

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.





DRAFT

CHERRY STREET

PACIFIC HIGHWAY

RAY STREET

FORBES LANE

DUFF STREET

STONEX STREET

KISSING POINT ROAD

BOYDS ORCHARD PARK

GRANNY SPRINGS RESERVE



JOIN LINE

EASTERN ROAD

GILROY ROAD

PROPOSED STREET

NULLA NULLA STREET

TURRAMURRA AVENUE

GILROY LANE

PACIFIC HIGHWAY

BOYD STREET

JERSEY STREET

CAMERON PARK

THE LOOKOUT





TURRAMURRA
MEMORIAL PARK

HASTINGS ROAD

KARUAH ROAD

KARUAH
PARK

BRENTWOOD AVENUE

EASTERN ROAD

KING STREET

GILROY ROAD

TURRAMURRA AVENUE

JOIN LINE

Turrumurra 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

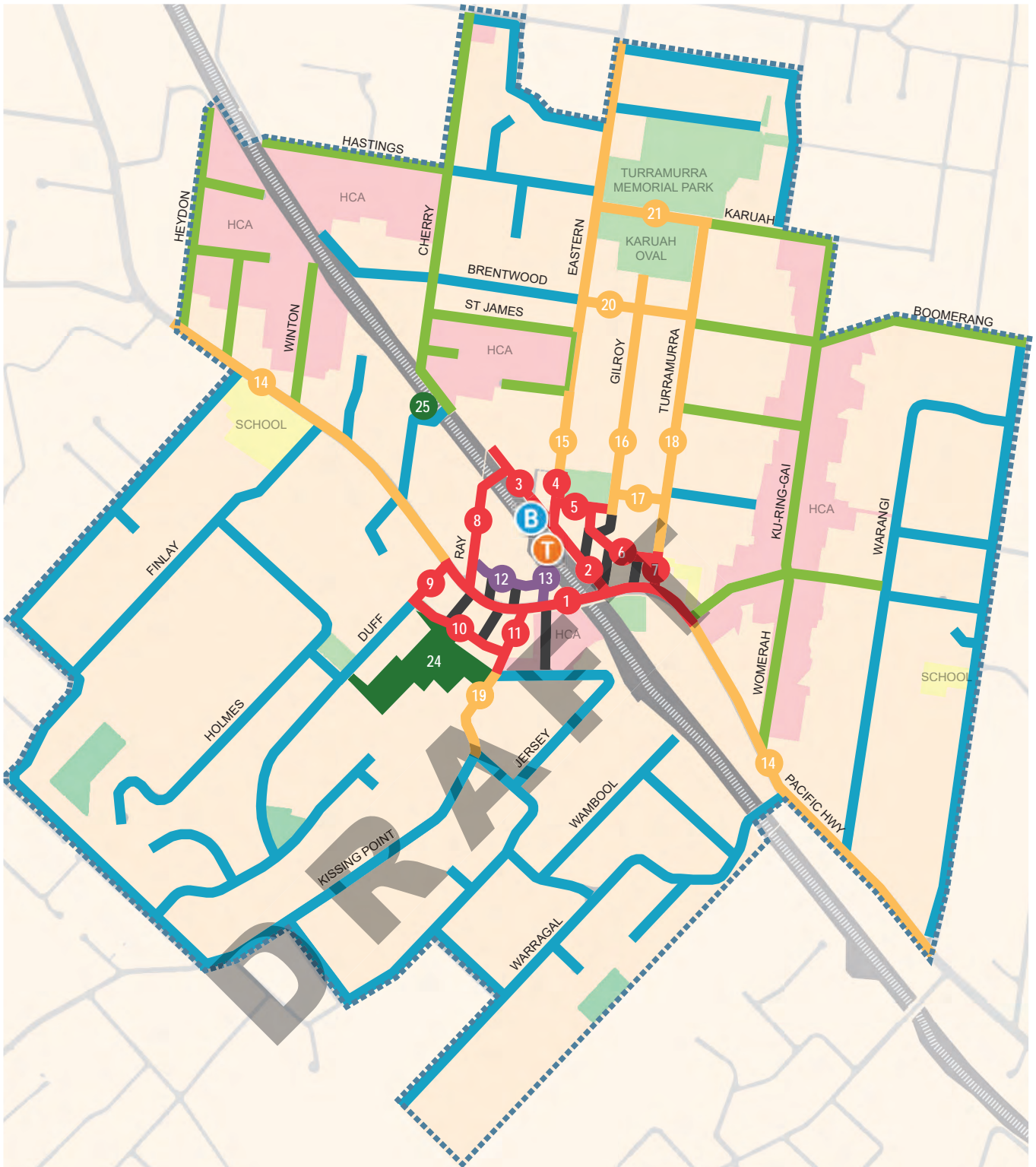
- Concrete pavement (exposed aggregate) as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Standard

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

► Local Centre Heritage

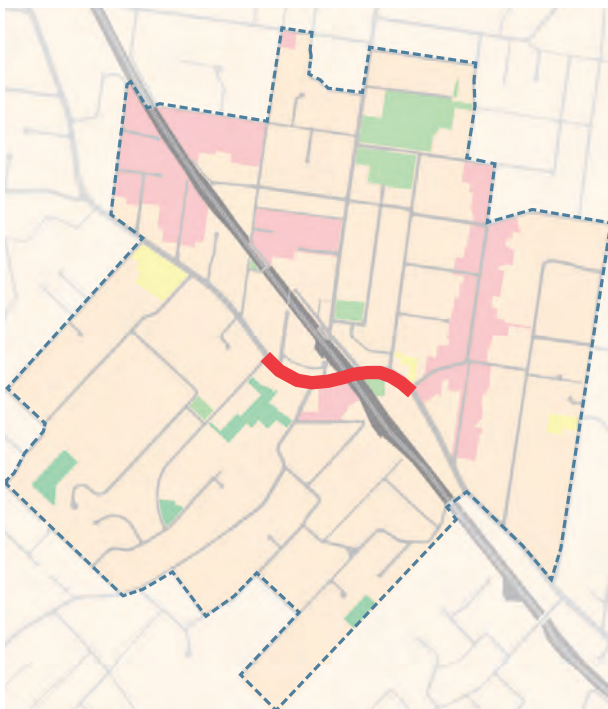
- Asphalt pavement as per Public Domain Technical Manual.
- Bundle aerial cables.
- Standard Ausgrid street lighting.
- Street tree planting.



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

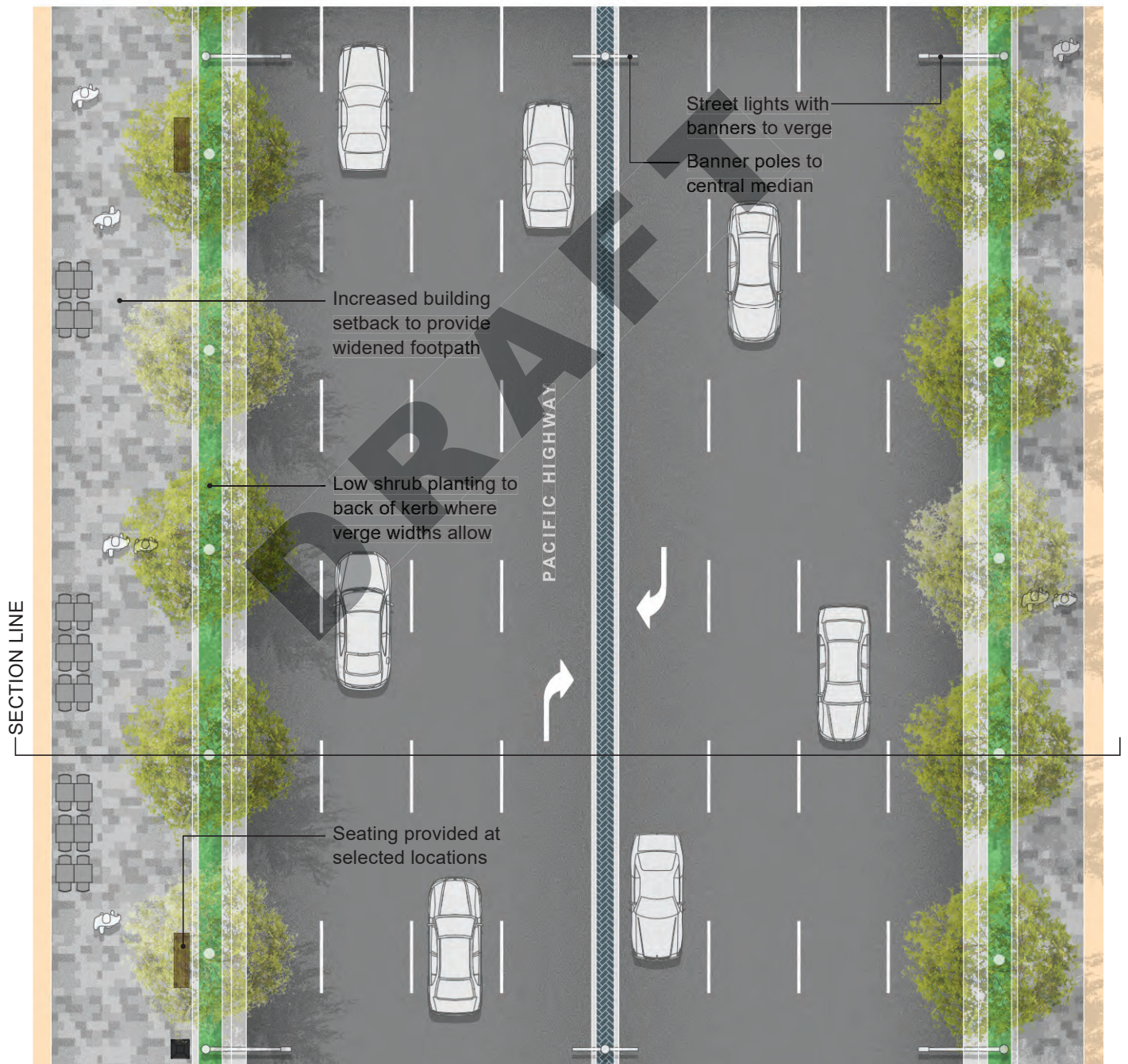
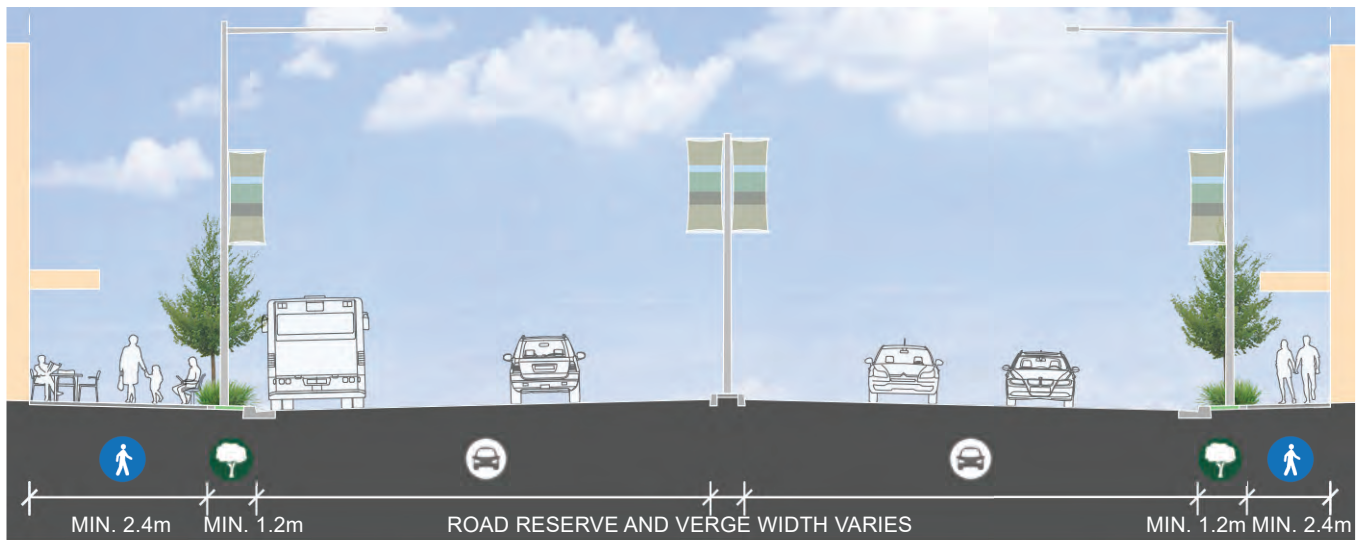
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.
- Banner poles installed on central median where road width allows.

► 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

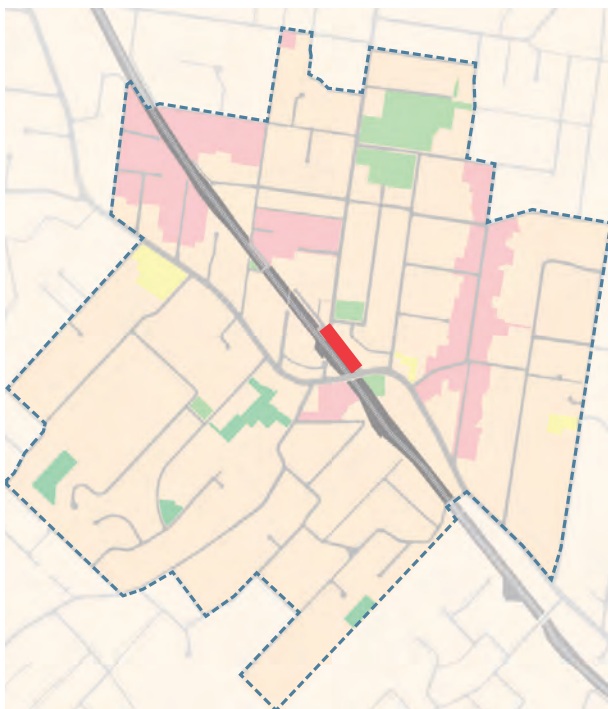
- Underground power.



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

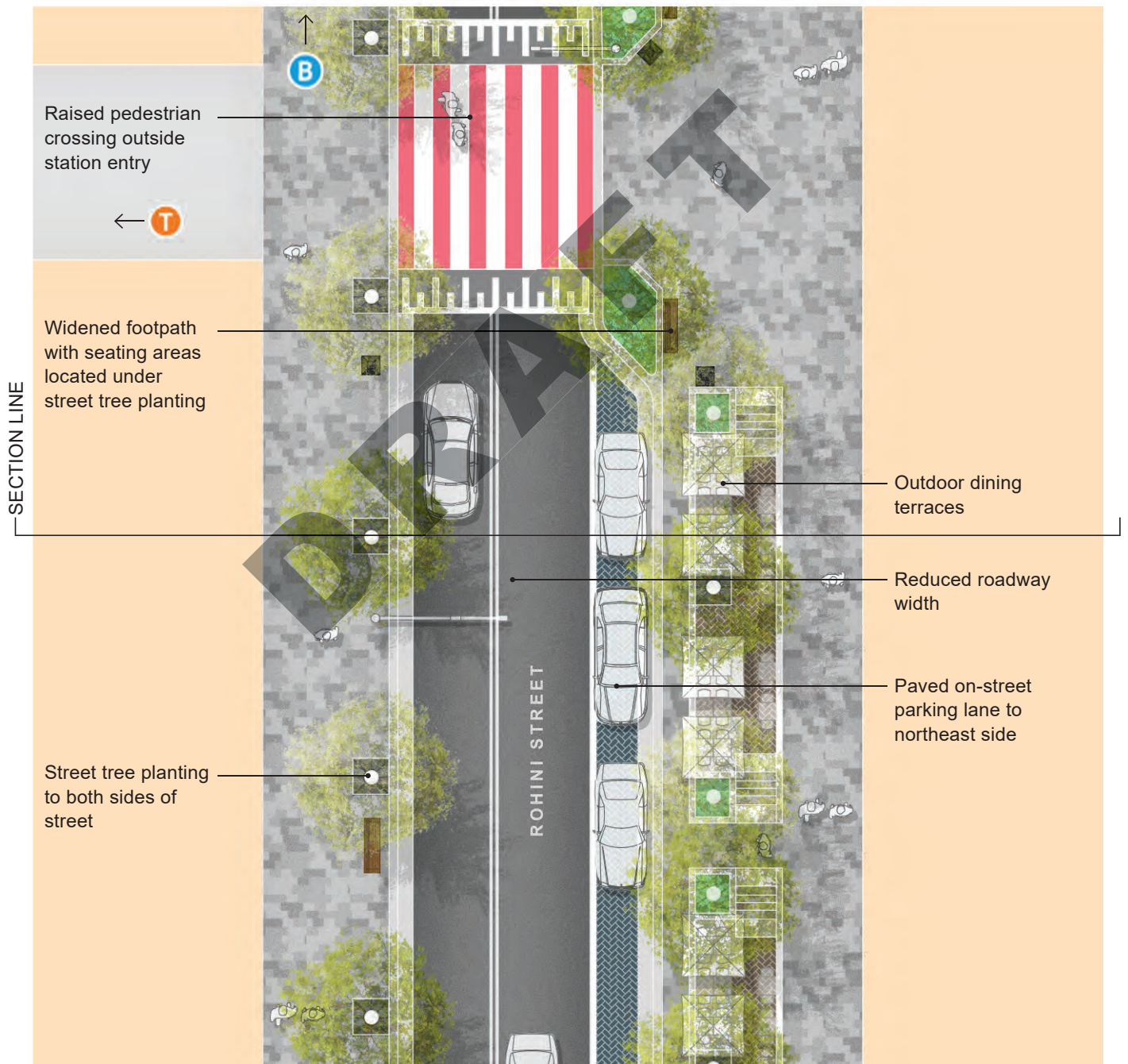
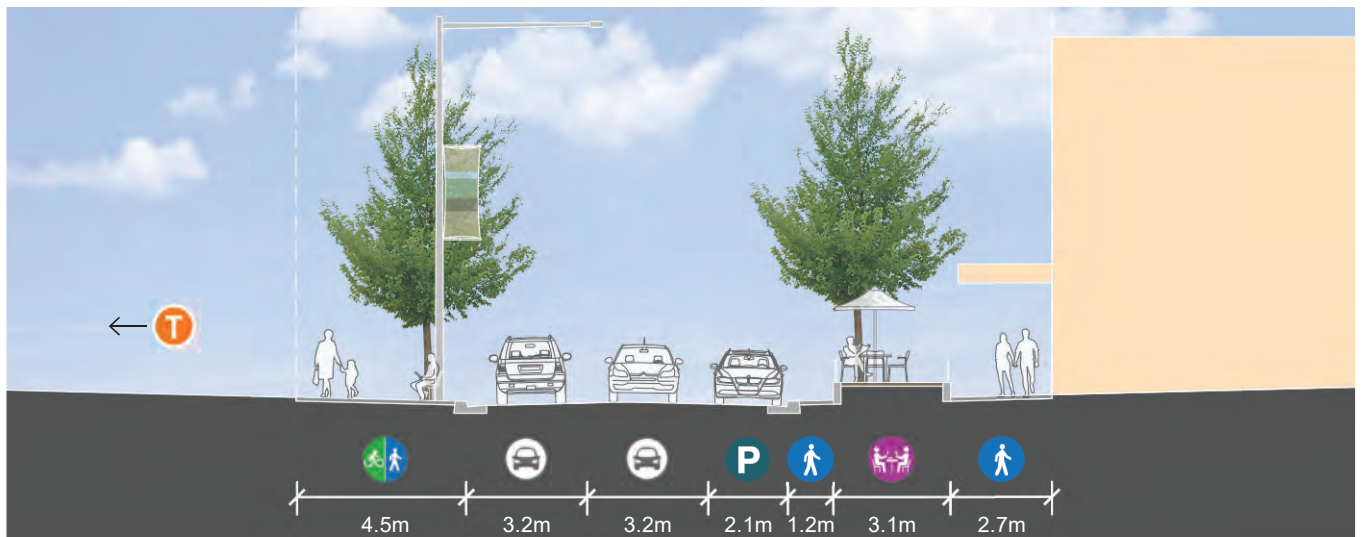
- Seats / bins at key crossing and gathering areas.

► 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

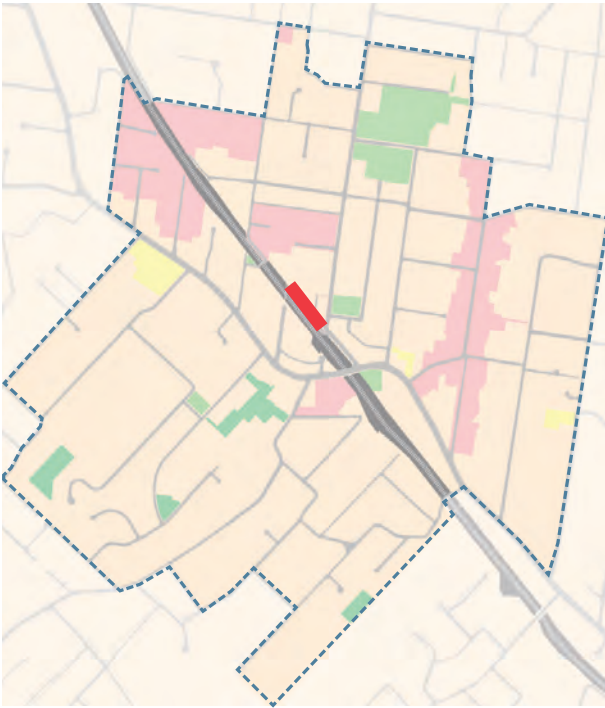
- Underground power.



