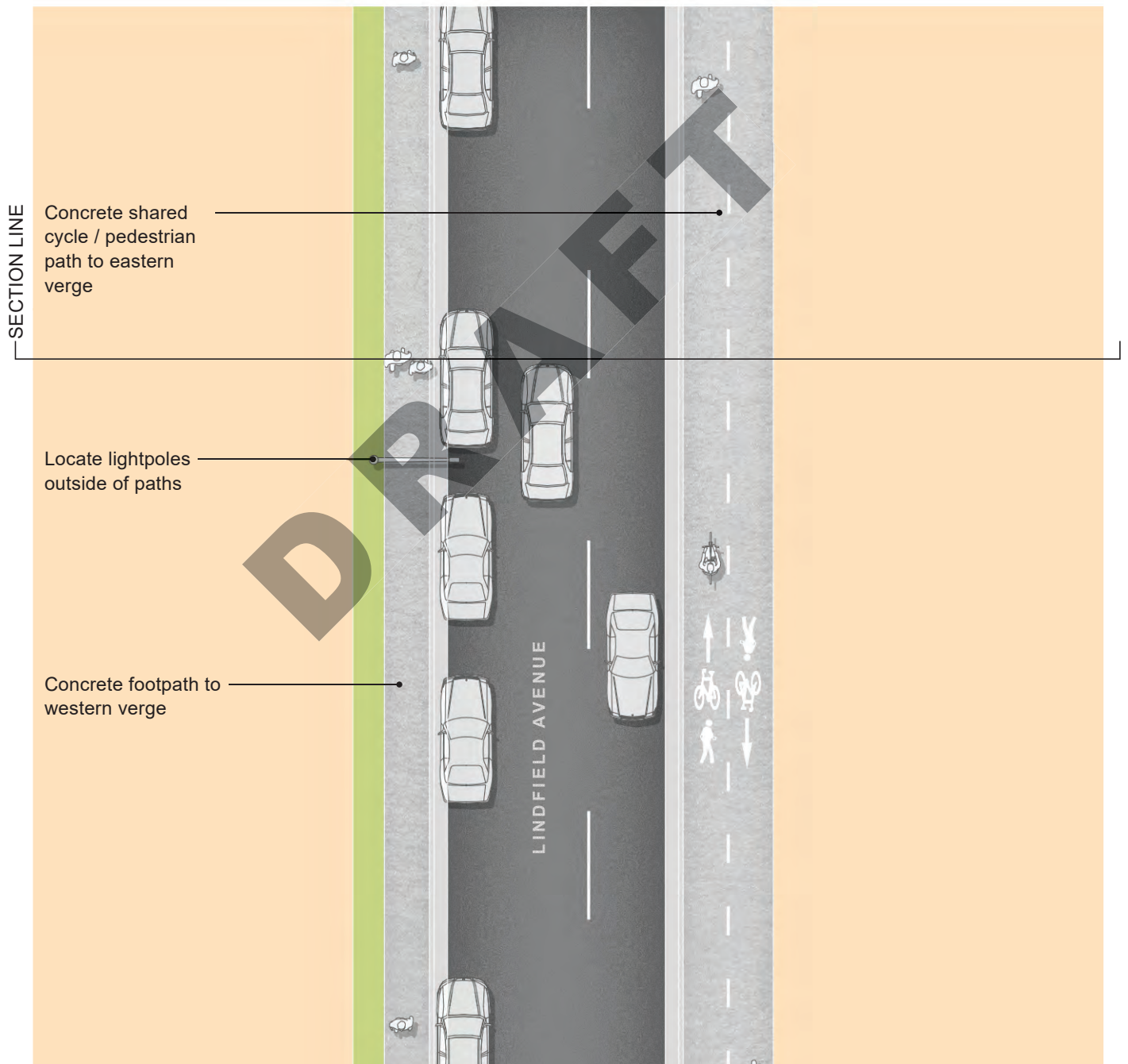
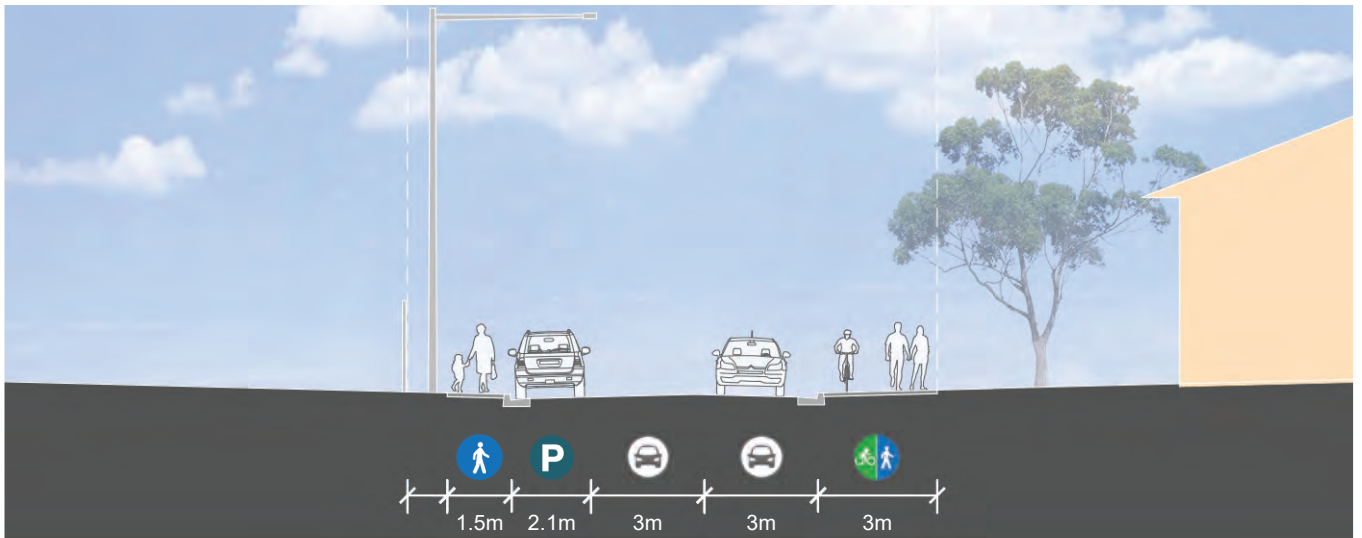
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for shared path route.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

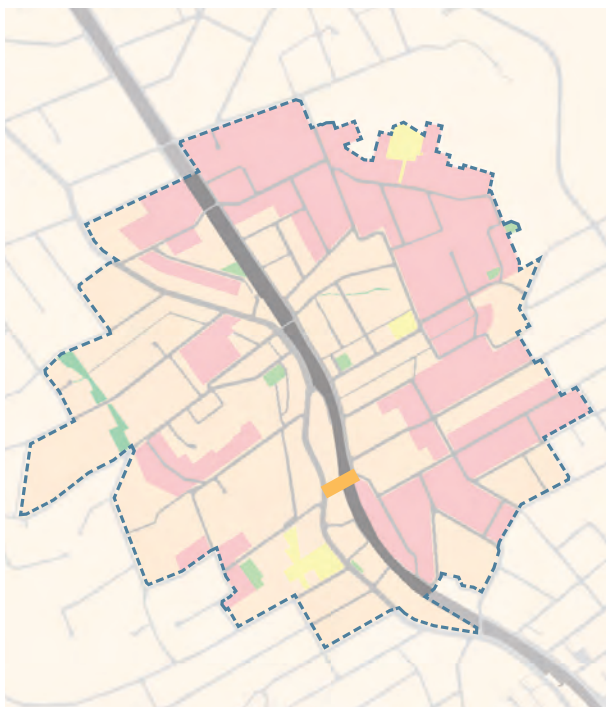
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

Strickland Avenue will become a key crossing and access point to the south of the Local Centre. Once traffic movements are changed at the Havilah Road underpass, the Strickland Avenue signalised intersection will be critical for northbound movements. The traffic lanes are to be reconfigured for three lanes at the intersection with Pacific Highway – one lane eastbound into Strickland Avenue, and two entering Pacific Highway, both with right turn capacity and the left lane with left turn, as well.

The widening of the over rail bridge will provide for a shared cycle / pedestrian path so that the cycle and pedestrian network can be expanded and connected to both sides of the rail / Pacific Highway corridor.

► Street Description

- The three lanes at the intersection will converge to a two lane, two-way street on the over rail bridge.
- A shared path on the southern side of the bridge is to be included with possible widening of the bridge.
- Soft landscaped verge between paths and carriageway.
- New pedestrian and cycle crossing at Strickland Avenue near intersection with Lindfield Avenue.

► Street Cross Section

Typical street cross section (north to south) to be:

- 4.5m northern verge with a minimum 1.8m concrete footpath with low planting to verge and tree planting.
- Two-way traffic lanes of varying widths.
- 4m verge width on southern side incorporating minimum 3m shared concrete cycle / pedestrian path with low planting to verge.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

• Street Tree Planting

- Provide infill street trees of similar species, where required to complete boulevard / canopy cover for example:
 - *Melaleuca quinquenervia*
 - *Syncarpia glomulifera*

► Street Furniture

- None.

