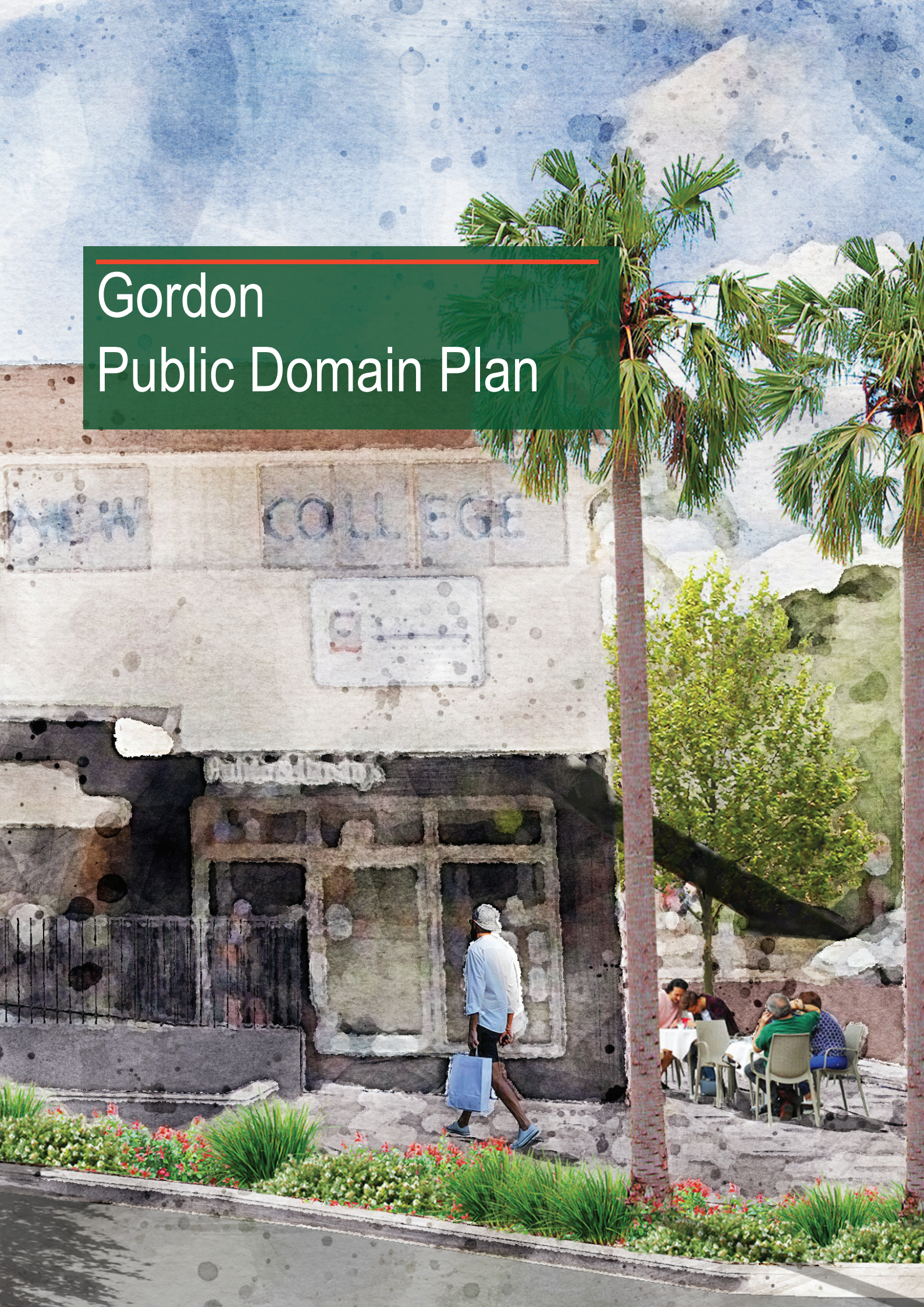


Gordon Public Domain Plan



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 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, 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 Encourage restaurants, café, outdoor dining and offices fronting onto rear lanes to contribute in increased activity and improved pedestrian amenity and safety.
- 2 Create consistent character and level of safety and accessibility to the residential streets around Gordon Local Centre.
- 3 Maintain, strengthen and enhance the role of Pacific Highway as the main commercial street for Gordon.
- 4 Strengthen the role of St Johns Avenue as a secondary retail street supporting cafés and restaurants.
- 5 Establish Wade Lane as a secondary retail street away from Pacific Highway.
- 6 Improve the streetscape quality of Moree Street and Dumaresq Street which form minor commercial streets close to the highway.
- 7 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 Facilitate opportunities for outdoor dining in quiet locations away from Pacific Highway.
- 2 Improve the safety and passive surveillance of the public domain by encouraging street level activity.
- 3 Upgrade the landscape character and facilities of existing parks around the centre.
- 4 Provide a new urban park on the western side of the Local Centre that will service both residents and workers.
- 5 Install public art in urban parks to activate public space and create interest to improve cultural offerings in the LGA.
- 6 Provide smaller parks and urban spaces where possible.
- 7 Encourage environmental and heritage based tourism.



St Johns Avenue: Proposed Future Character

TREE CANOPY OBJECTIVES

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

VIEW AND VIEW CORRIDOR OBJECTIVES

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



Heritage Square: Proposed Future Character

WAYFINDING OBJECTIVES

- 1 Improve intuitive wayfinding around the centre through streetscape materials, planting and lighting.
- 2 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 Improve pedestrian activity by providing continuous sun and rain protection to footpath areas.
- 2 Improve the overall pedestrian experience in the Local Centre.
- 3 Promote midblock and through site links to improve permeability of the Local Centre.
- 4 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 Improve active transport links to, through and around the Local Centre.
- 2 Provide bicycle parking facilities at key destinations.
- 3 Improve Kiss and Ride facilities around the rail station.
- 4 Provide cycling connections to Lane Cove National Park.
- 5 Work collaboratively with Transport for NSW towards improvements around Pacific Highway and the rail station.

VEHICLE ACCESS AND CIRCULATION OBJECTIVES

- 1 Reduce pedestrian and vehicle conflicts in the Local Centre.
- 2 Improve local traffic conditions and reduce congestion and key intersections.
- 3 Introduce a new road and make adjustments to existing roads to improve vehicle access and circulation around the centre.
- 4 Locate new traffic signals along Pacific Highway to improve local traffic flow.
- 5 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

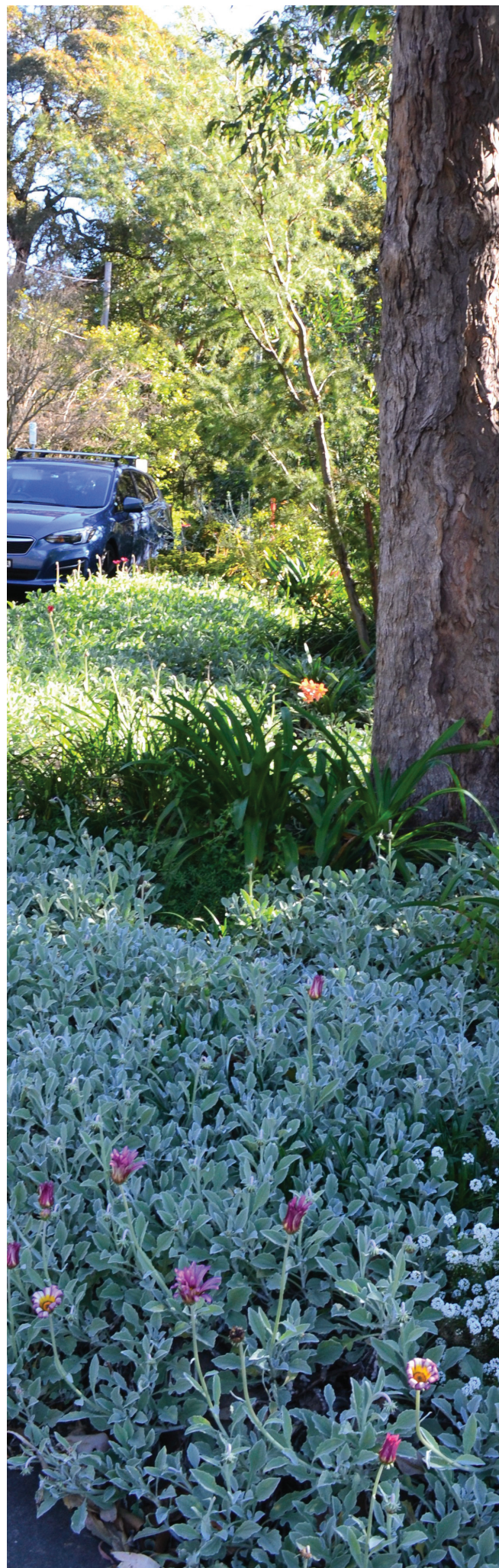
- 11 Retention of pedestrian overpass within any future development with improved connection to street level on both sides of Pacific Highway.
- 12 Retention and protection of heritage items.
- 13 Potential landmark sites within the Local Centre.
- 14 Retaining and reflecting the street level low scale, 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 Library 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 Remove the traffic signals at the intersection of Park Avenue and Pacific Highway in collaboration with Transport for NSW as part of holistic plan to improve traffic movements around the Local Centre.
- 30 Upgrade intersection of Dumaresq Street and Pacific Highway to improve traffic circulation.
- 31 New signalised intersection at Ravenswood Avenue and Pacific Highway as part of holistic plan to improve traffic movements around the Local Centre.









RYDE ROAD

EXISTING

EXISTING

EXISTING

FITZSIMONS LANE

MERRIWA STREET

PACIFIC HIGHWAY

8

24

MCINTYRE STREET

BEANS FARM ROAD

GORDON GLEN

26

9

HANSON WAY







KHARTOUM AVENUE

ROSEDALE ROAD

ROBERT STREET

WERONA AVENUE

GORDON RECREATION GROUND

HENRY STREET

MCINTOSH STREET

RAVENSWOOD AVENUE

RAVENSWOOD SCHOOL FOR GIRLS

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 Low Speed / High Pedestrian 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

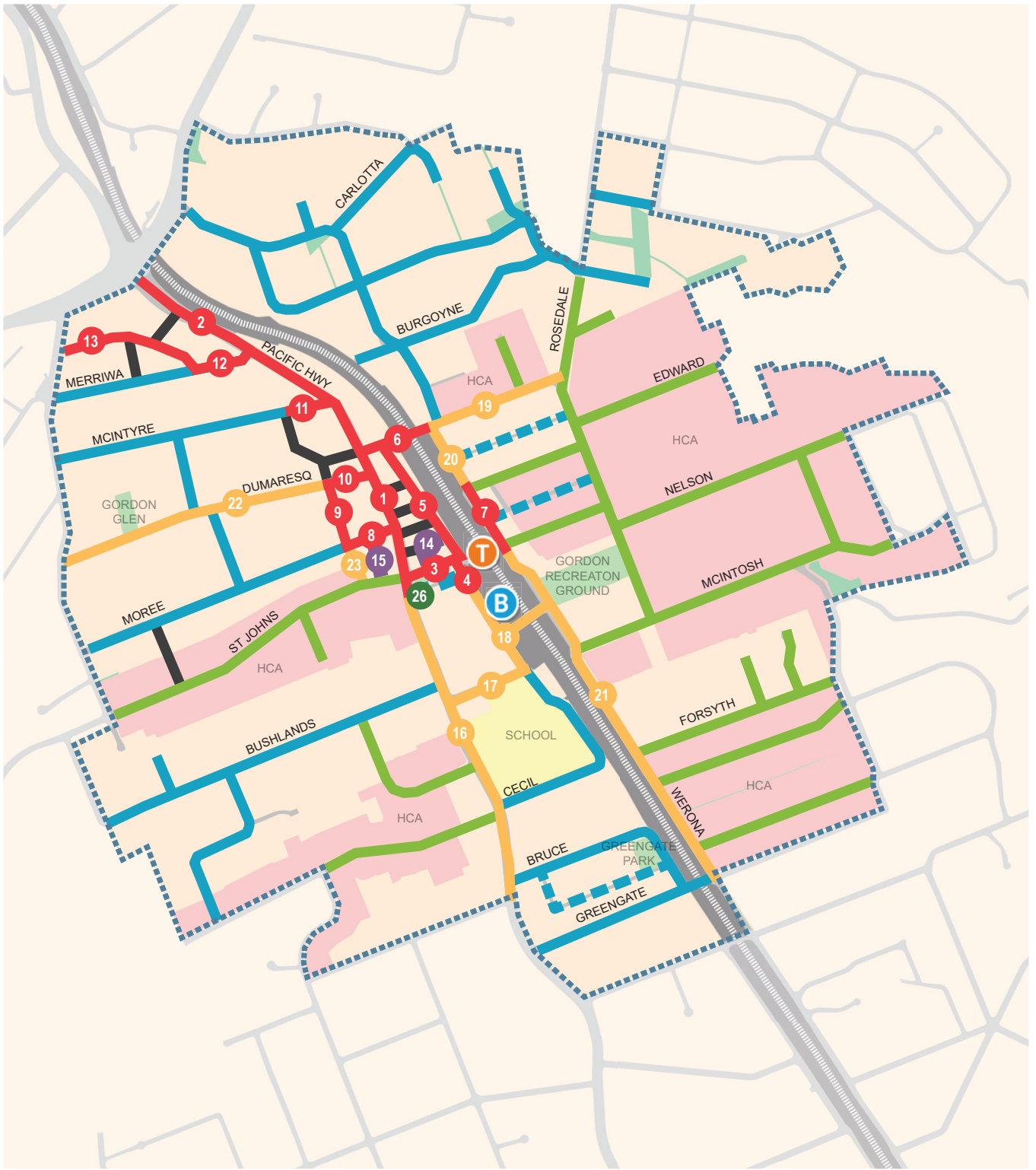
- Concrete pavement (exposed aggregate) as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Standard Ausgrid street lighting.
- Street tree planting.

► Local Centre Standard

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

► Local Centre Character

- 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 Low Speed / High Pedestrian 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	4 Henry Street	13 Fitzsimons Lane	22 Dumaresq Street
— Local Centre Character	5 Wade Lane	14 Clipsham Lane	23 Proposed Street (New)
— Local Centre Park / Plaza	6 Park Avenue	15 St Johns Lane	24 'Standard' Street
— Local Centre Pedestrian Link / Arcade	7 Werona Avenue	16 Pacific Highway	25 'Character' 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

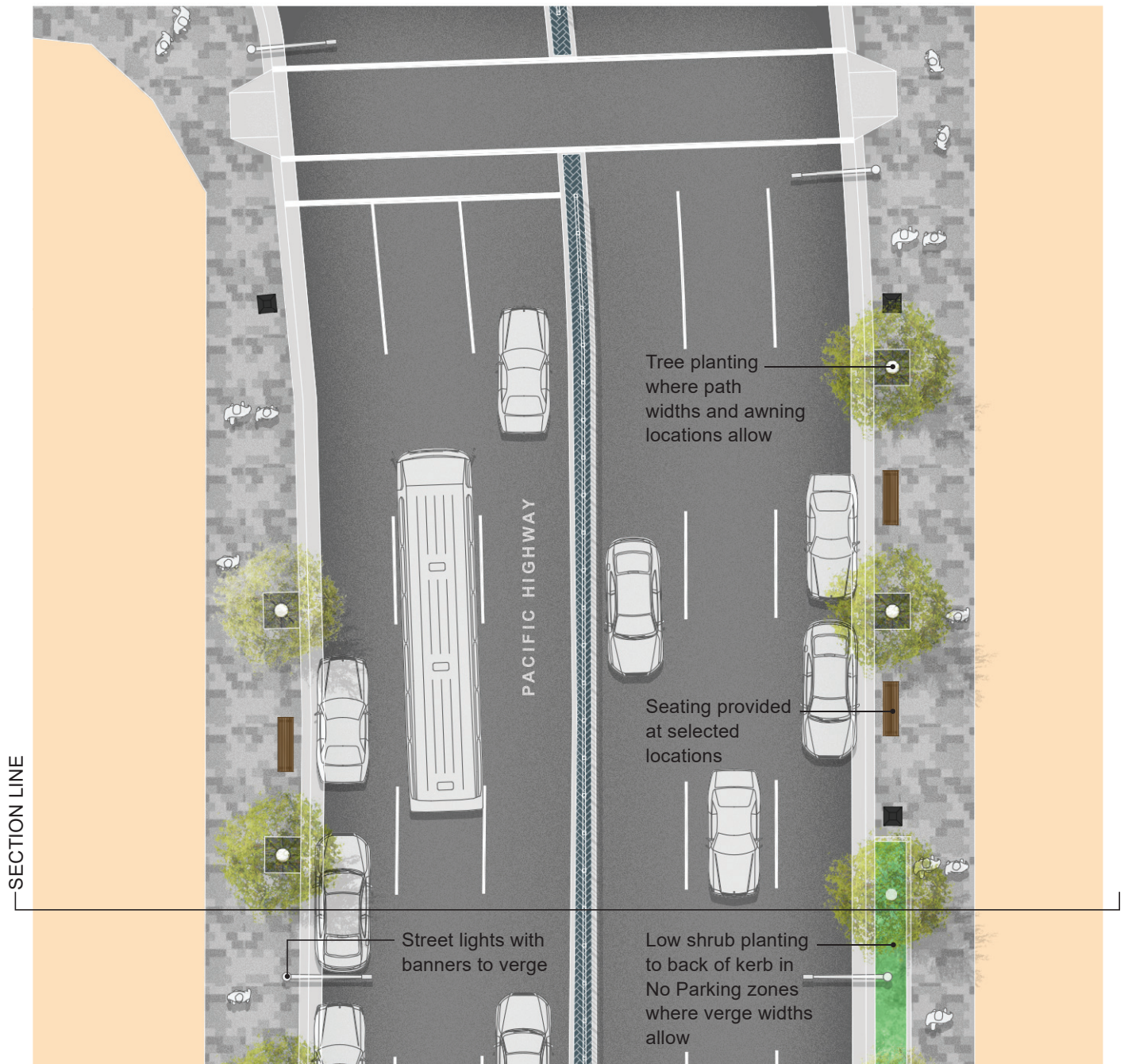
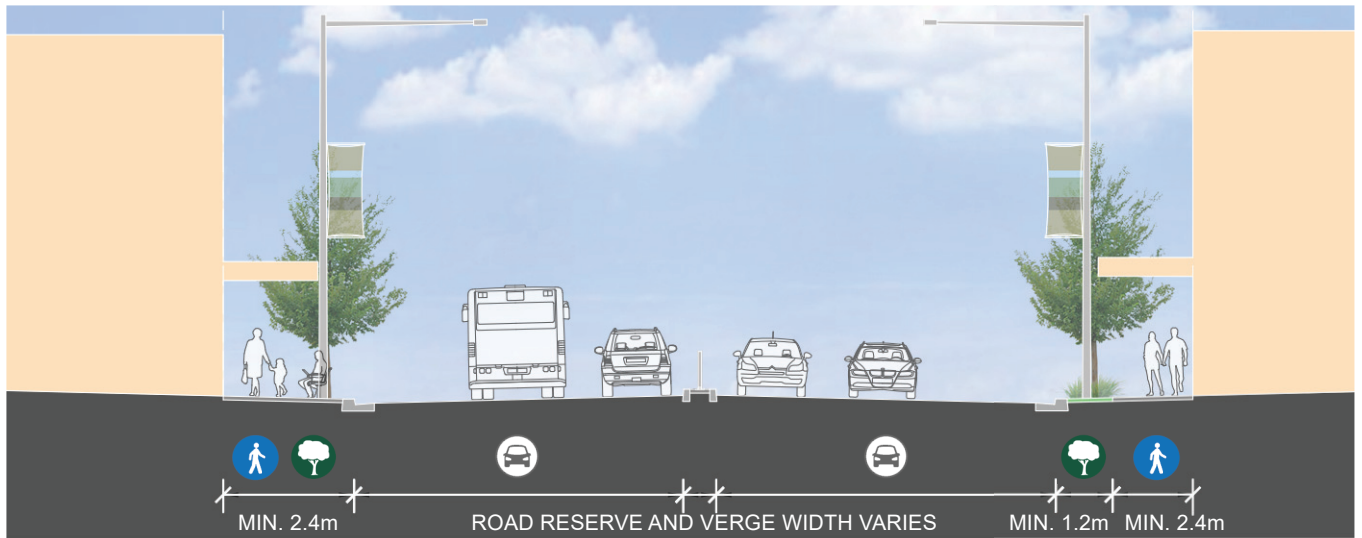
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.

► 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.



Notes



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2. Refer to Ku-ring-gai Public Domain Plan Volume 3: Technical Manual for selections, typical details and specifications for nominated materials.