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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

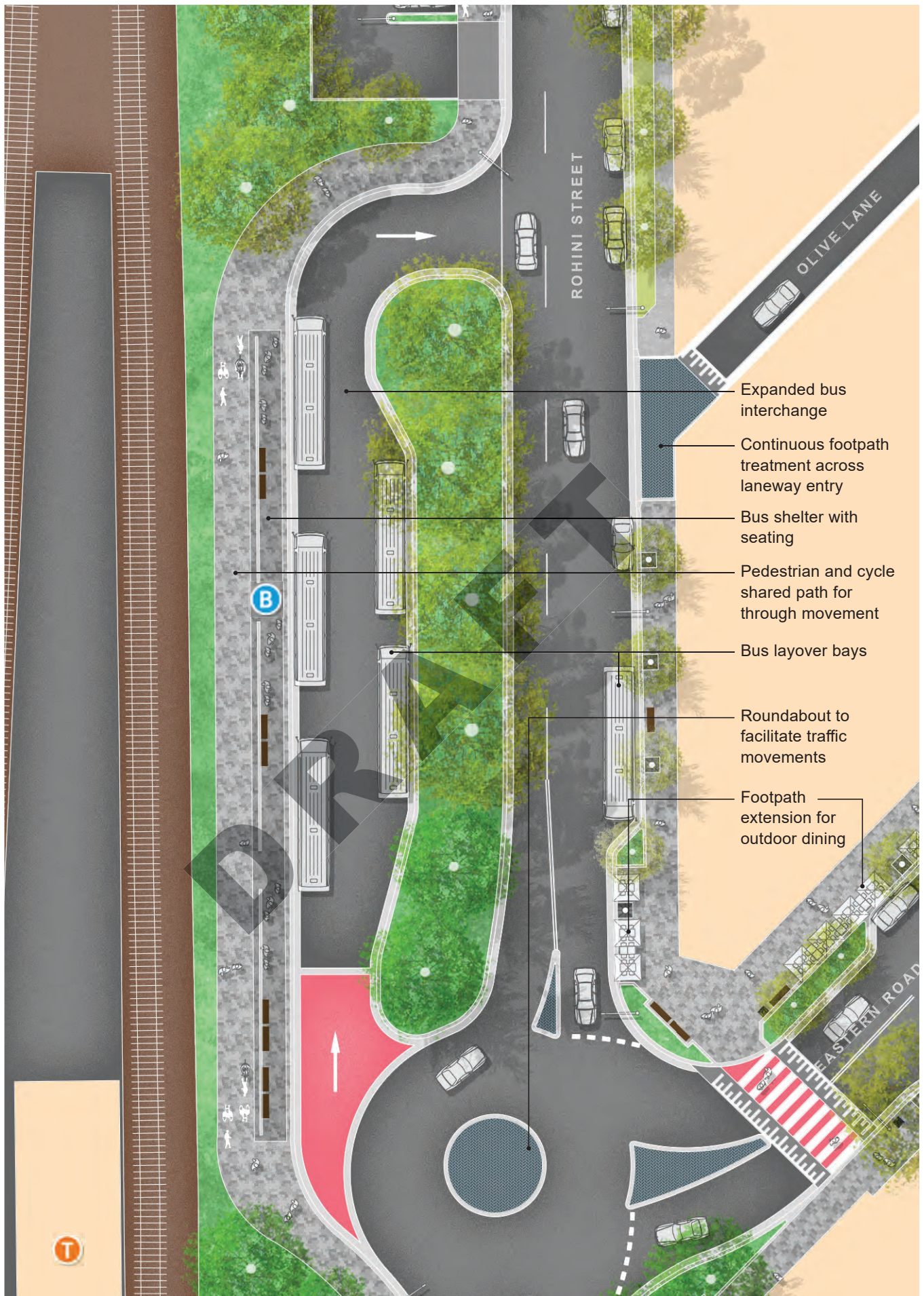
- Seats / bins at bus interchange and at key crossing and gathering areas.

► 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

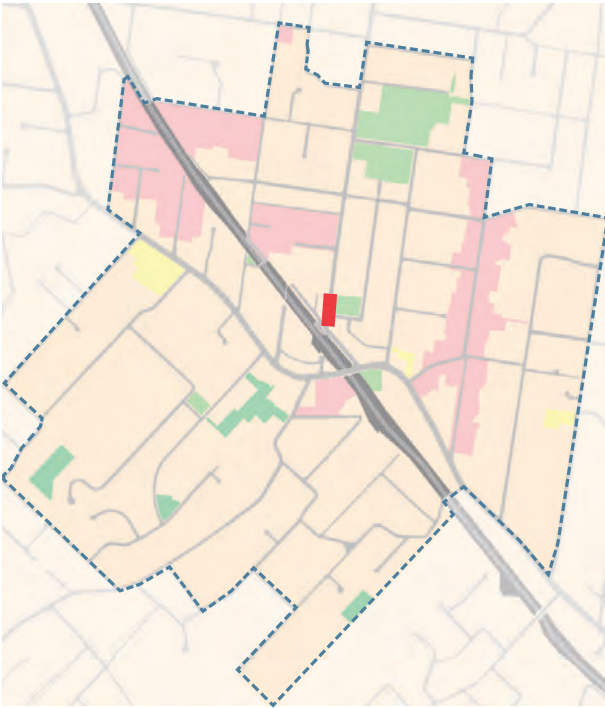
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be aerial bundled cables.



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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.

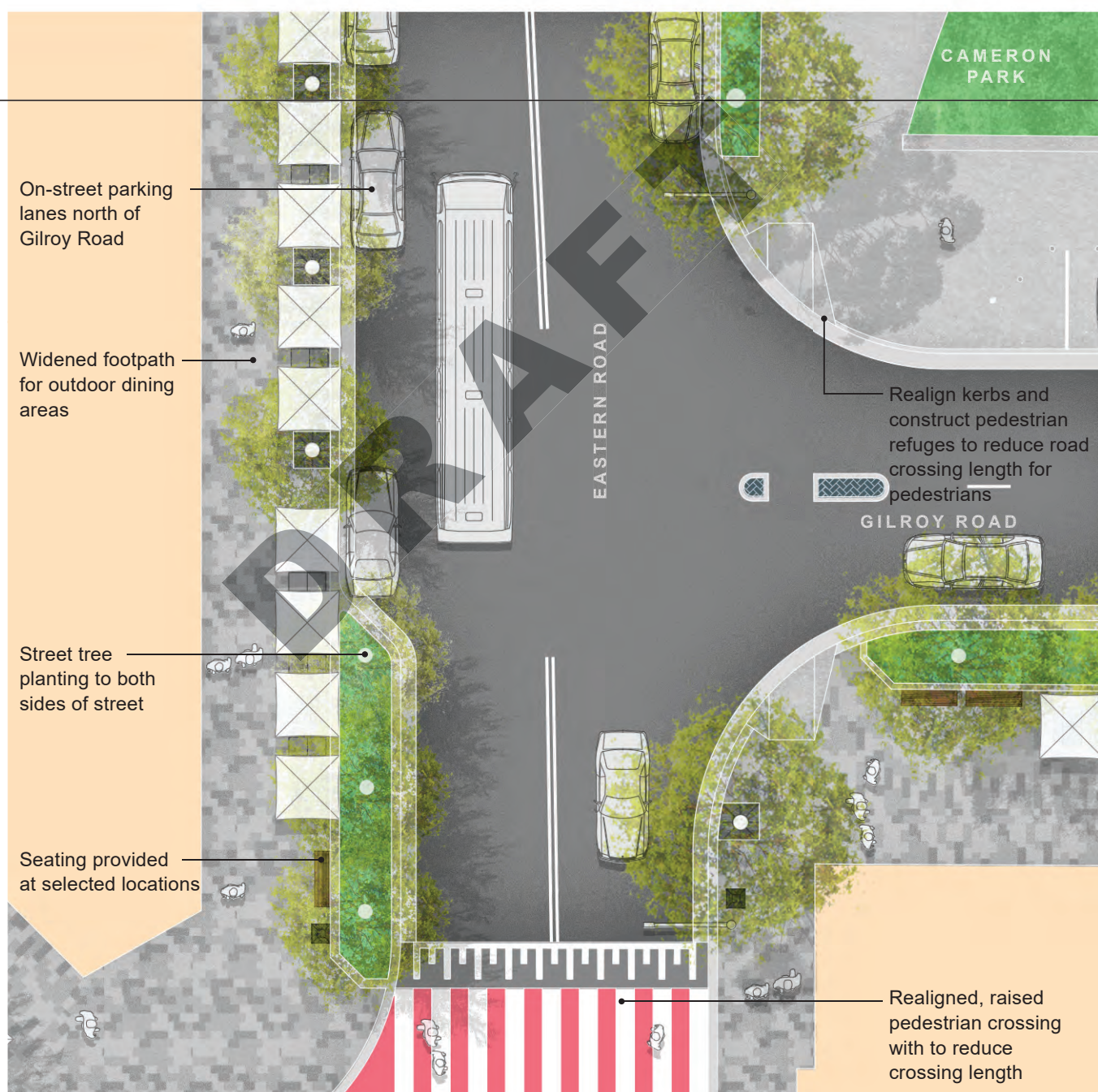
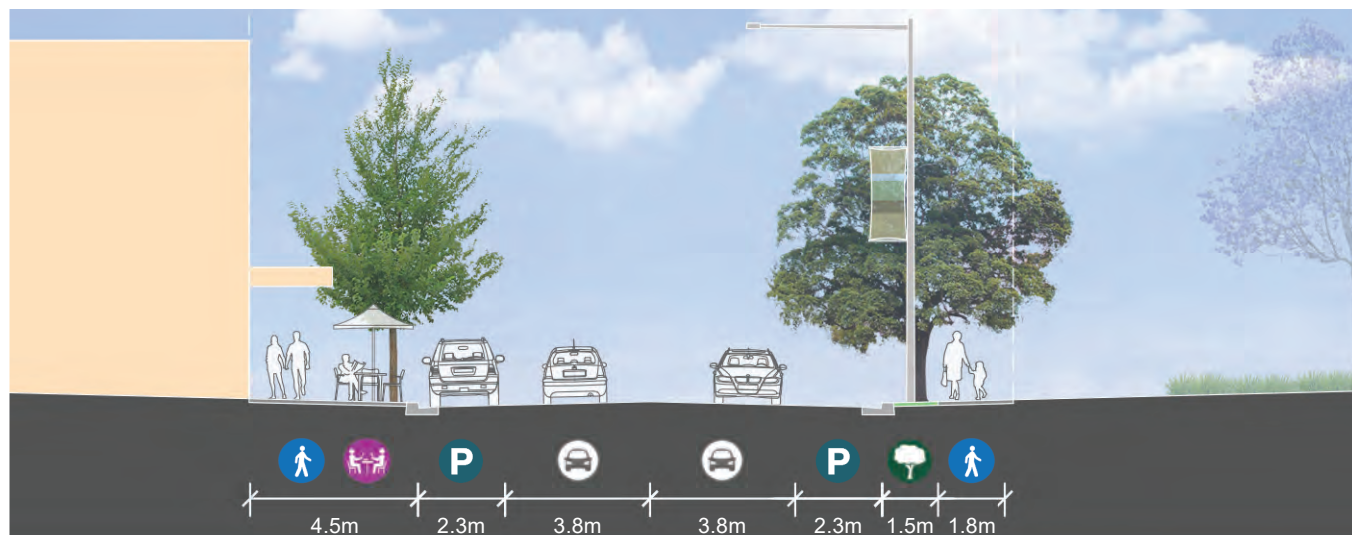
► Lighting

- 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.

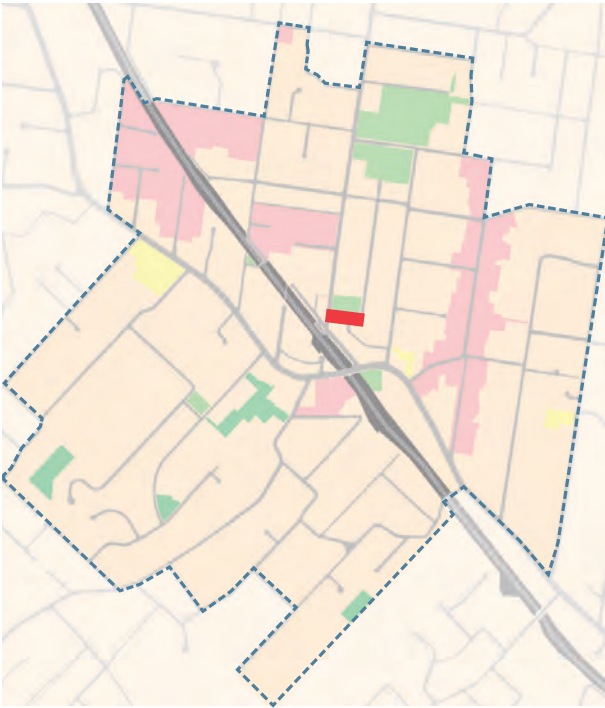
SECTION LINE



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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

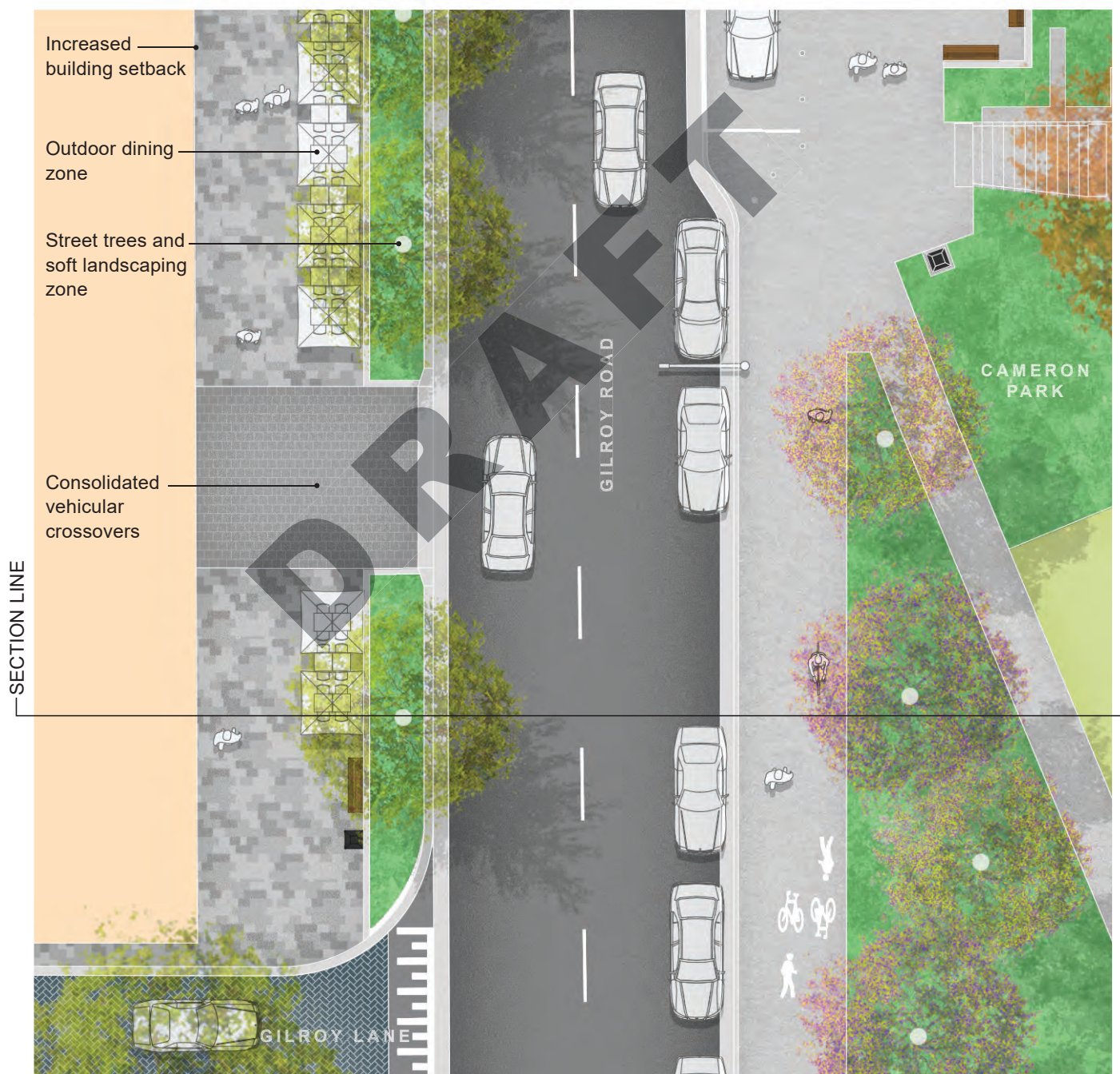
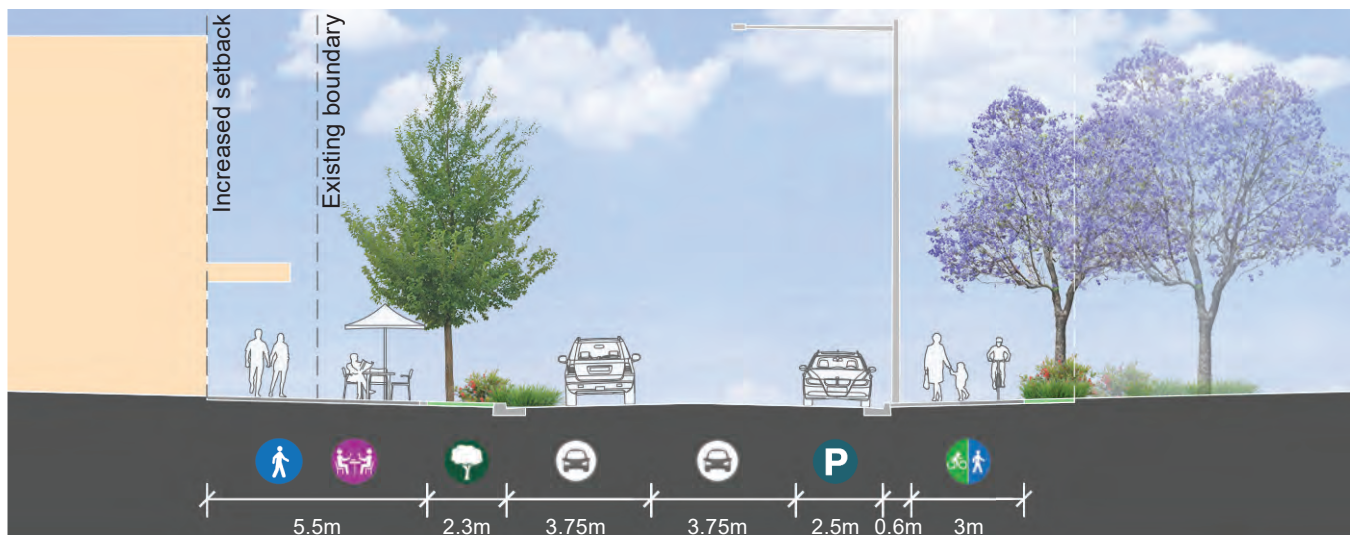
- Seats in locations that do not interfere with movement or outdoor dining opportunities.
- Bins near pedestrian crossings.

► 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

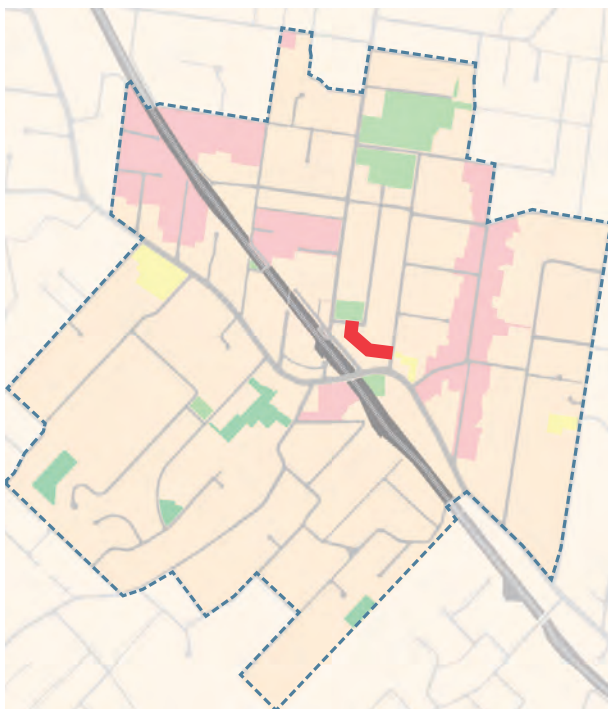
- Underground power.