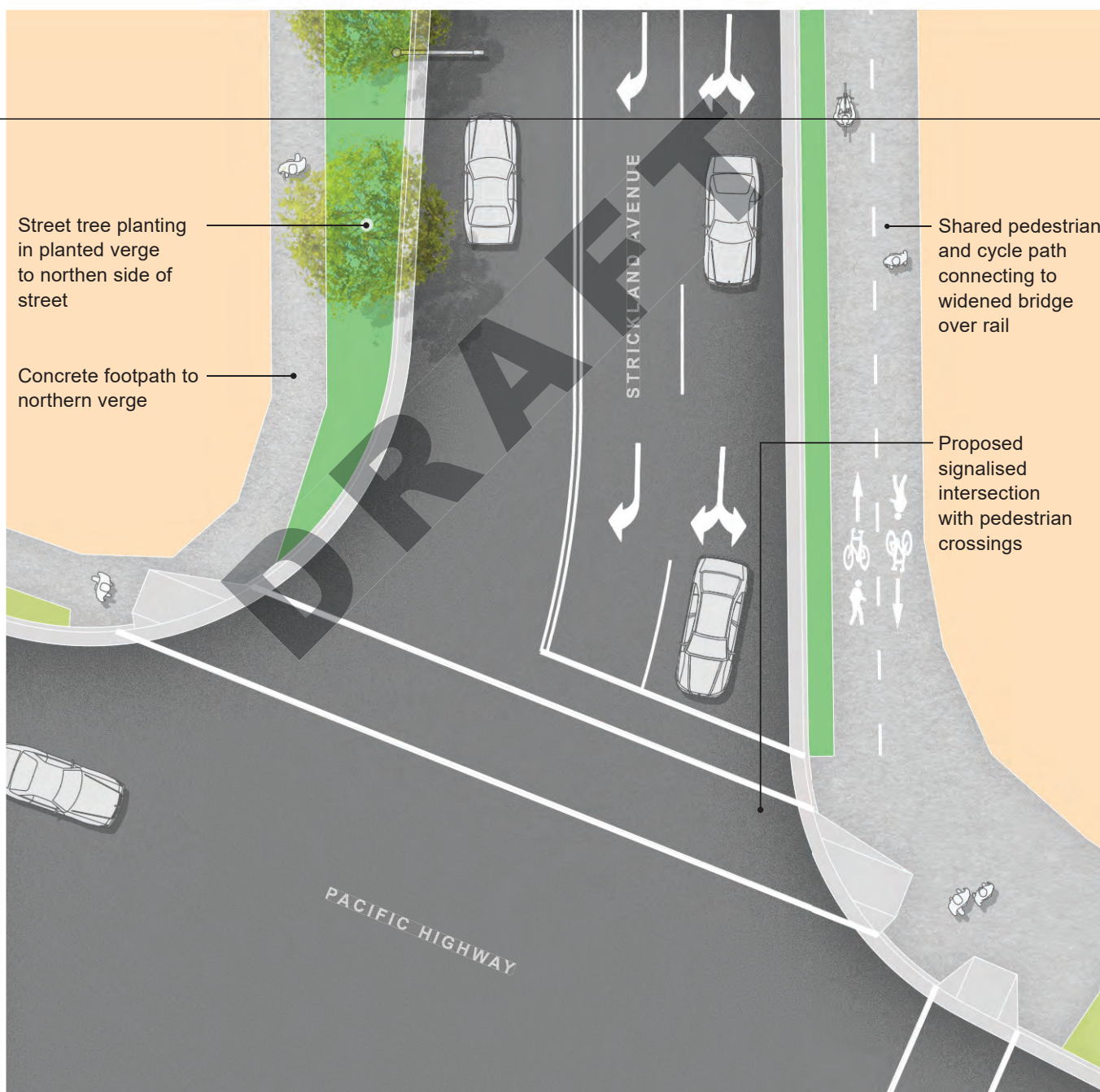
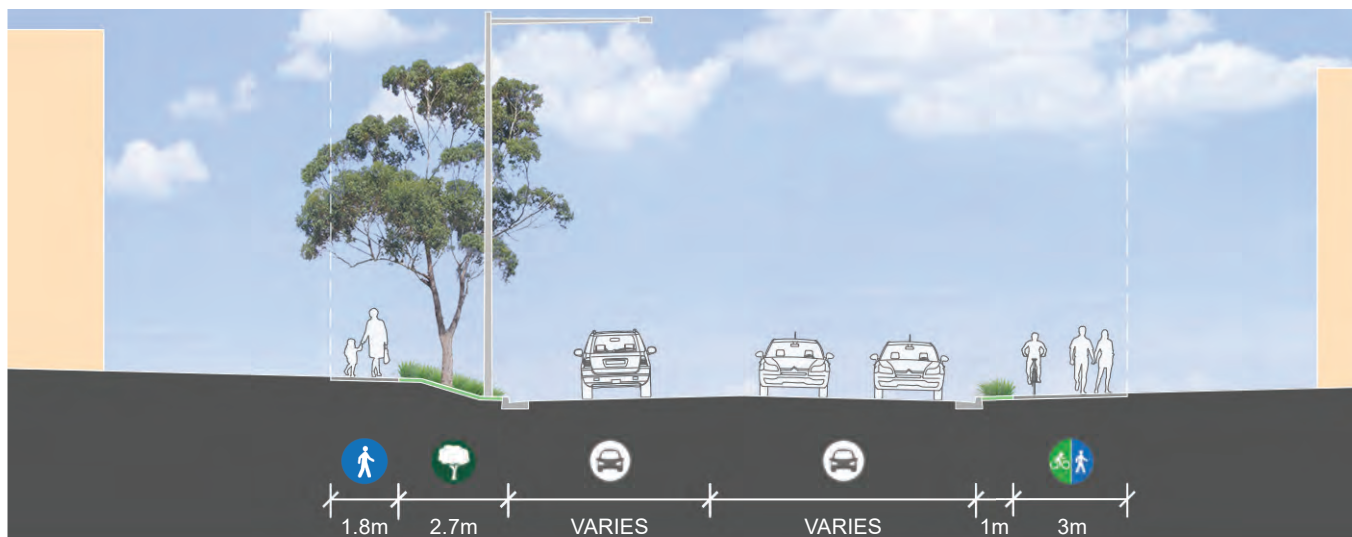
► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for shared path route.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.

SECTION LINE

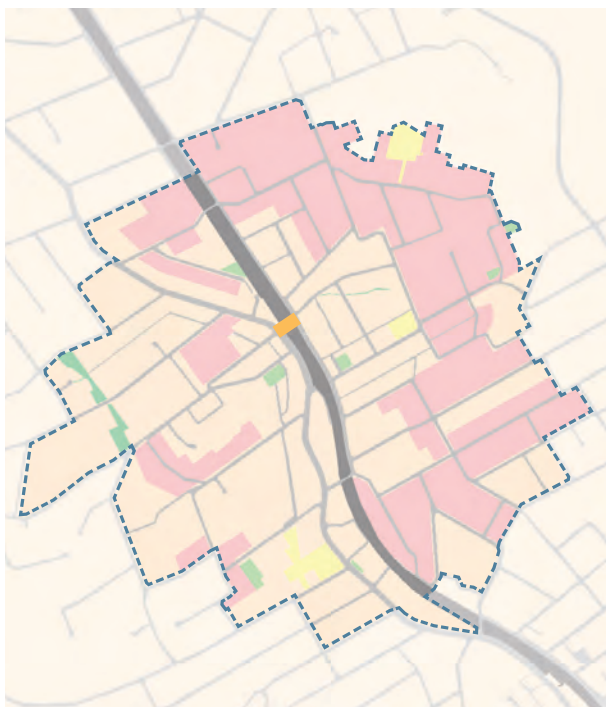


LINDFIELD

Notes



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► Designed Future Character

Havilah Road underpass is an important connection between the two sides of the Local Centre. The space available within the underpass is limited due to the bridge structure and abutments. The current condition is very restrictive – particularly for pedestrians. The proposed design will improve the amenity and movement for pedestrians and cyclists through the underpass and strengthen connections between the east and west side of the Local Centre, allowing the expansion of the cycle and walking network of Lindfield.

► Street Description

- The removal of the westbound traffic lane will provide space for the kerb to be extended and a shared path installed on the northern side of the underpass.
- A pedestrian only path will be installed on the southern side of the underpass.
- Opportunities will exist for improved lighting within the underpass and potential installation of artwork / murals on the walls and ceiling to celebrate the activation of Lindfield.

► Street Cross Section

Typical street cross section (north to south) to be:

- 4m shared path on northern side of street connecting regional cycle route, to Pacific Highway and the Local Centre.
- Northern kerb to be realigned through removal of traffic lane.
- 3.5m traffic lane (one-way).
- 1.8m footpath on southern side of street.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Line marking to shared path.

► Street Tree Planting

- None.

► Street Furniture

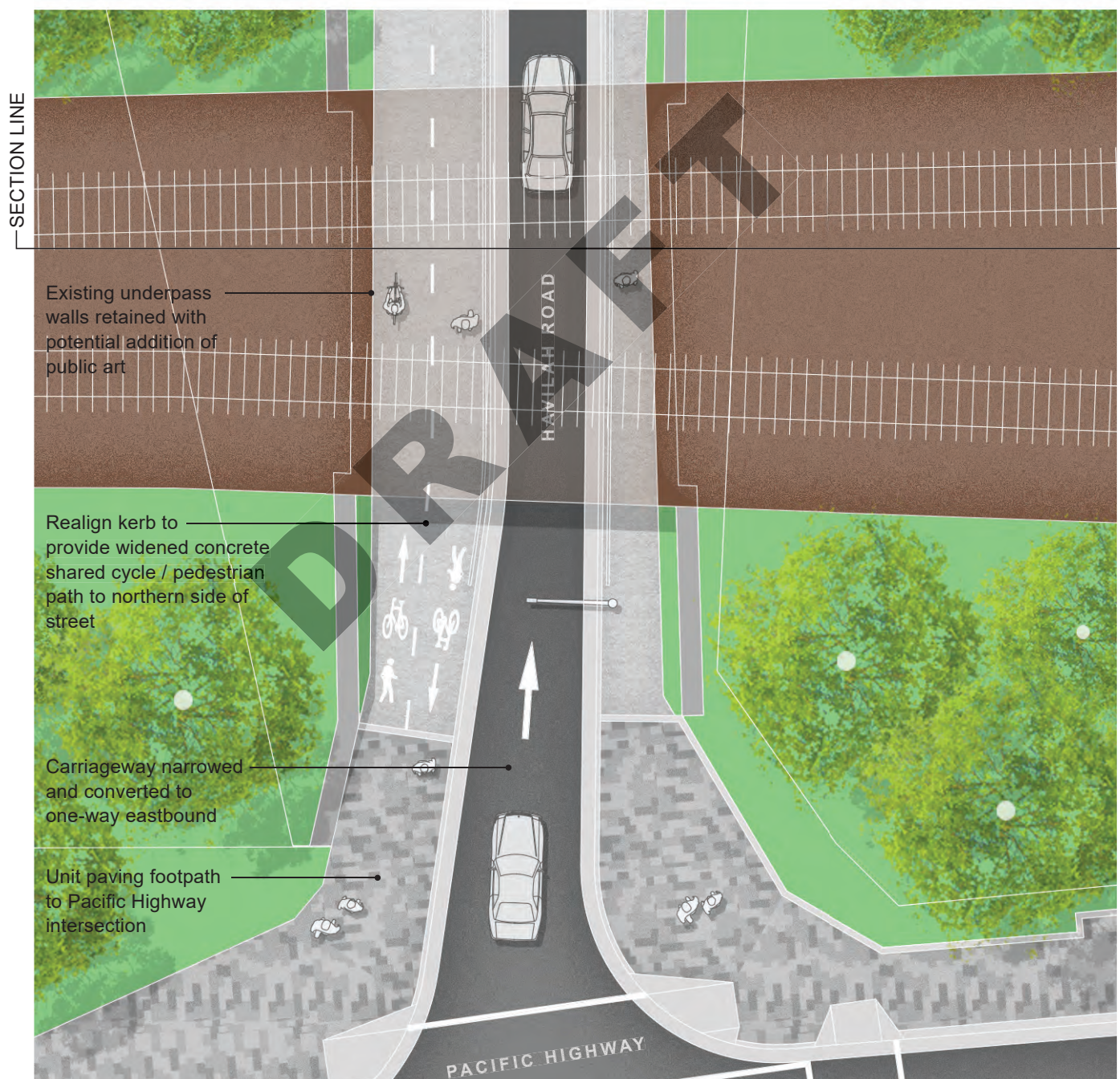
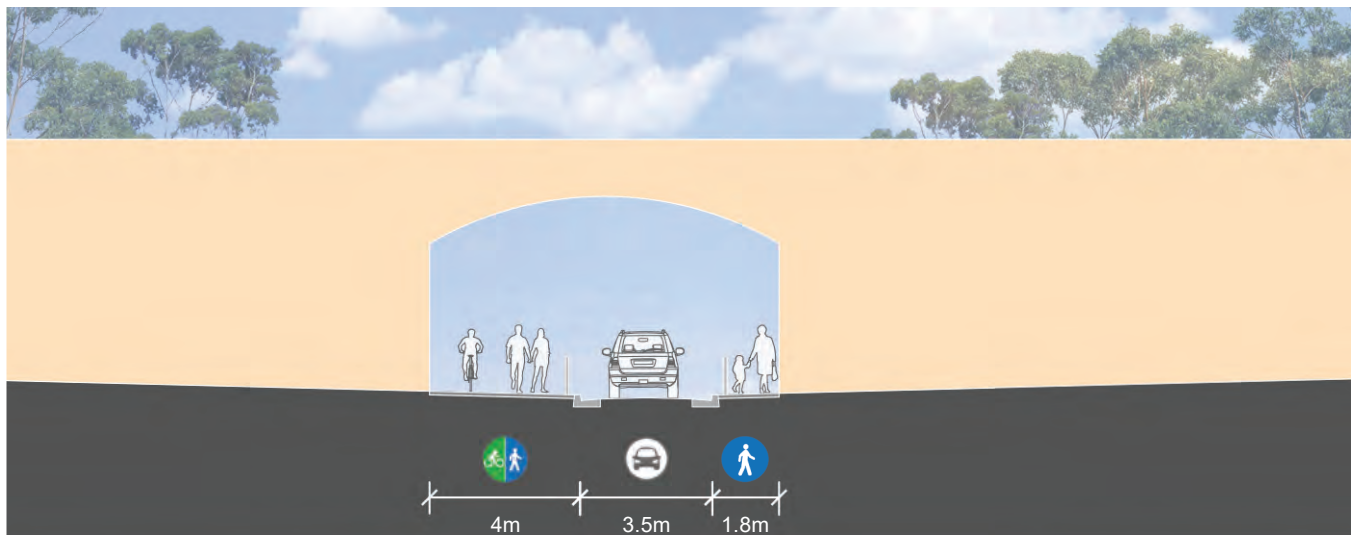
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

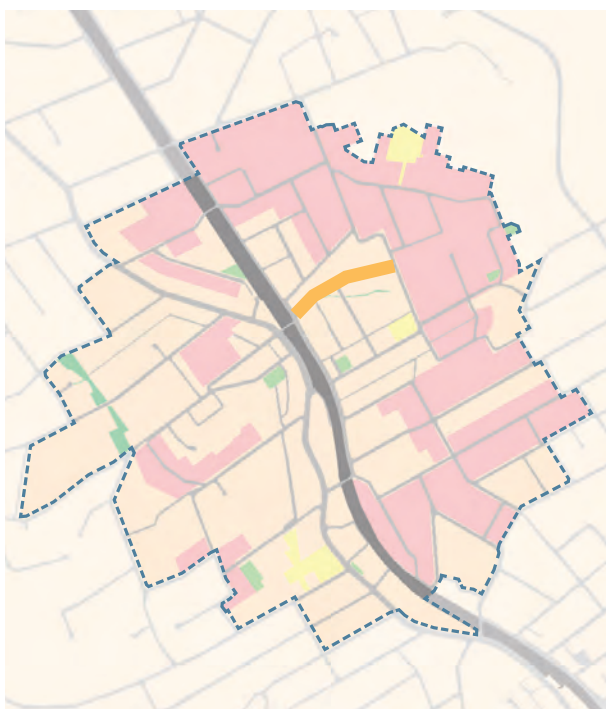
- Existing underground power.