► 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

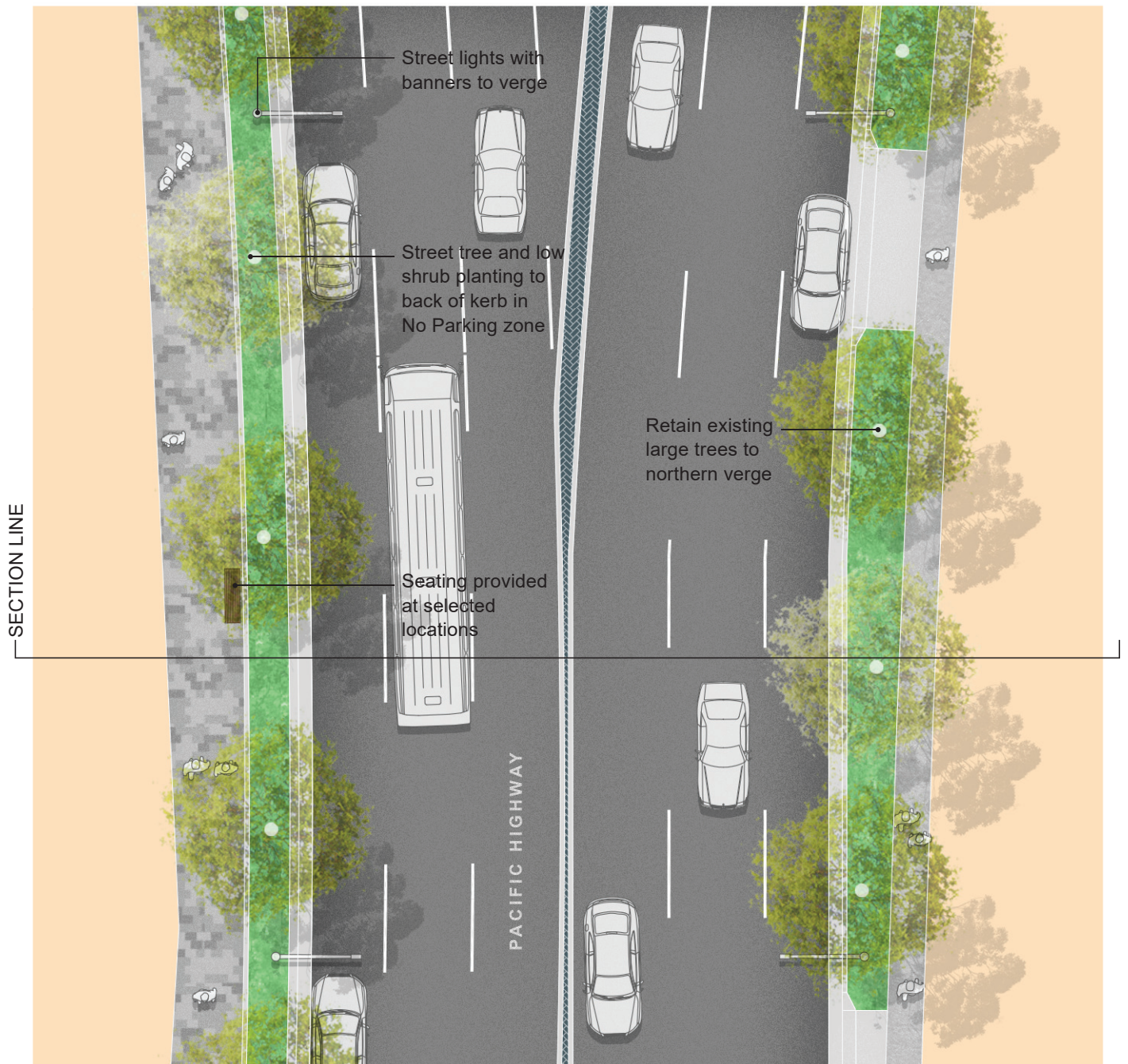
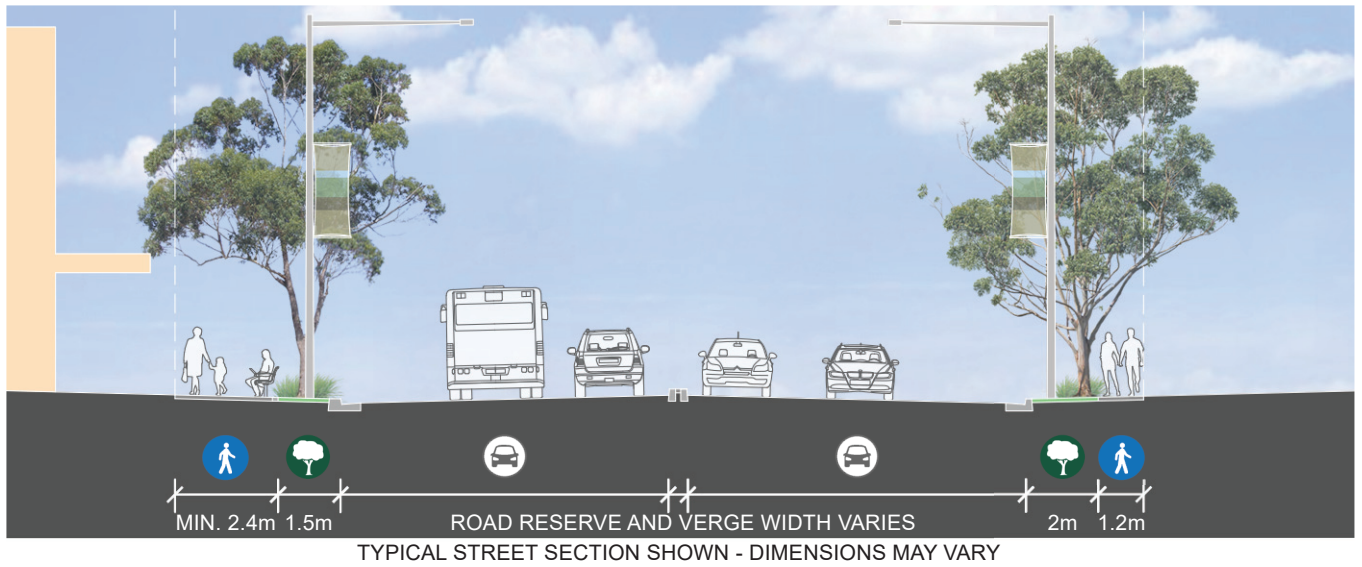
- Seats at 60-100m intervals and at bus stops.

► 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 minimum 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 minimum 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

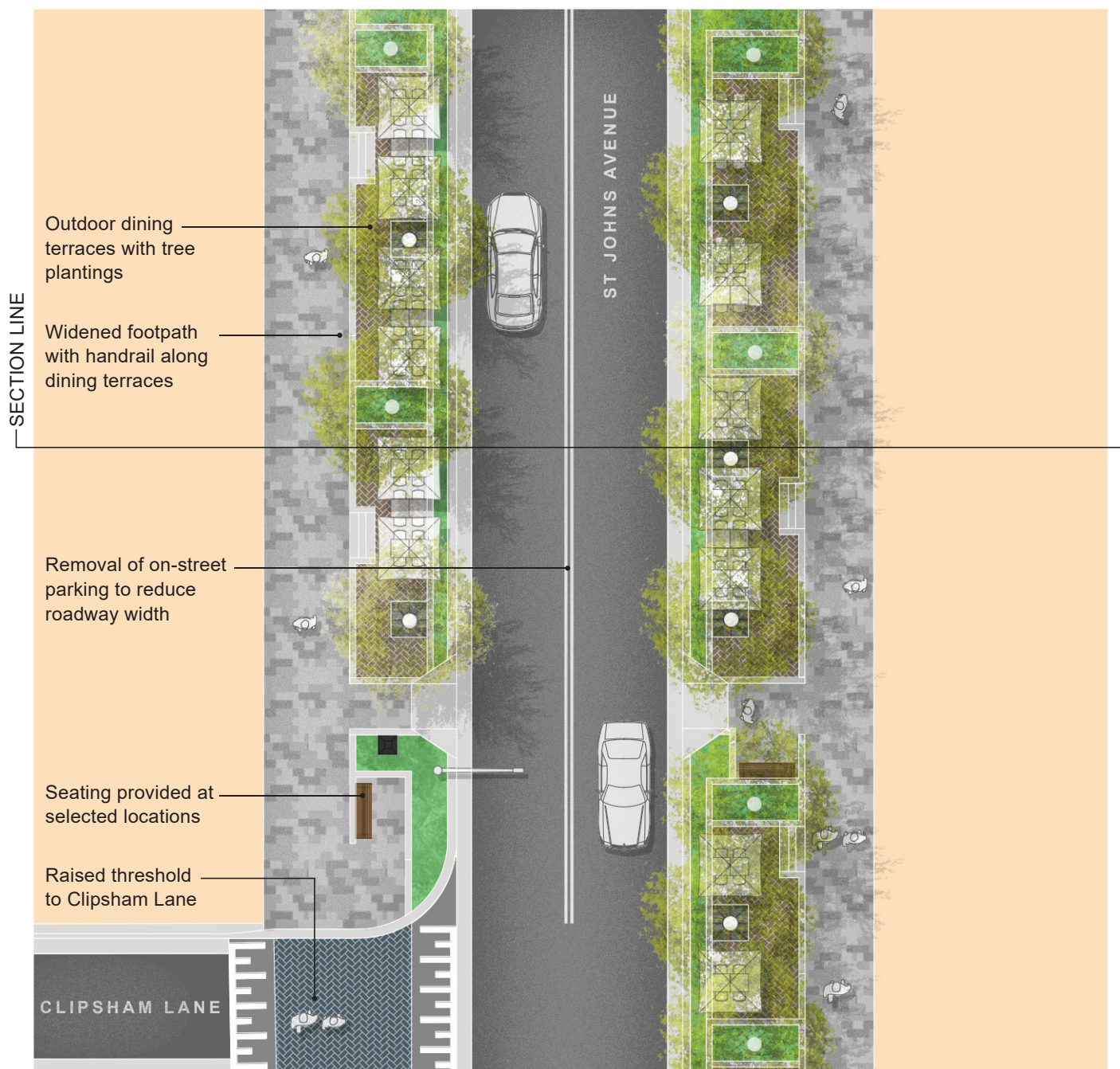
- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

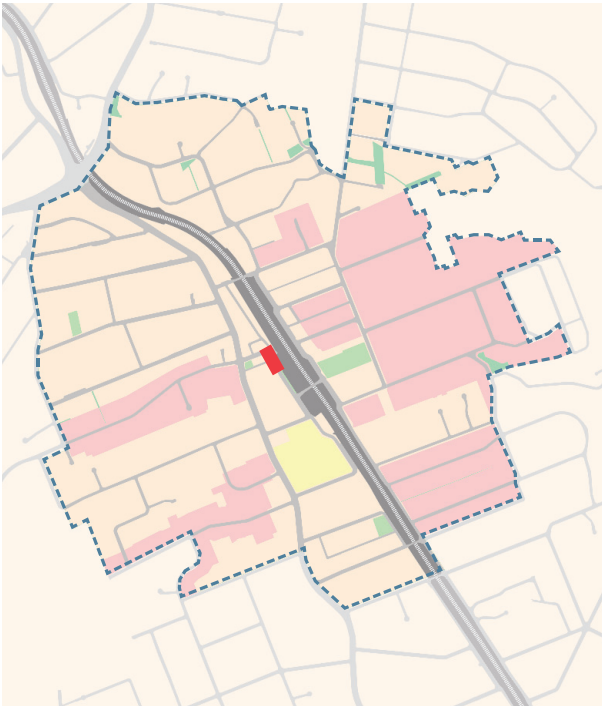


Notes



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4 HENRY STREET (NORTH OF NO. 36)



► 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

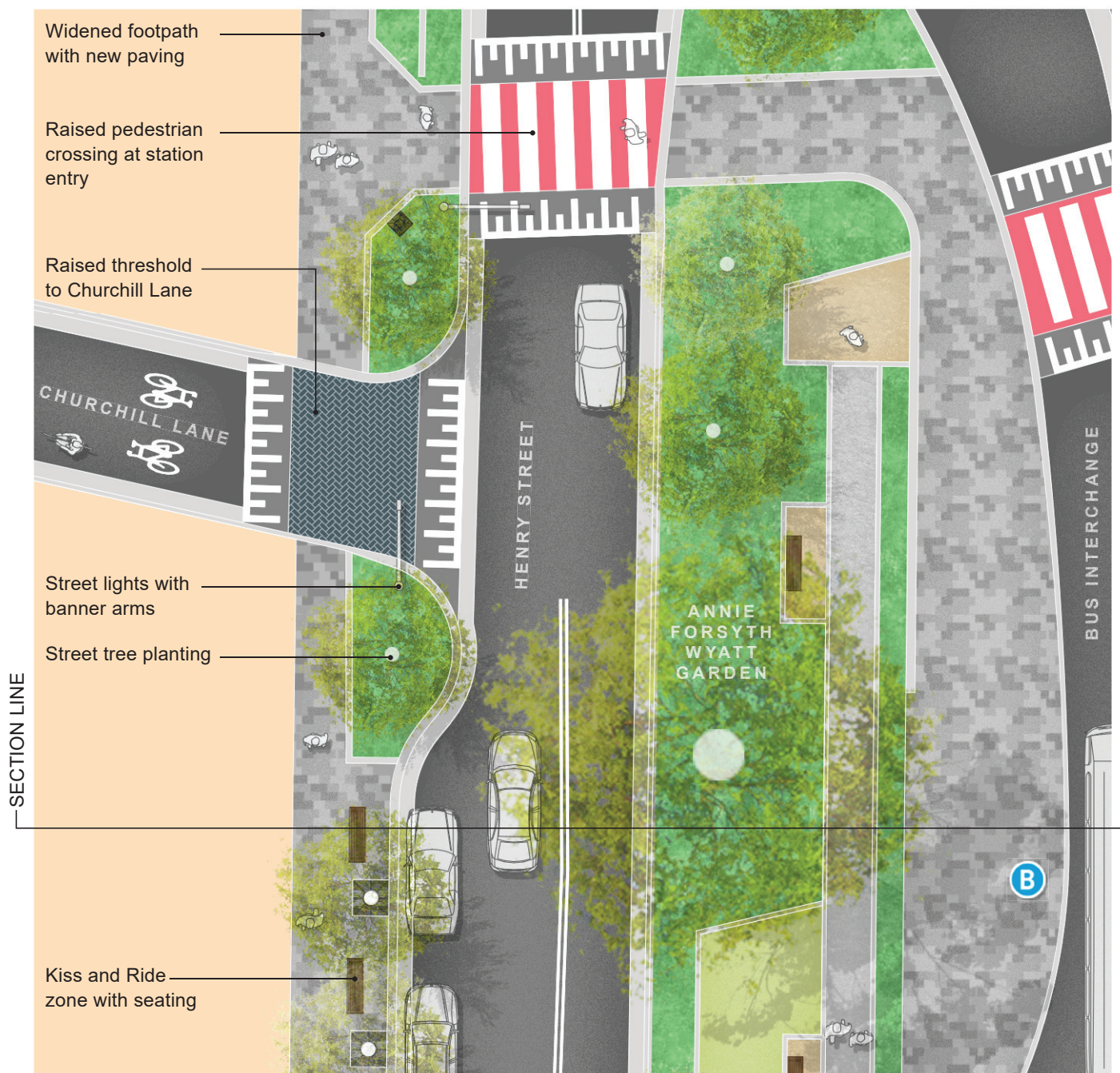
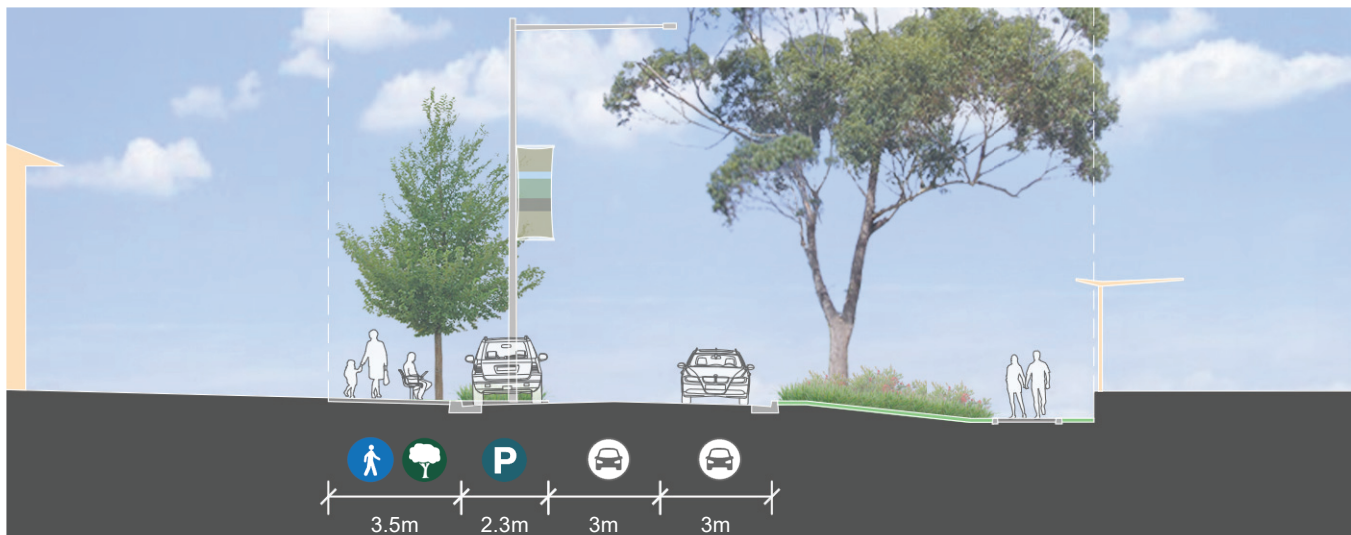
- Seats and bins at key crossing and Kiss and Ride areas.

► 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

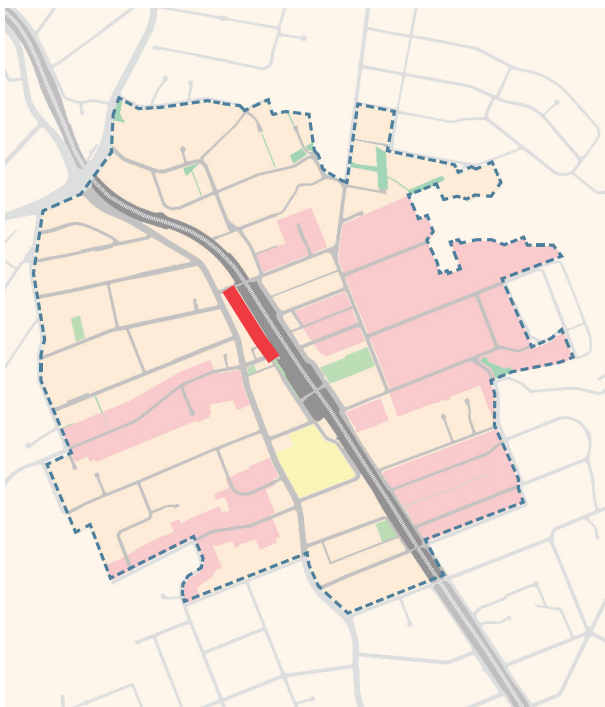
- Existing underground power.



Notes



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2. Refer to Ku-ring-gai Public Domain Plan Volume 3: Technical Manual for selections, typical details and specifications for nominated materials.



► 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

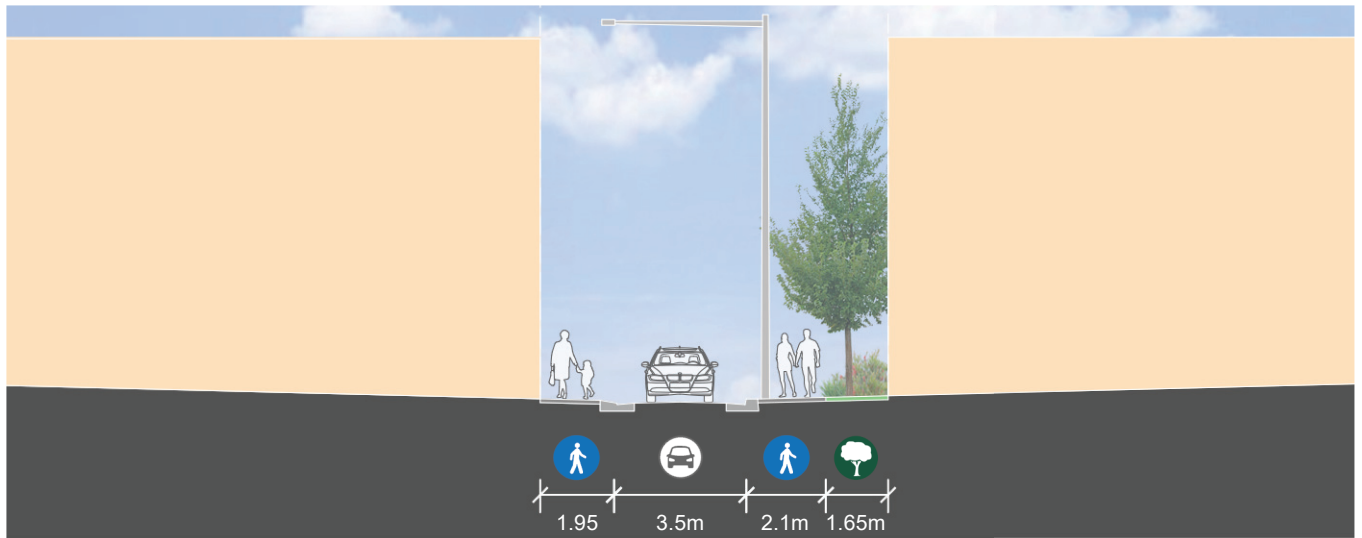
- Bins located at selected locations.
- No seats to be provided due to limited space.