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

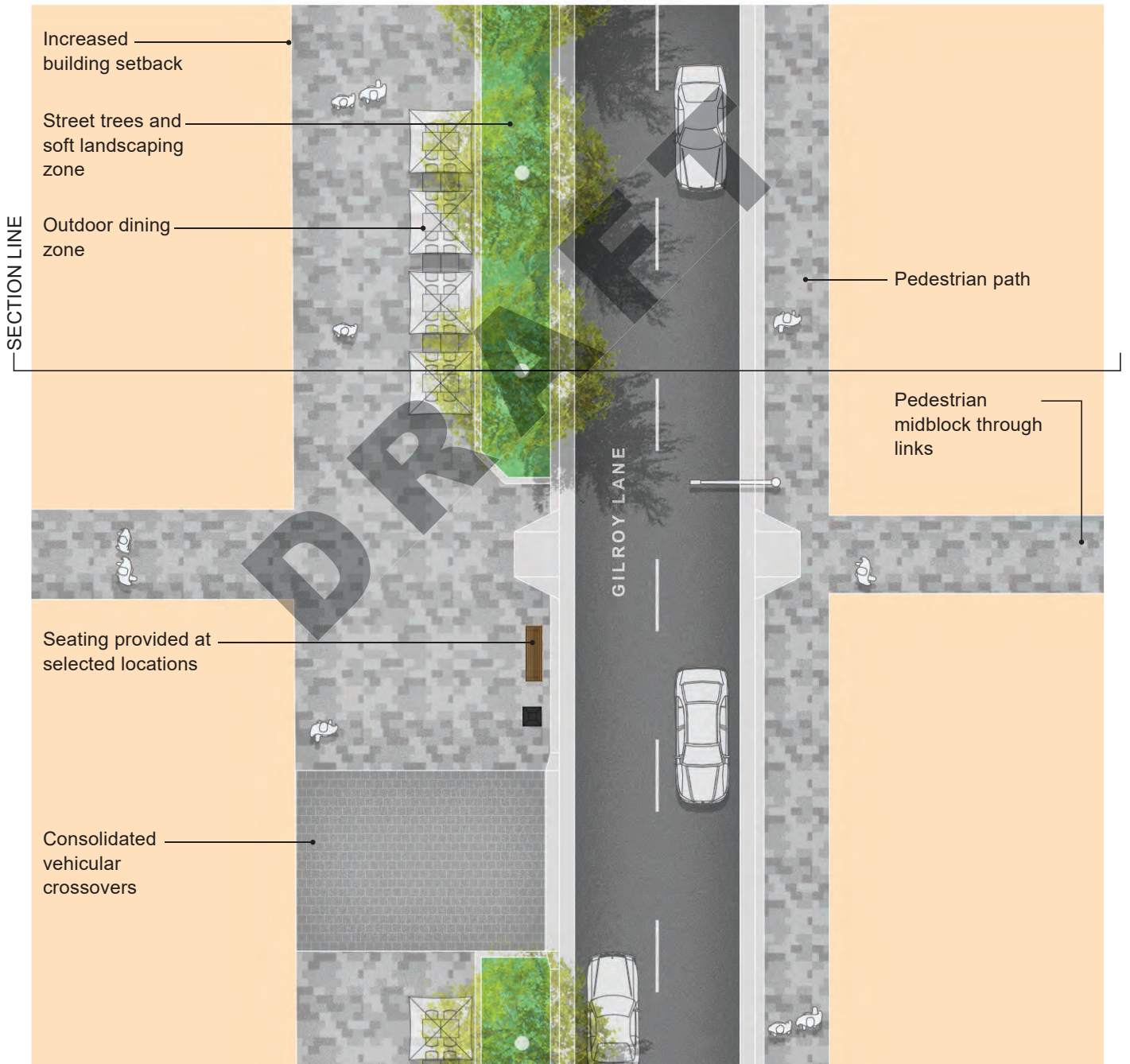
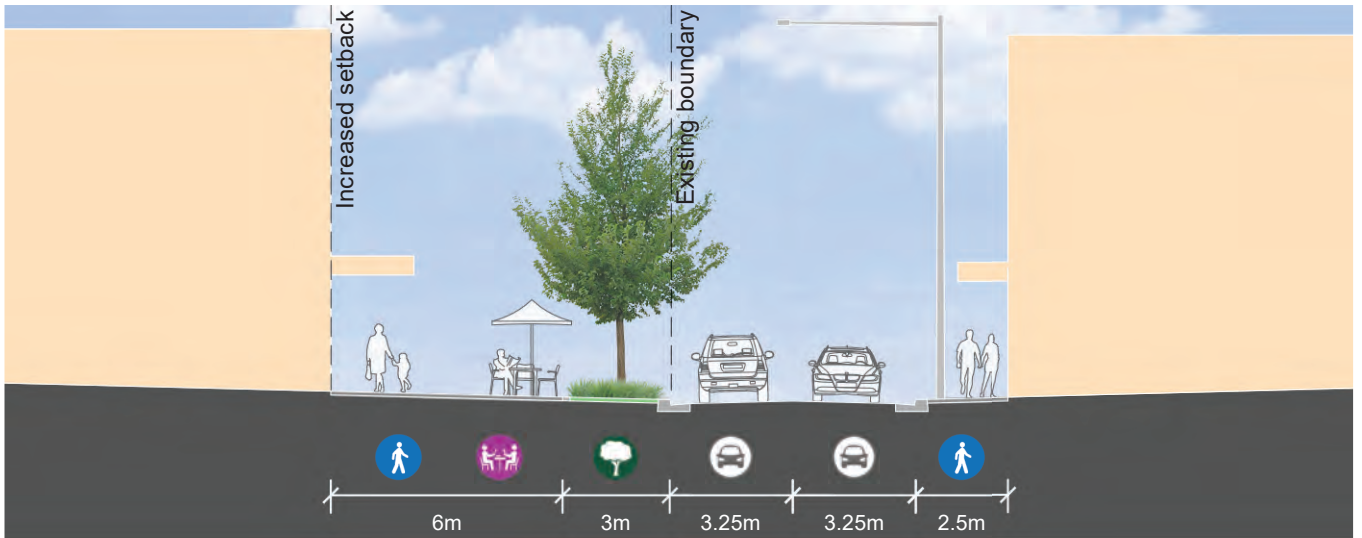
- Seats and bins at 60-100m intervals, where practical.

► 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.

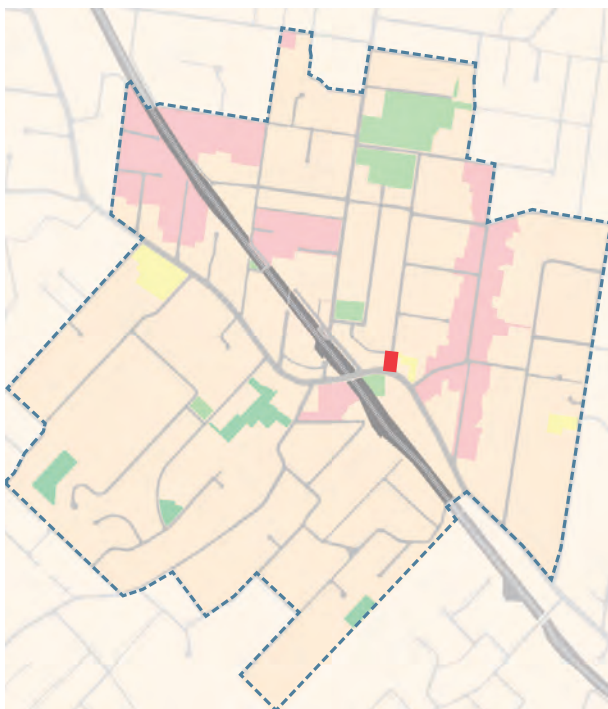


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7 TURRAMURRA AVENUE (PACIFIC HIGHWAY TO GILROY LANE)



► 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

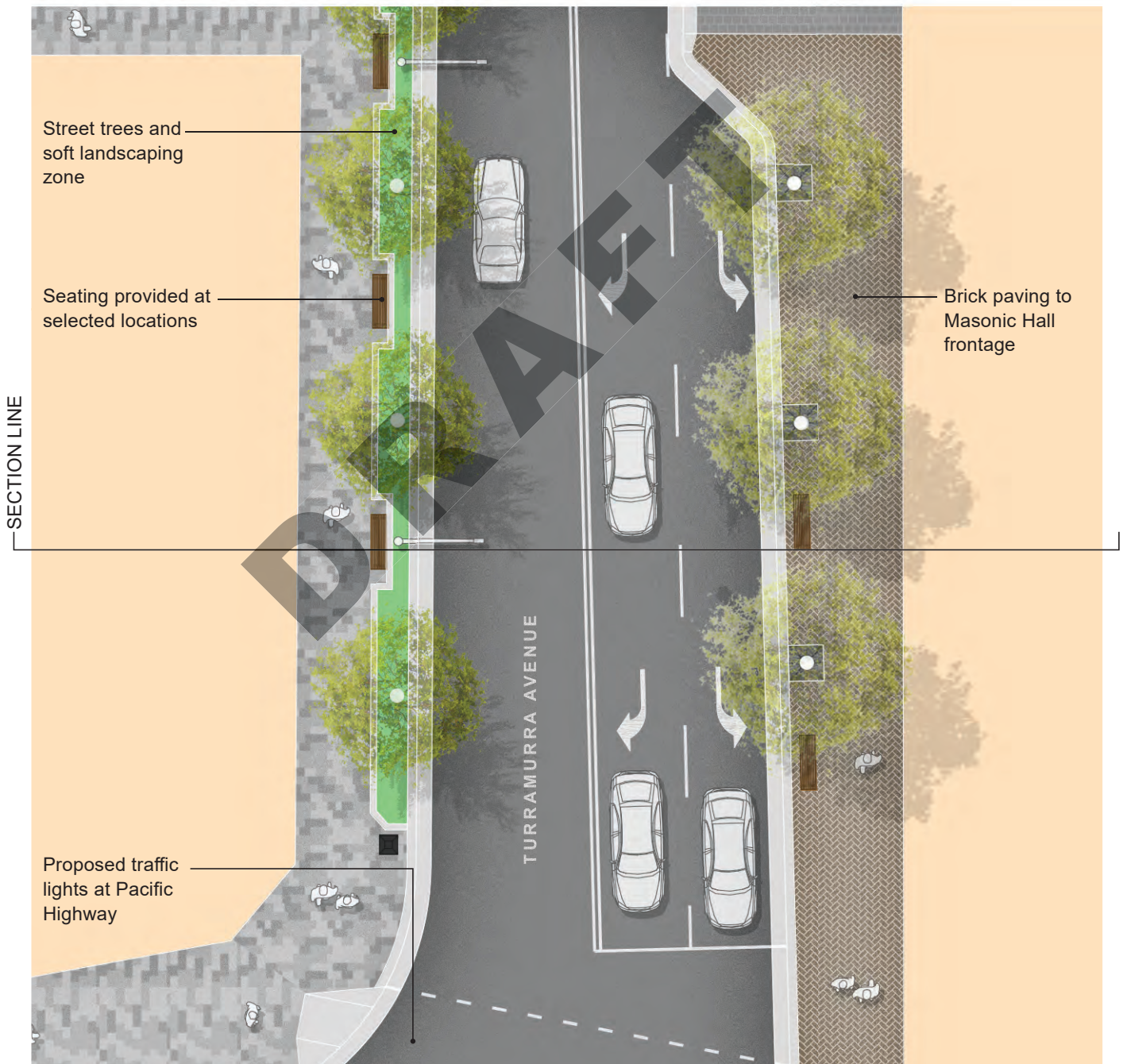
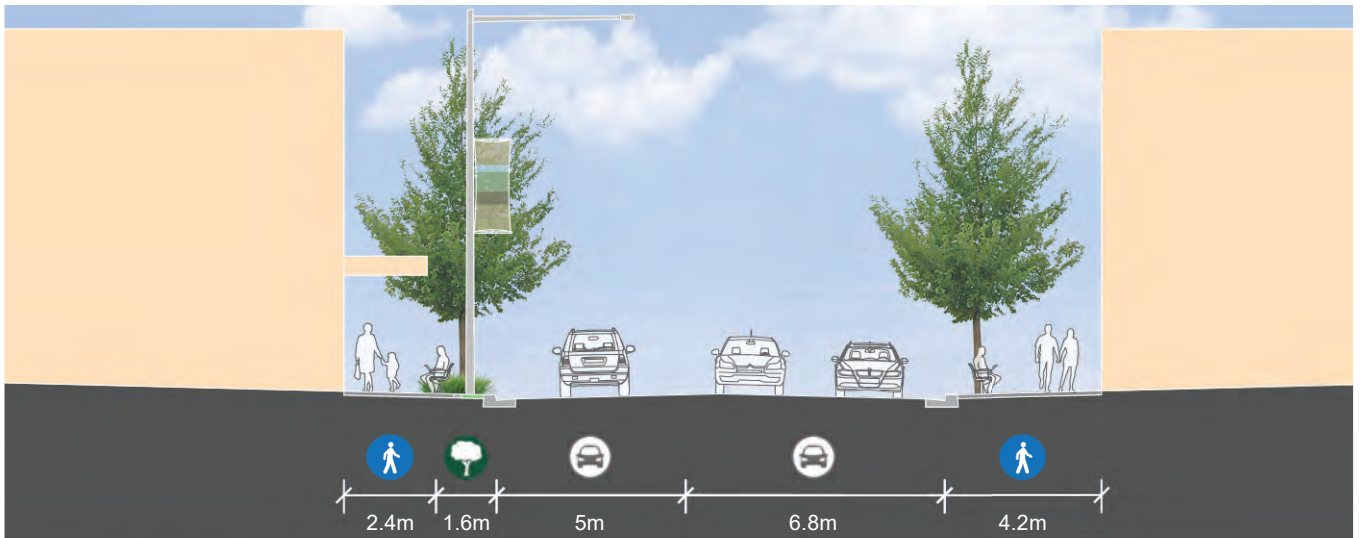
- Seats: minimum two seats on western side of the street.
- Bins: minimum one bin on western side of the street.

► 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

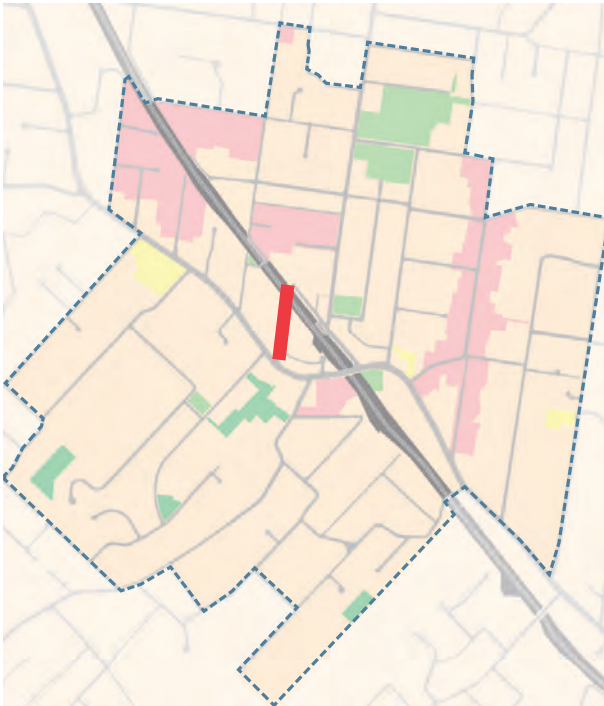
- Underground power.



Notes



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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

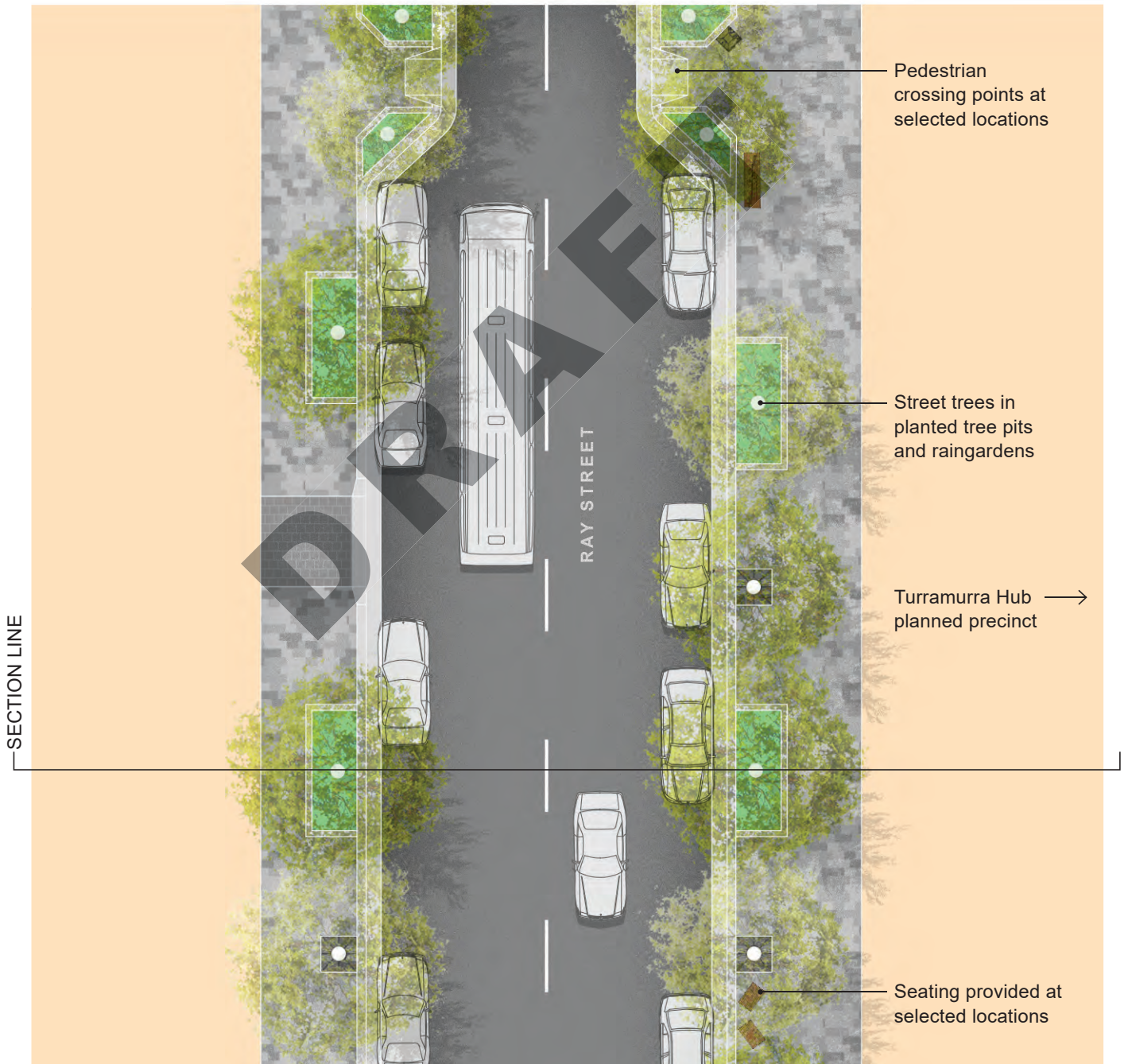
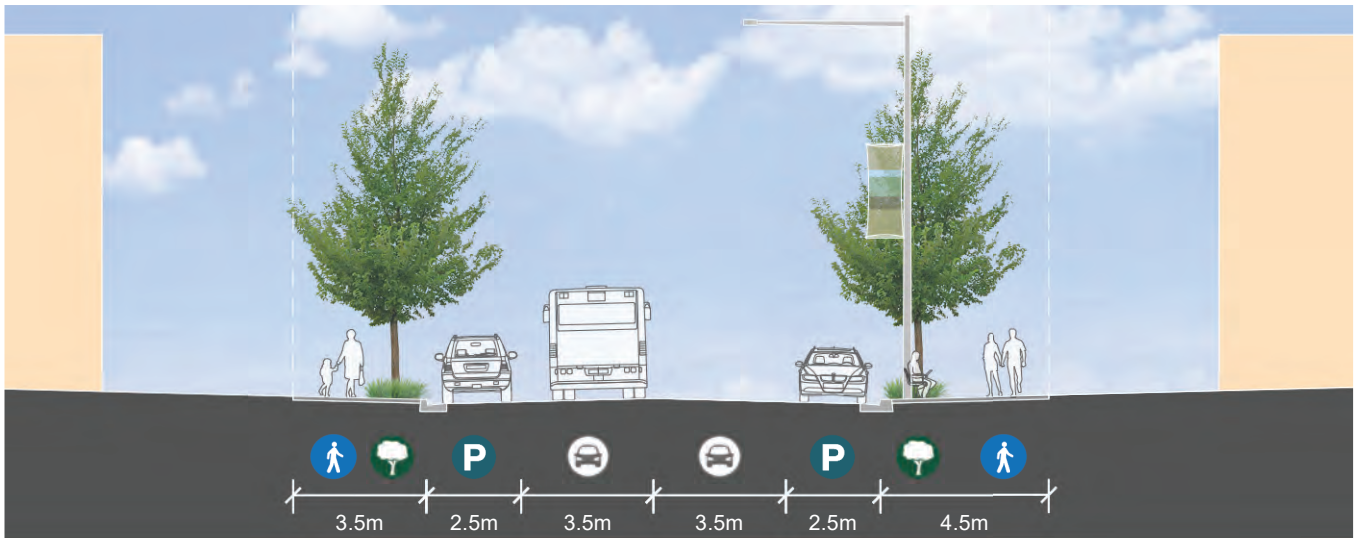
- Seats and bins at key locations such as crossing points and intersections, maximum 100m intervals.

► 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

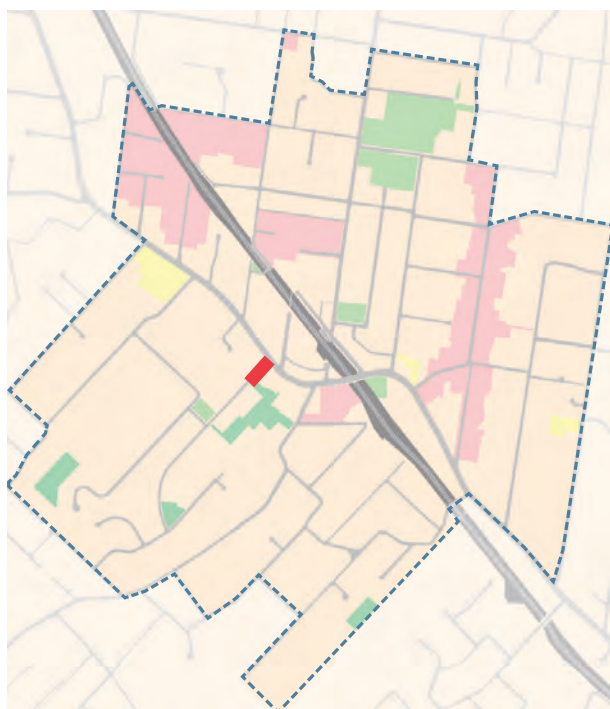
- Underground power.