Notes



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► Designed Future Character

Havilah Road, a residential street with a mix of low and high density housing, forms the edge of the Local Centre Core and is characterised by the avenue planting of Jacarandas through most of the street. This character is to be maintained where possible. The future character of Havilah Road includes improved pedestrian paths, shared path and street tree planting to supplement the strong tree planting within the street.

► Street Description

- A two-way carriageway with on-street parking, and existing street trees that will be strengthened with infill planting to intensify the tree canopy.
- Wide verges provide opportunities for generous path widths and large tree planting.
- As development occurs, the number of driveway crossovers will reduce, minimising disruption to footpaths and the shared path on the south side of Havilah Road.
- A corner portion of the number 3 Havilah Road property will be dedicated for public open space. This will incorporate the drainage easement.
- Streetscape to be high quality paving, furniture and lighting.
- A raised threshold / crossing will be part of the shared path crossing at Havilah Lane and Milray Street.

► Street Cross Section

Typical street cross section (north to south) to be:

- 5m northern verge with a min. 1.5m concrete footpath with grassed verge (or low planting on steep verges) and tree planting.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes.
- 5m southern verge width on east side incorporating min. 2.5m shared concrete cycle / pedestrian path with grassed verge and tree planting.

► Parking

- Time restricted on-street parking.

► Paving

- Southern side of street, west of Havilah Lane: Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Southern side of street, east of Havilah Lane: Shared pedestrian / cycle path. Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.
- Northern side of street: Local Centre Transition Paving – exposed aggregate concrete as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees in good condition.
- A mix of exotic and native trees such as:
 - *Angophora costata*
 - *Betula pendula*
 - *Hymenosporum flavum*
 - *Jacaranda mimosifolia* (in planted garden beds only)
 - *Syncarpia glomulifera*

► Street Furniture

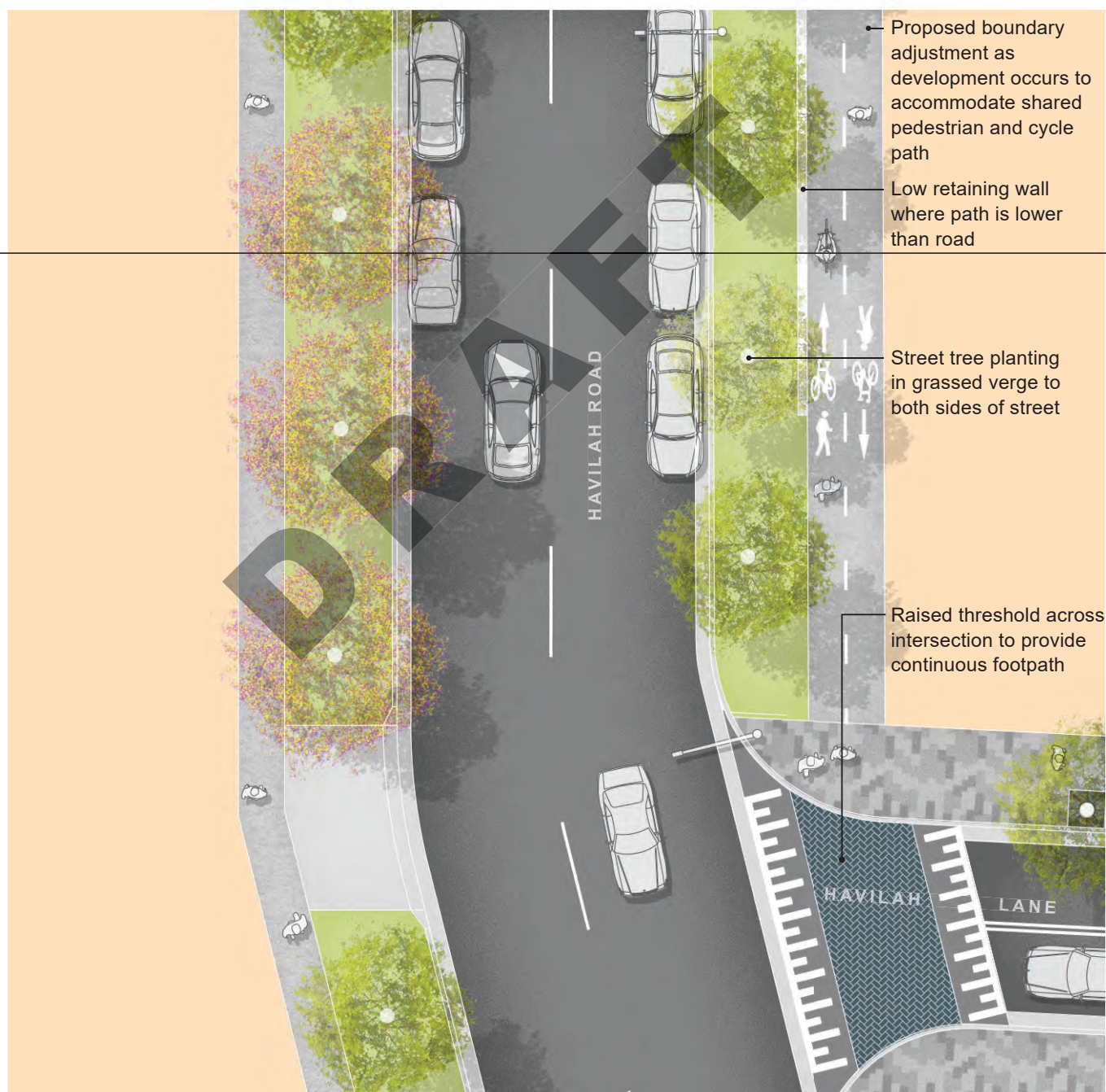
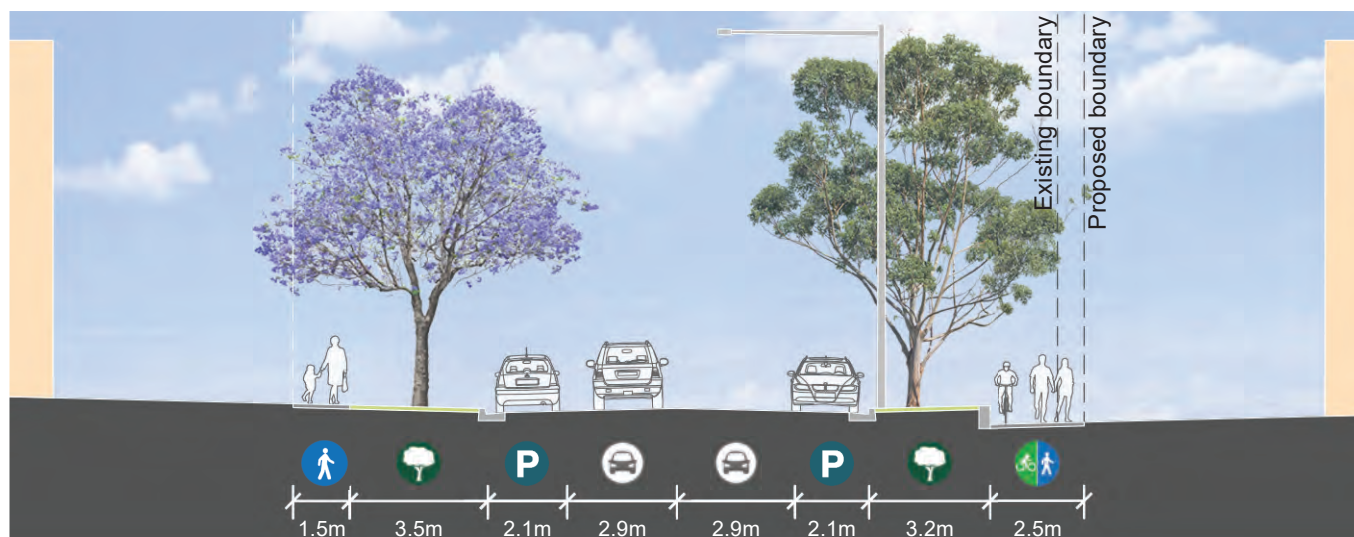
- Seats at 100m intervals, where practical.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting where ambient light from street lighting is insufficient for shared path route.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

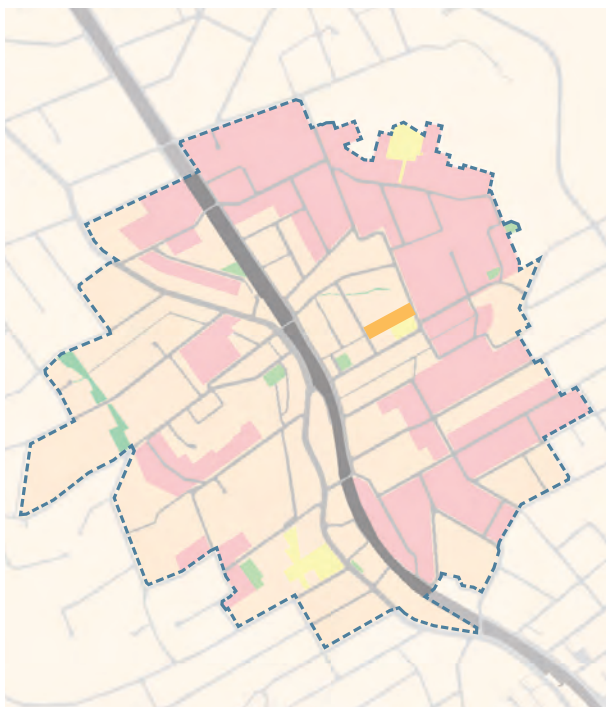
- Underground power west of Havilah Lane.
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes



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► Designed Future Character

Kochia Lane will be a key low speed, safer cycling link from the rail station and eastern commercial centre to residential areas on the east of Lindfield Local Centre.

Kochia Lane will form part of the transition from the commercial centre through to medium density, then to low density residential area.

► Street Description

- This low speed environment will consist of a shared cycle / vehicle zone with a contraflow cycle lane. Vehicular traffic will be one-way eastbound.
- A raised paved threshold is to be installed at both entry and exit points.
- This narrow residential lane has no room for soft landscaping within the road reserve. It is anticipated that tree planting in new residential developments will form a canopy over the lane.
- Access to the porte cochere of the Cromehurst School will need to be retained.

► Street Cross Section

Typical street cross section to be:

- 3.2m wide shared cycle / vehicle zone.
- 1.5m wide contraflow cycle way.
- Remaining space to both sides within the corridor is to be concrete paved for pedestrians.