► Lighting

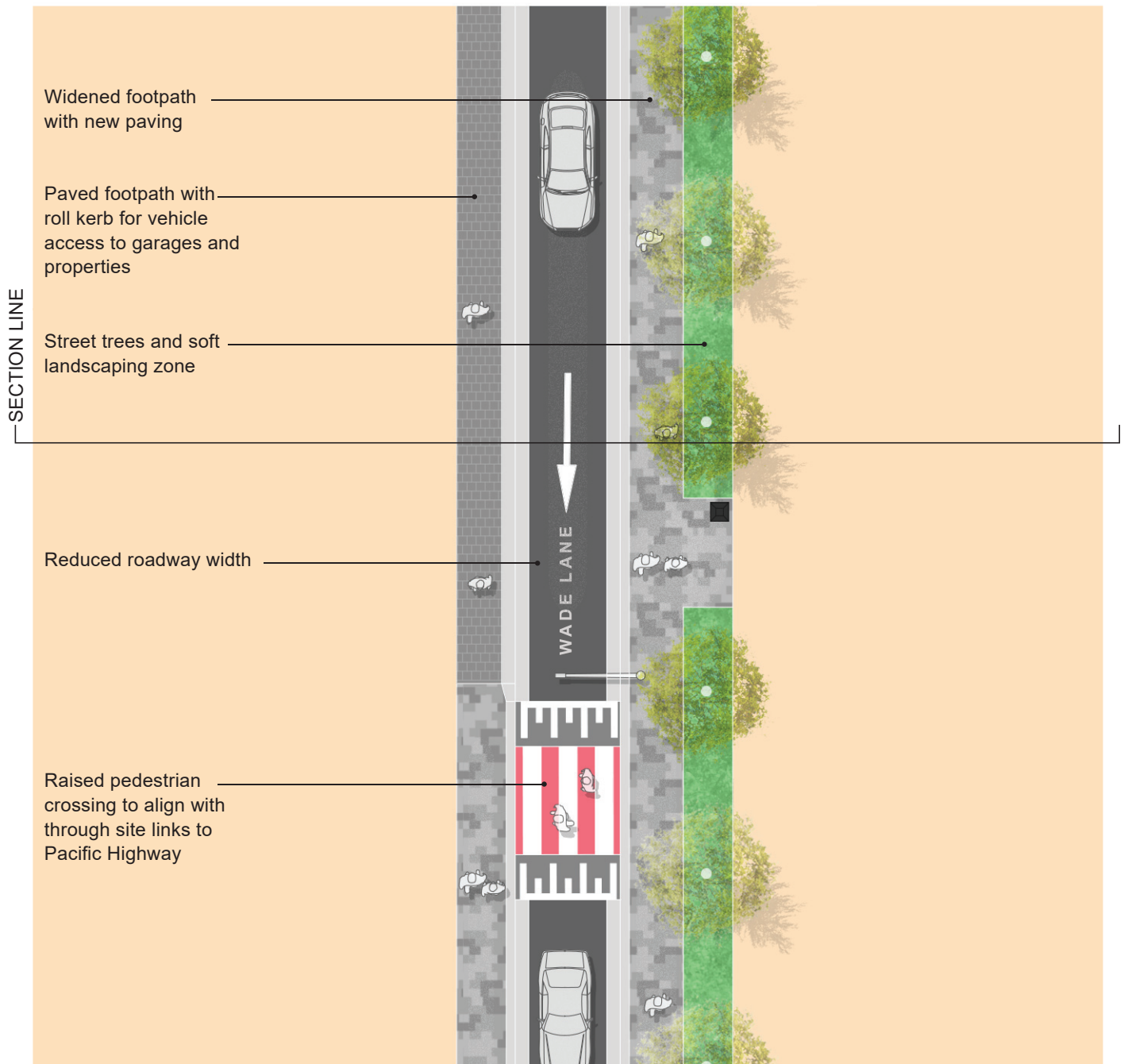
- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



Notes



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► 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

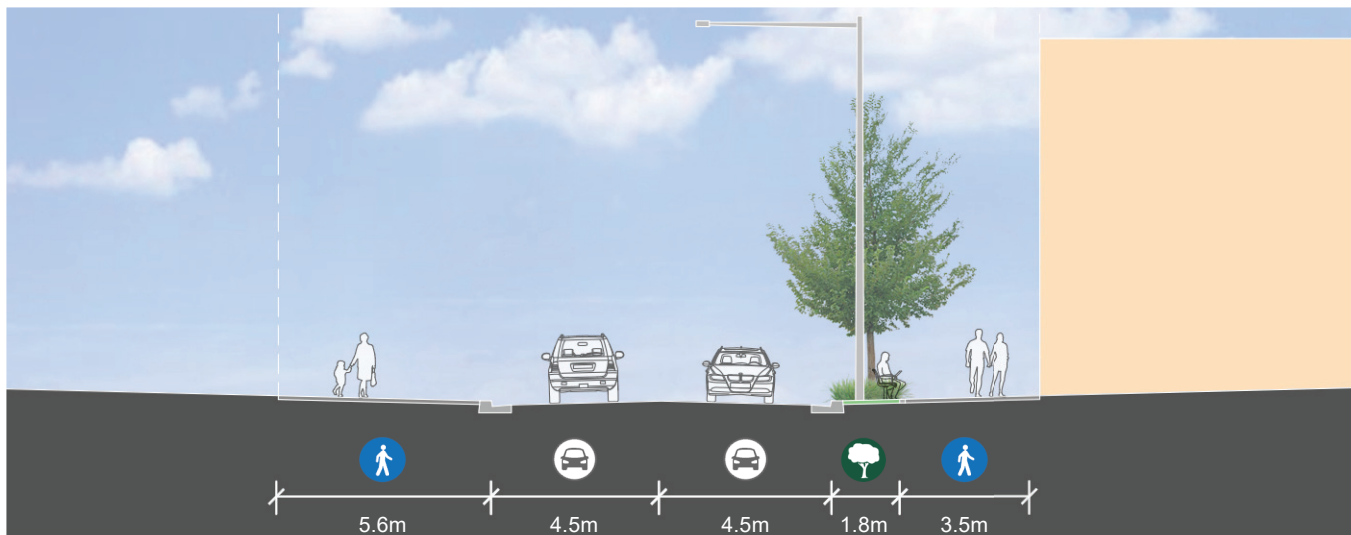
- Seats and bins at key crossing and gathering areas.

► Lighting

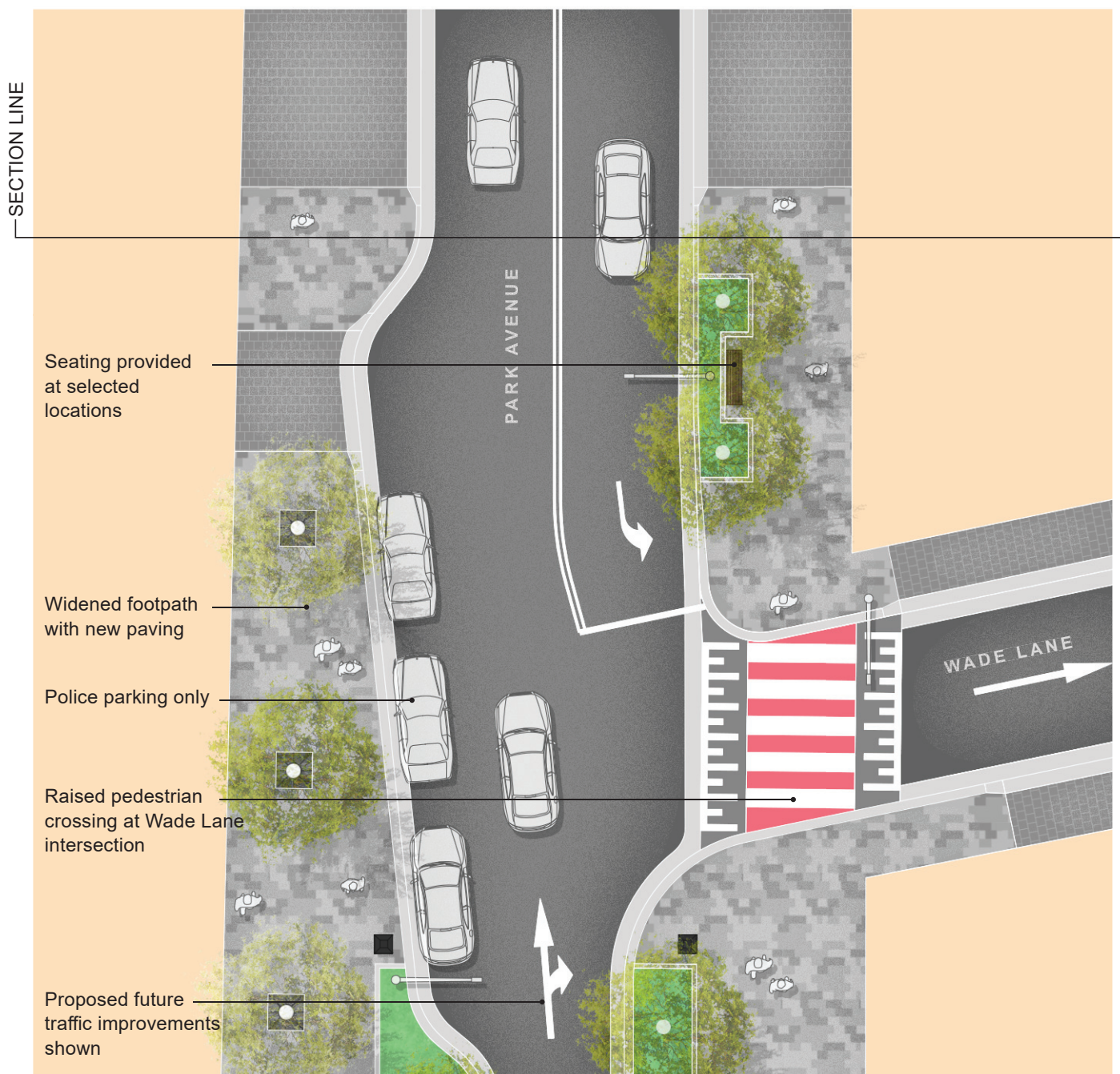
- Install selected Council street lights.
- Carriageway: minimum recommended category – V4. Lighting levels to be in accordance with AS/NZS1158.1 and with Transport for NSW requirements.
- Footpaths: minimum recommended category – P2. Lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

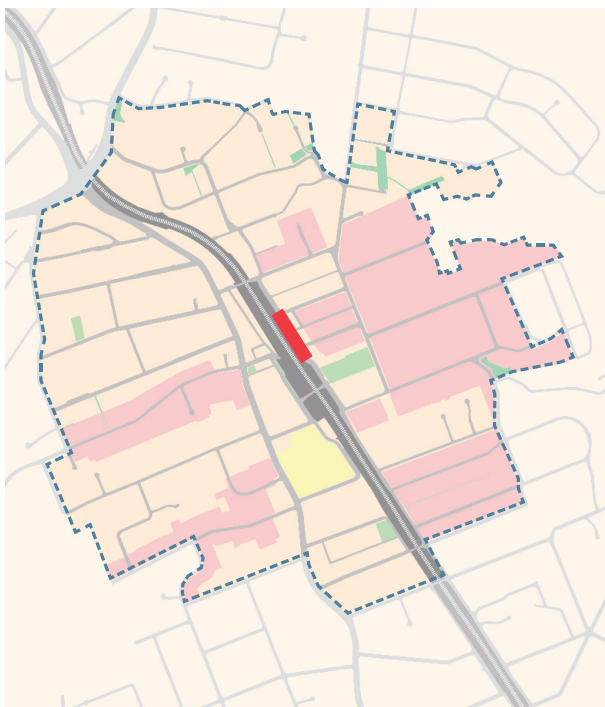


Notes



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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

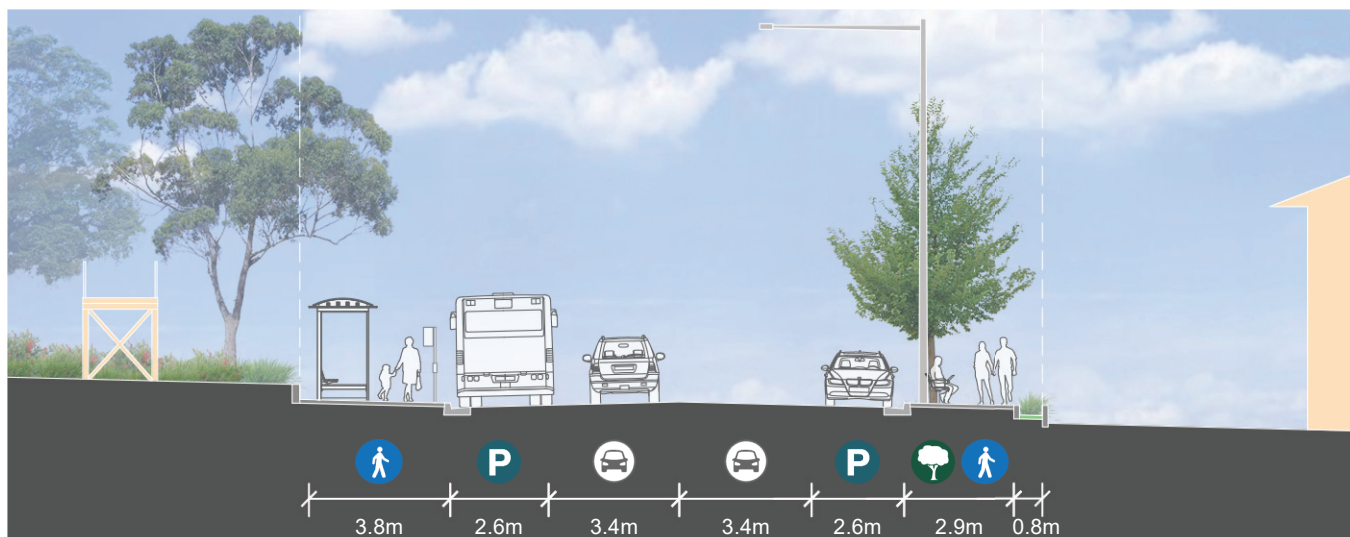
- Bus shelters.
- Seats and bins at bus stop and Kiss and Ride zone.
- Bicycle parking.

► Lighting

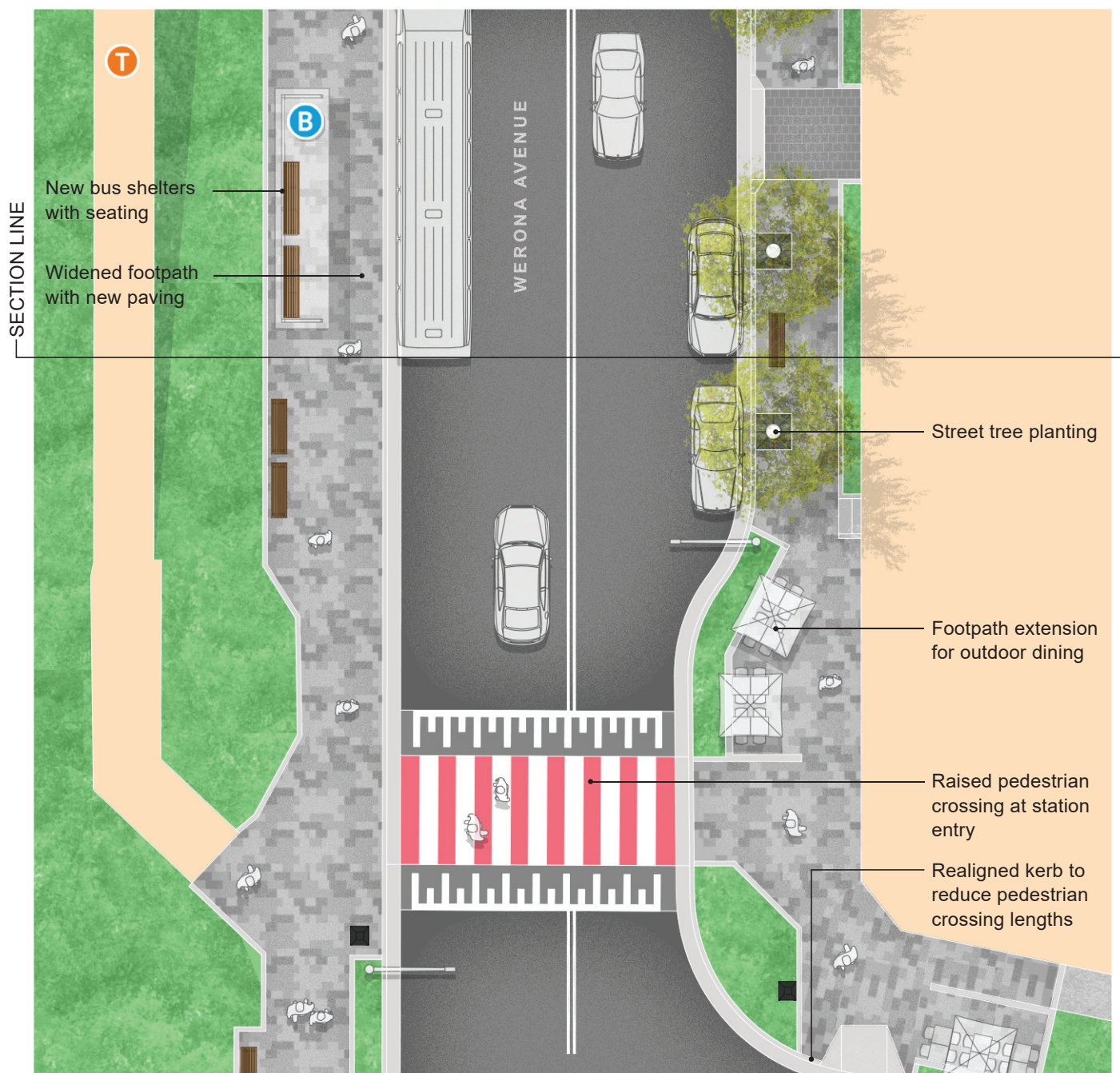
- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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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