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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

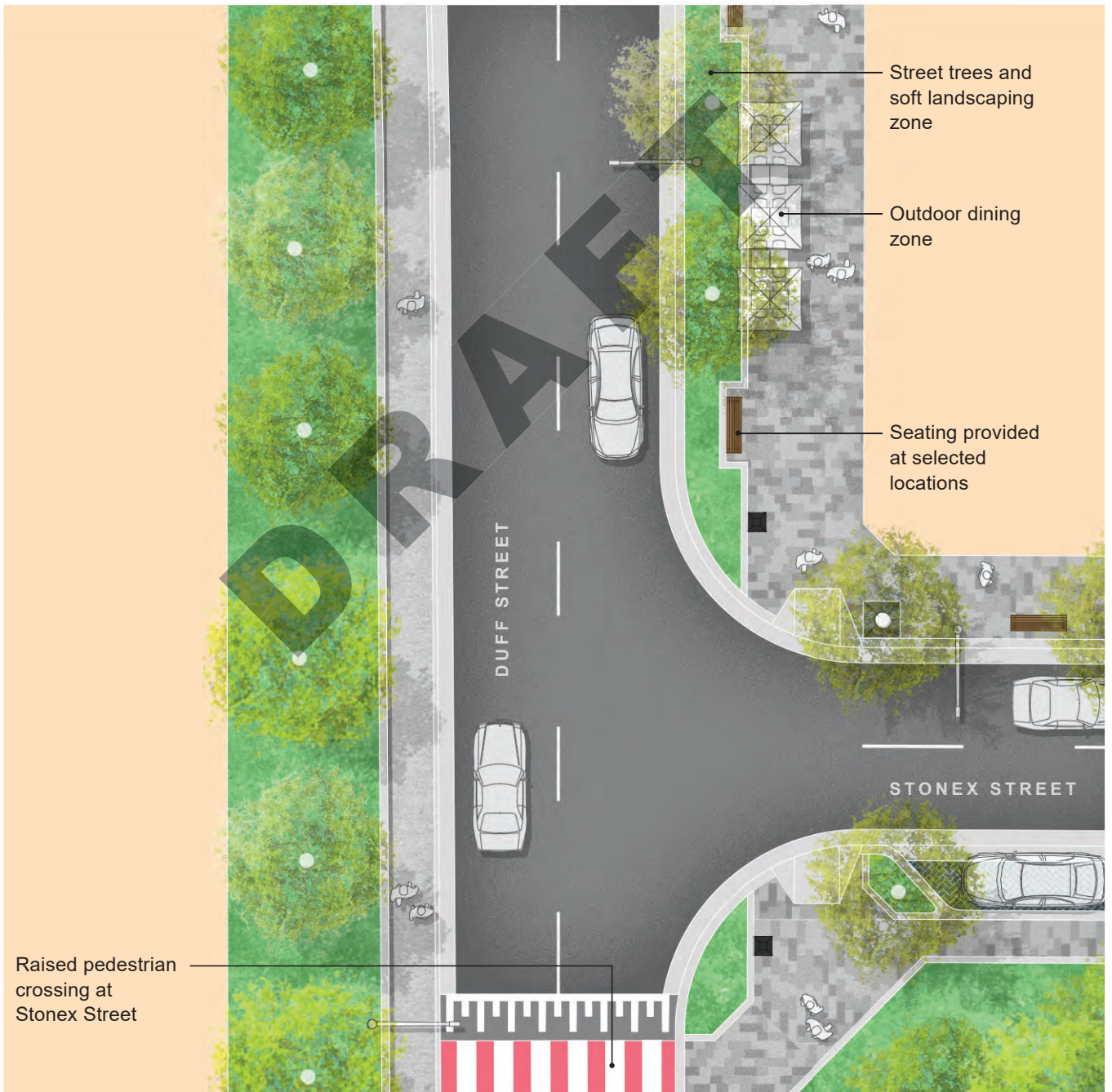
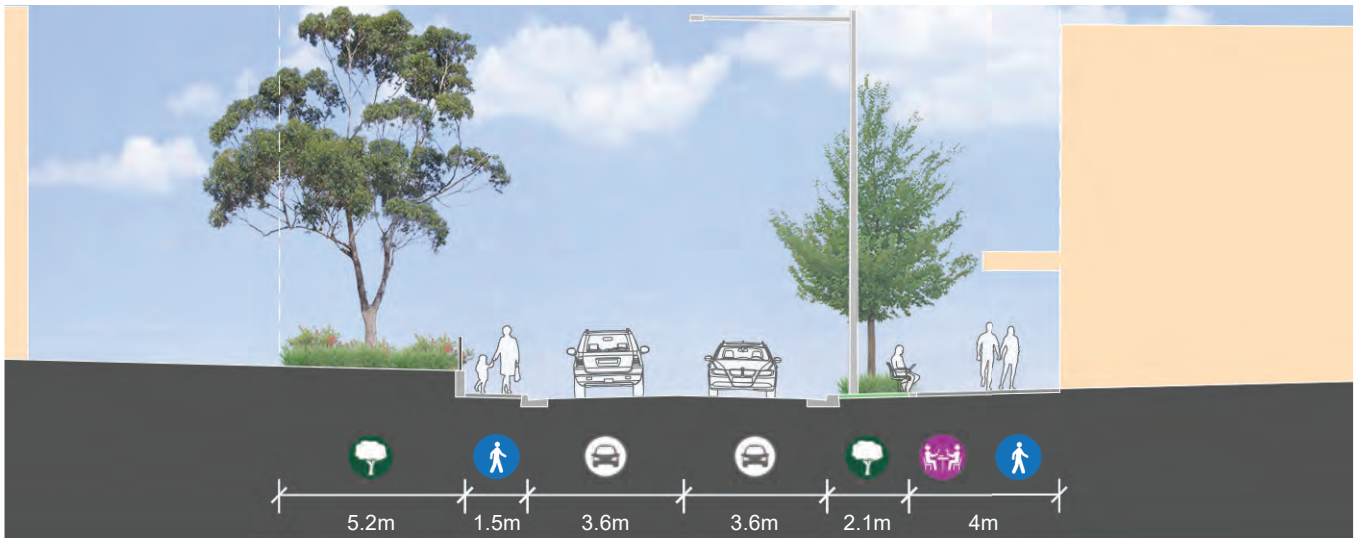
- Seats and bins in selected locations that do not interfere with pedestrian movement.

► 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

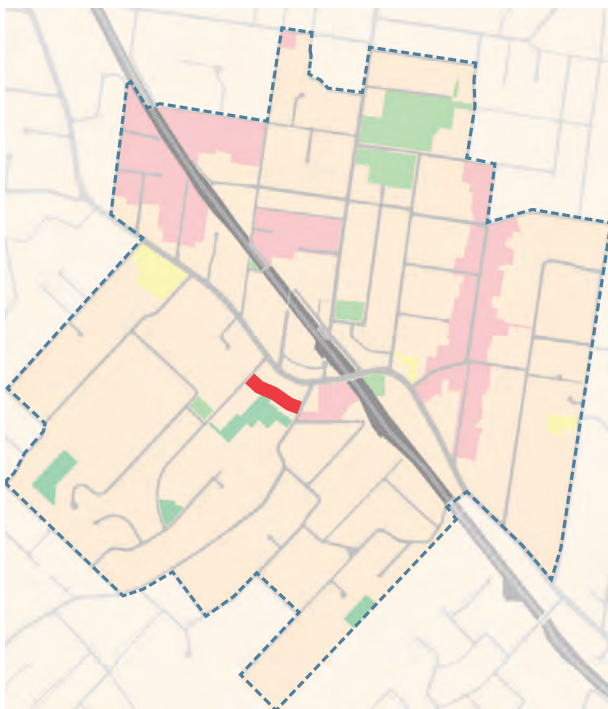
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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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

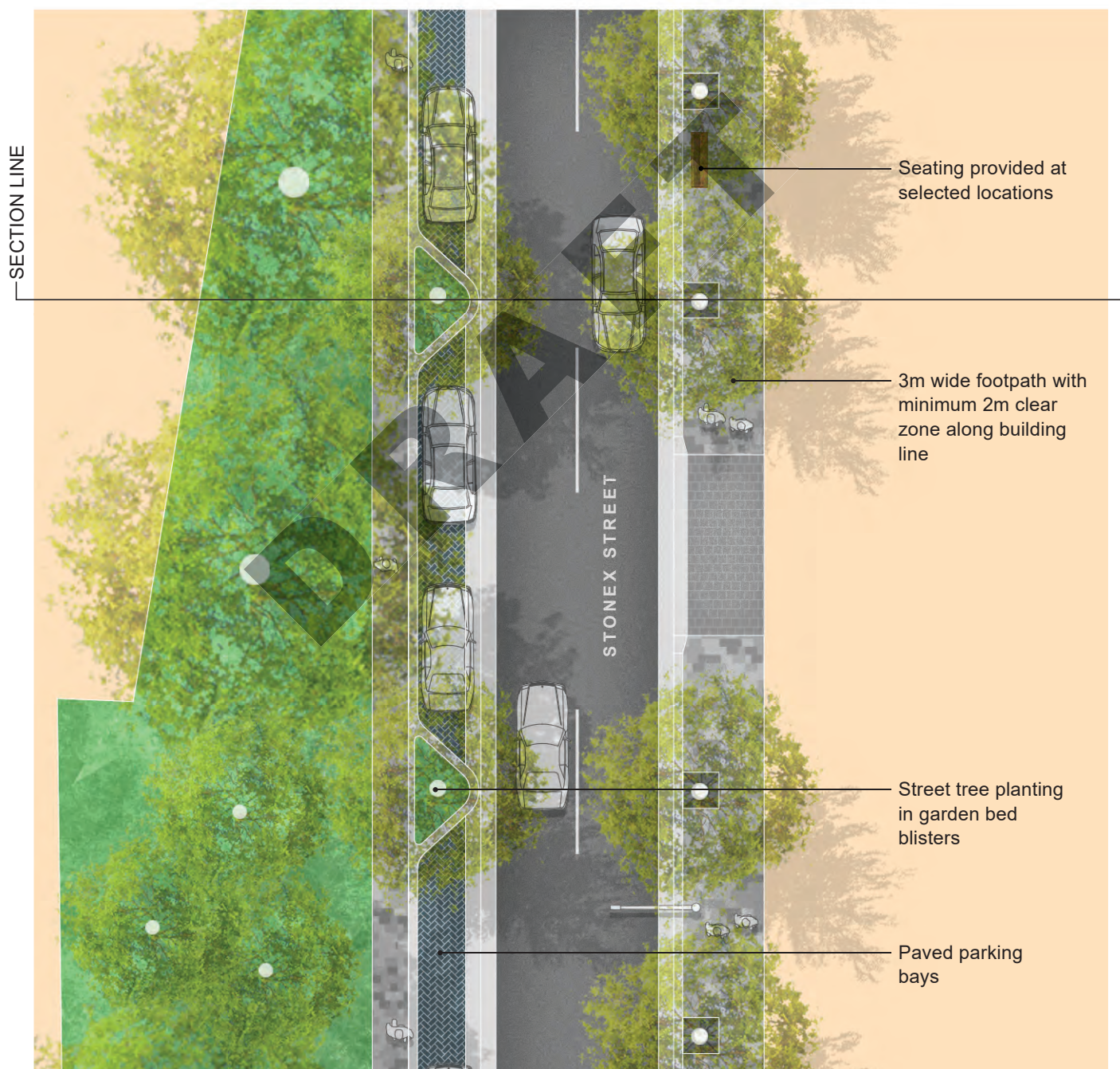
- Provide a variety of seating opportunities, particularly in the urban plaza.
- Bins in the urban plaza.

► 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

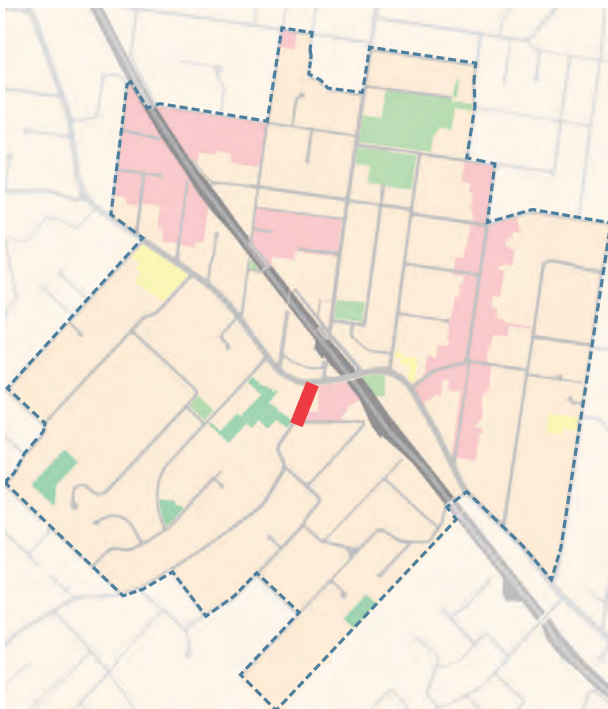
- Underground power.



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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

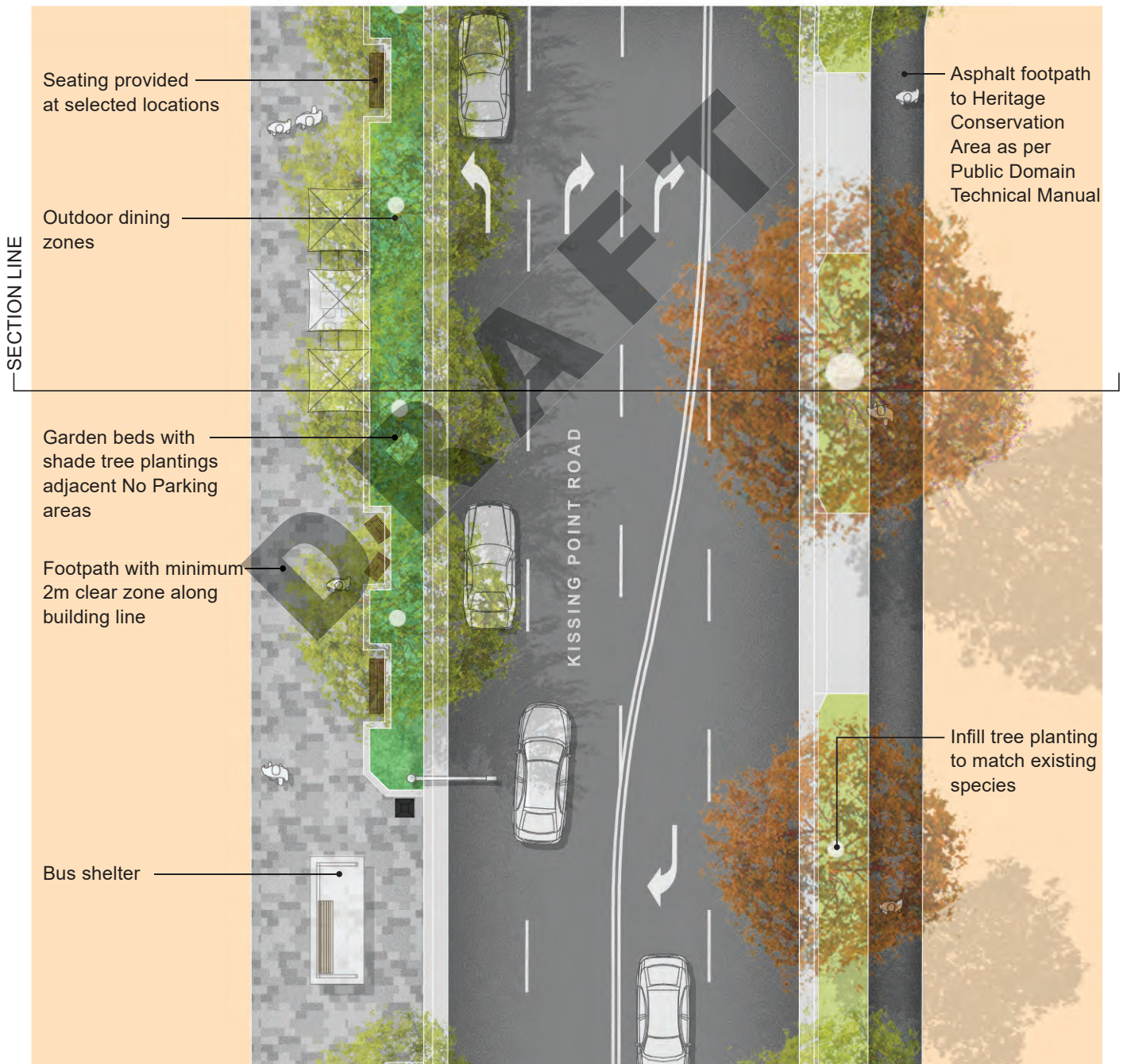
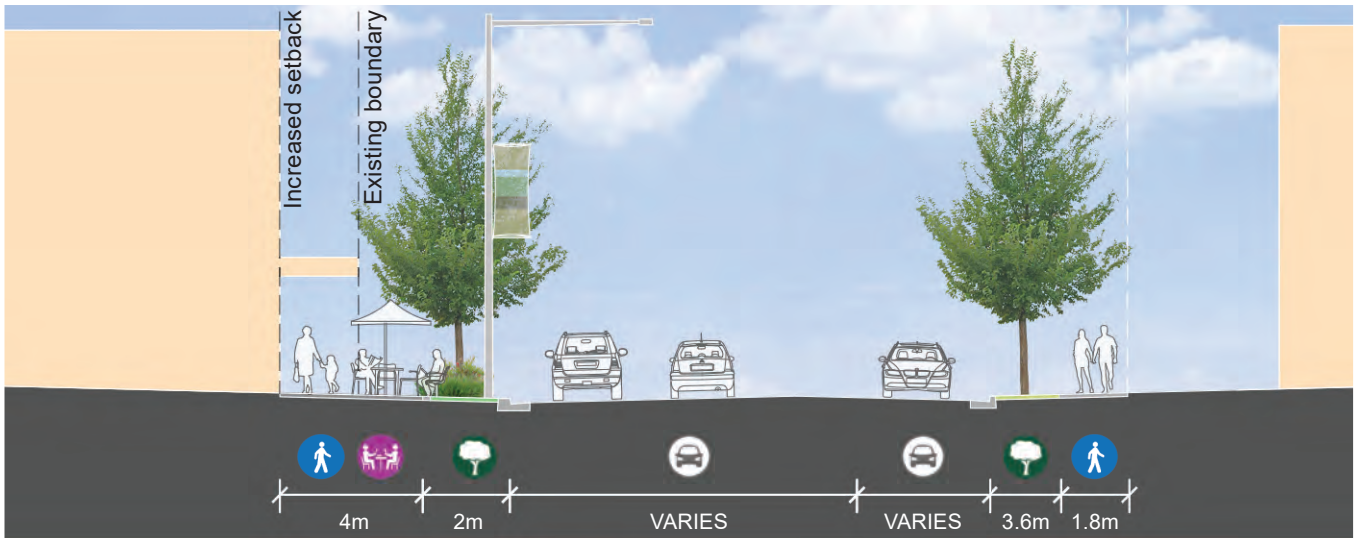
- Seats and bins in selected locations that do not interfere with pedestrian movement.

► 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

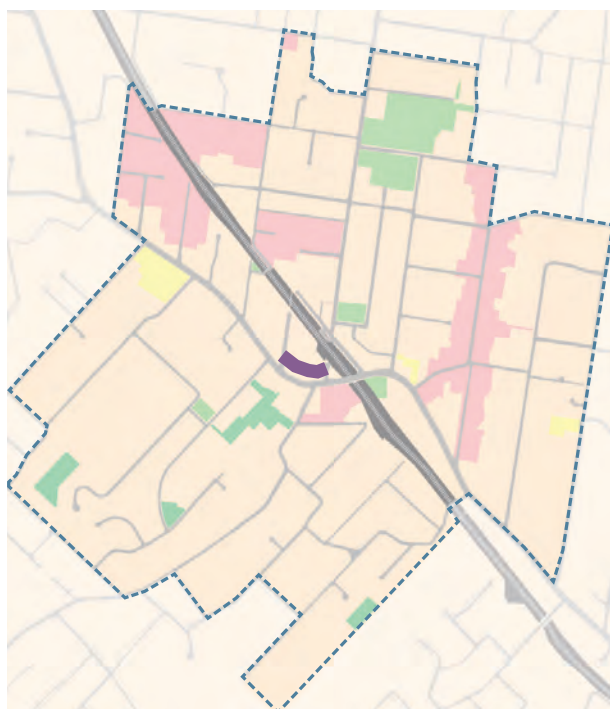
- Underground power.