► Parking

- No on-street parking.

► Paving

- Local Centre Transition Paving – exposed aggregate concrete in accordance with the Public Domain Technical Manual.
- Asphalt road surface with line marking for contraflow cycle path.
- Shared zone paving at thresholds in accordance with the Public Domain Technical Manual.

► Street Tree Planting

- None.

► Street Furniture

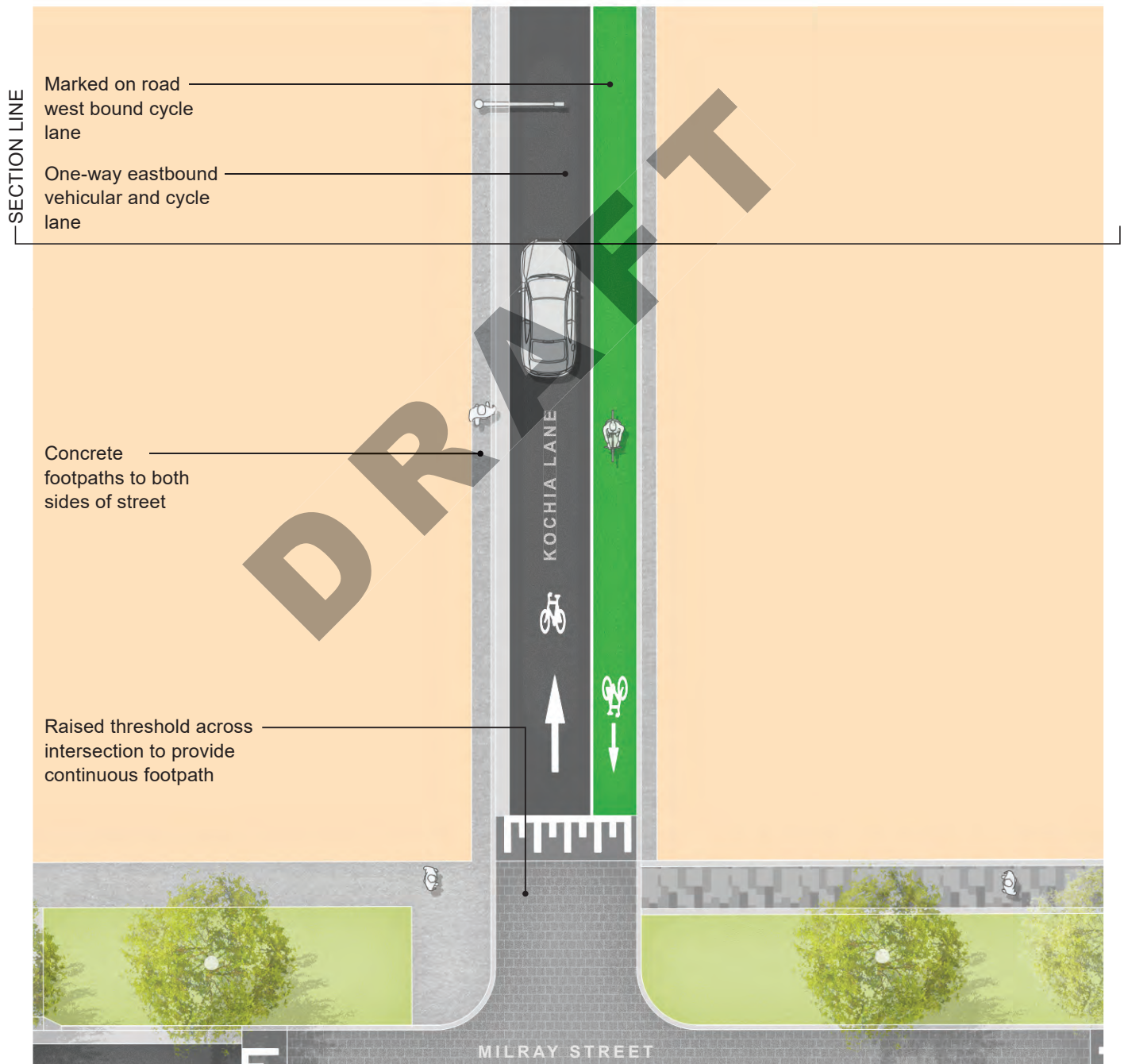
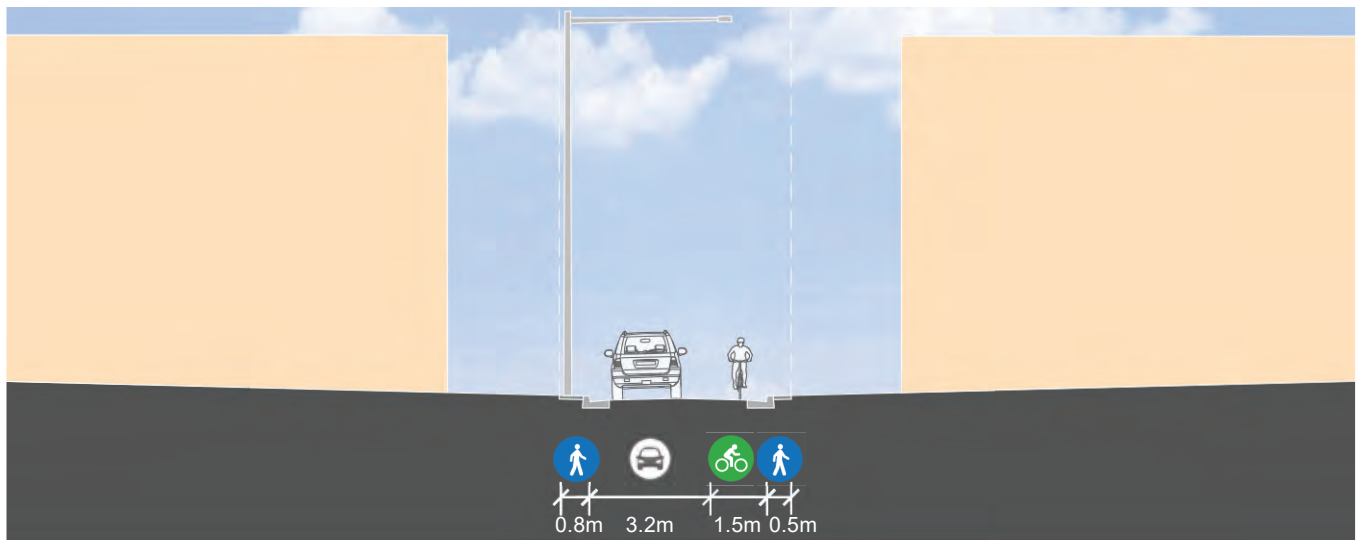
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

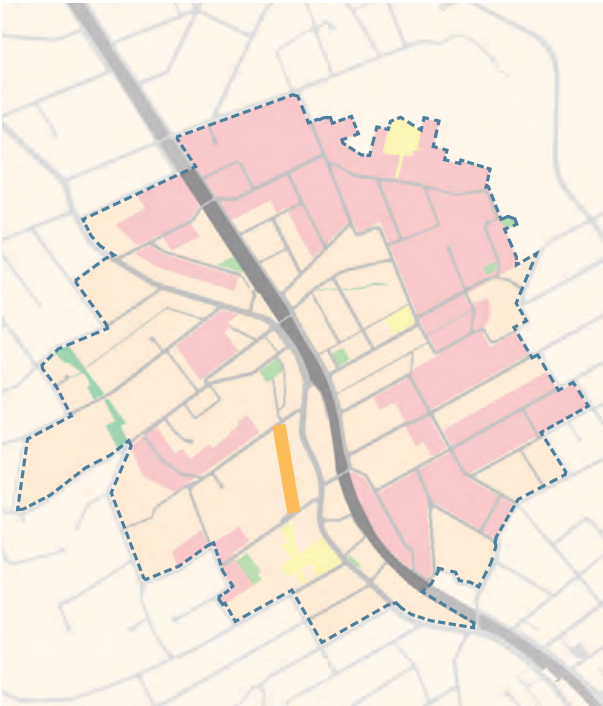
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Drovers Way is an important pedestrian link for residents that live between the Local Centre and Gladstone Parade. It is also an important route to the Lindfield Public School, as an alternate to Pacific Highway. This section of Drovers Way will provide a wide, shaded footpath to ensure a safer, more attractive route from the commercial centre to residential areas and the school.

Due to the numerous driveways on the eastern side of Drovers Way, parking has been removed from the eastern side and the shared path installed on the western side of the street with adjacent parking.

► Street Description

- A two-way, two lane street with parking on the western side of the street.

► Street Cross Section

Typical street cross section (west to east) to be:

- 2.6m wide shared cycle and pedestrian path to western side of the street.
- 2.1m wide parking lane with tree planting in blisters to the western side of the street.
- 2.9m traffic lanes – one each way.
- 1.5m footpath to the eastern side of the street.

► Parking

- Time restricted on-street parking to western side of the street.

► Paving

- Local Centre Transition paving in accordance with the Public Domain Technical Manual for footpaths.
- Line marking to shared path.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy trees such as:
 - *Nyssa salvatica*