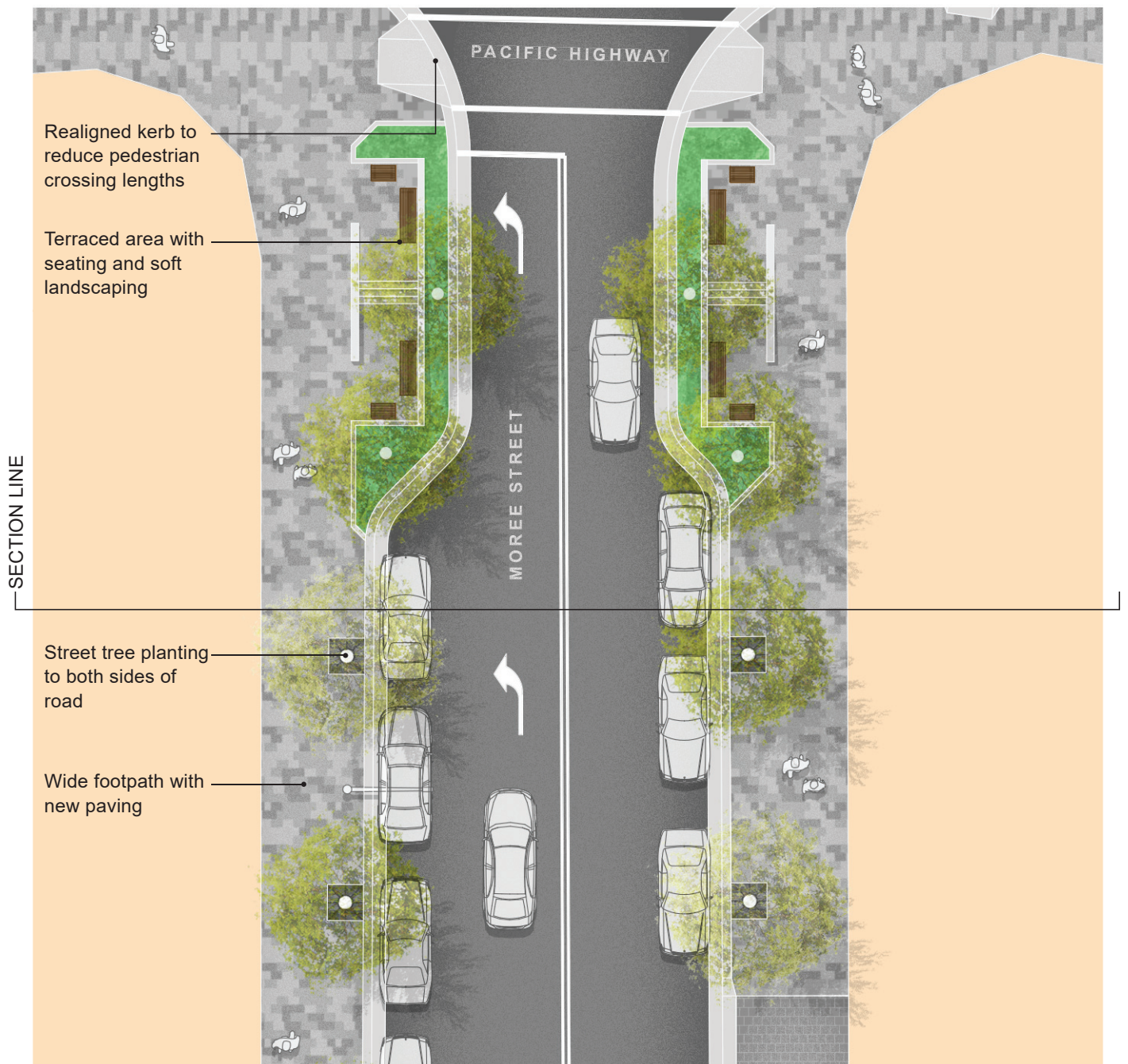
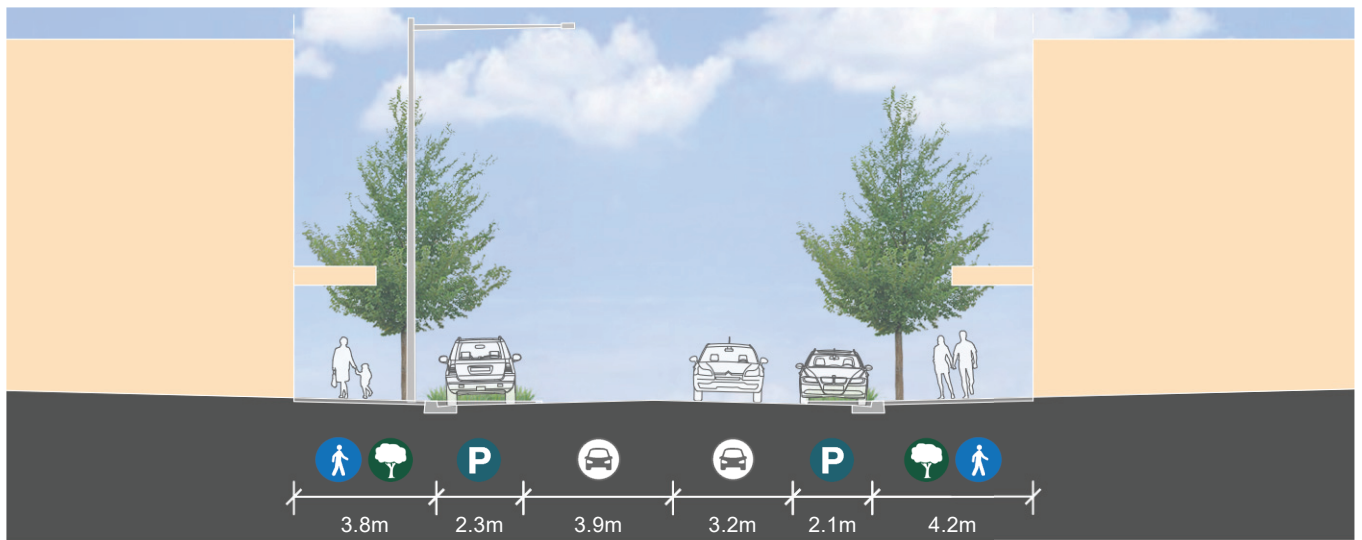
- Seats and bins in kerb extensions.

► 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

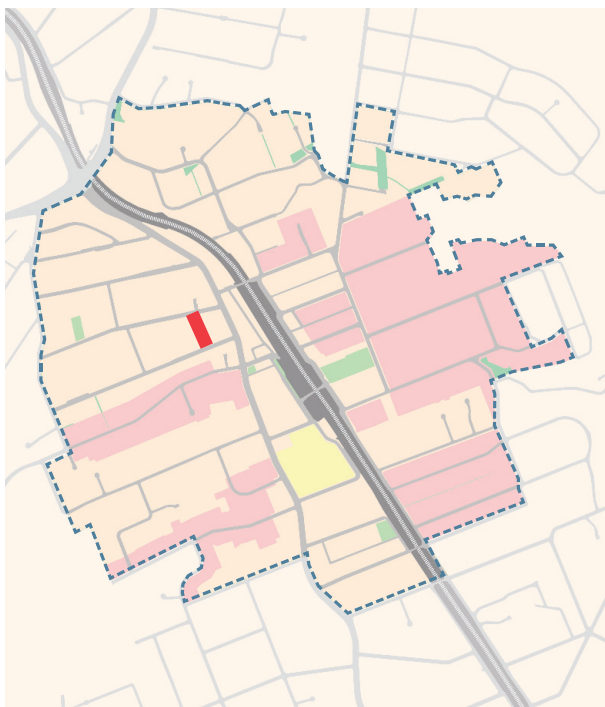
- Existing underground power.



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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

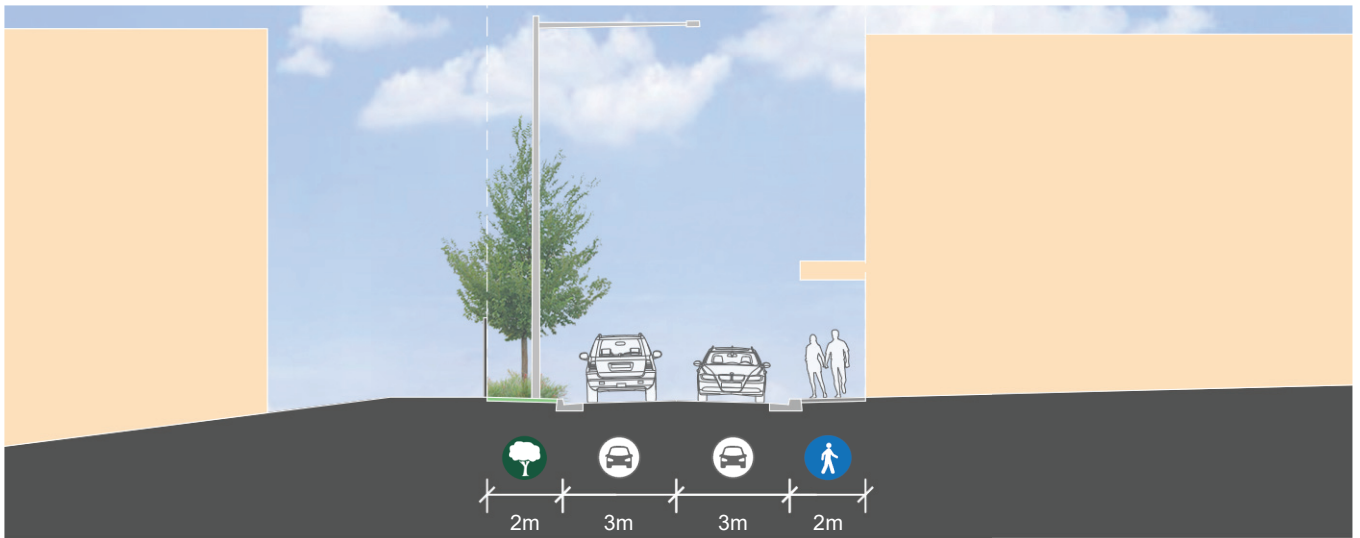
- None.

► Lighting

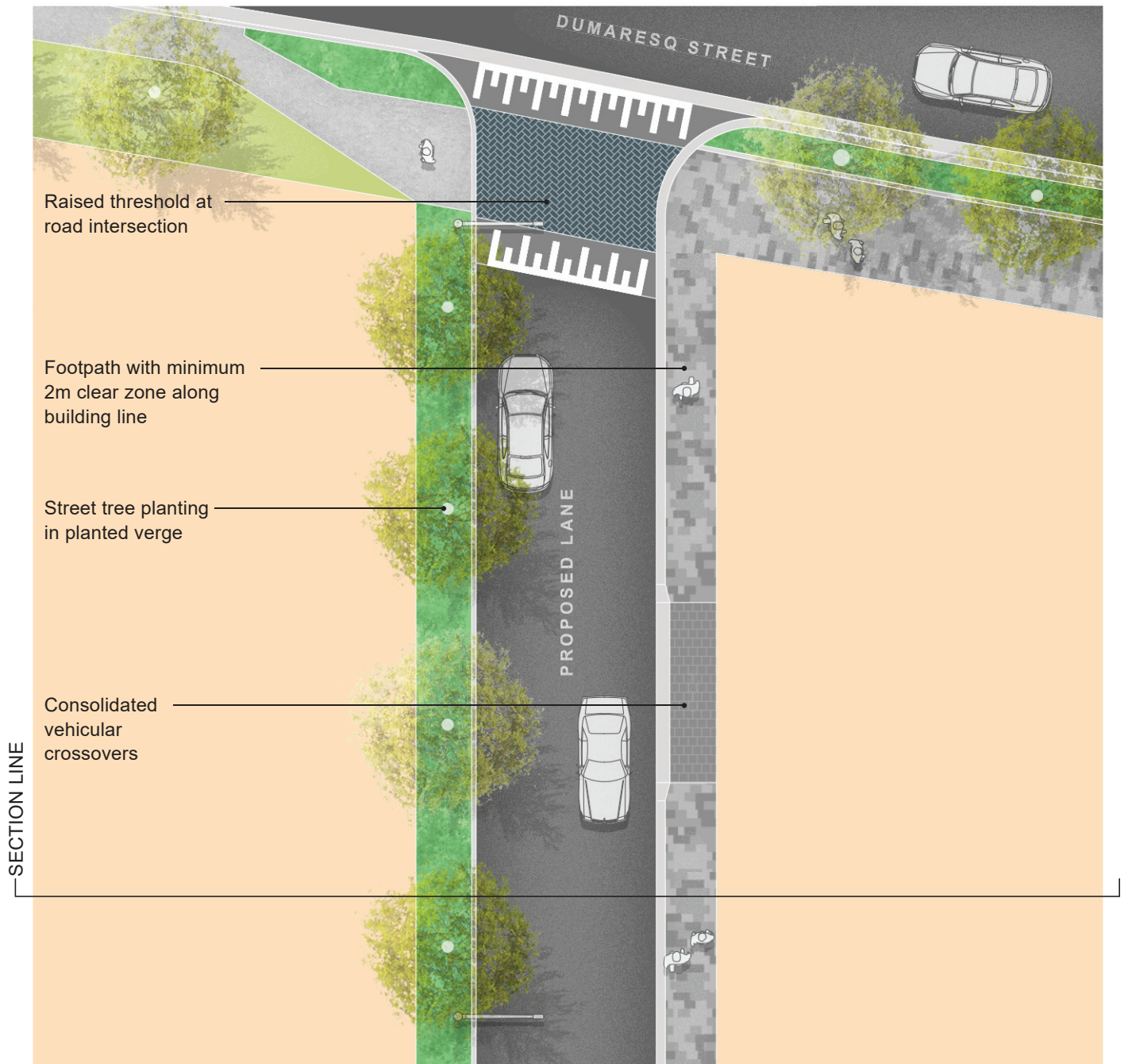
- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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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

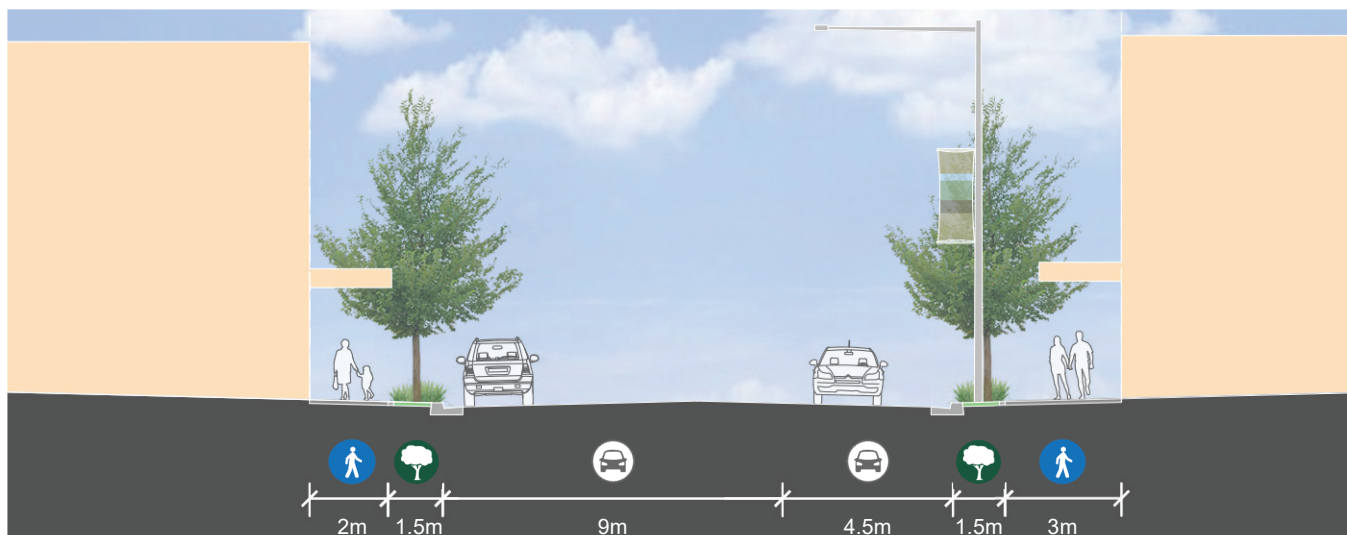
- None.

► Lighting

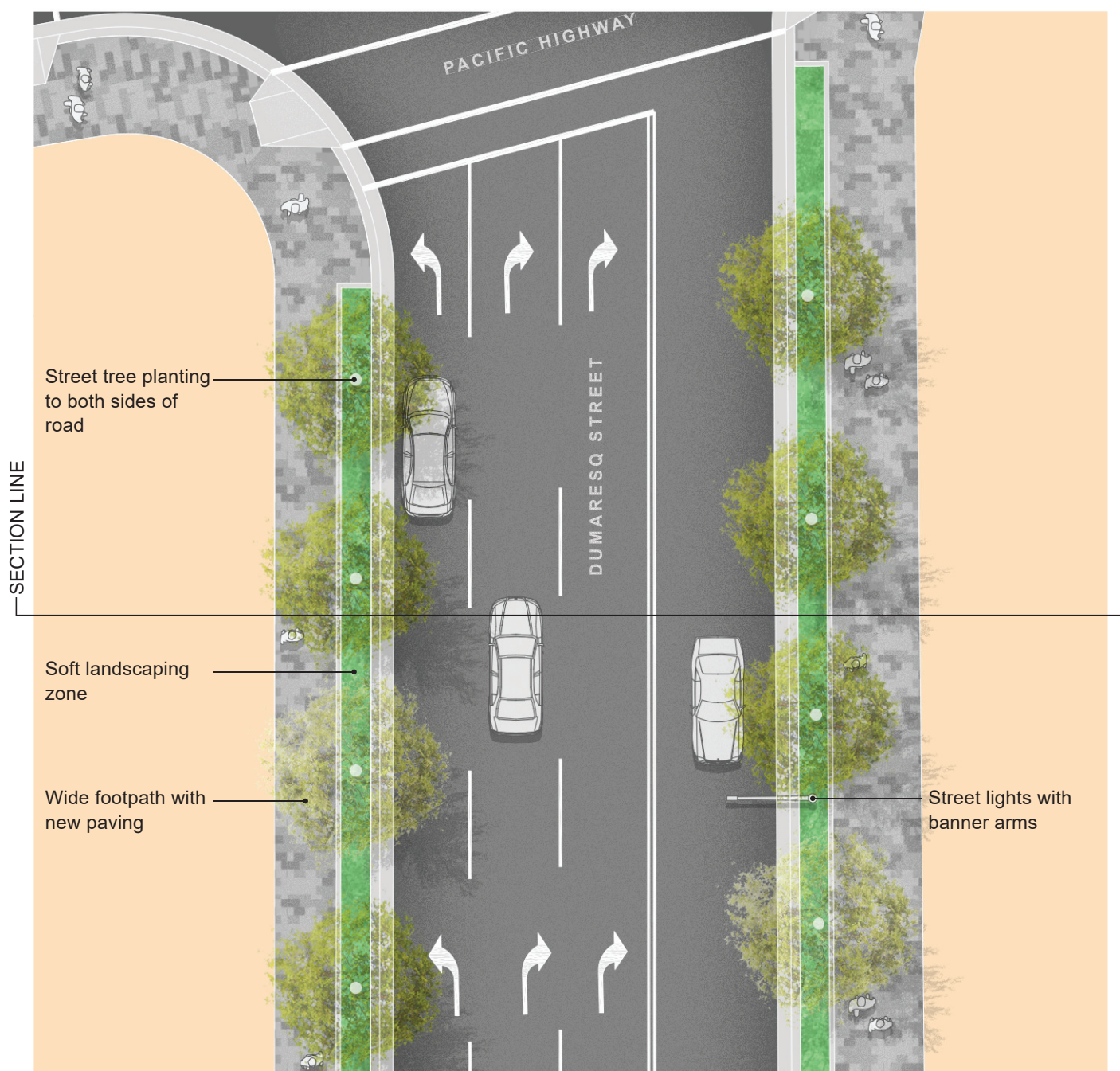
- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

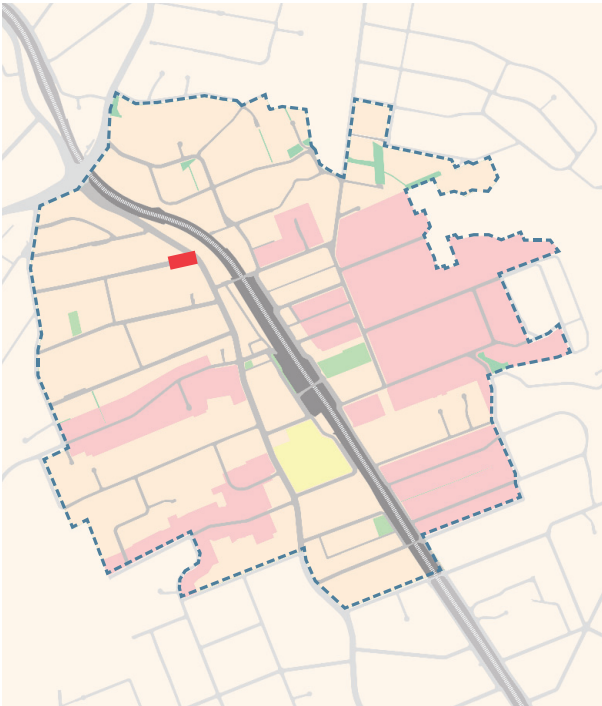


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11 MCINTYRE STREET (PACIFIC HIGHWAY TO MCINTYRE LANE)