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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

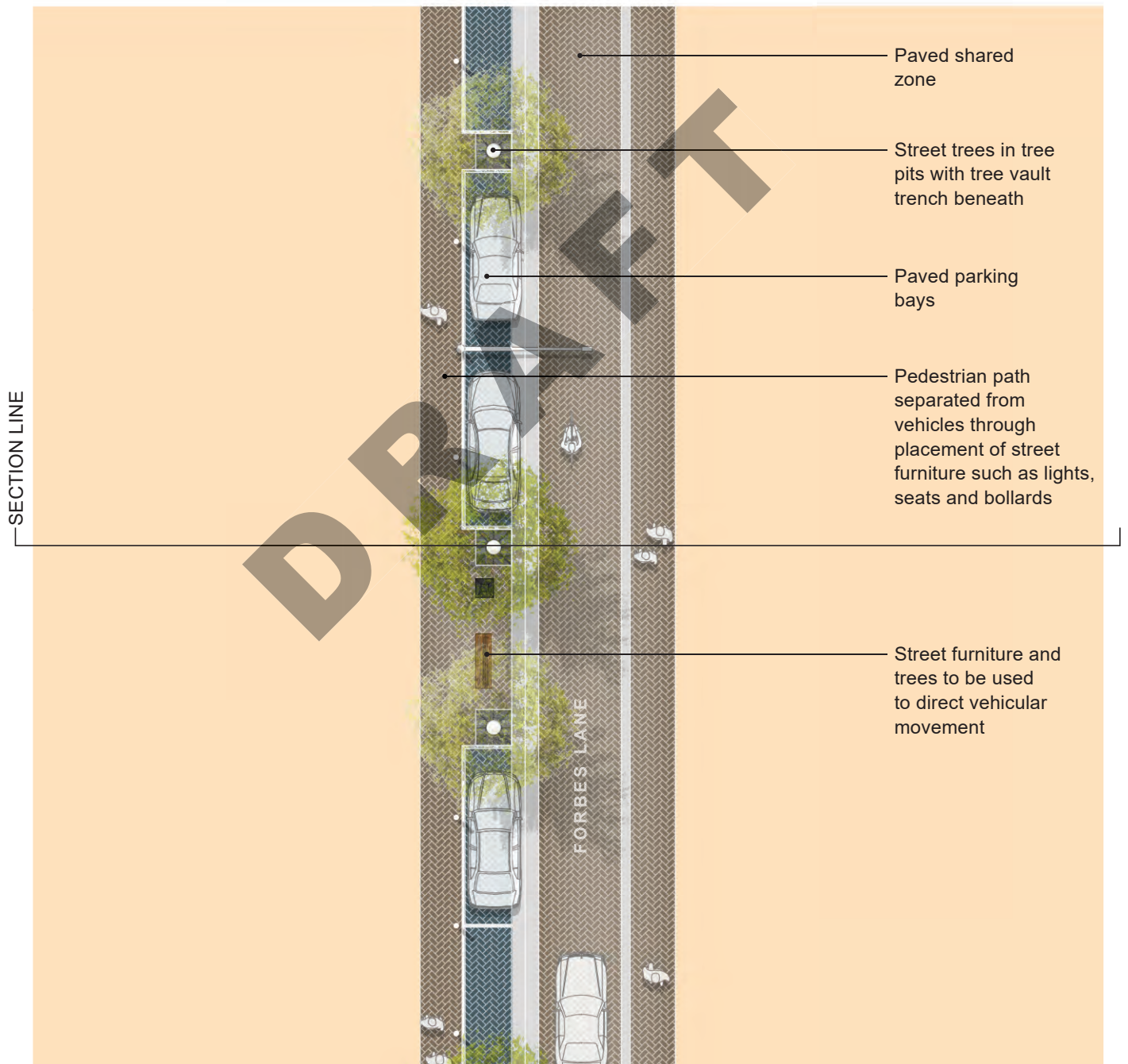
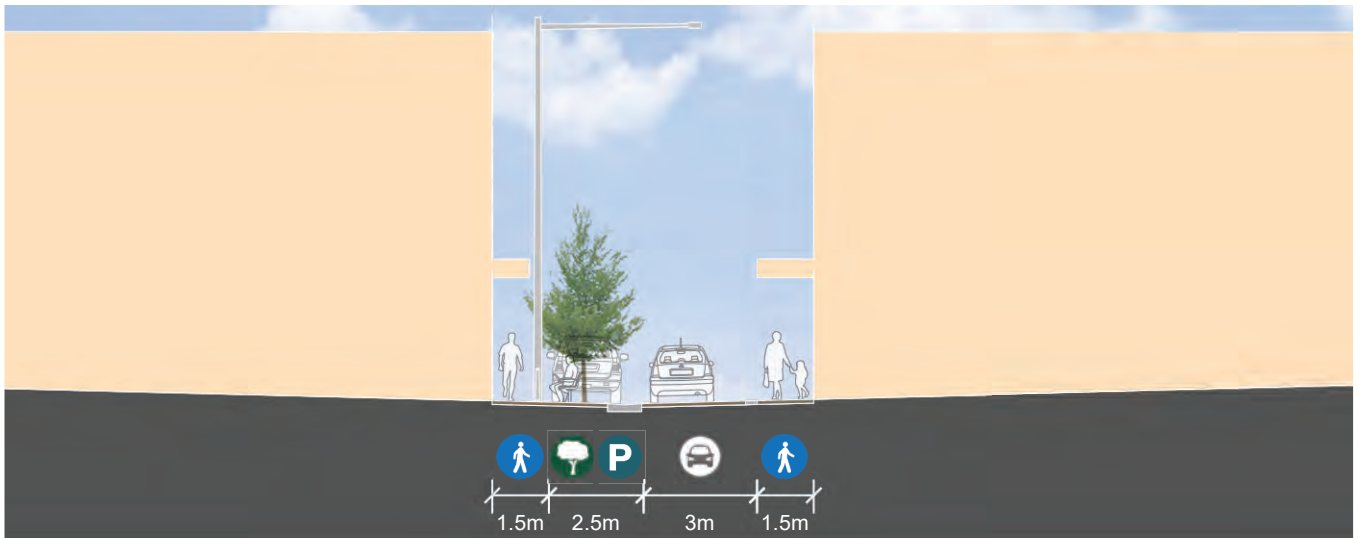
- Provide a variety of seating opportunities.
- Use street furniture as a method to direct vehicular movement.
- Bins at approximately 60m intervals.

► 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

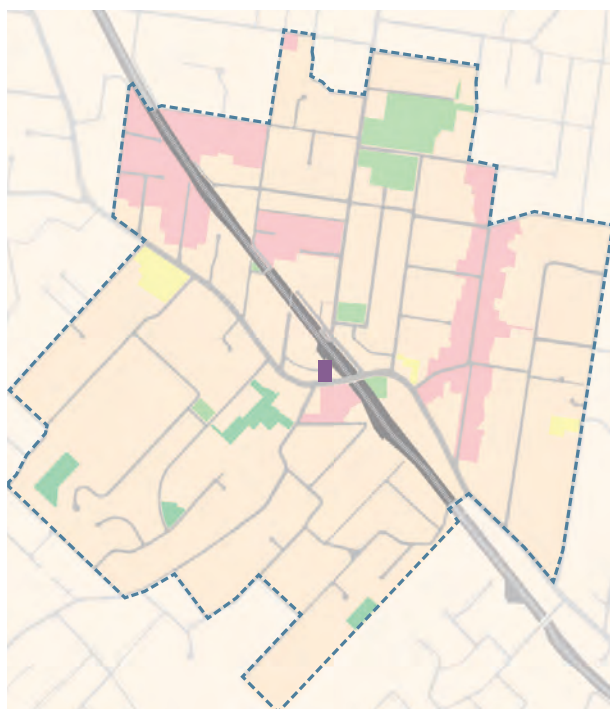
- Underground power.



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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

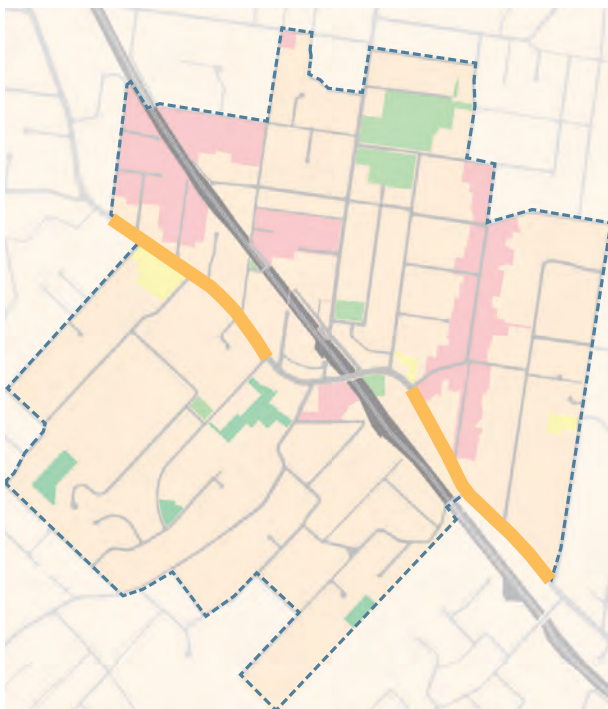
- Underground power.



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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

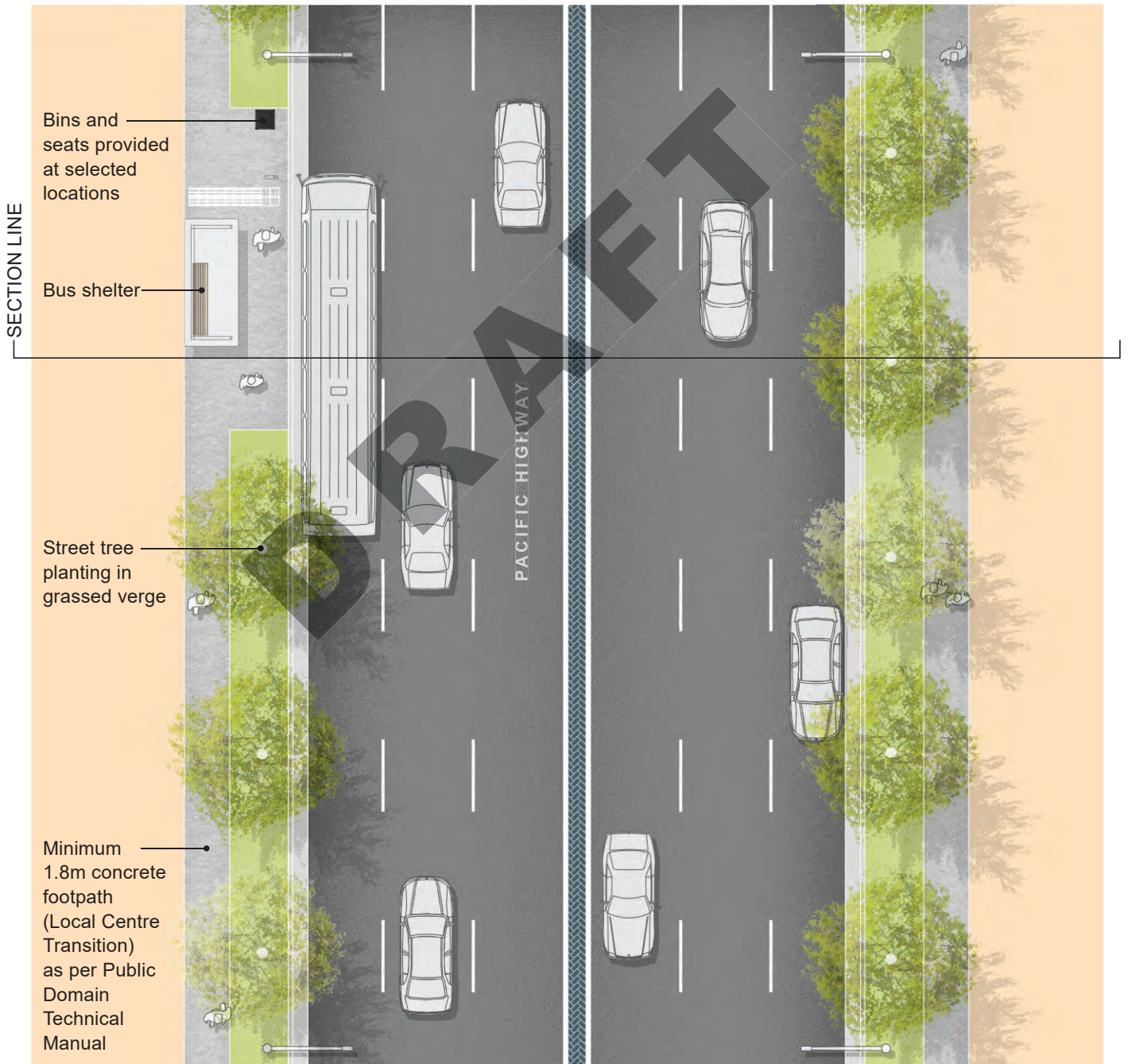
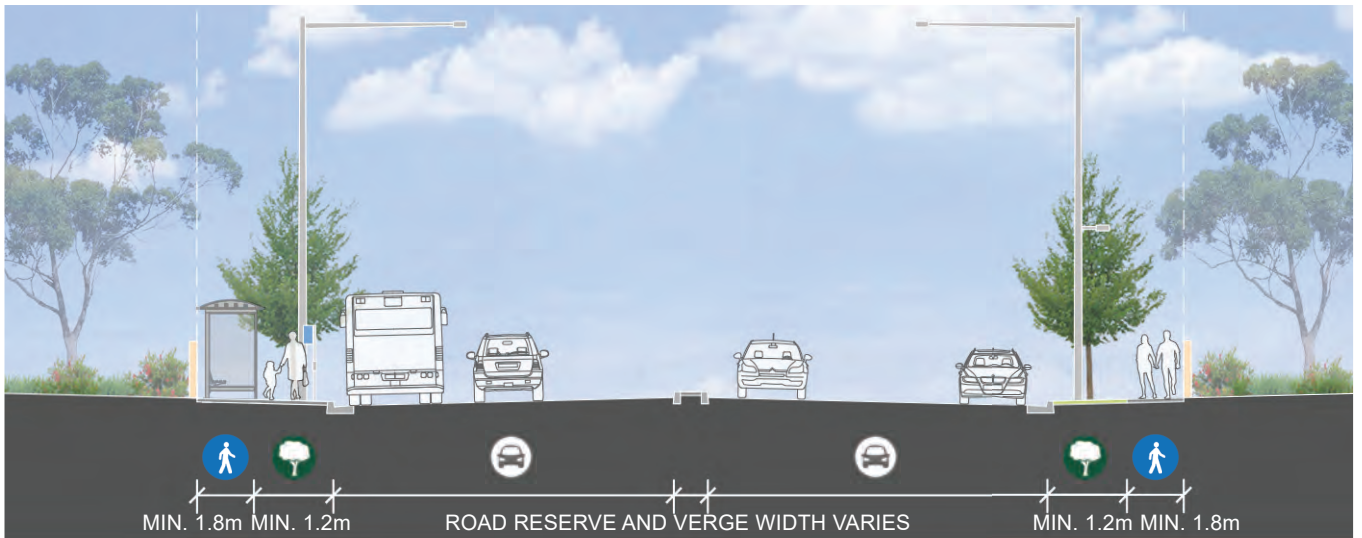
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.

► 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

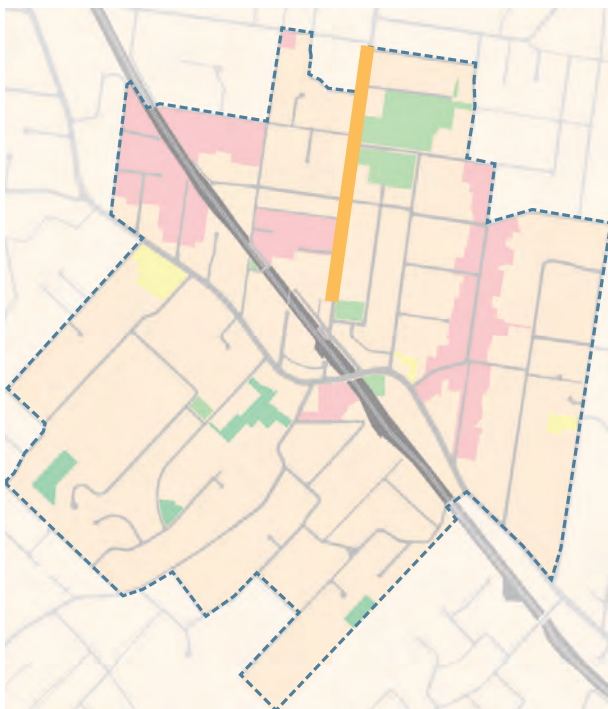
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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

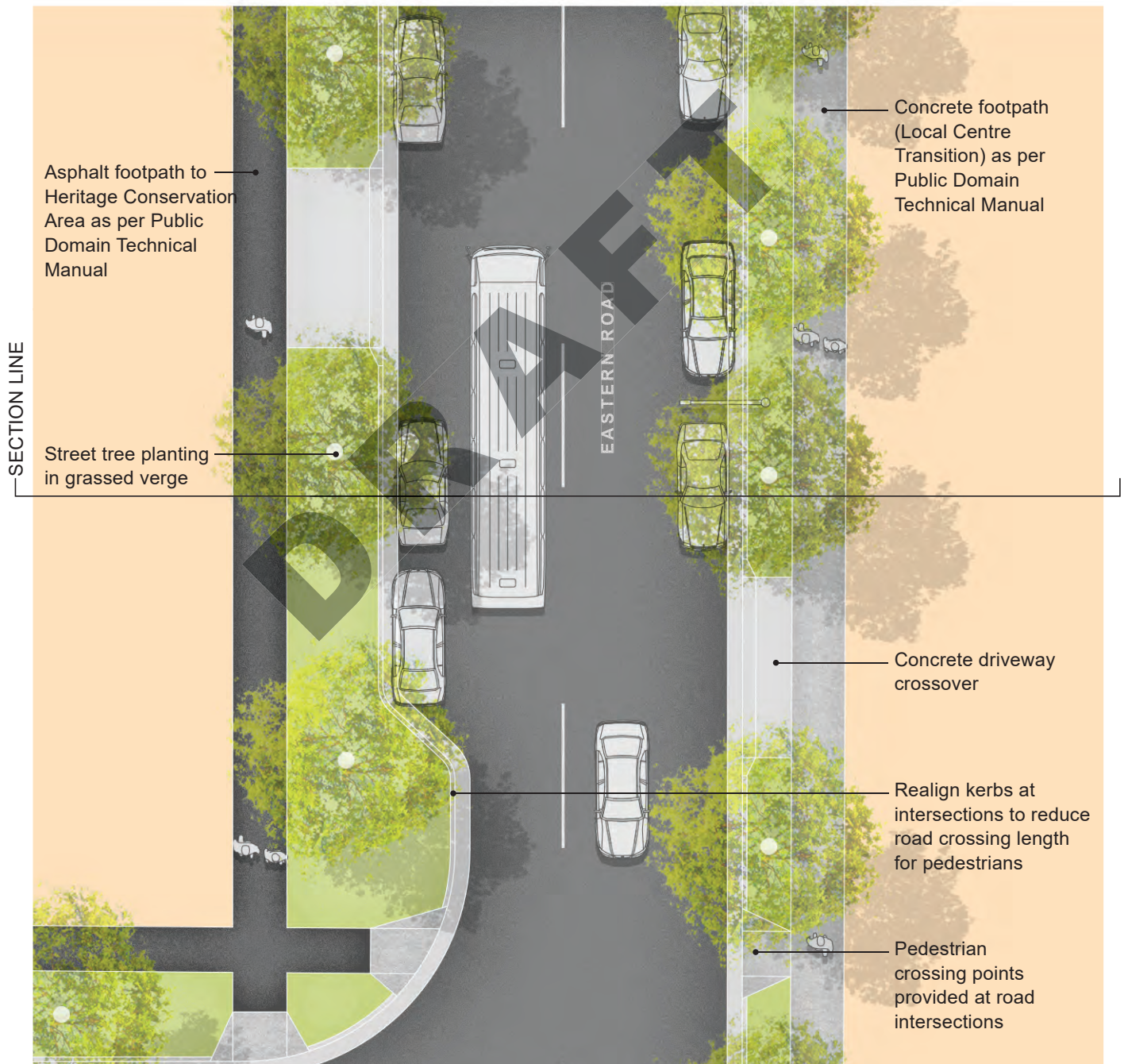
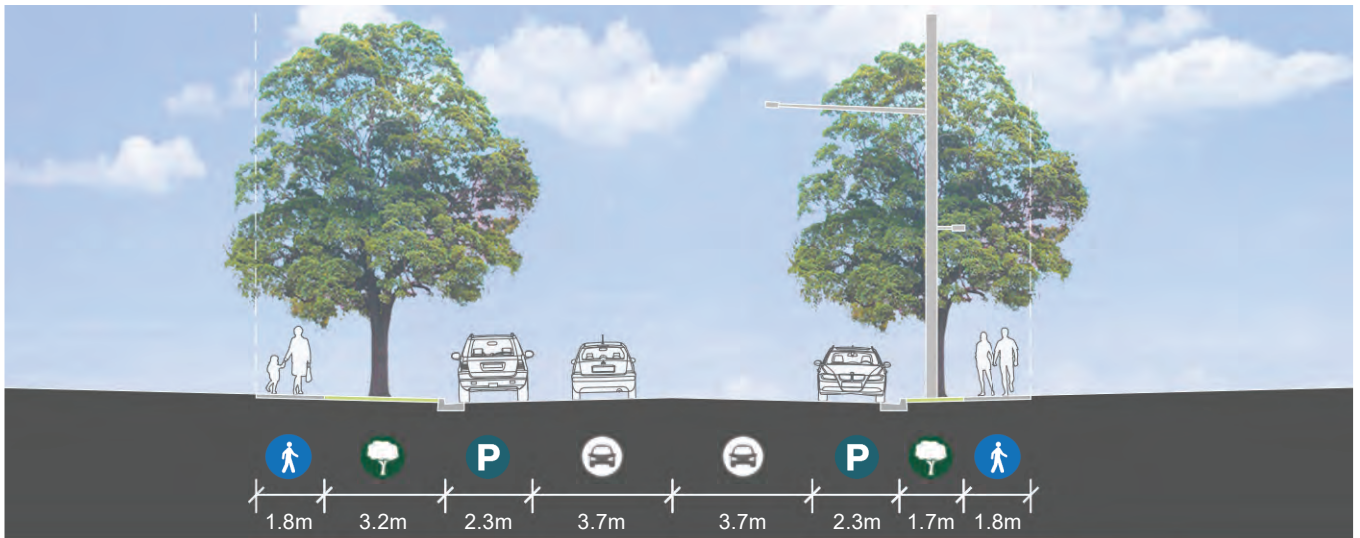
- None.