► Street Furniture

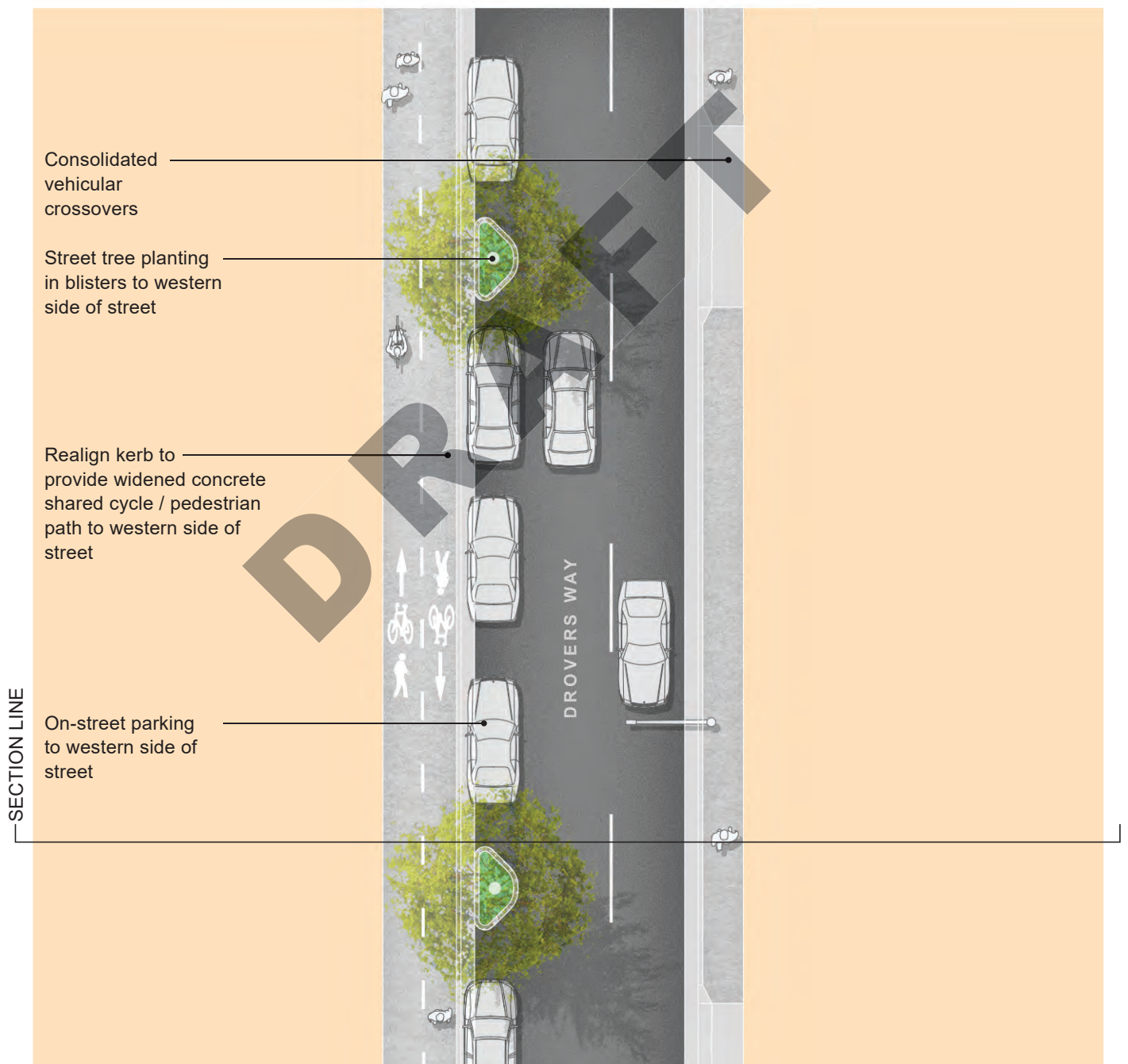
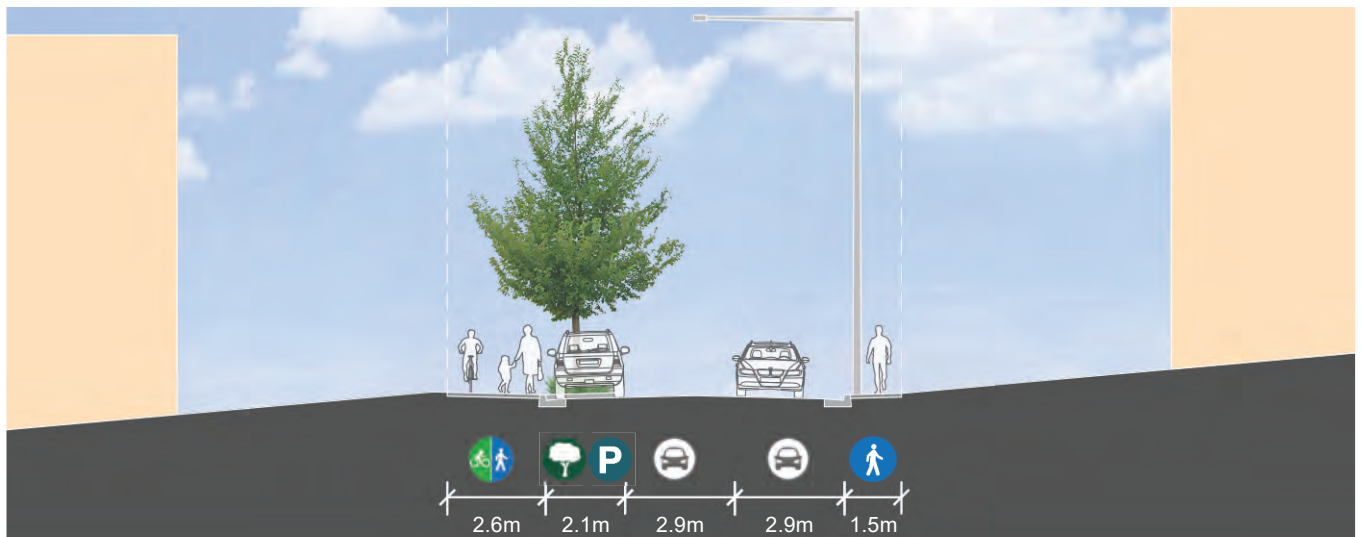
- None.

► Lighting

- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

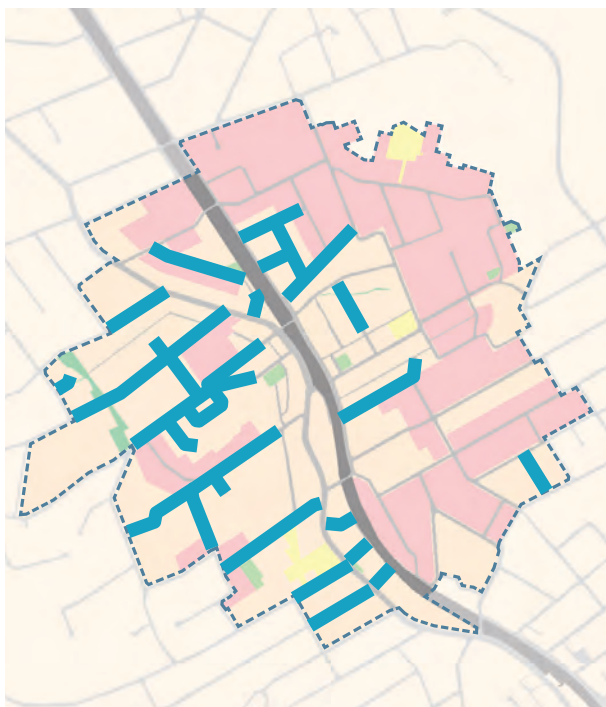
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Two-way tree-lined residential streets with car parking to both sides of the street. These streets fall within the 800m walking catchment from Lindfield station and must facilitate and encourage pedestrian access between residential areas and the Local Centre. Paved footpaths to be provided to both sides of the street.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m concrete paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Local Centre Standard Paving – concrete path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing trees. Infill planting with trees of same species as existing to retain and enhance street character.

► Street Furniture

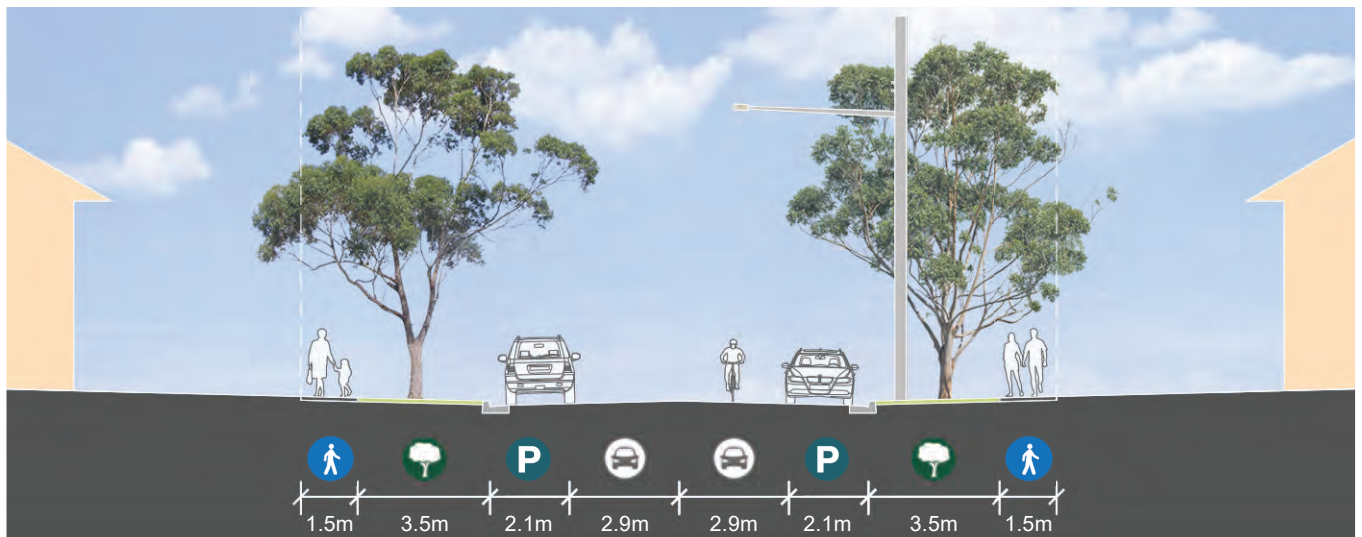
- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

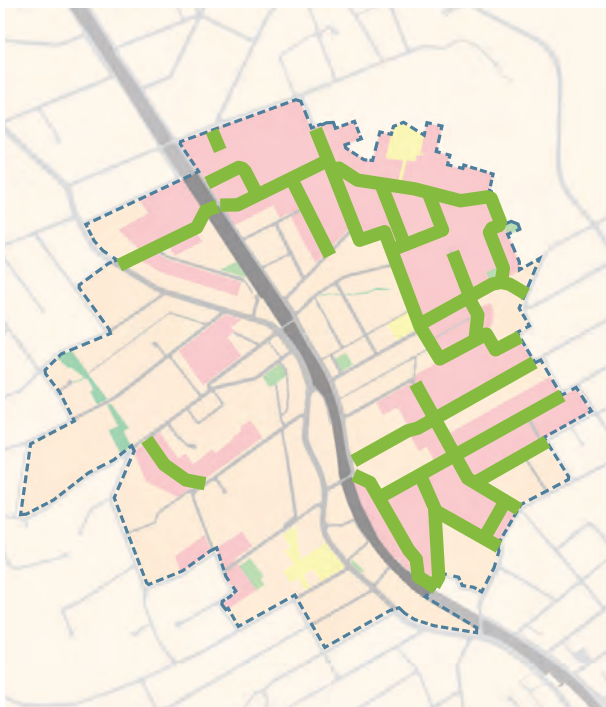
► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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► Designed Future Character

Set within a Heritage Conservation Area the existing character of these streets must be retained and protected. Ensure there is appropriate interface and separation between future development and adjoining Heritage Conservation Areas and Heritage Items.

► Street Description

- Retain existing character of local streets. Retain parallel parking, usually to both sides of street, with street lighting.
- Existing carriageway retained.
- Provide 1.5m wide footpath to both sides of the street with tree planting. Where space is restricted a 1.2m minimum path is to be provided.
- Infill tree planting to match existing species and character of the street.

► Street Cross Section

Existing kerb alignments are to be retained. Typical street cross section is as follows:

- 1.5m asphalt paths with grass verges on both sides of street.
- 2.1m parking lanes on both sides of street.
- 2.9m traffic lanes, one each way.

► Parking

- On-street parking.

► Paving

- Heritage Conservation Area Paving - asphalt path as per the Public Domain Technical Manual.

► Street Tree Planting

- Retain existing street trees in good condition.
- Provide infill street trees of similar species, where required to complete boulevard / canopy cover for example:
 - *Lophostemon confertus*
 - *Syncarpia glomulifera*

► Street Furniture

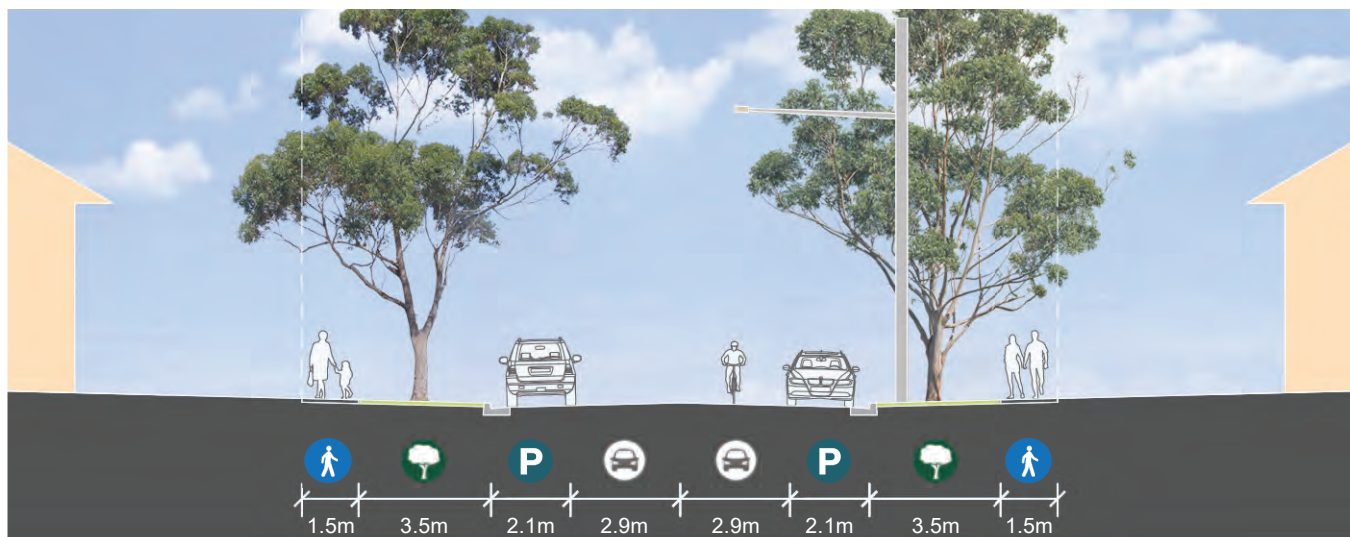
- None.