► 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

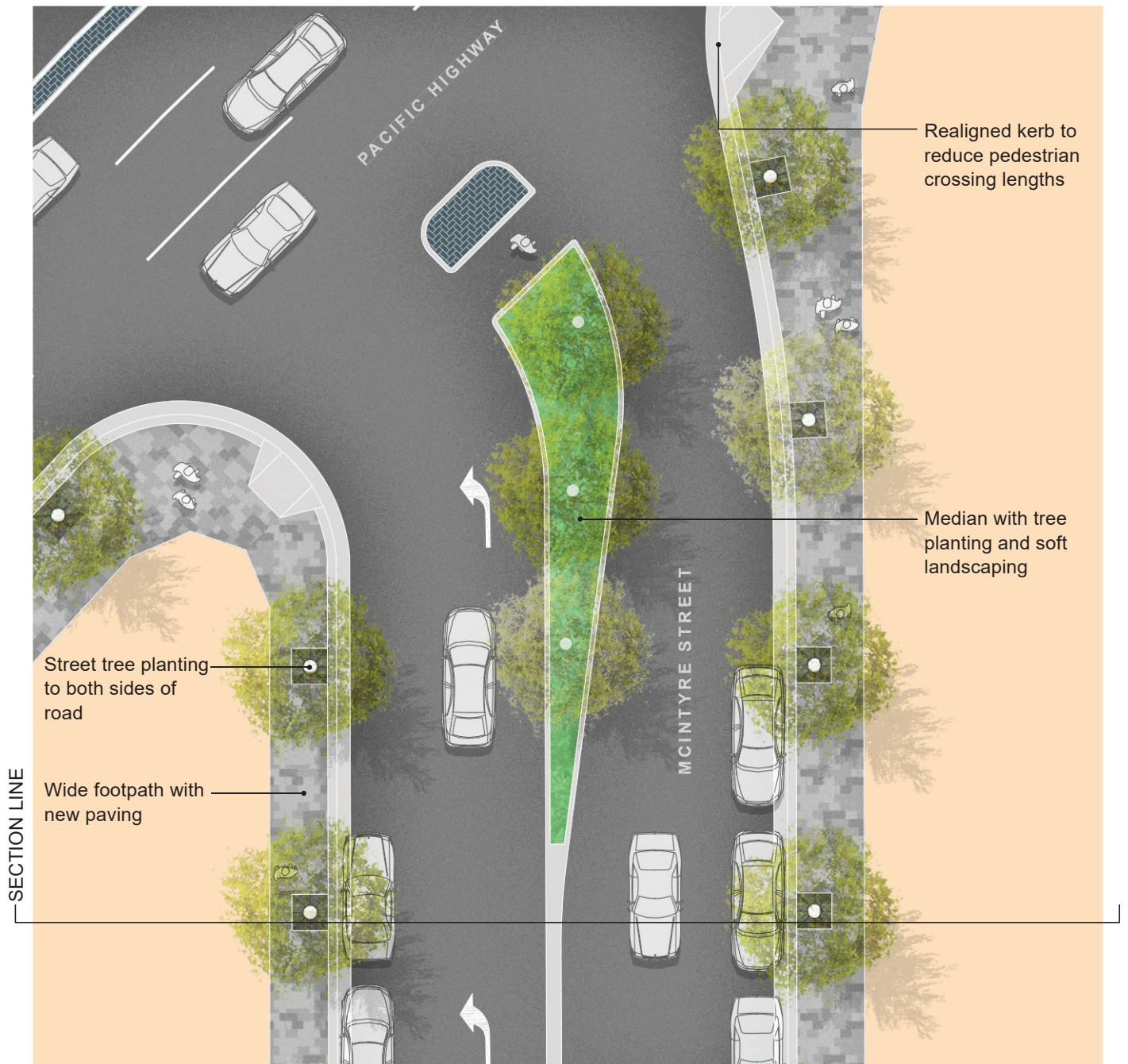
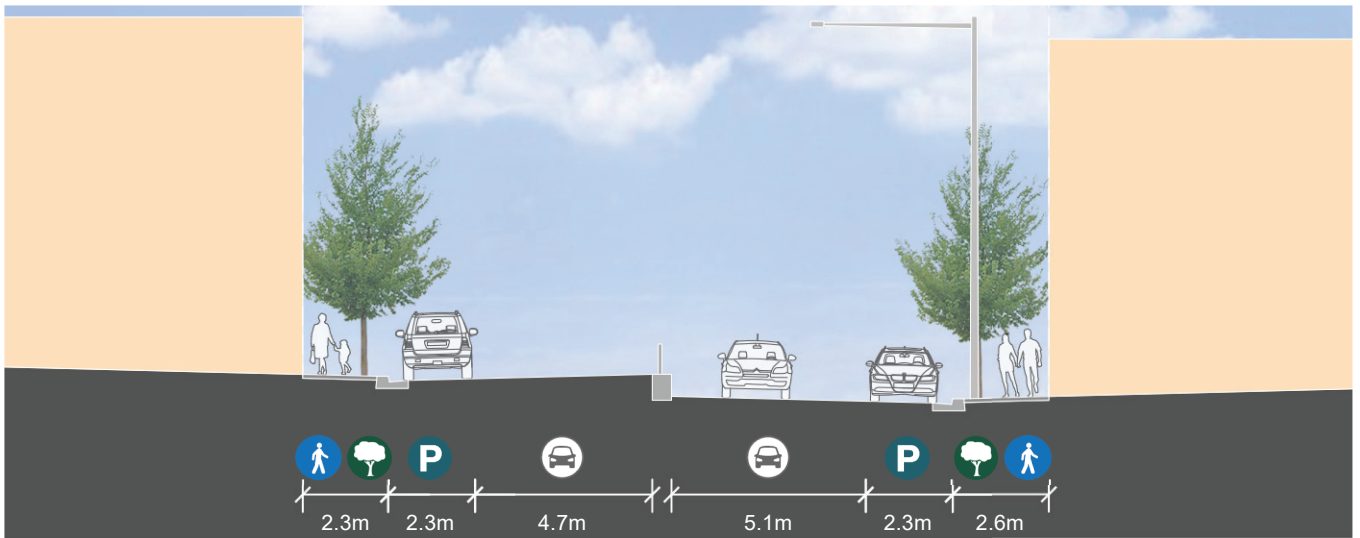
- None.

► 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

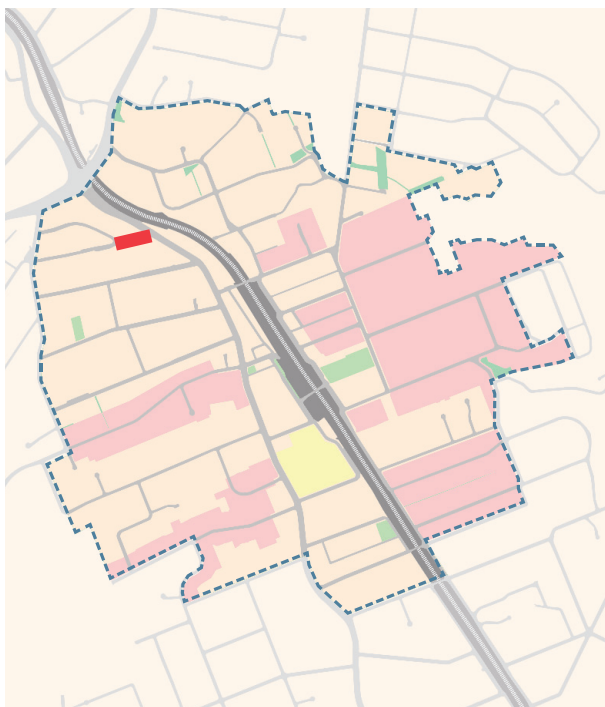
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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

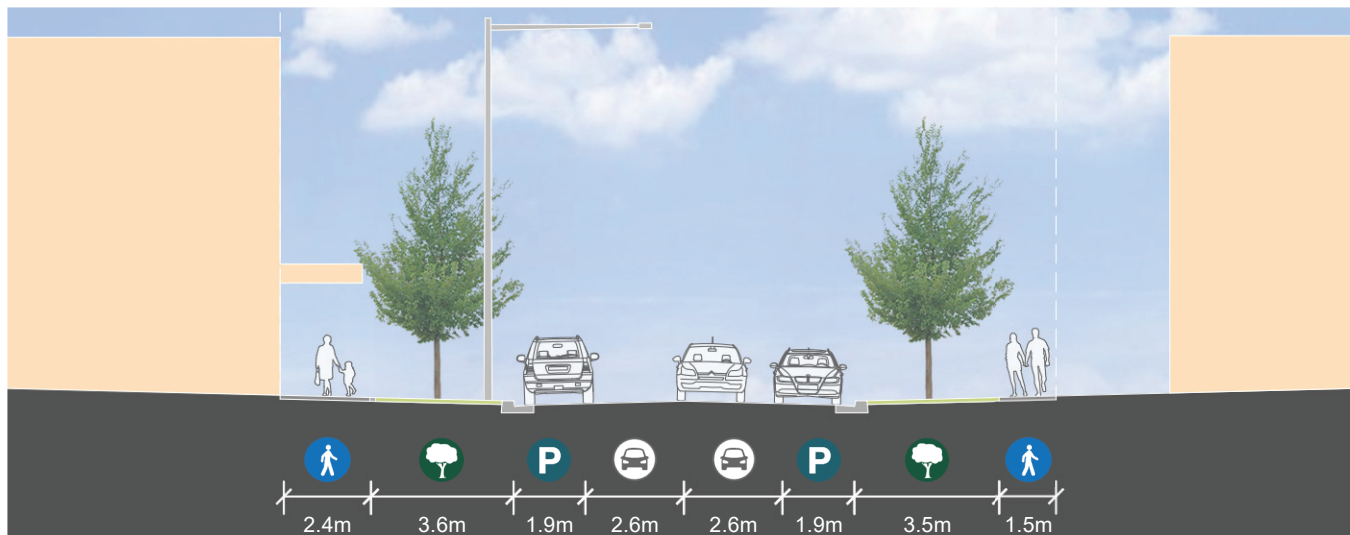
- None.

► Lighting

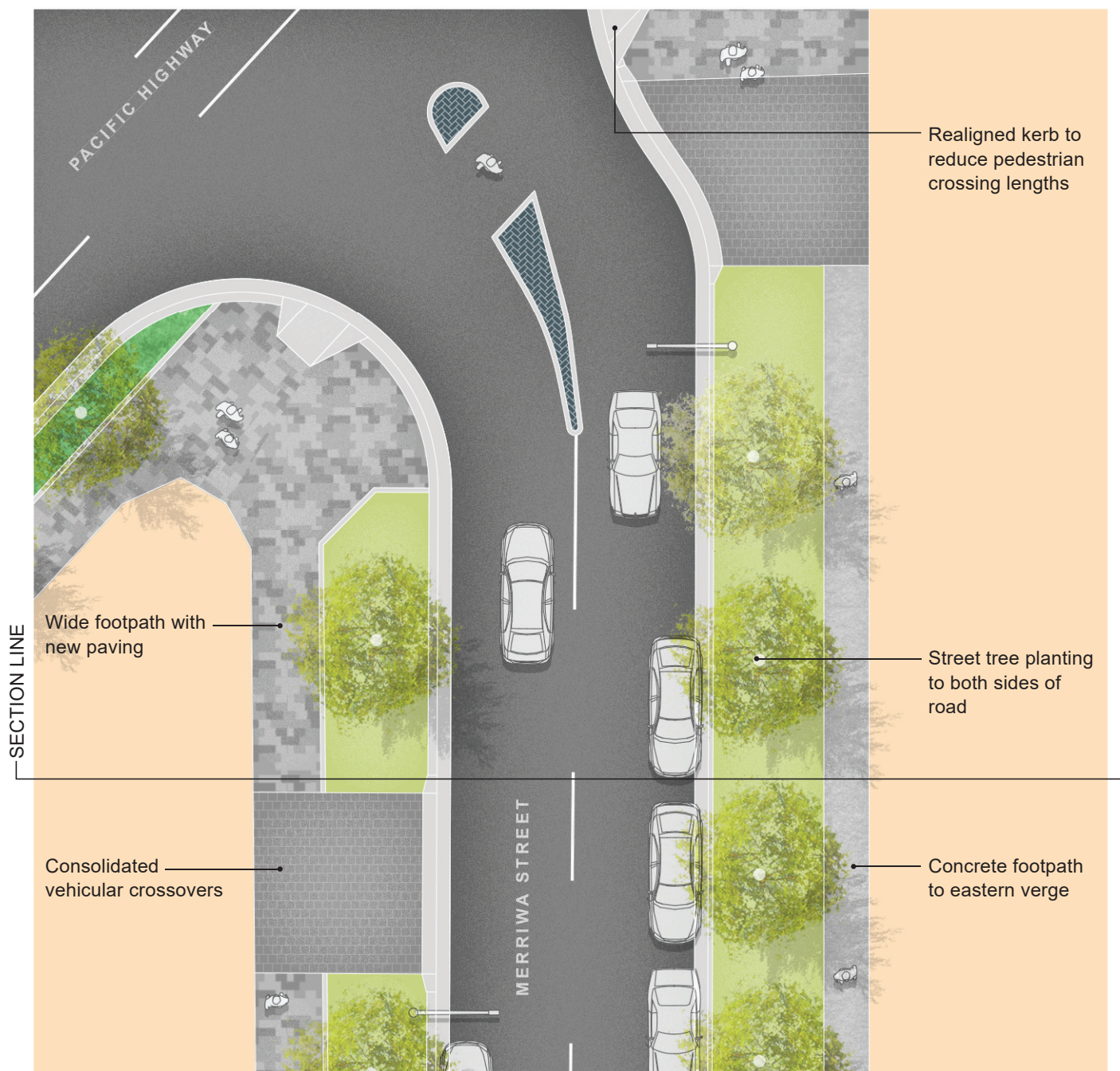
- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

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



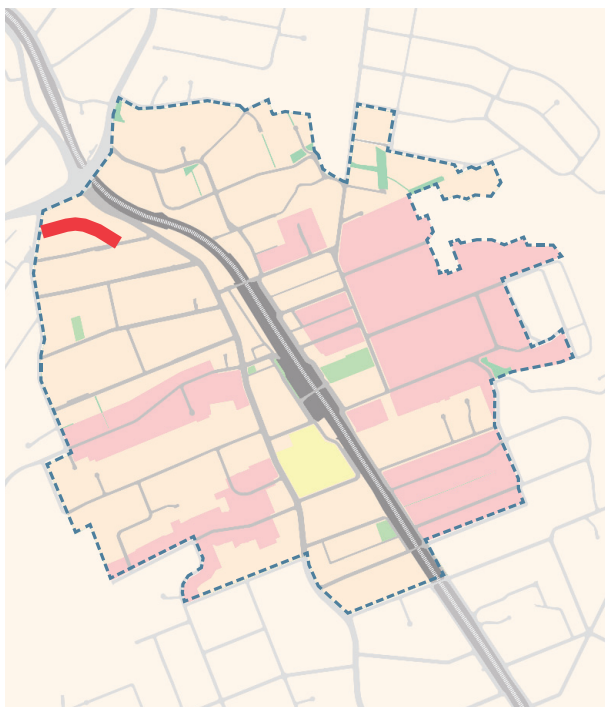
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► Designed Future Character

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

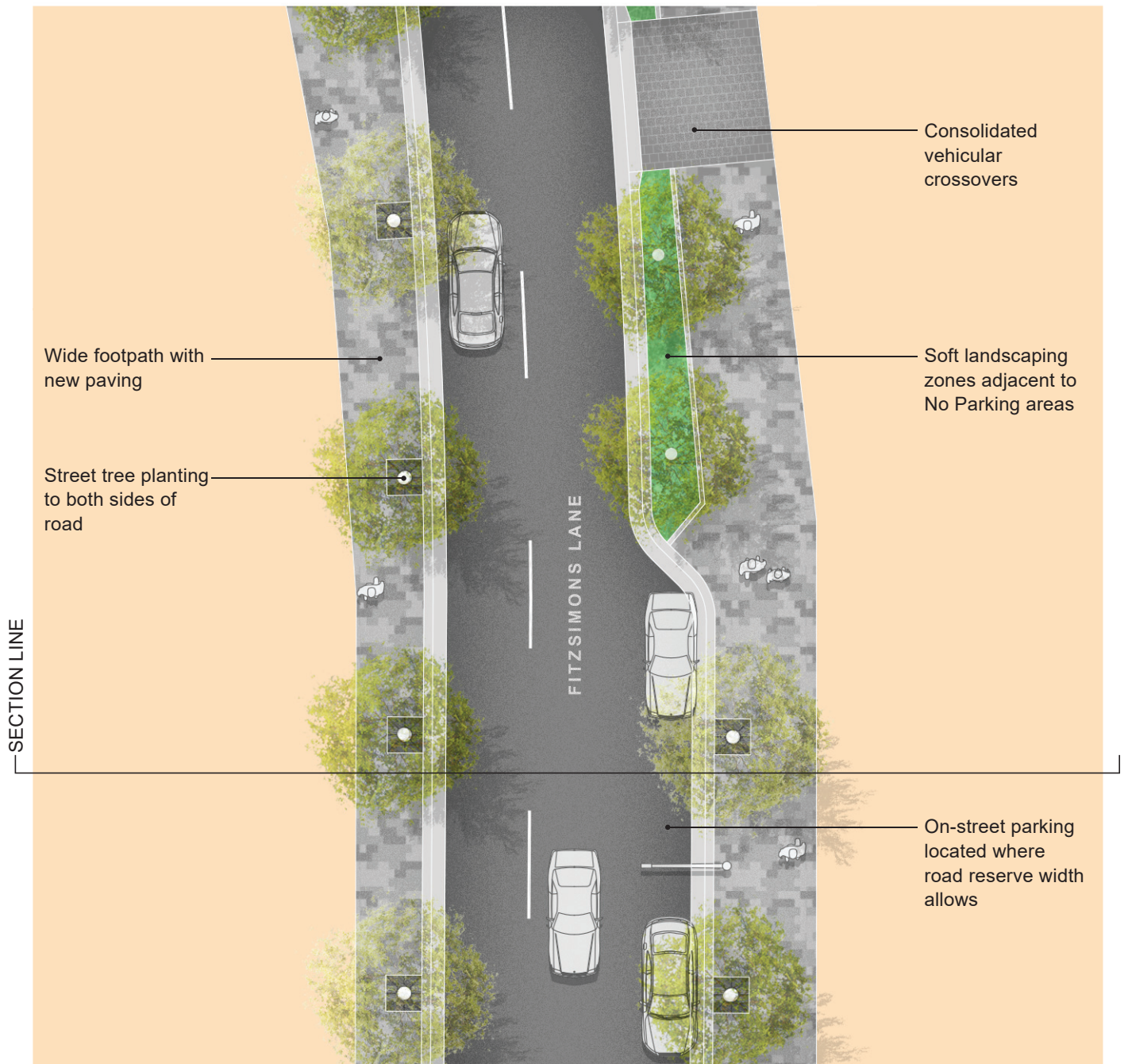
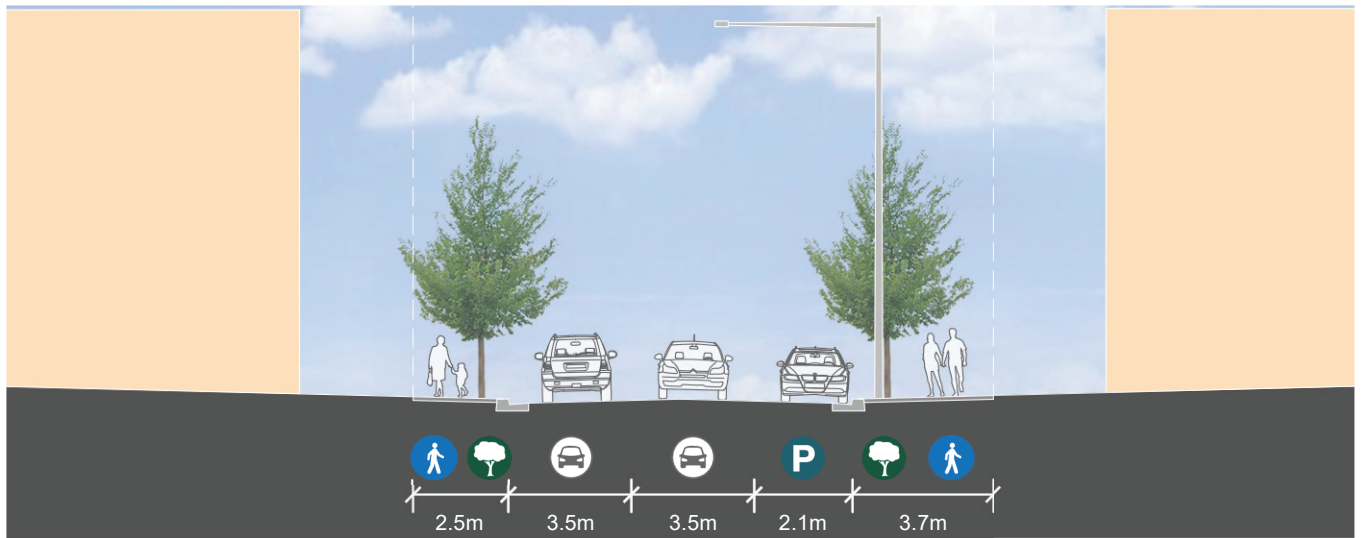
- None.

► 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

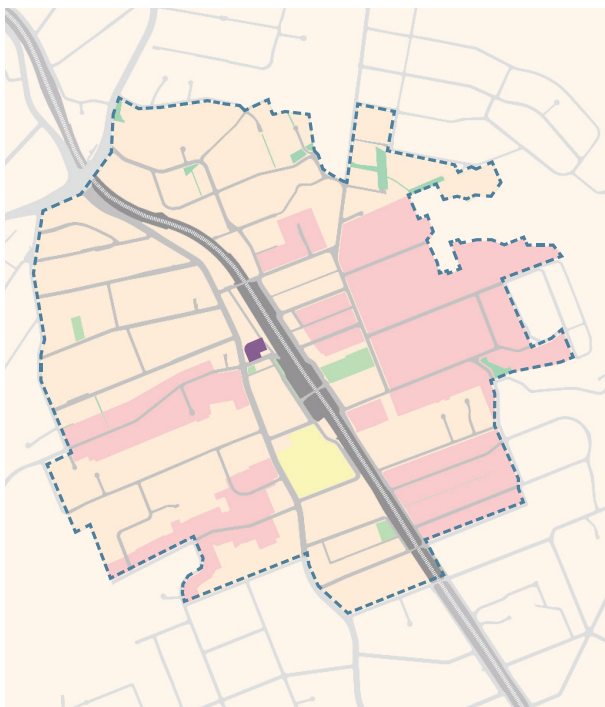
- Underground power.