► 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

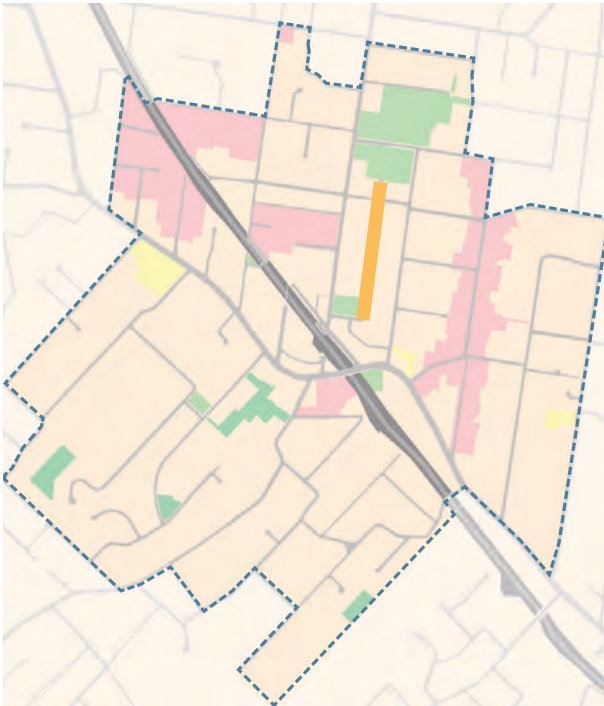
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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

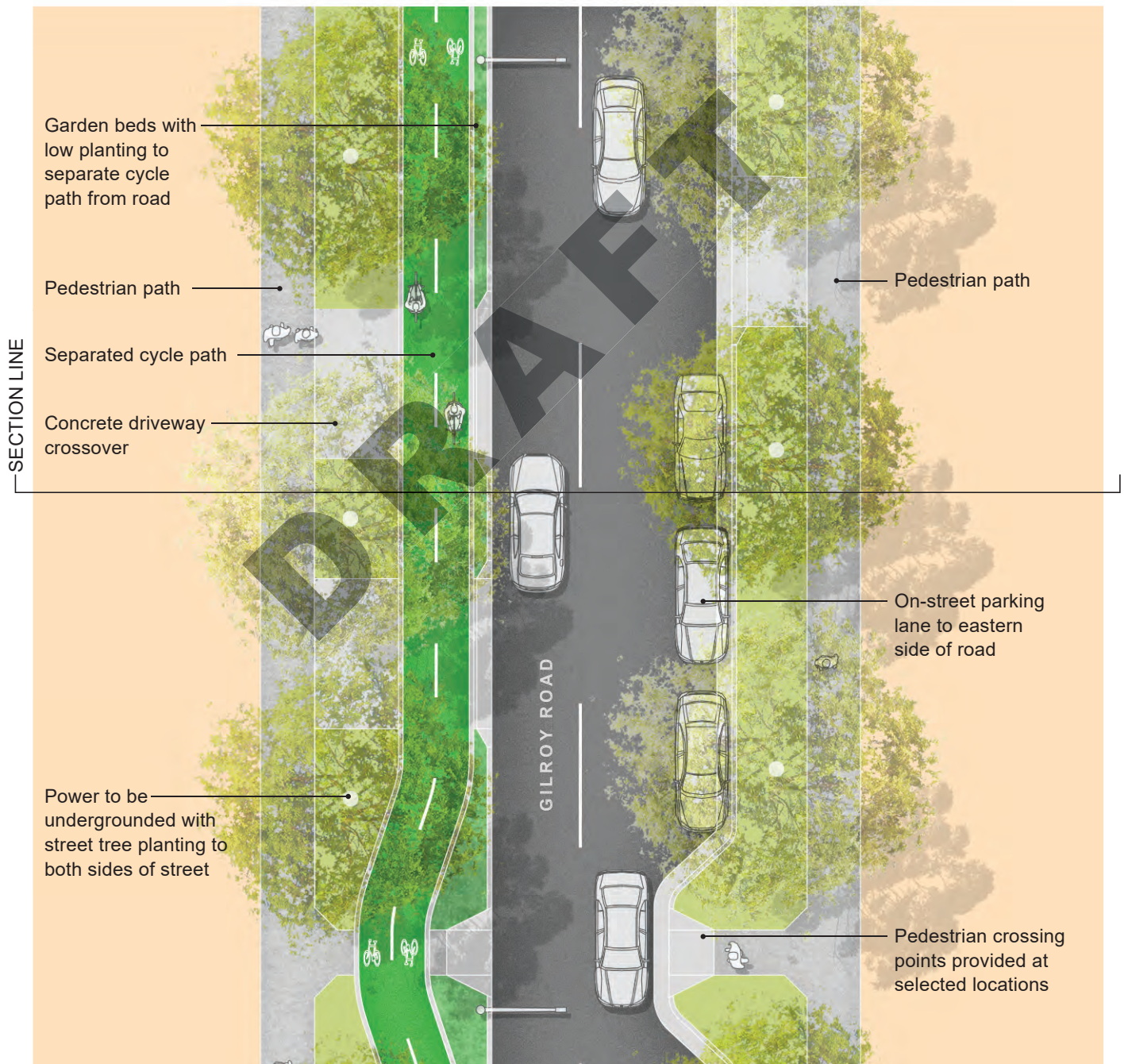
- Seats at approximately 100m intervals.

► 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

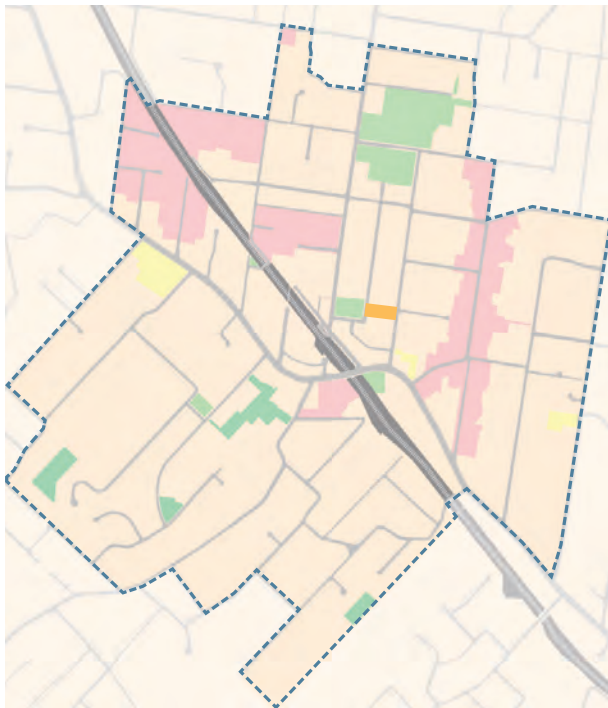
- Underground power recommended. If the undergrounding of power will damage existing trees that are to be retained, then overhead power lines are to be aerial bundled cables.



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

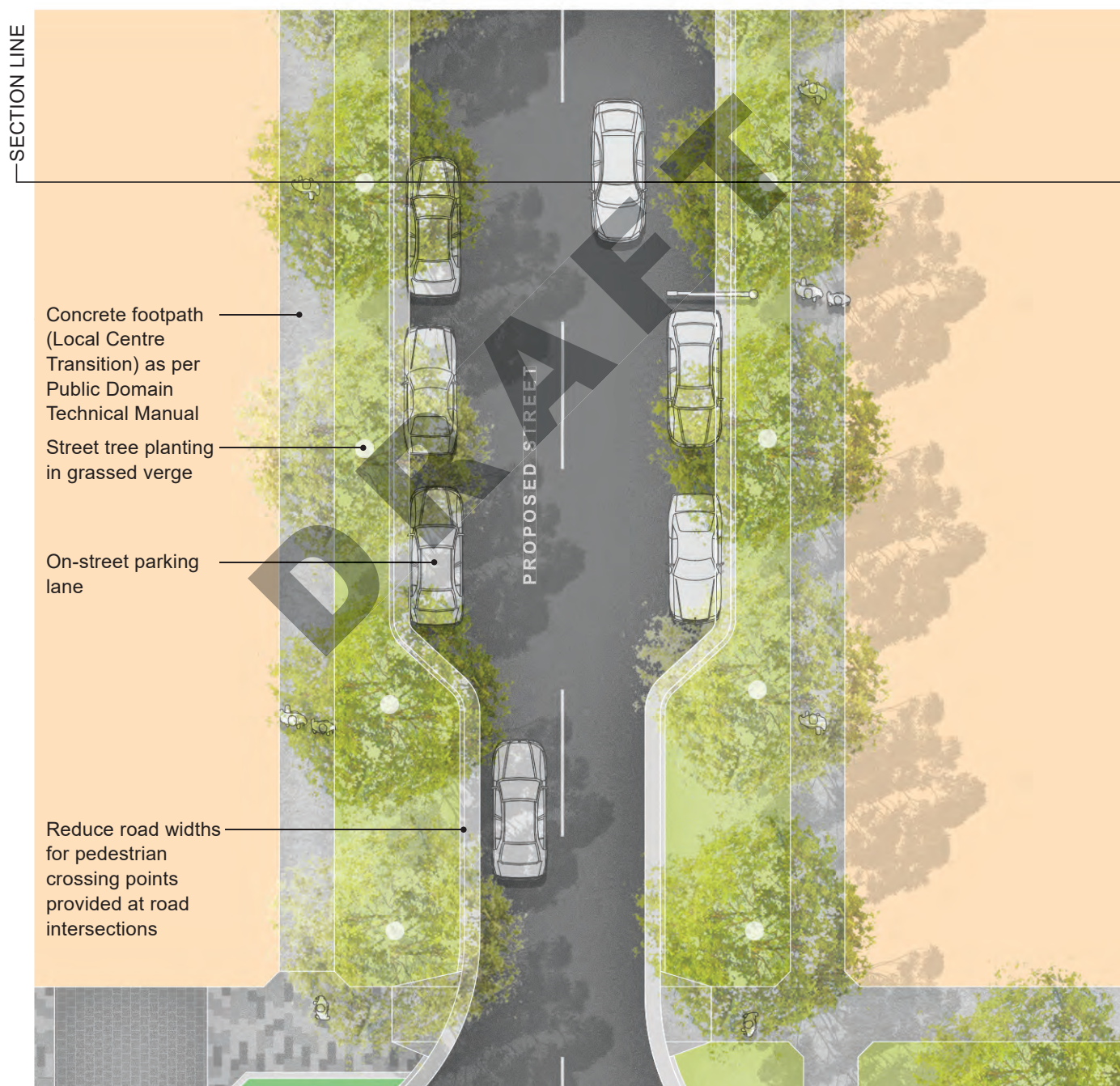
- None.

► 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

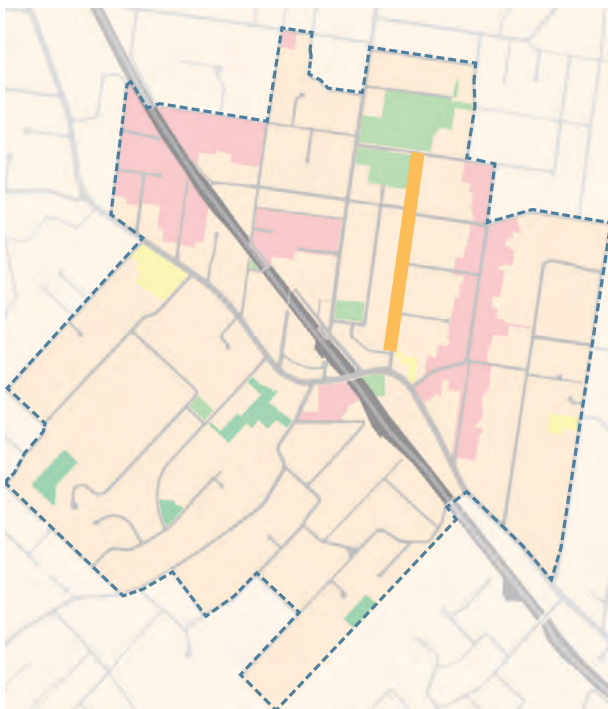
- Not applicable.



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

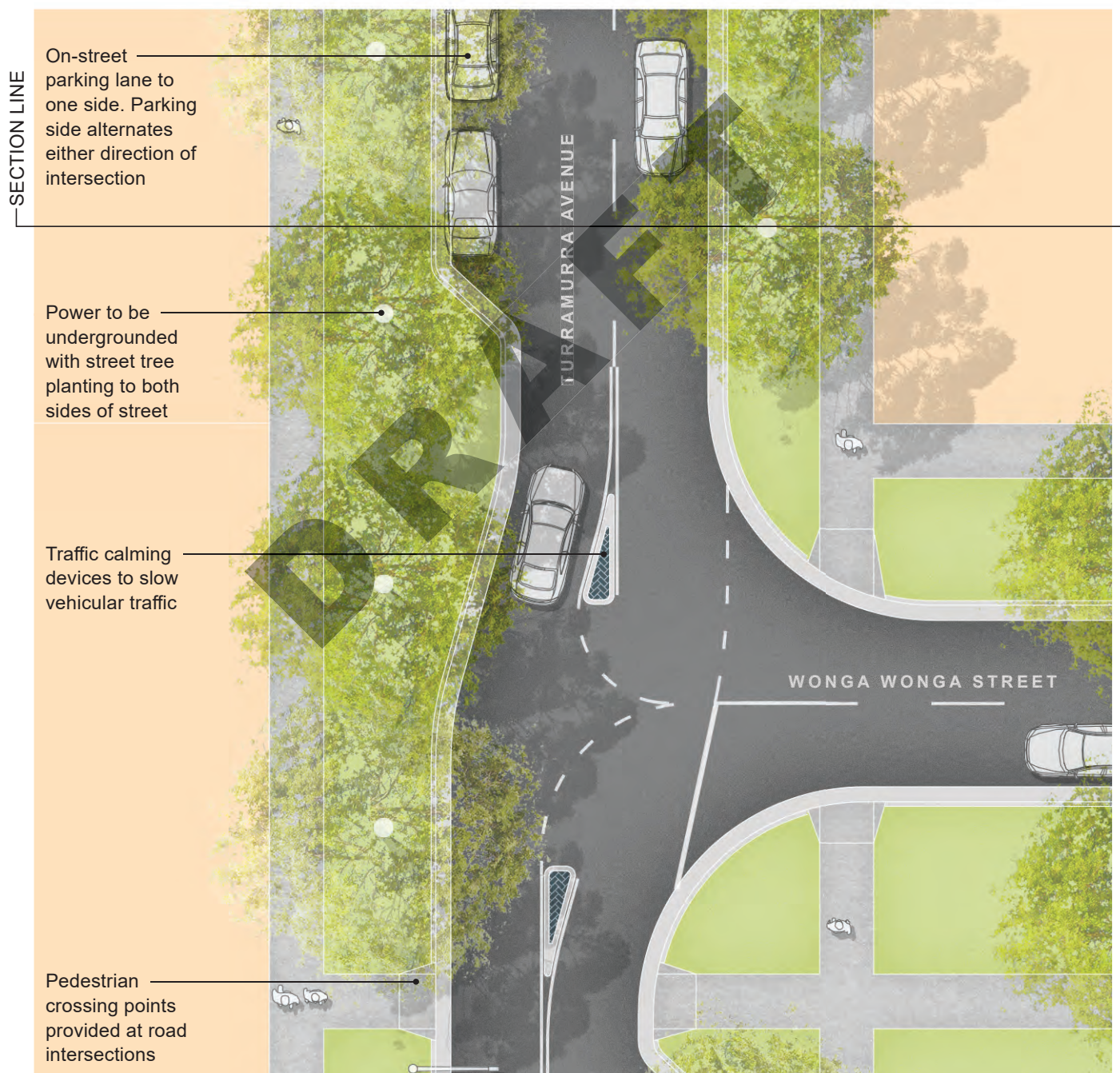
- None.

► 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

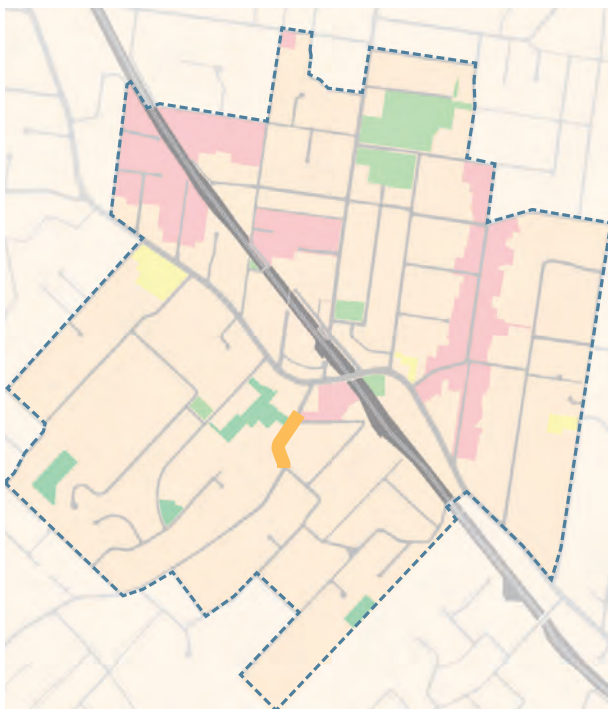
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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.

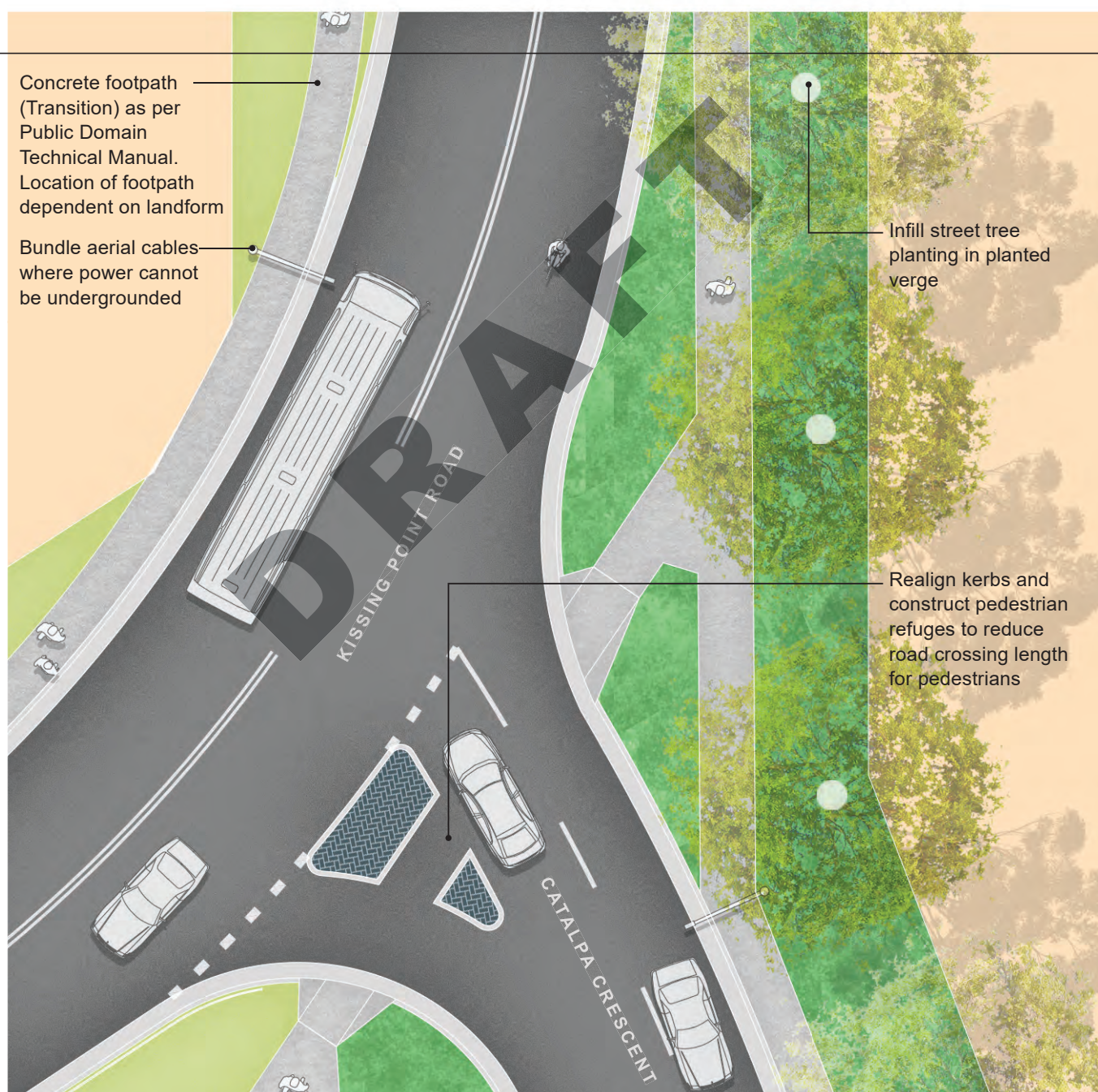
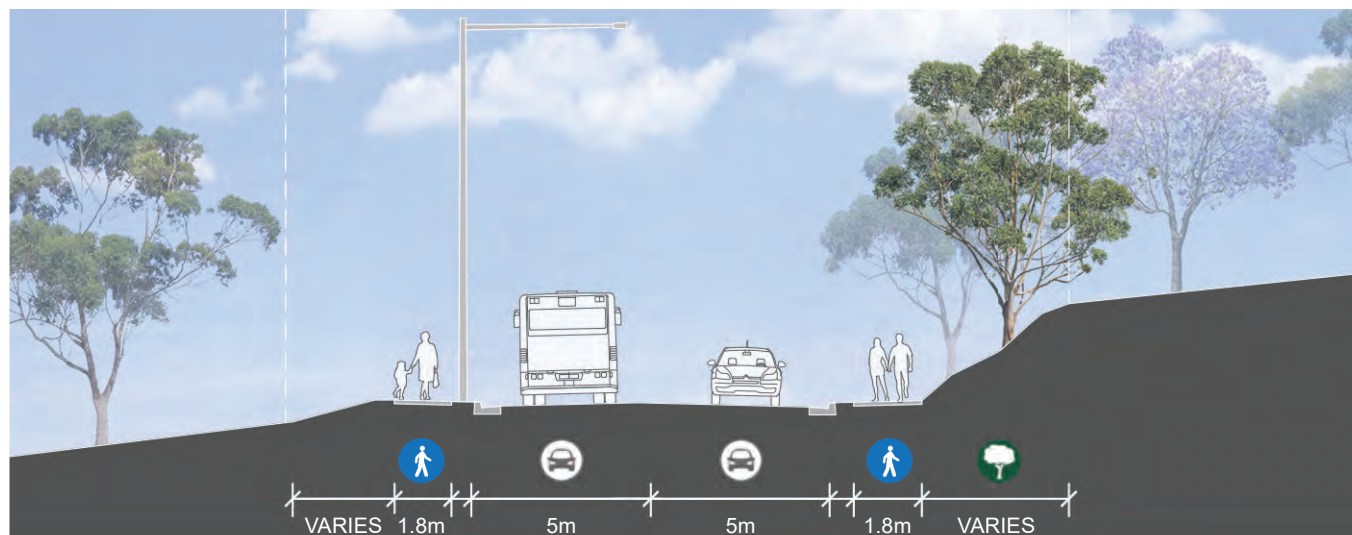
► Lighting

- 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.