► Lighting

- Standard Ausgrid street lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

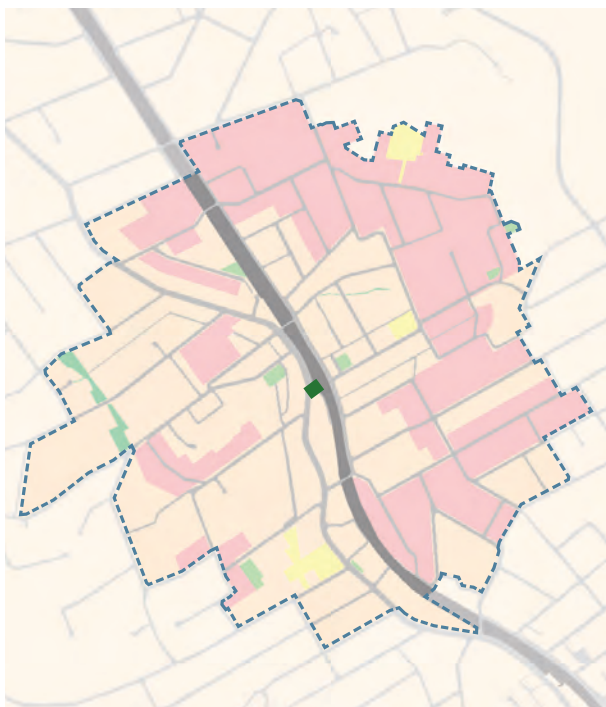
► Powerlines

- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



Notes

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► Designed Future Character

Tryon Place Plaza will be an attractive pedestrian space, incorporating the termination of the Tryon Place shared zone. It will provide safe and comfortable pedestrian access to the station.

► Street Description

- The plaza will be designed with pedestrian movement as a priority. The exit from Tryon Place will provide for left turn vehicular movements onto Pacific Highway.
- Existing trees will be retained and protected, where possible.
- New verge planting to provide a buffer between pedestrians and traffic.
- Trees and raised planters are to create a range of spaces within the plaza, without compromising the greater plaza area.
- Raised planting beds to provide protection to seating areas.
- The plaza will consist of high quality elements to ensure a special streetscape character.

► Parking

- No traffic allowed in the plaza (emergency vehicles excepted).
- Provide an accessible parking space adjacent to the station entry.
- Provide bicycle parking facilities.

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Alternate paving may be used with approval from Council's Public Domain Coordinator.

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium sized canopy, deciduous trees such as:
 - *Platanus orientalis* 'Cuneata'
 - *Nyssa sylvatica*

► Street Furniture

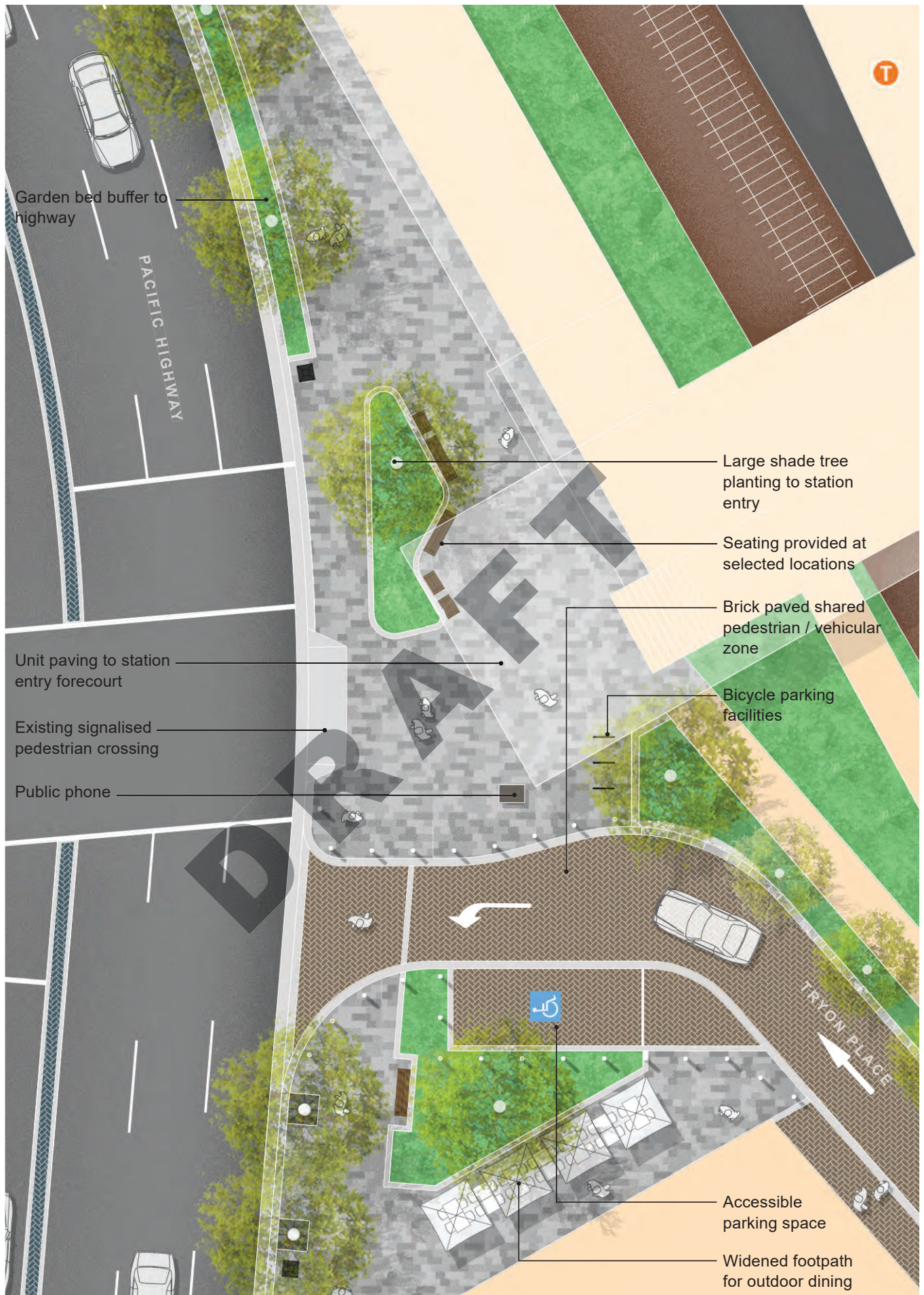
- Seats.
- Bins.
- Bollards.
- Bicycle racks.
- Opportunity for public art / water feature.

► Lighting

- Install pedestrian and feature lighting, such as fairy lights, up lighting or spot lighting key elements.
- Minimum recommended category PA1. Lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

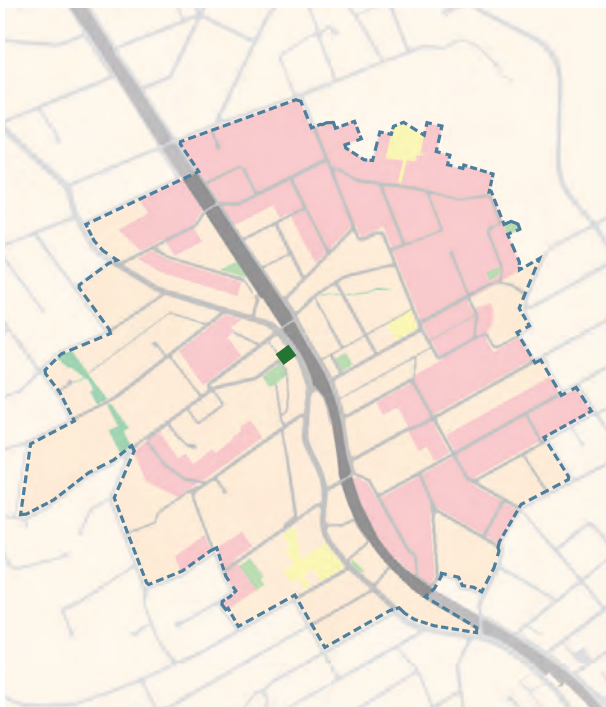
- Underground power.



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► Designed Future Character

Bent Street, between Bent Lane and Pacific Highway, will be closed to traffic and a plaza will be created. Interesting changes in level will provide outdoor dining spaces under canopy trees which will shade in summer and allow sun into the space in winter.

The plaza will consist of high quality public domain elements to ensure a special quality in the plaza's character and is to be designed to provide opportunities for outdoor dining, yet be flexible to accommodate other activities, if required.

A planting bed, with trees and shrubs will separate the plaza from adjacent traffic lanes and assist with noise

attenuation.

► Parking

- No traffic allowed in the plaza (emergency vehicles excepted).

► Paving

- Local Centre Core Paving – precast concrete units as per the Public Domain Technical Manual.
- Brick Paving - pedestrian zones as per the Public Domain Technical Manual.
- Alternate paving may be used with approval from Council's Public Domain Coordinator.

► Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium canopy deciduous trees such as:
 - *Nyssa sylvatica*
 - *Platanus orientalis* 'Cuneata'
 - *Ulmus parvifolia*

► Furniture

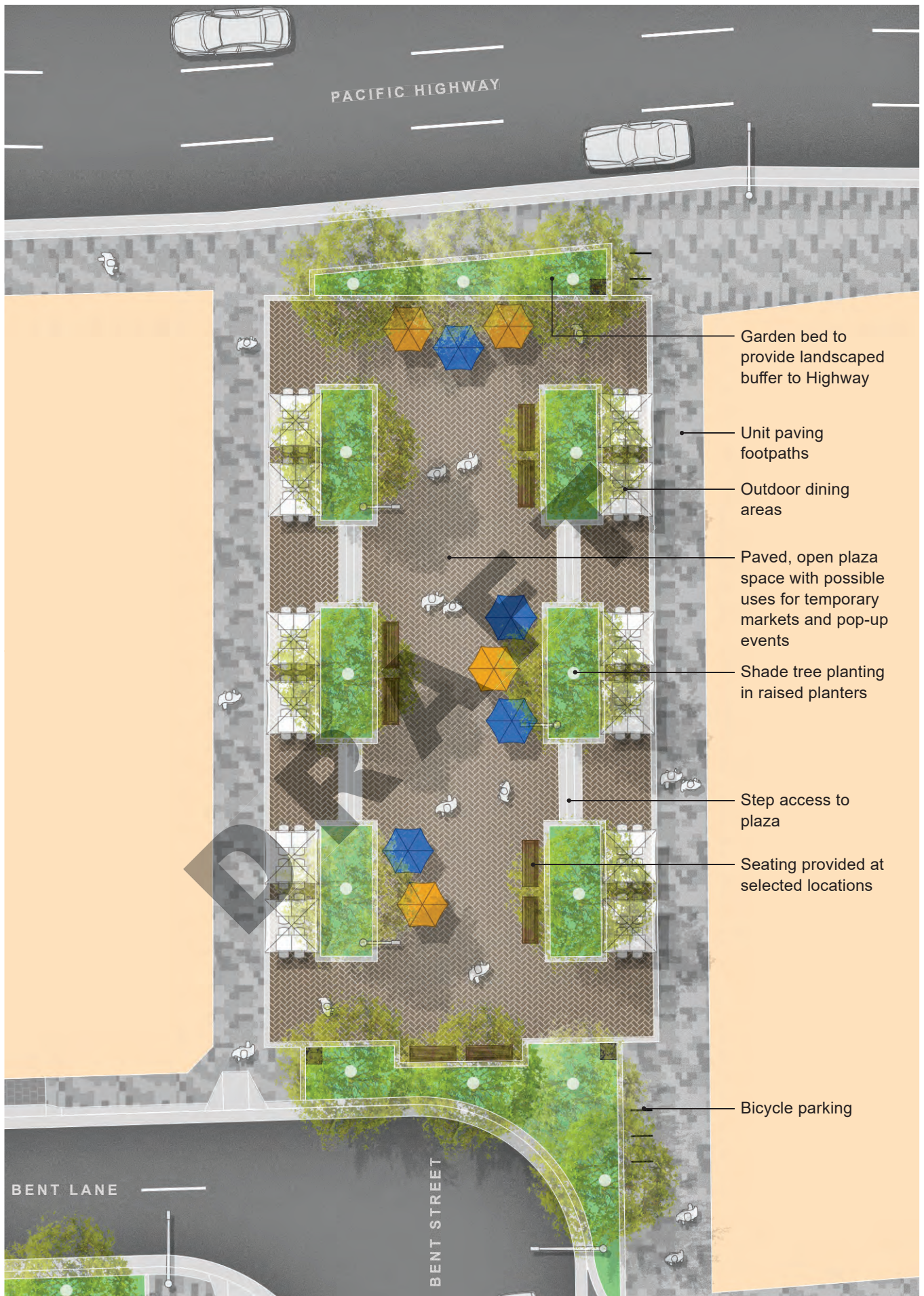
- Seats.
- Bins.
- Bicycle racks.
- Drinking fountain.
- Potential shelters / umbrellas arranged for flexibility.
- Opportunity for public art / water feature.