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► Designed Future Character

Clipsham Lane will become a low speed / high pedestrian 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 lane 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 Low Speed / High Pedestrian Zone – brick paving for low speed 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

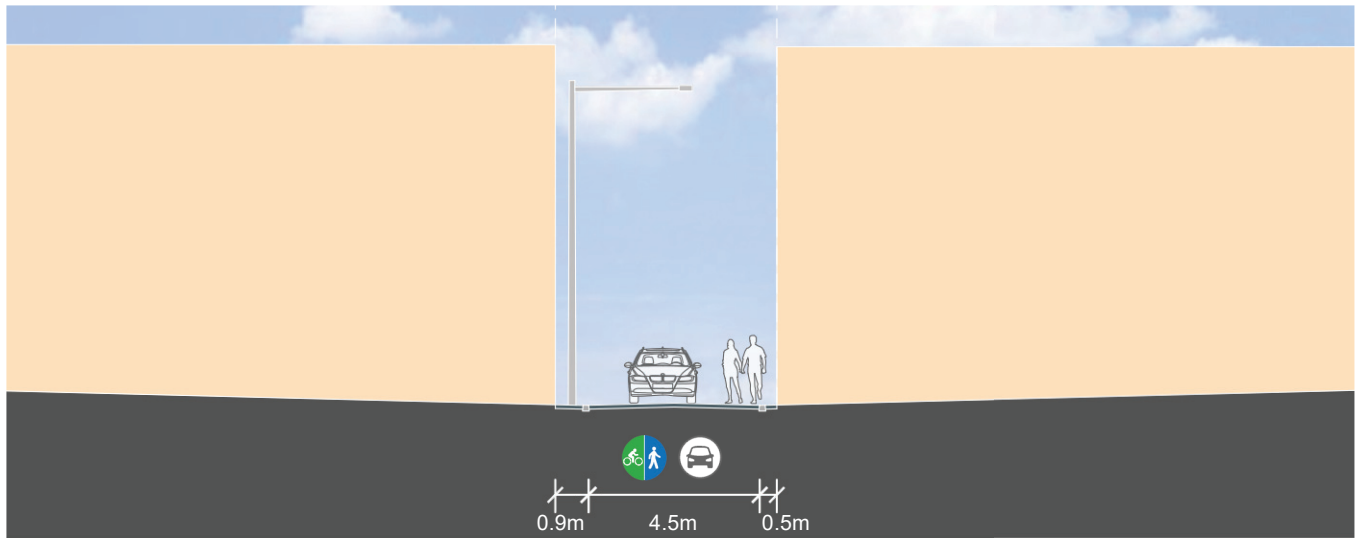
- Raised planters may be used to direct traffic movement through the lane. If street level is activated through redeveloped sites, street furniture may be added to complement future uses.

► Lighting

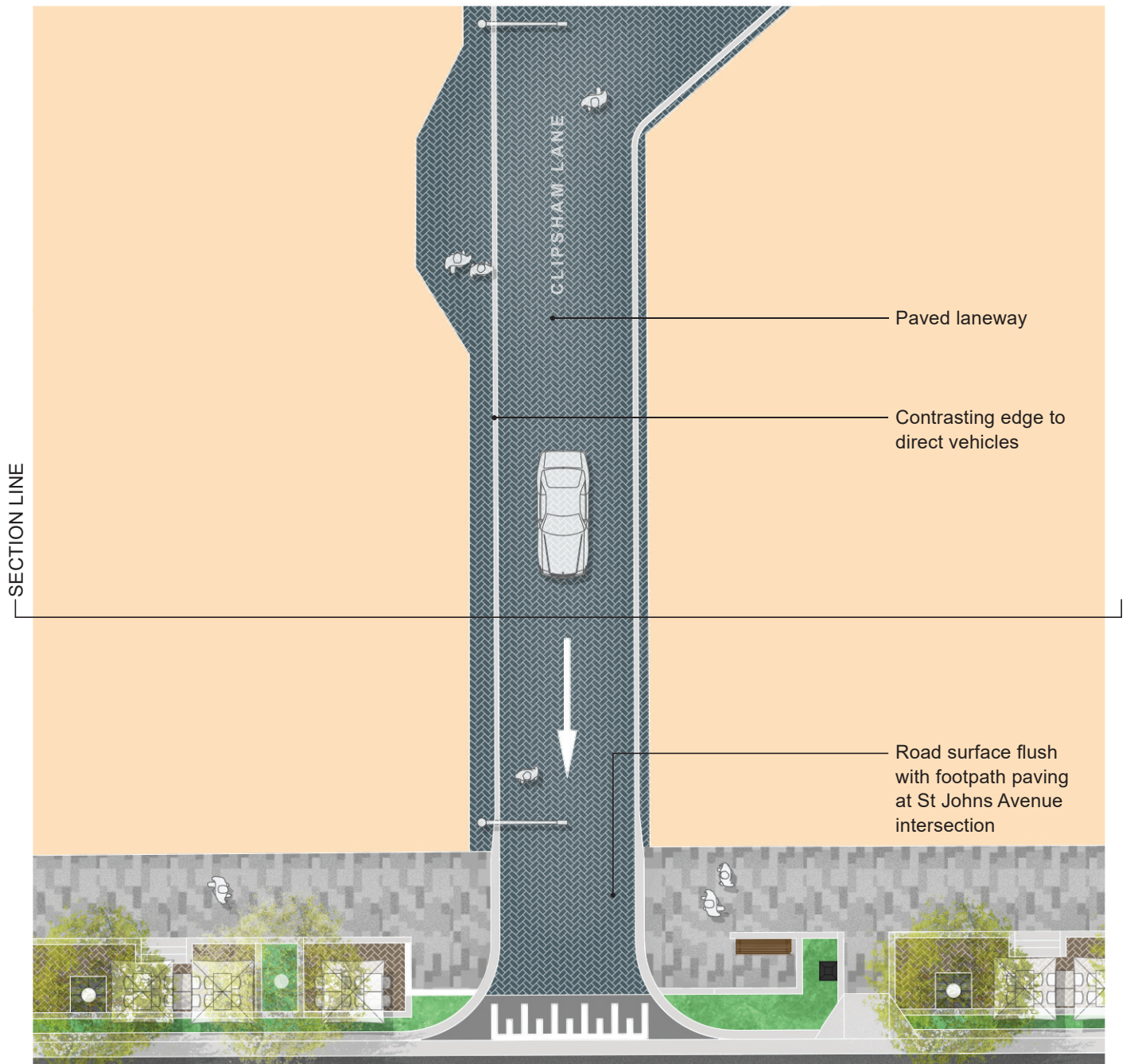
- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



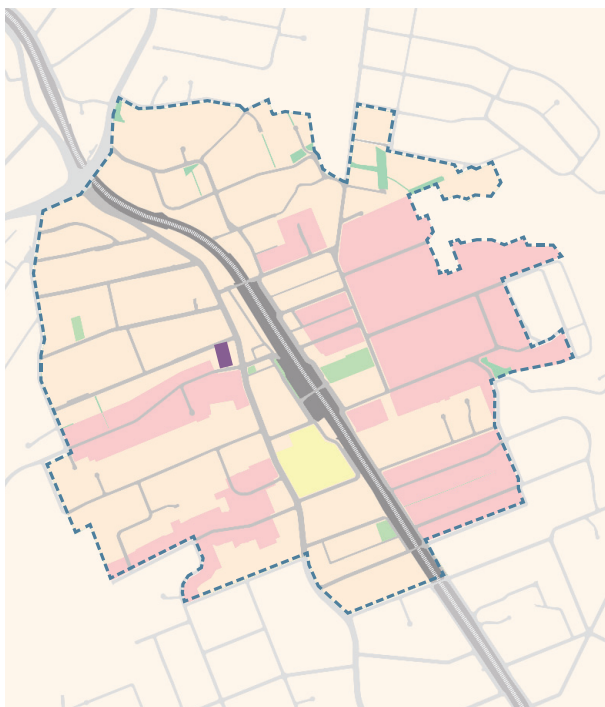
TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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► Designed Future Character

St Johns Lane will become a low speed / high pedestrian 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 lane.
- 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 Low Speed / High Pedestrian Zone – brick paving for low speed 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

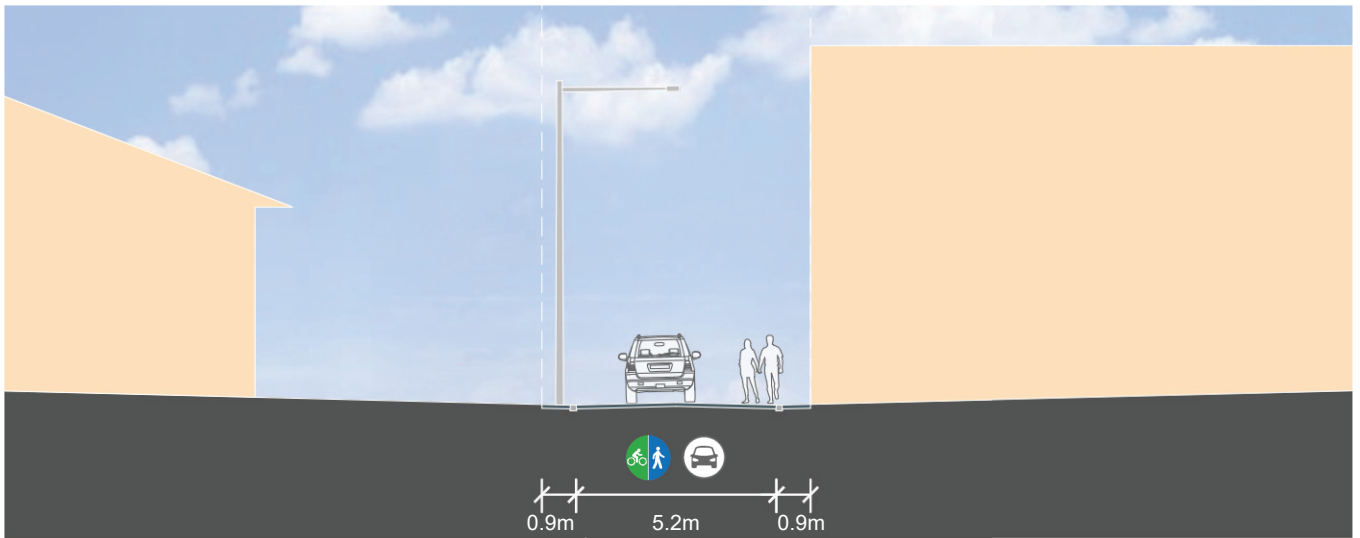
- Raised planters may be used to direct traffic movement through the lane. If street level is activated through redeveloped sites, street furniture may be added to complement future uses.

► Lighting

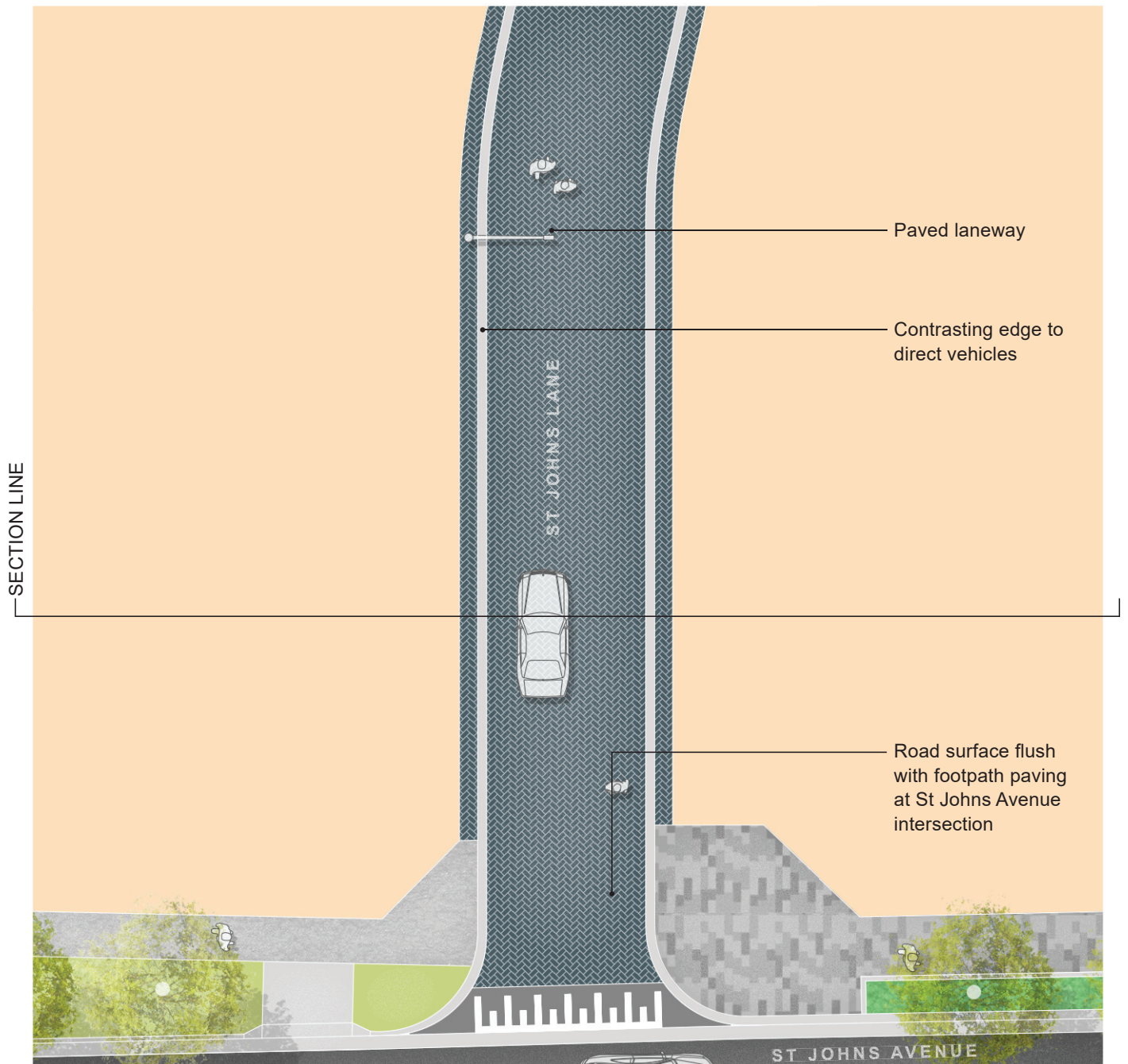
- Install Ausgrid standard lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power.



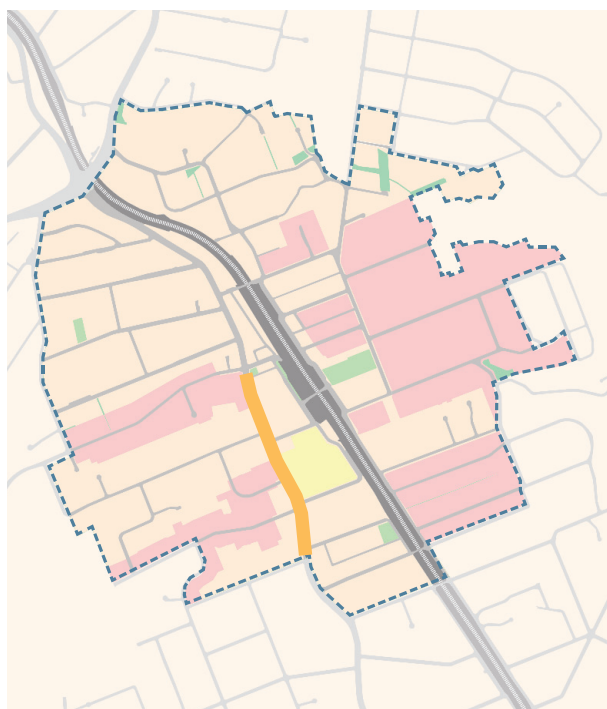
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► Designed Future Character

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

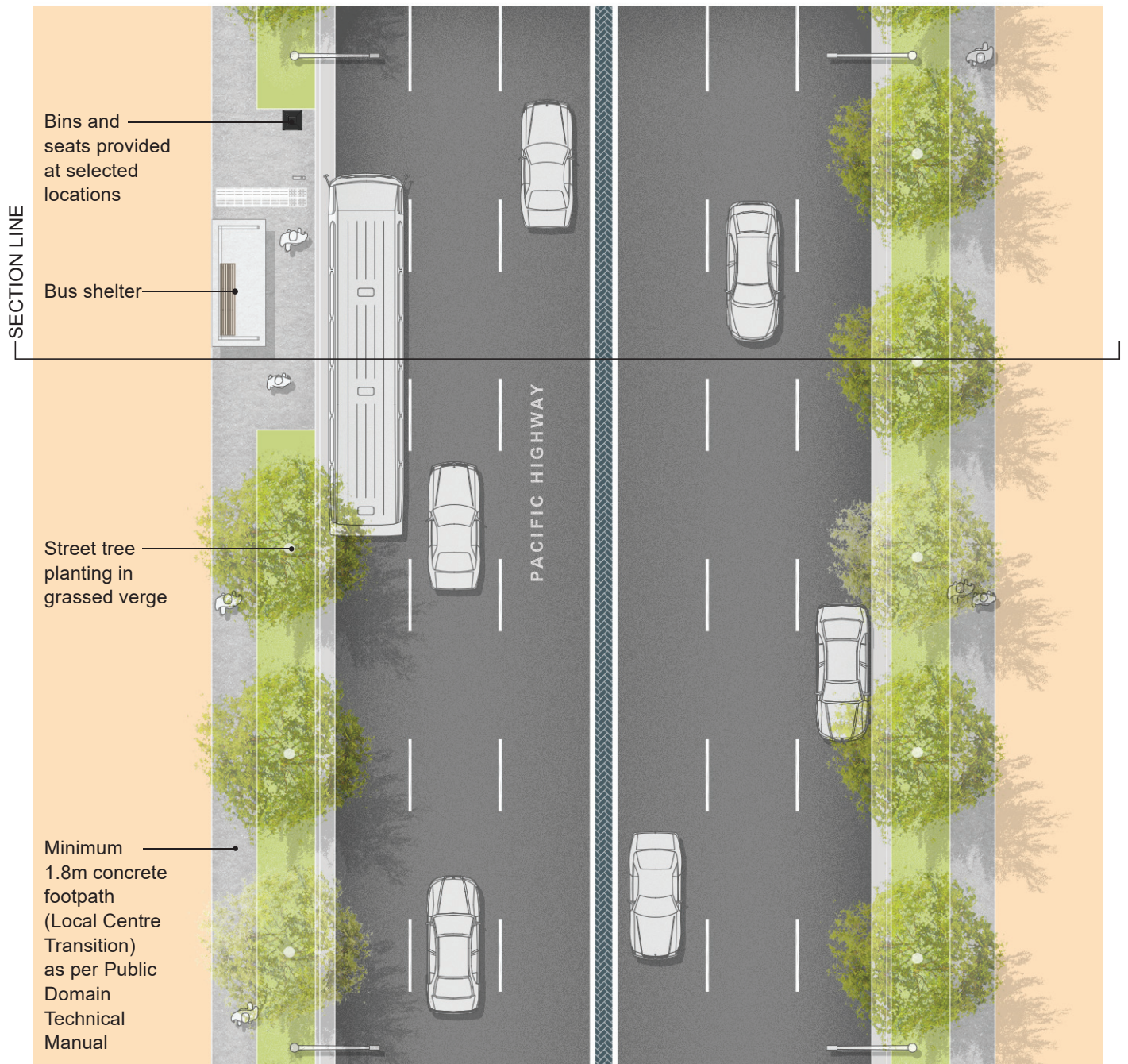
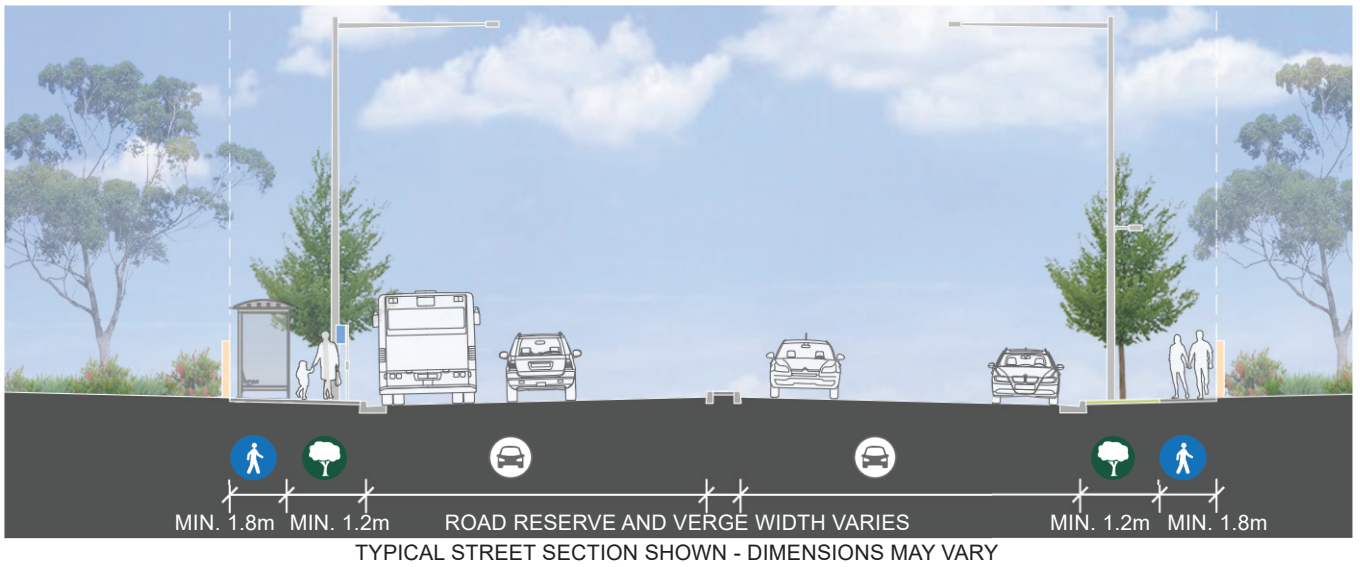
- Seats at 100m intervals and at bus stops.
- Bins at 100m intervals.