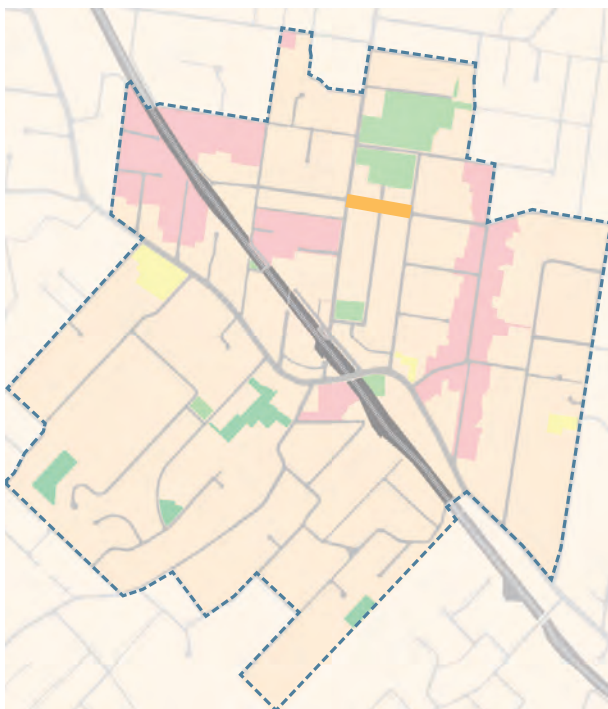
SECTION LINE



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

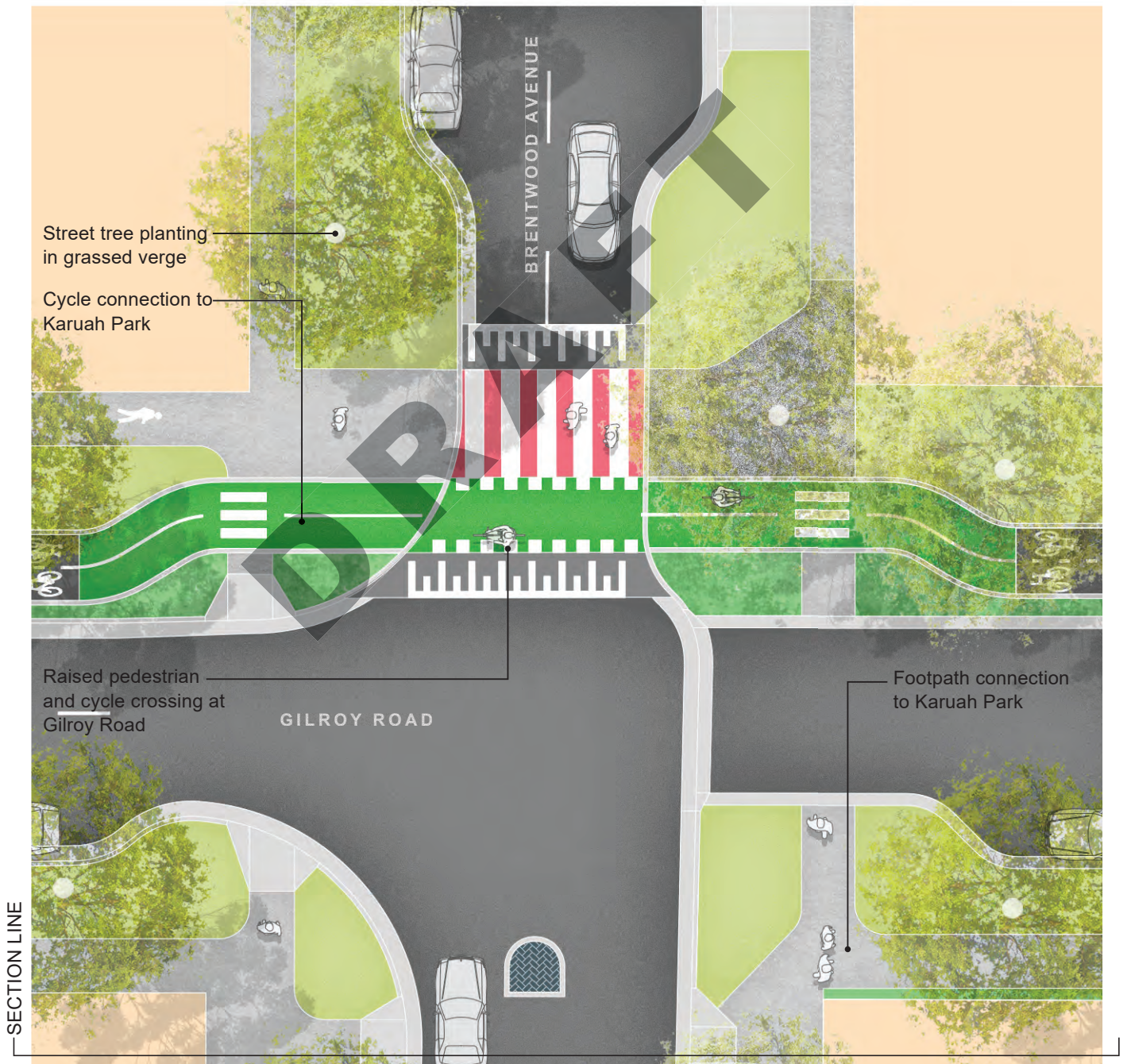
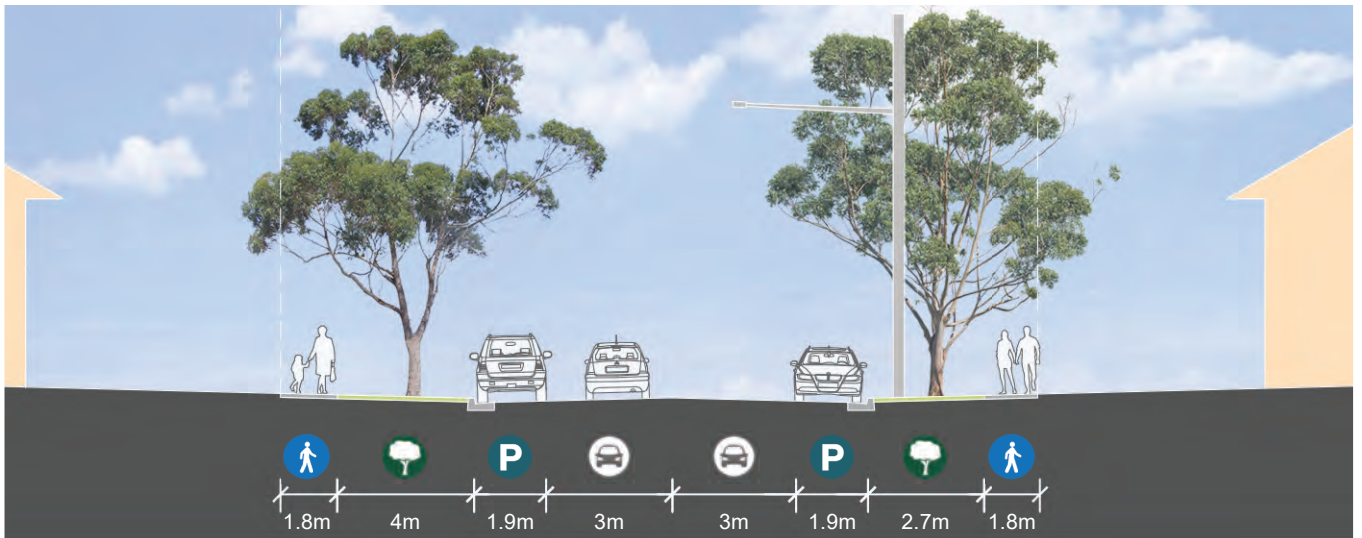
- None.

► 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

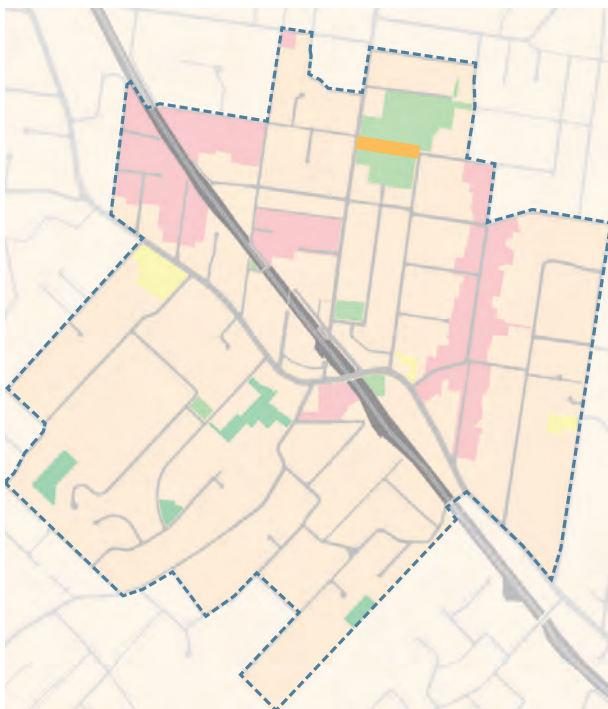
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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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

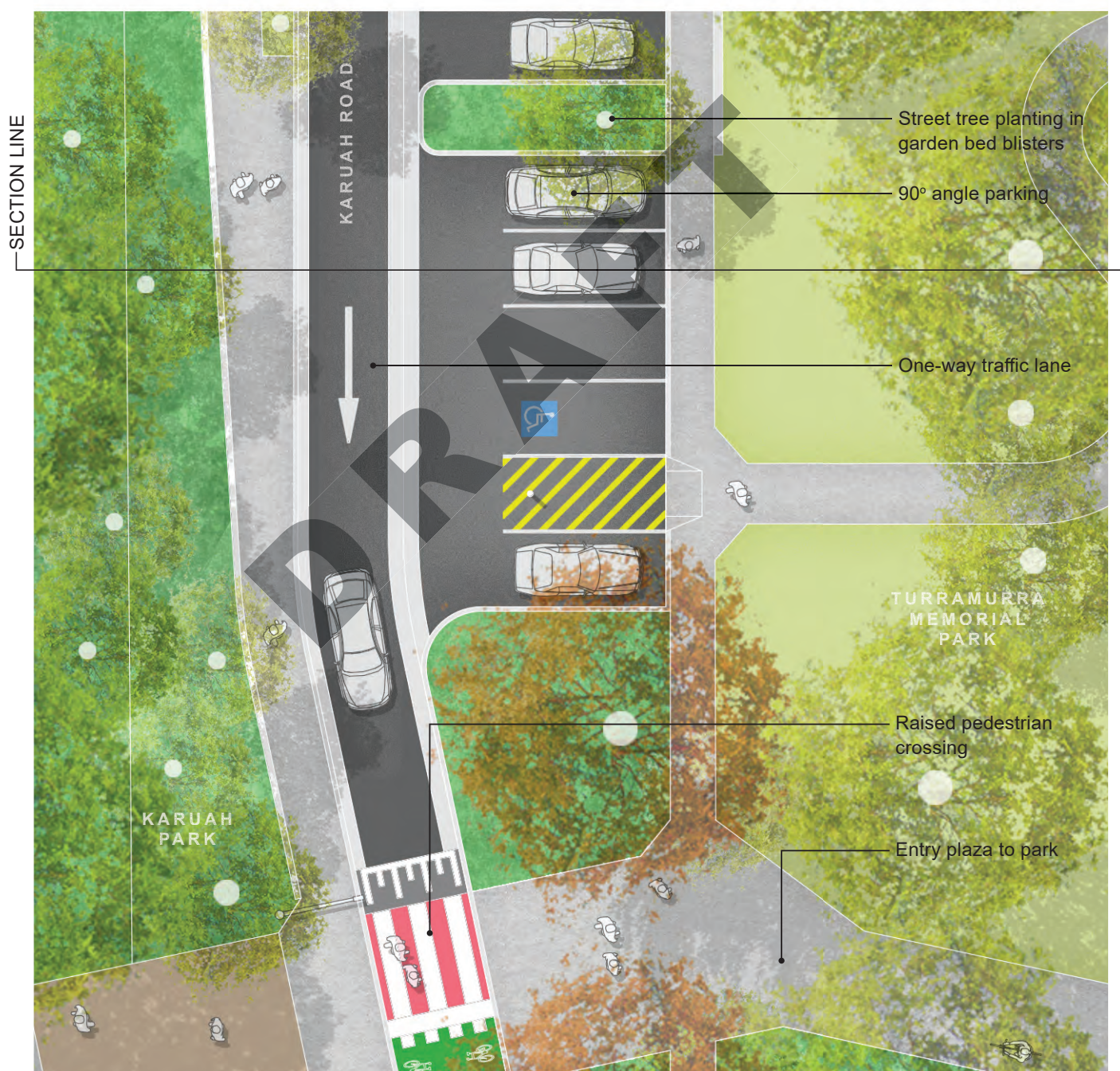
- None.

► 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

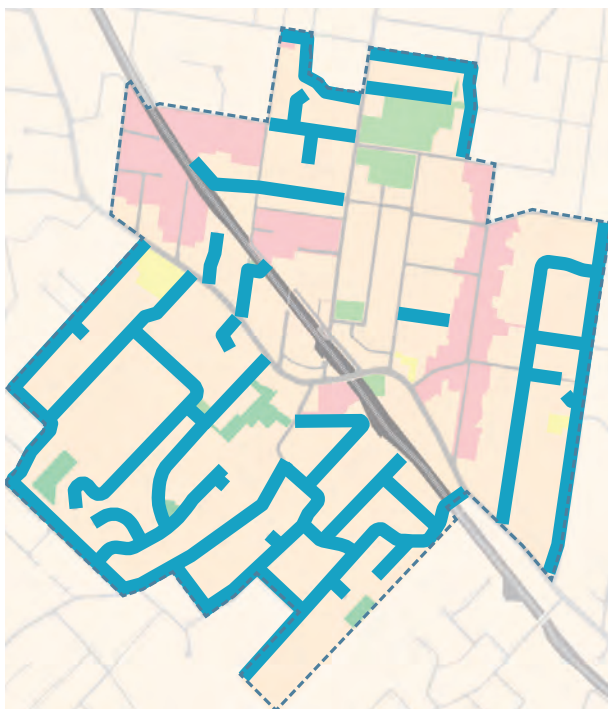
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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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

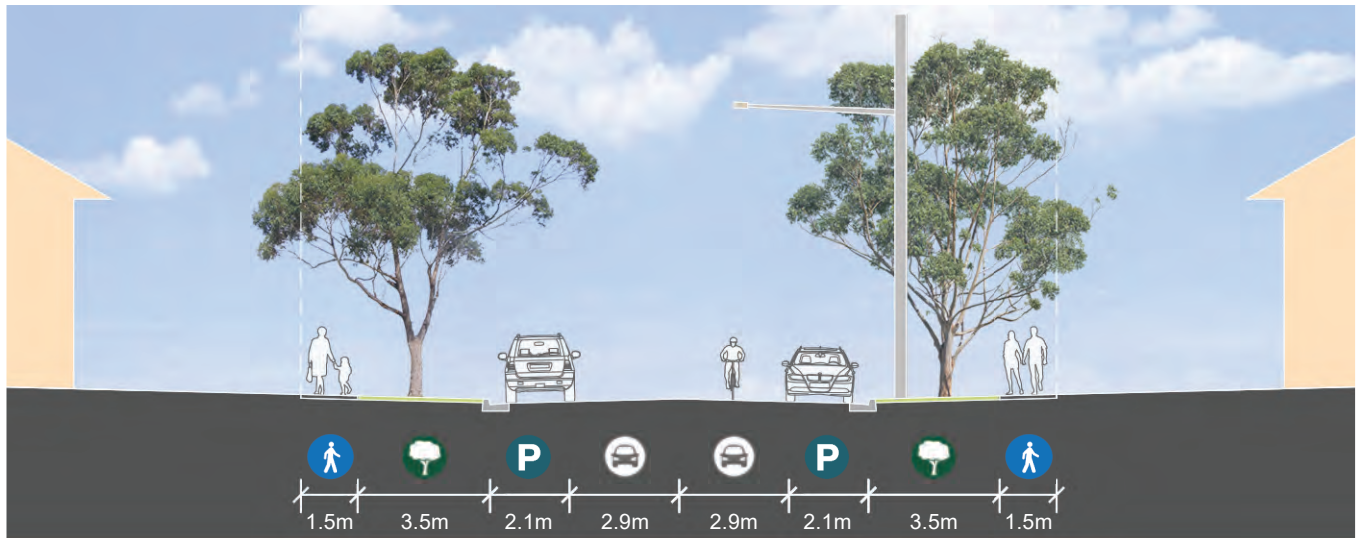
- None.

► 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.

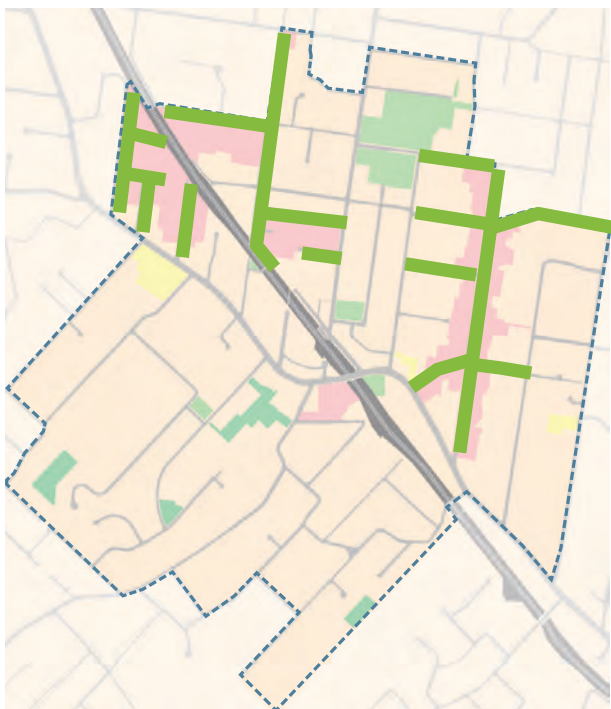
► Powerlines

- 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

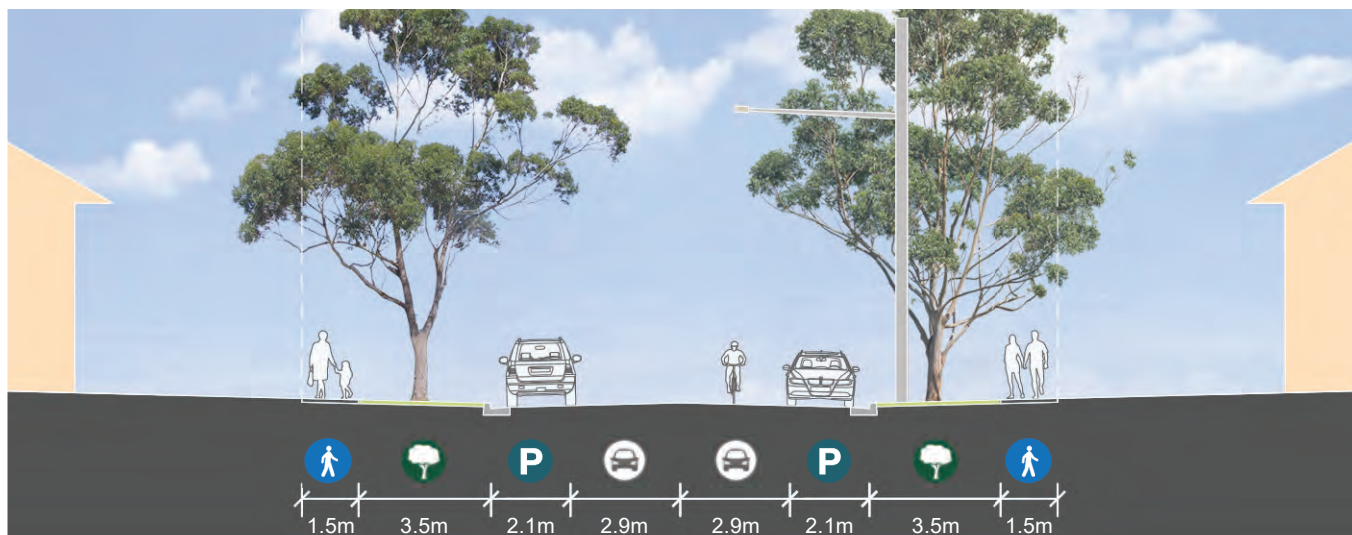
- None.