► Lighting

- Install pedestrian and feature lighting, for example catenary lighting, fairy lights, up lighting or spot lighting key elements.
- Minimum recommended category PA1. Lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

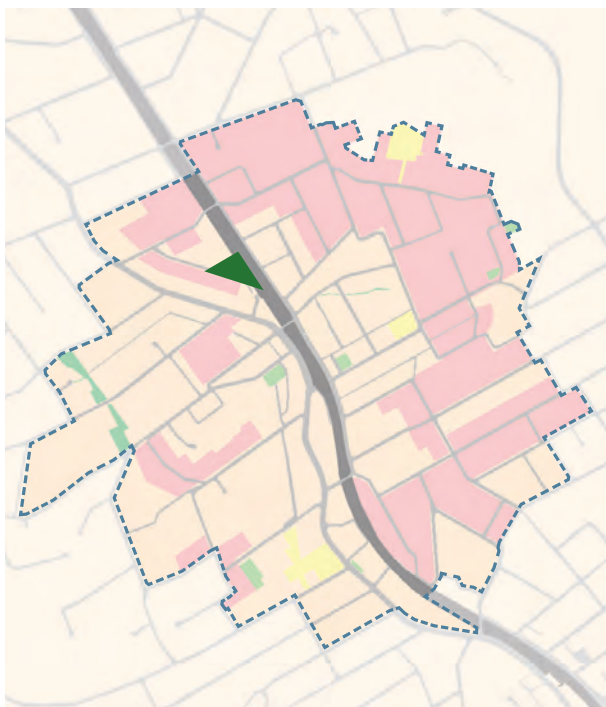
- Underground power.



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► Designed Future Character

Ibbitson Park is to be upgraded to an urban park with improved play facilities, shelter, seating, barbeque facilities and children's bicycle track.

The park will extend into the Wolseley Road Closure.

► Parking

- No parking within the park. Car parking is available on Wolseley Road.

► Paving

- Paving elements are to be used in accordance with the Public Domain Technical manual. Alternate paving may be used for special zones with approval from Council's Public Domain Coordinator.
- Permeable paving may be used in tree protection zone areas around existing trees.

► Tree Planting

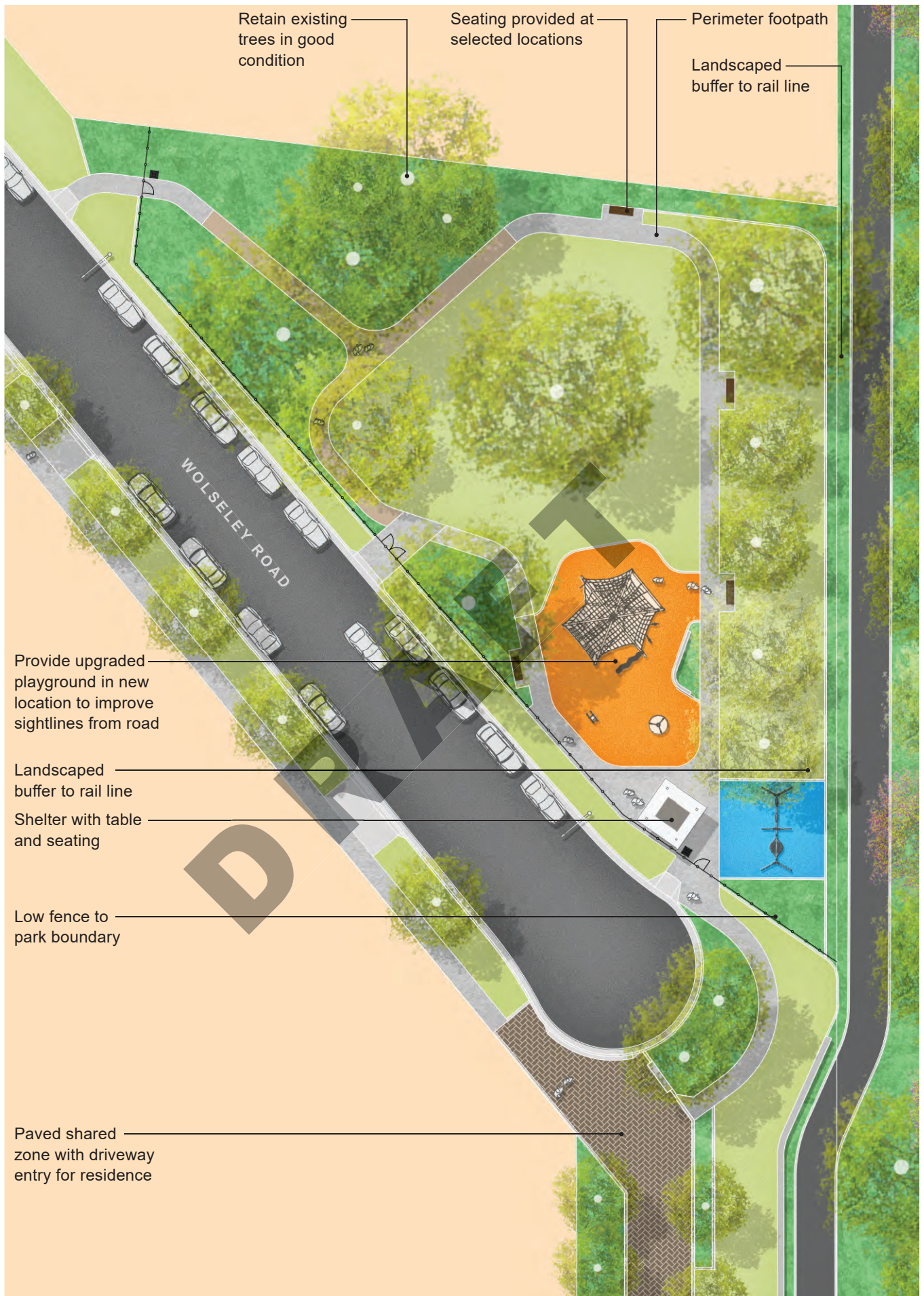
- Retain existing trees and plant additional native trees and shrubs to create "rooms" in the park whilst maintaining sightlines for surveillance.
- New planting should be selected from typical Blue Gum High Forest species.

► Furniture

- Seats.
- Bins.
- Barbeques.
- Shelters
- Picnic suites.
- Play equipment.

► Lighting

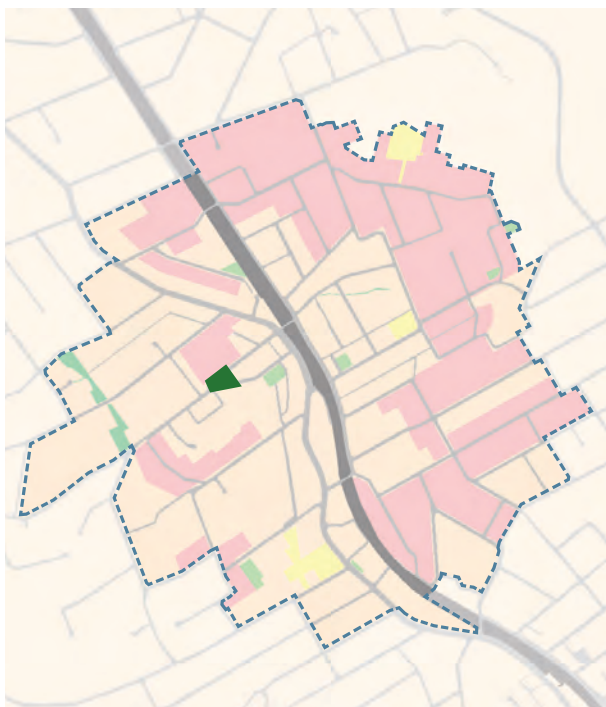
- No lighting inside the park.



Notes



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► Designed Future Character

A treed pocket park that is a small quiet refuge in the residential area, located opposite a townhouse development.

Improvements to the park will include, new seating, footpaths adjacent the kerbs at the top and bottom of the park, a path and stairs across the park, and shrub planting on steep slopes.

► Parking

- No parking within the park. Car parking is available on Balfour Street and Bent Street.

► Paving

- Paving elements are to be used in accordance with the Public Domain Technical manual. Alternate paving may be used for special zones with approval from Council's Public Domain Coordinator.

► Street Tree Planting

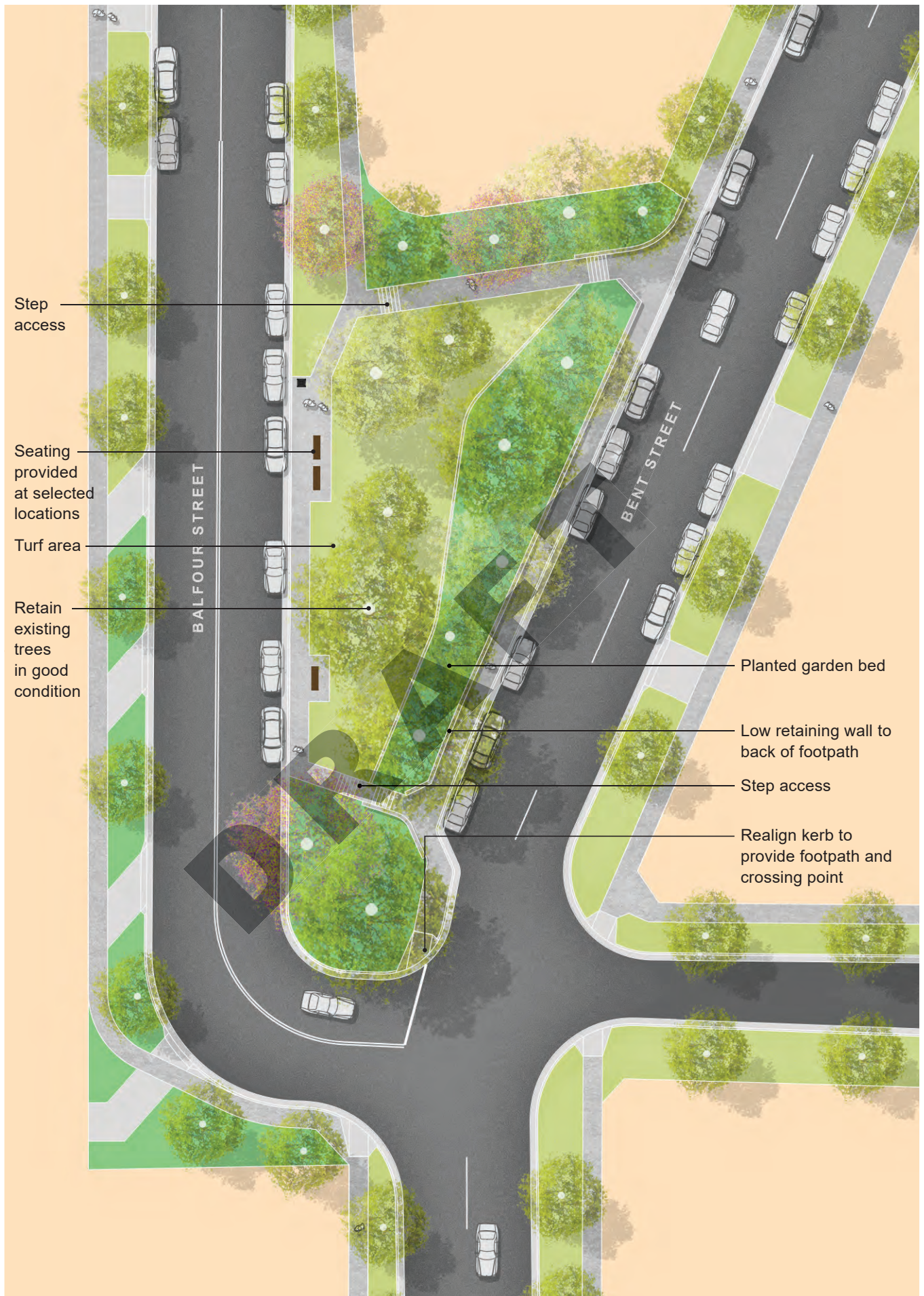
- Retain existing trees.
- New trees to match existing species.