► 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

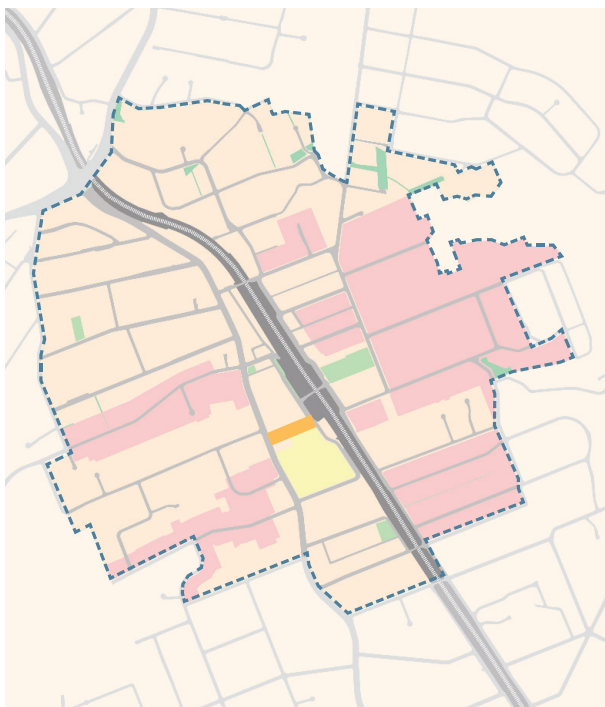
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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

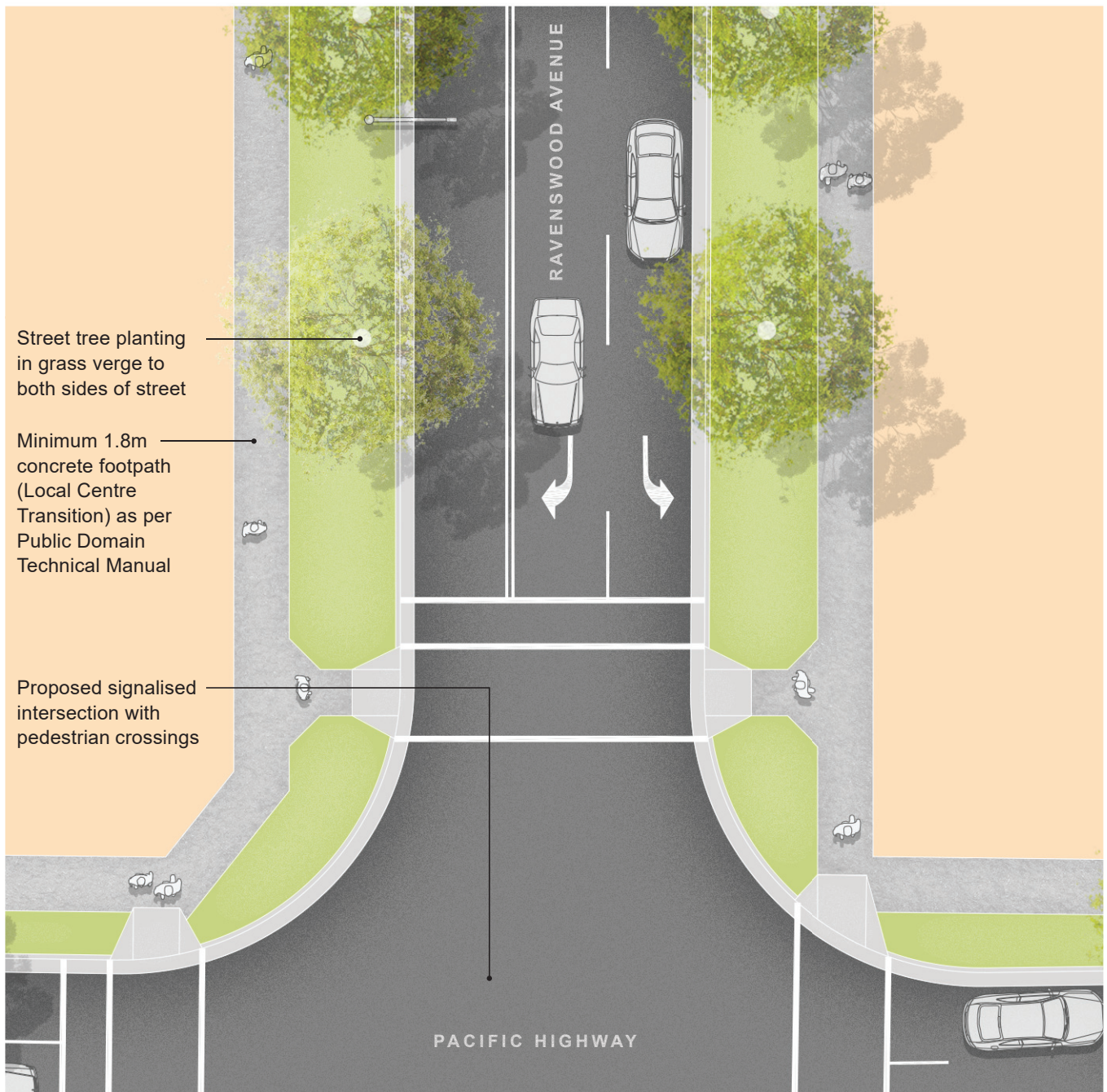
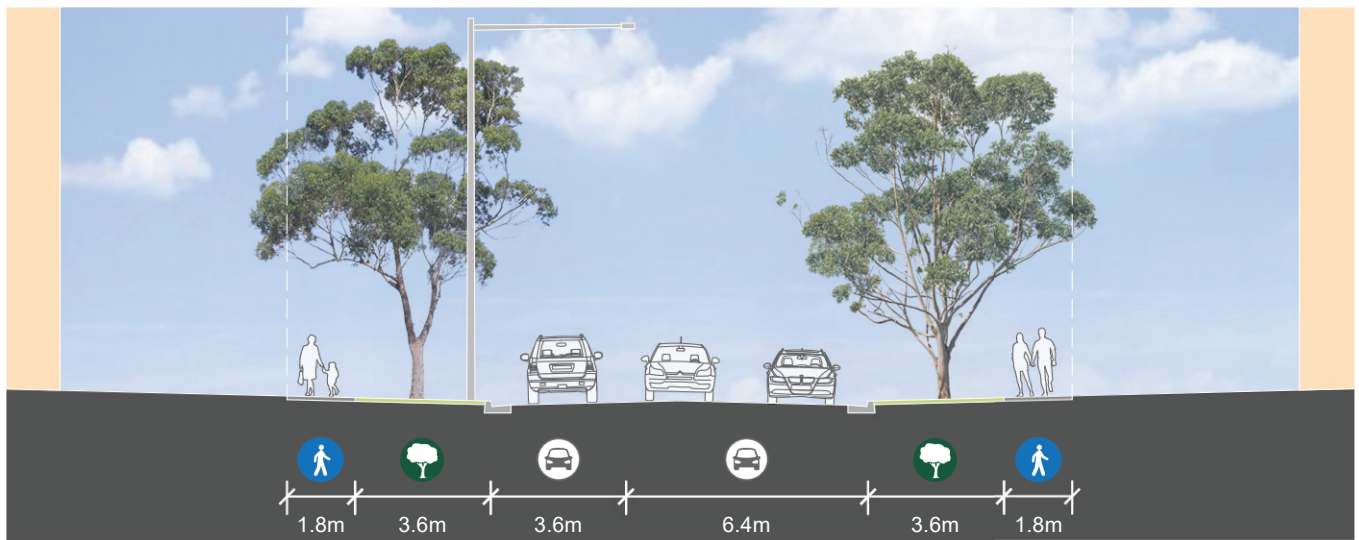
- None.

► 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

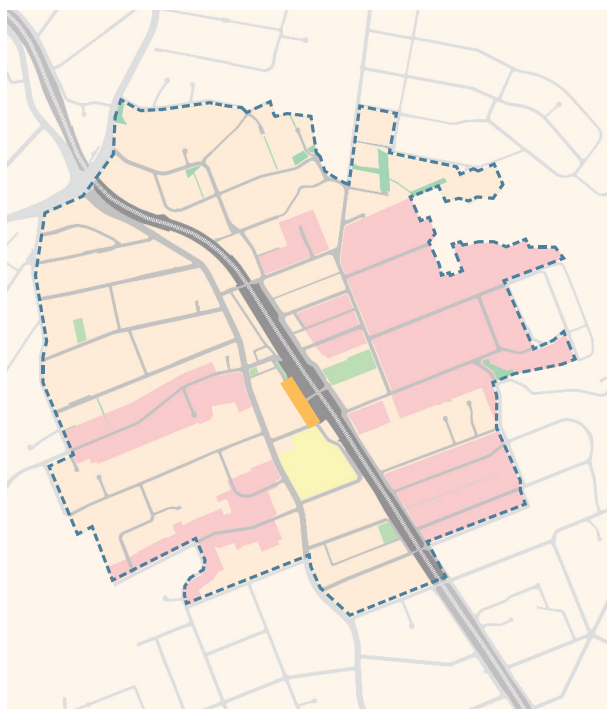
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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 road. 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

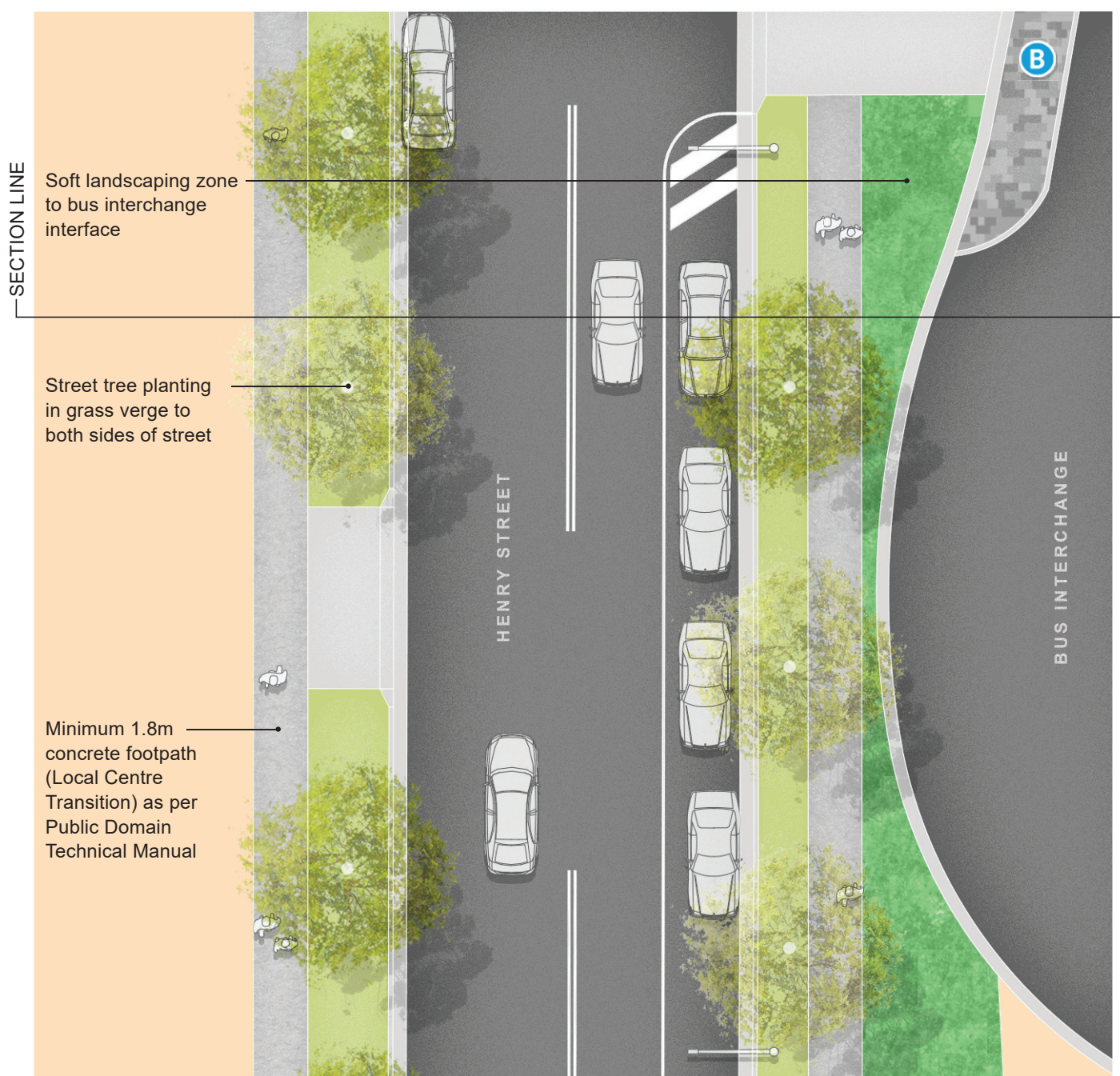
- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Existing underground power.



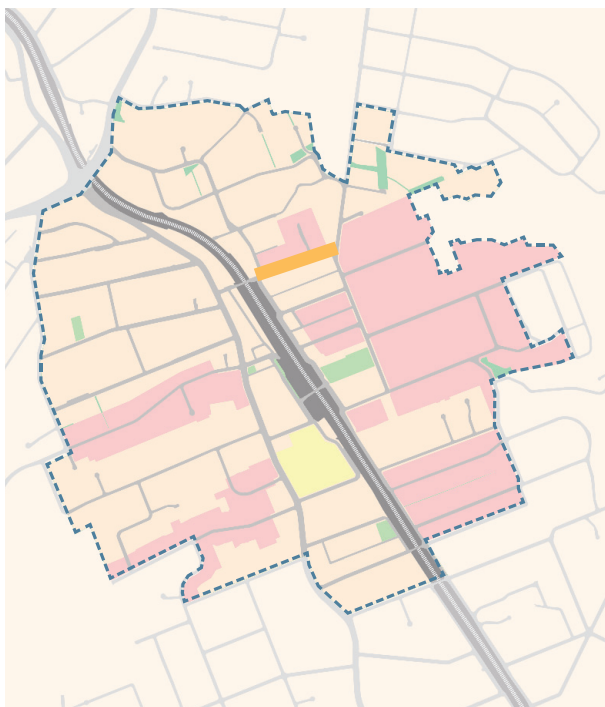
TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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

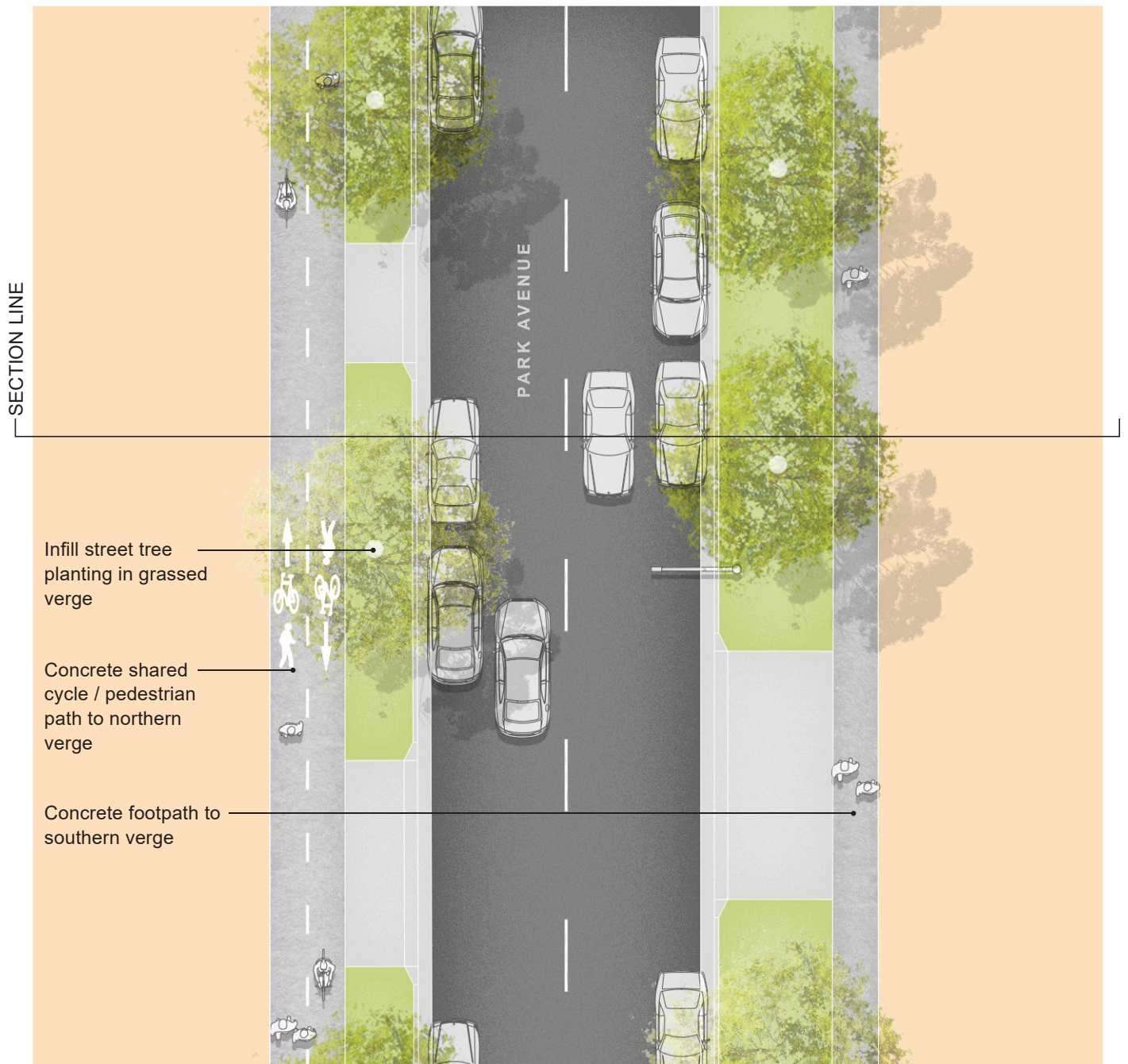
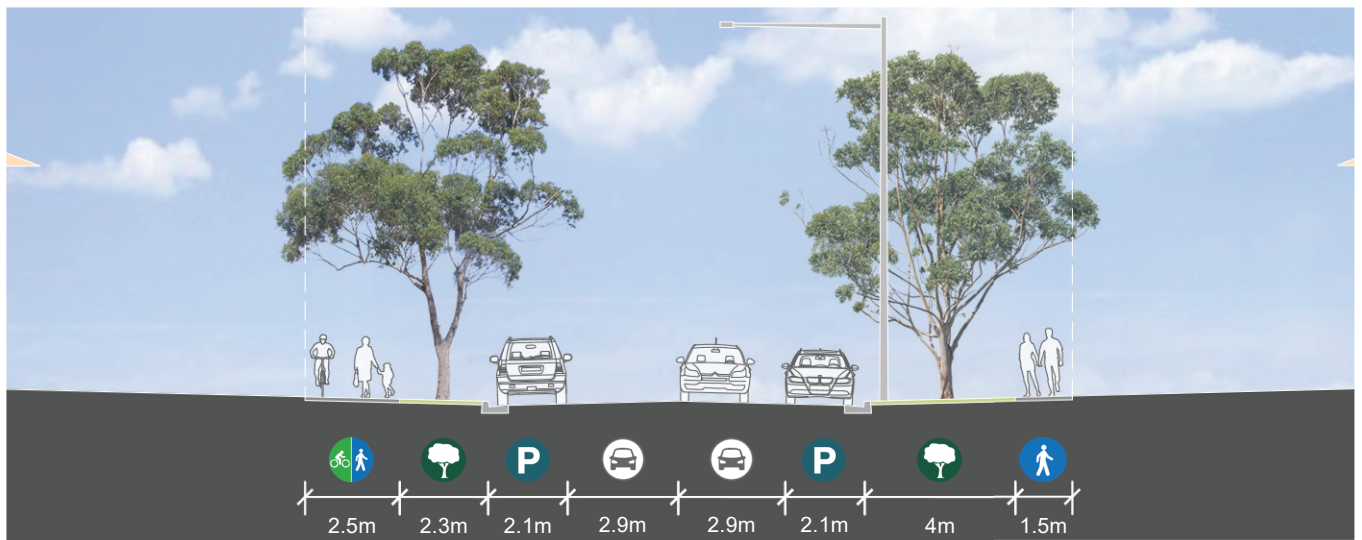
- None.