► 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.

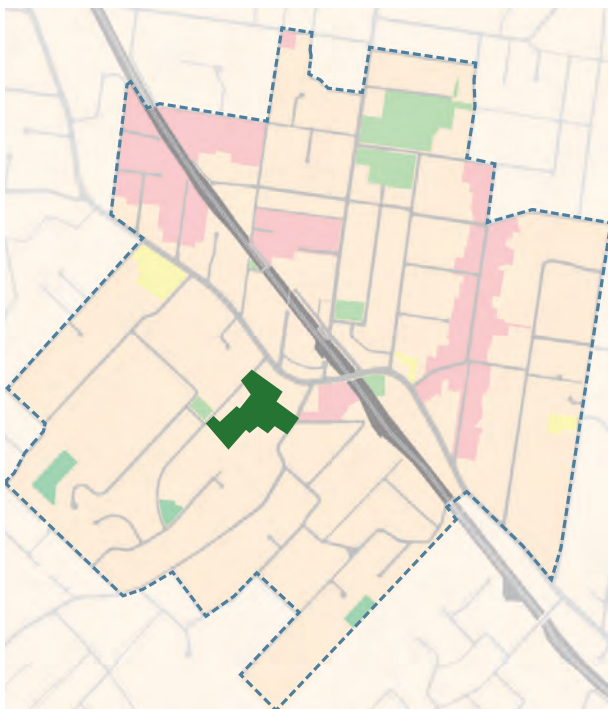
► Powerlines

- 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

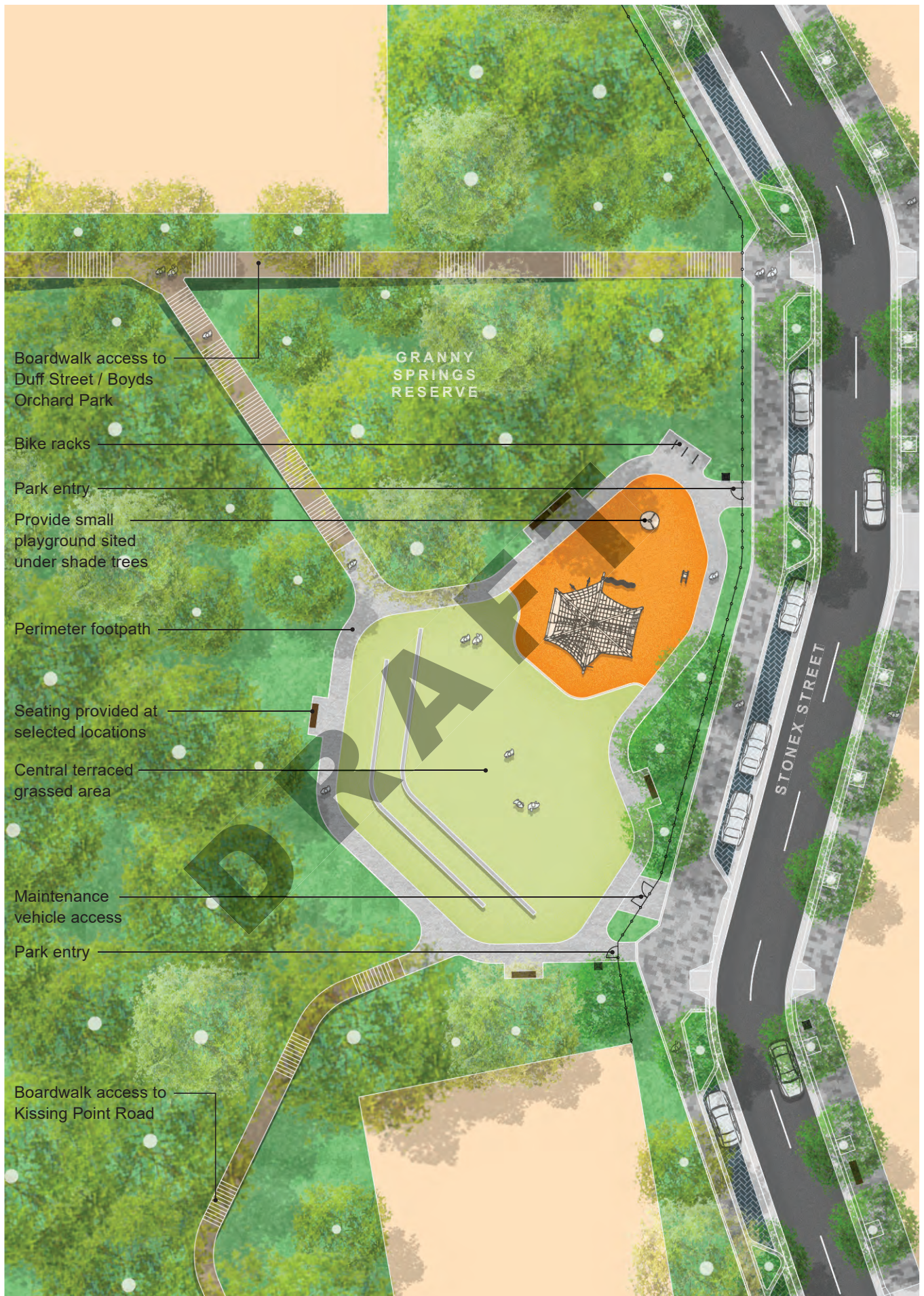
- Retain existing trees and plant additional native trees and shrubs to create "rooms" in the park whilst maintaining sightlines for surveillance.
- New planting should be selected from typical Blue Gum High Forest species.

► Furniture

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

► Lighting

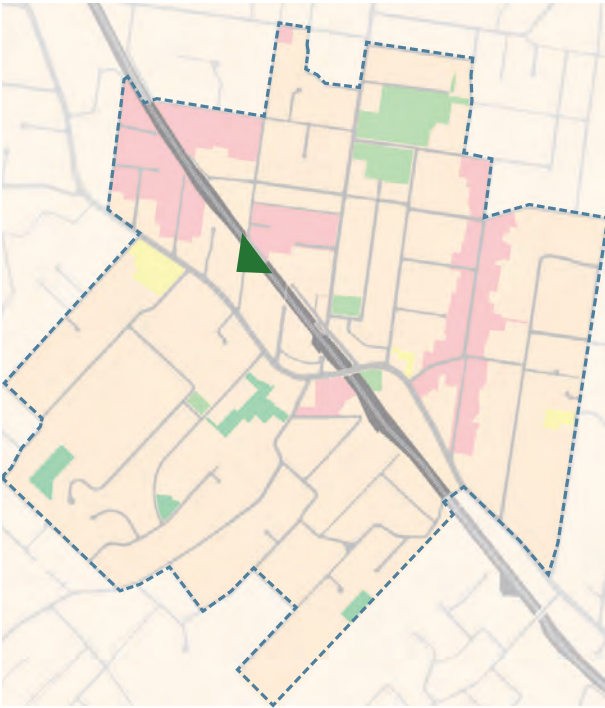
- No lighting inside the park.



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

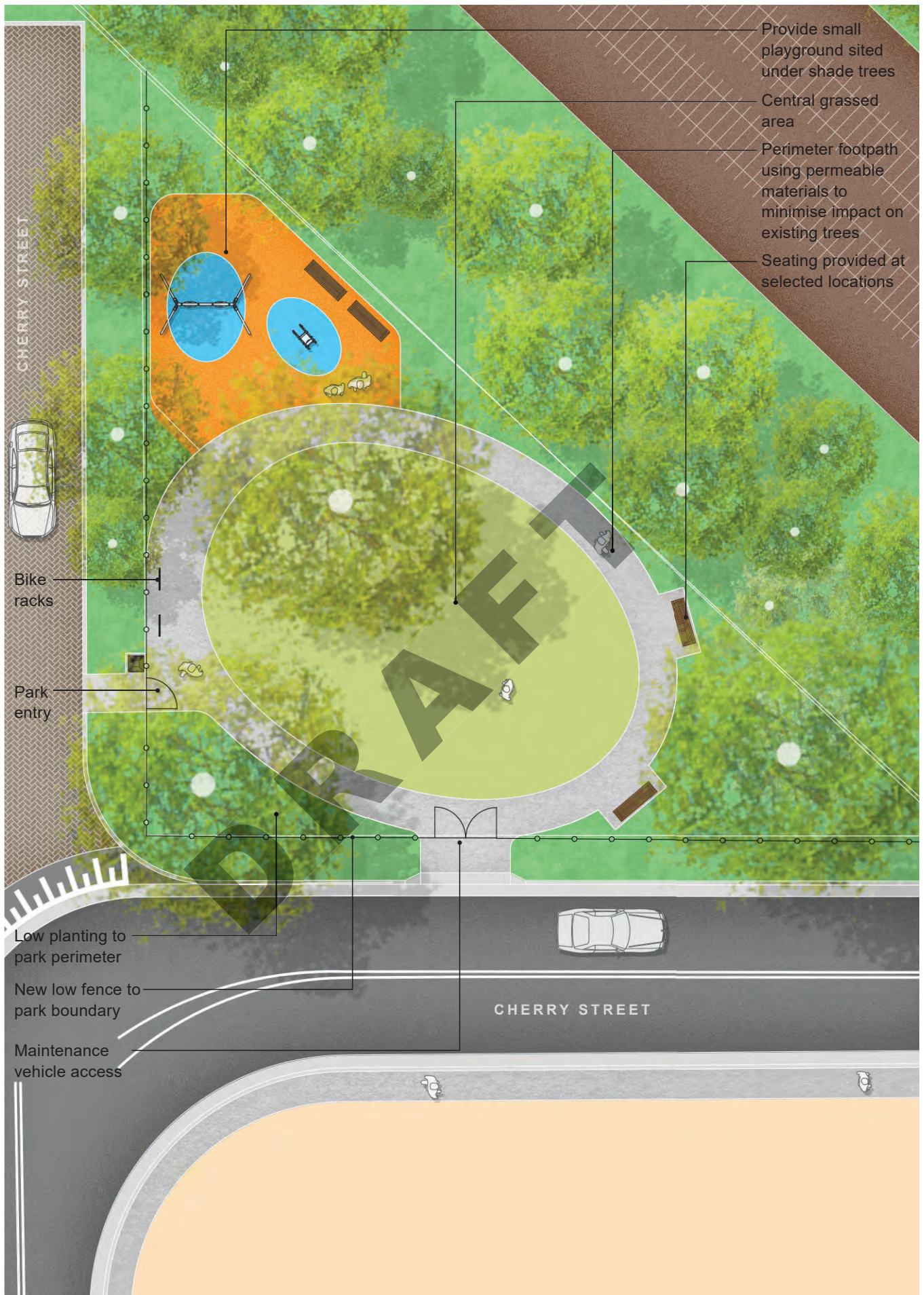
- Retain existing trees and plant additional native trees and shrubs to create "rooms" in the park whilst maintaining sightlines for surveillance.
- New planting should be selected from typical Blue Gum High Forest species.

► Furniture

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

► Lighting

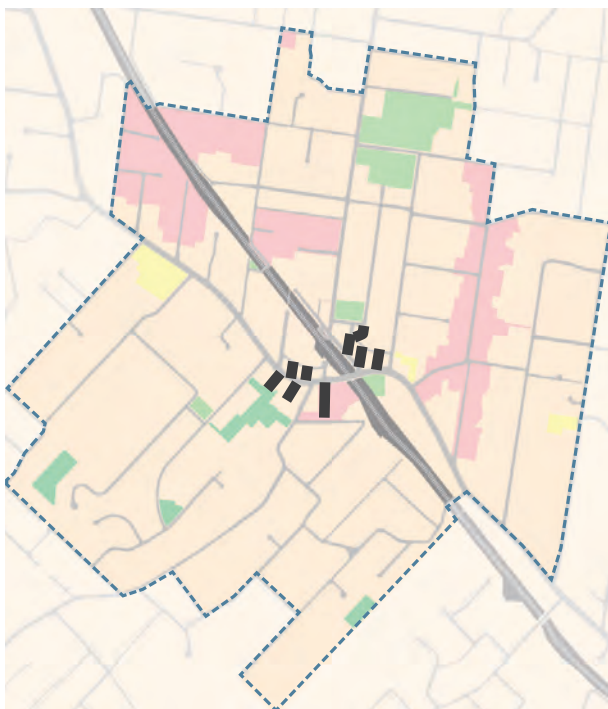
- No lighting inside the park.



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

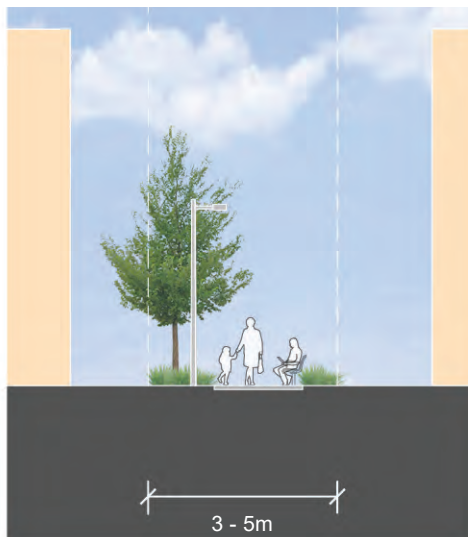
The Standard Pedestrian Arcade will remain in private ownership with a right of way provided to the community.

Pedestrian arcades will typically be:

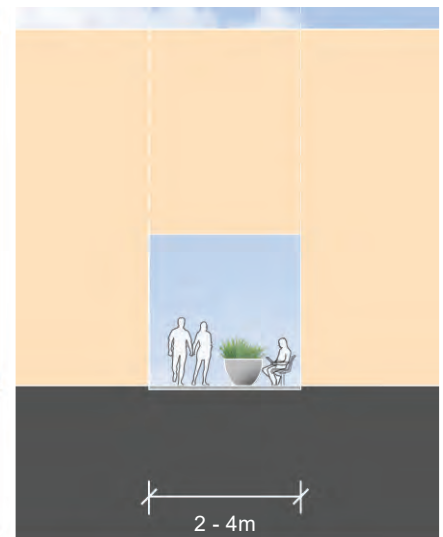
- 2m – 4m wide. Constructed with a minimum 2m clear path of travel.
- Enclosed within the built form.
- Lined with commercial / retail spaces to activate the arcade and be the front door address for the premises.
- Open to the public for a minimum of 18 hours per day.
- Constructed with high quality 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.



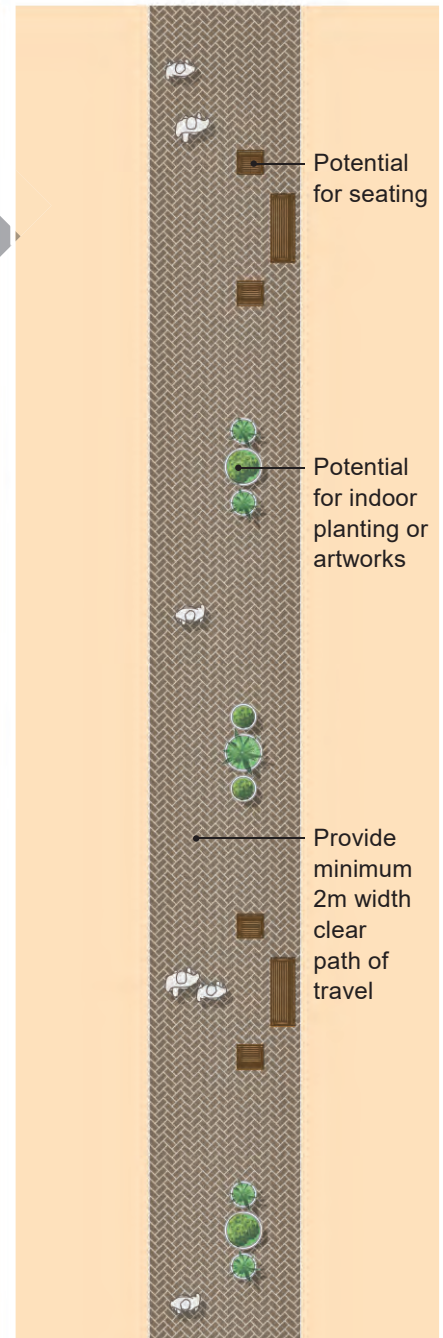
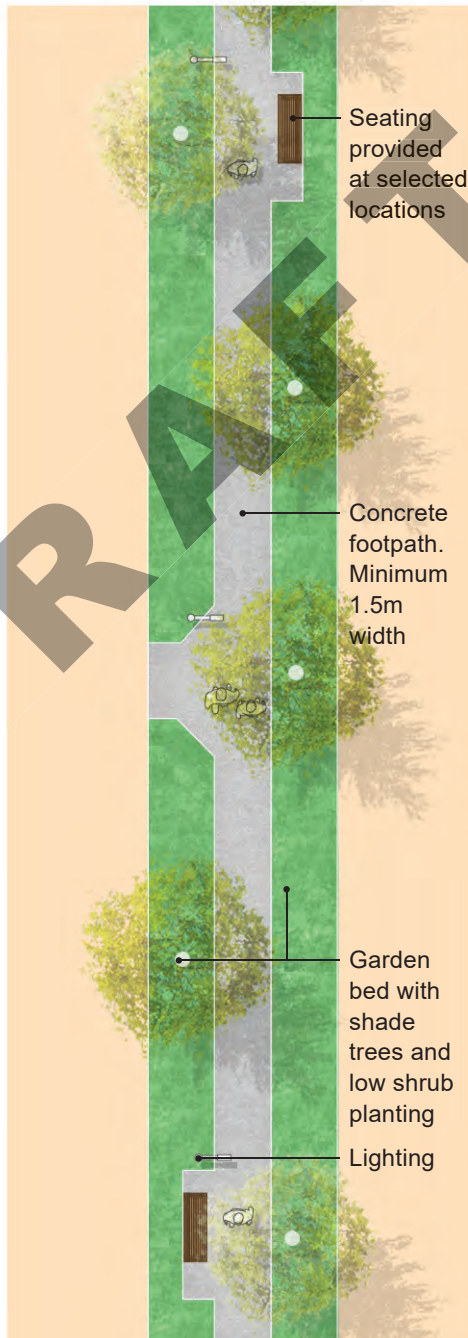
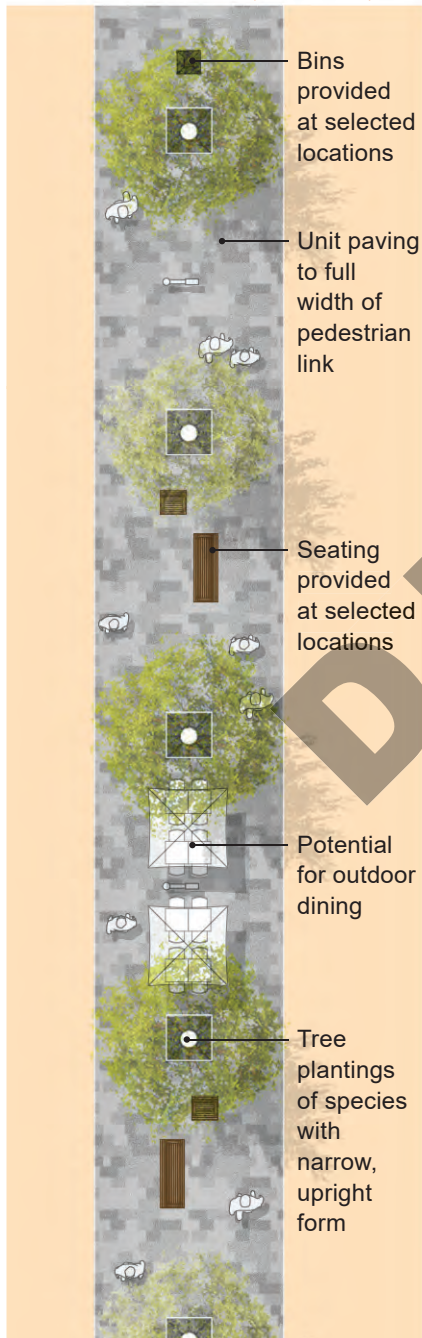
Standard Pedestrian Link (Commercial)



Standard Pedestrian Link (Residential)



Standard Pedestrian Arcade



Notes

1. Plan and sections shown are concepts only. Final design subject to technical design considerations, topography, existing tree locations, detailed investigation of services and all relevant approvals.
2. Refer to Ku-ring-gai Public Domain Plan Volume 3: Technical Manual for selections, typical details and specifications for nominated materials.

DRAFT