► Street Furniture

- Seats.
- Bins.

► Lighting

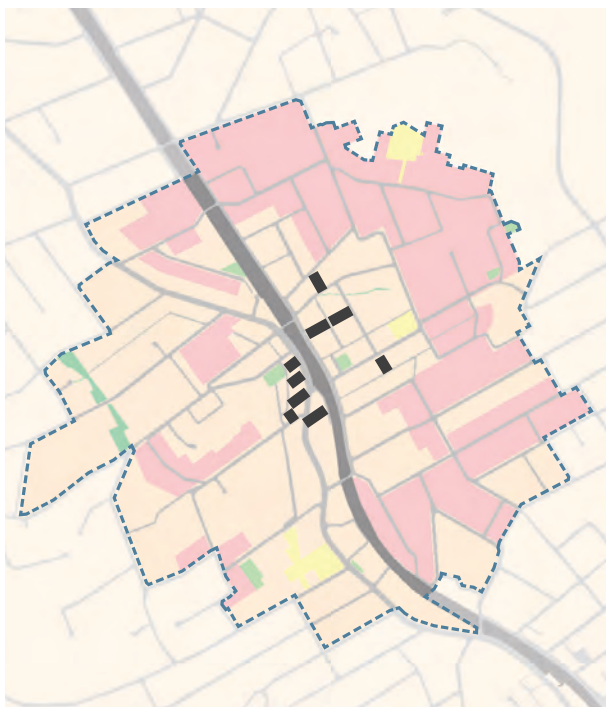
- No lighting inside the park.



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In order to improve pedestrian movement around the Local Centre, existing through-block links / arcades will be upgraded and new links / arcades will be introduced as developments allow.

► Standard Pedestrian Link (Commercial)

Pedestrian Links (Commercial) will typically be:

- 3m – 5m wide. Constructed with a minimum 2m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Link (Residential)

Pedestrian Links (Residential) will typically be:

- 3m – 5m wide. Constructed with a minimum 1.8m clear path of travel.
- Permanently open to the public.
- Created through land dedication to Council through the planning and development application process or as a Right of Way through the development property.
- Constructed with high quality public domain materials and finishes.
- Designed to incorporate planting, including small trees, wherever possible.
- Fitted with pedestrian lighting, where appropriate. Lighting levels to be in accordance with AS/NZS1158.3.

► Standard Pedestrian Arcade

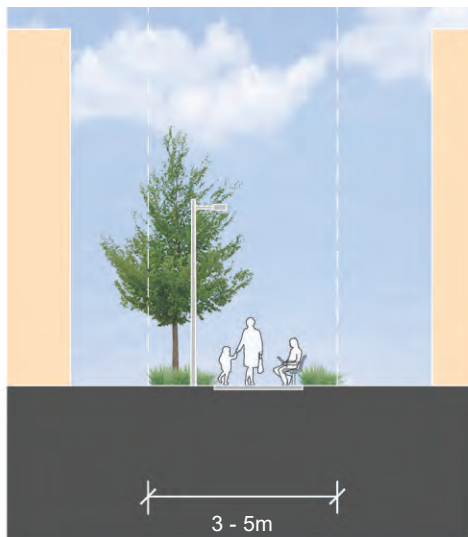
The Standard Pedestrian Arcade will remain in private ownership with a right of way provided to the community.

Pedestrian arcades will typically be:

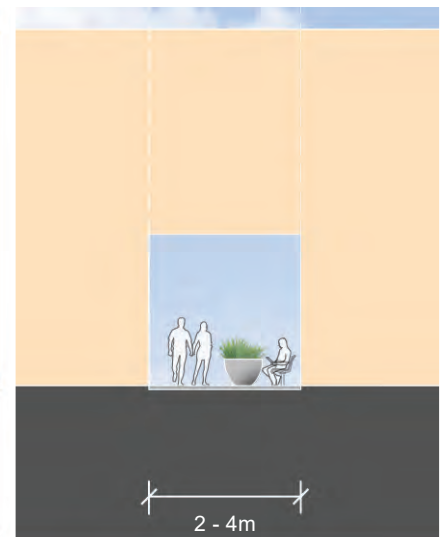
- 2m – 4m wide. Constructed with a minimum 2m clear path of travel.
- Enclosed within the built form.
- Lined with commercial / retail spaces to activate the arcade and be the front door address for the premises.
- Open to the public for a minimum of 18 hours per day.
- Constructed with high quality materials and finishes.
- Encouraged to provide glass walls to adjoining commercial premises.
- Encouraged to provide indoor planting or artworks to the arcade.
- Fitted with interior pedestrian lighting. Lighting levels to be in accordance with AS/NZS1680.0.



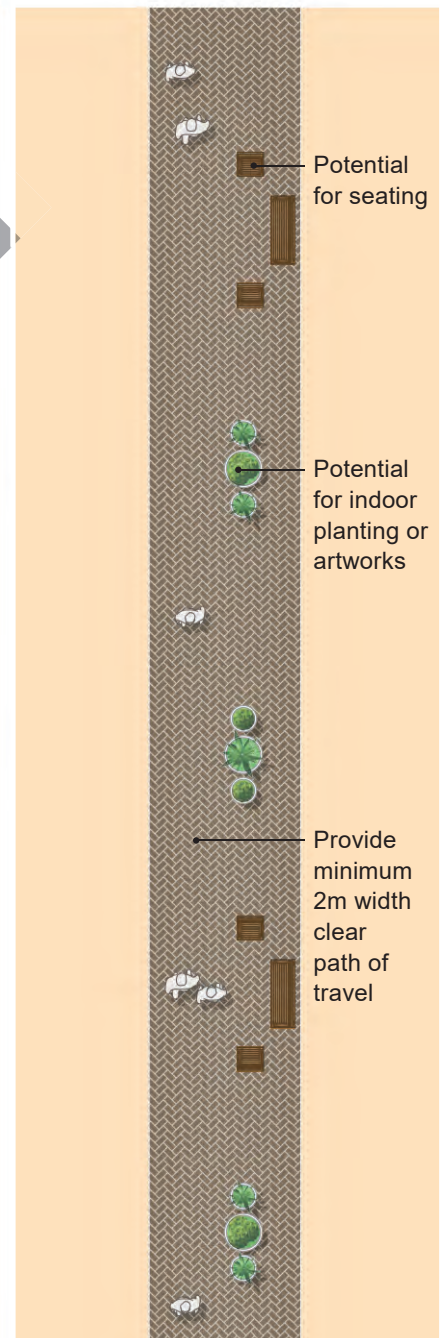
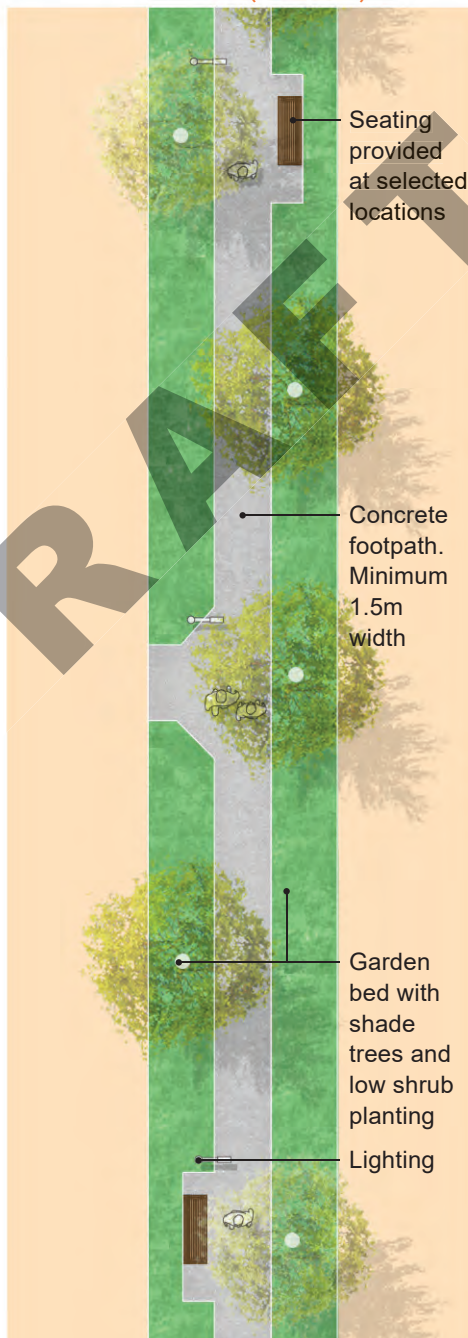
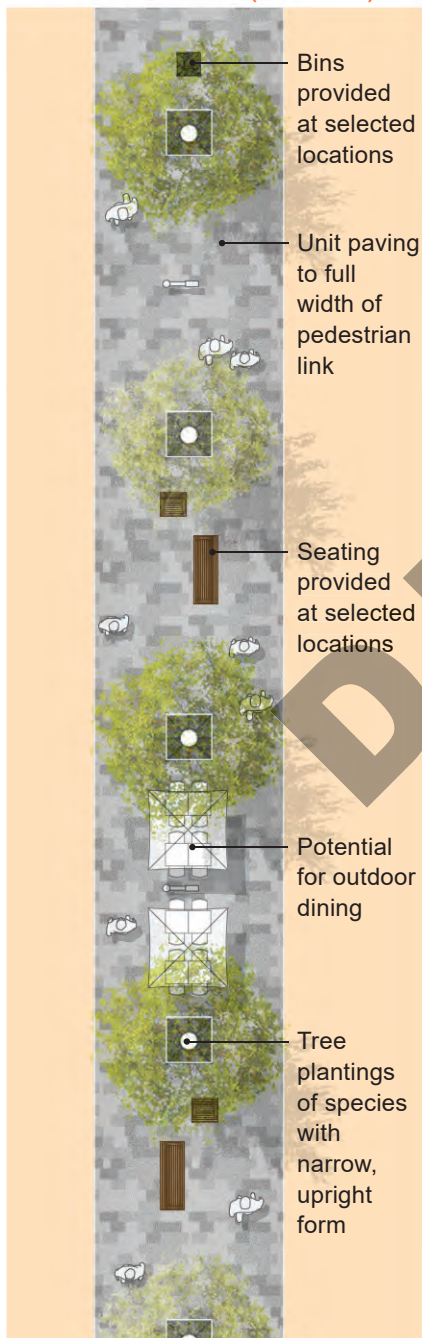
Standard Pedestrian Link (Commercial)



Standard Pedestrian Link (Residential)



Standard Pedestrian Arcade



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