► 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

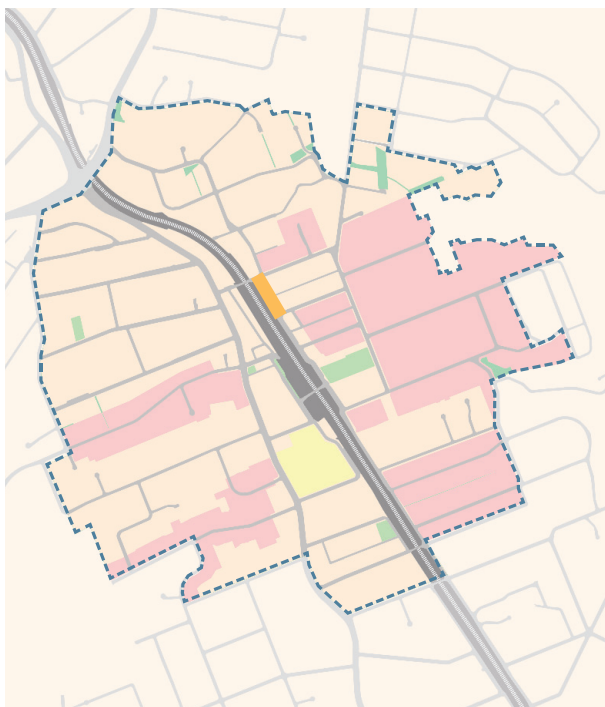
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



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

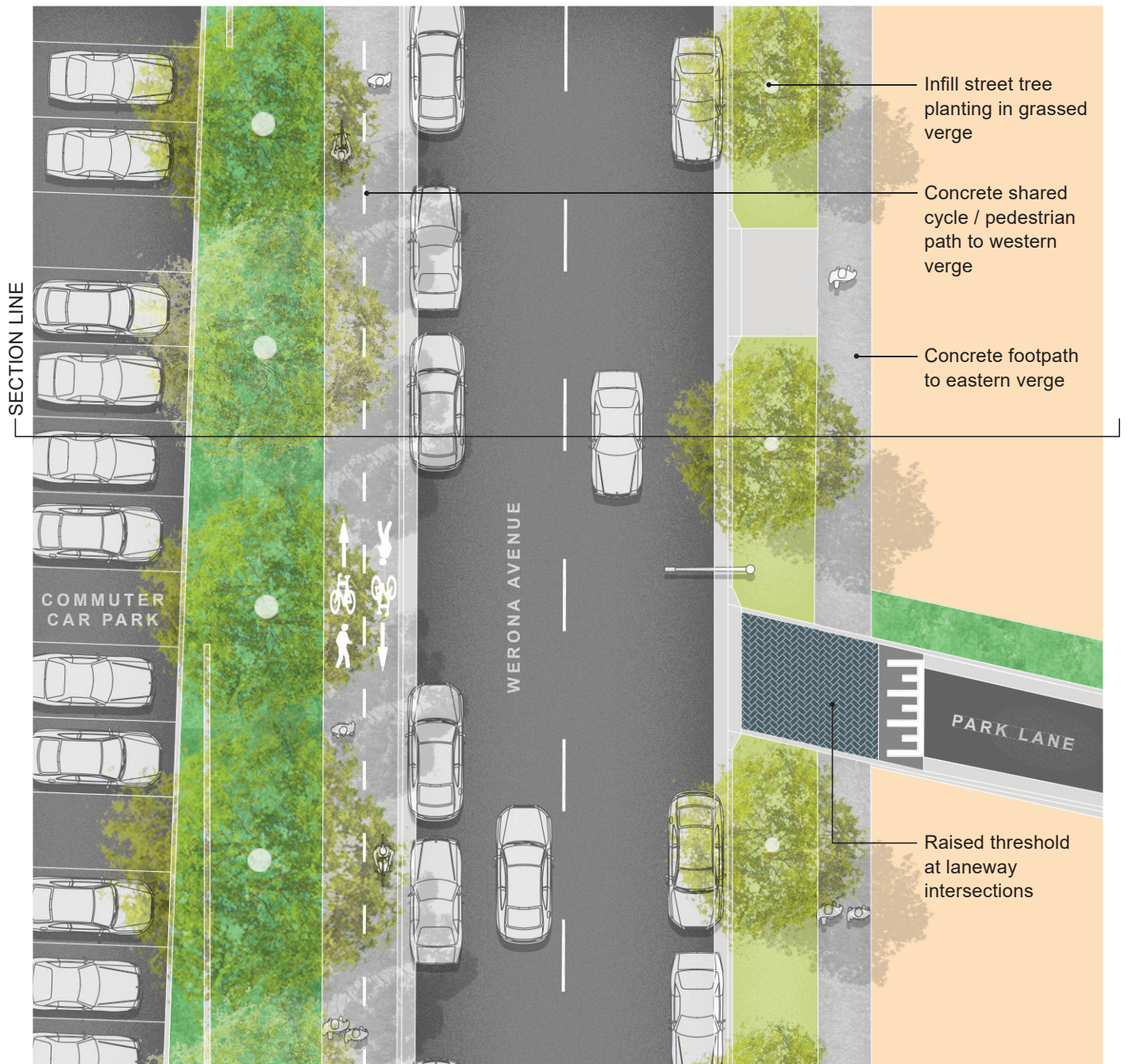
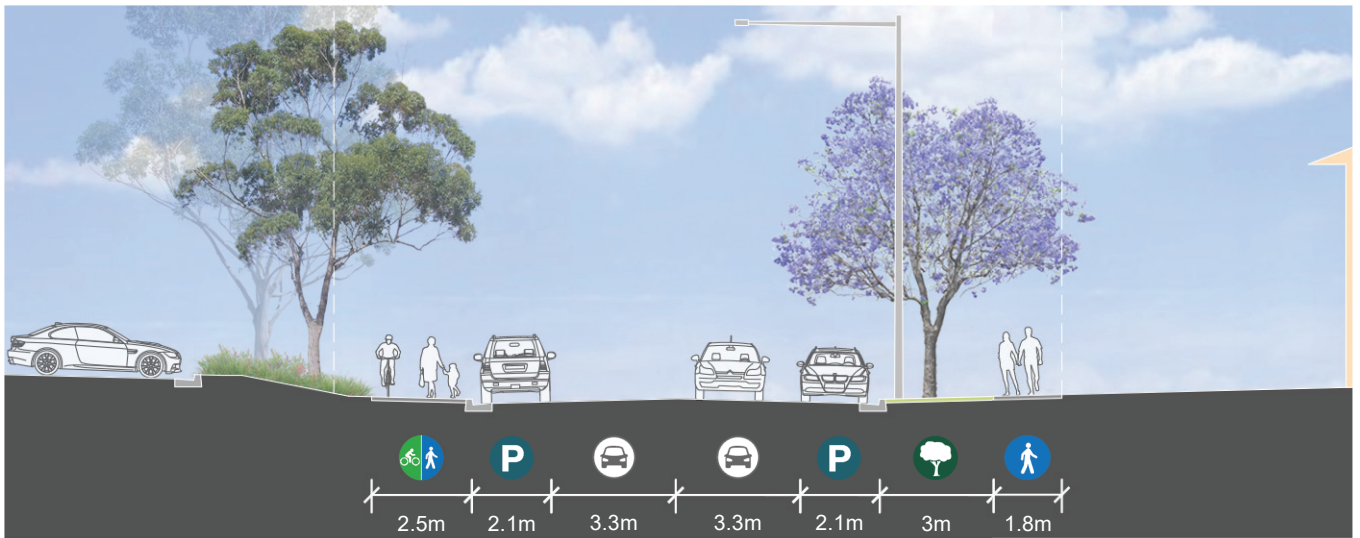
- None.

► 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

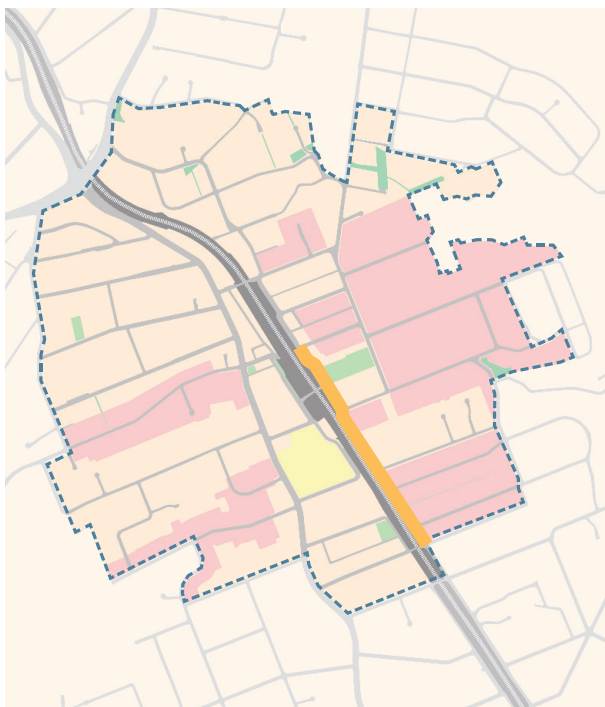
- Existing underground power.



Notes



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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

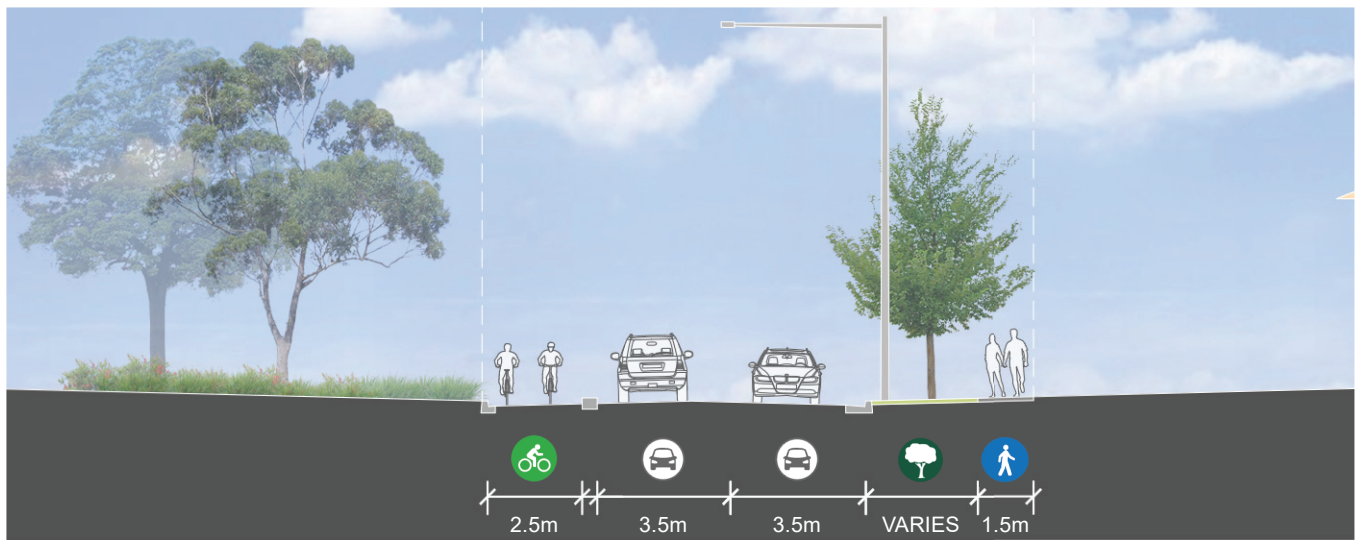
- None.

► Lighting

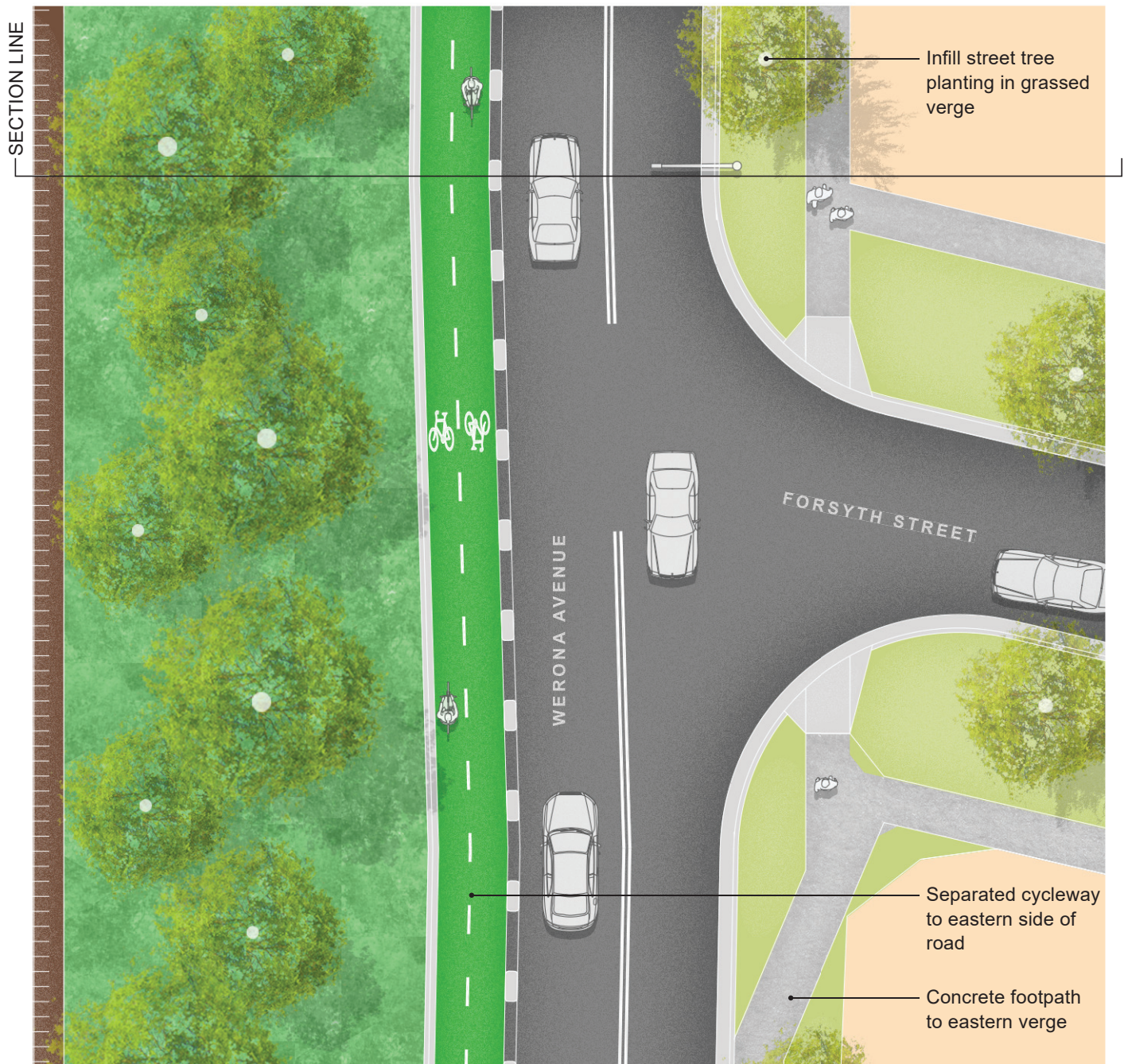
- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

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



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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

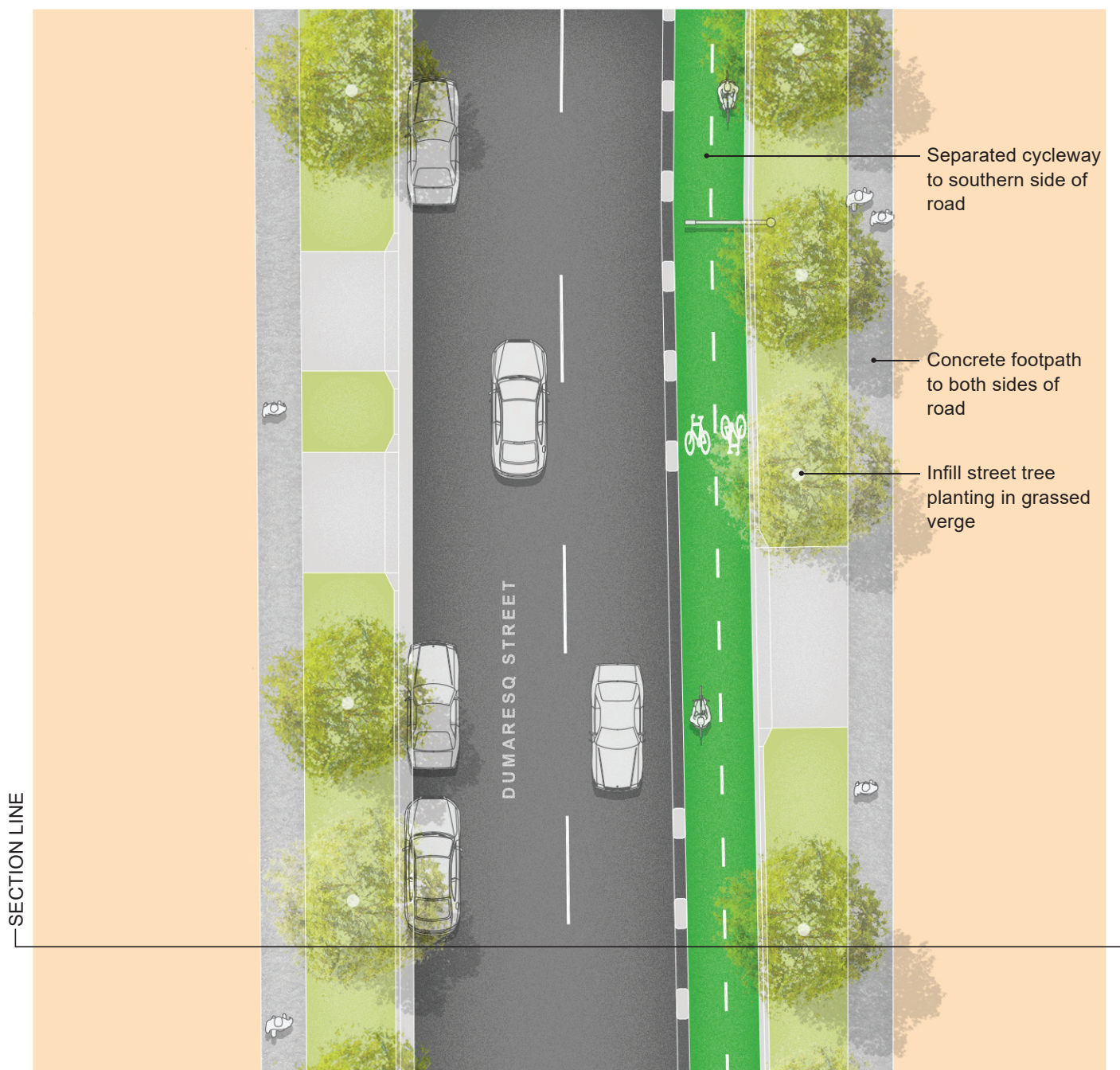
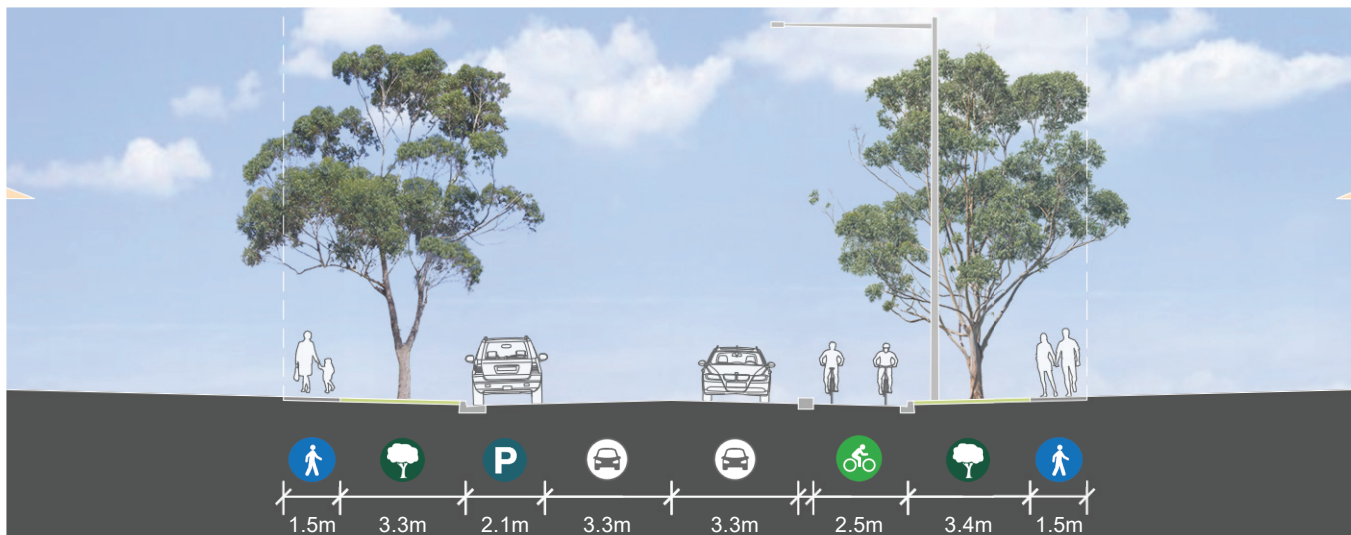
- None.

► 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.

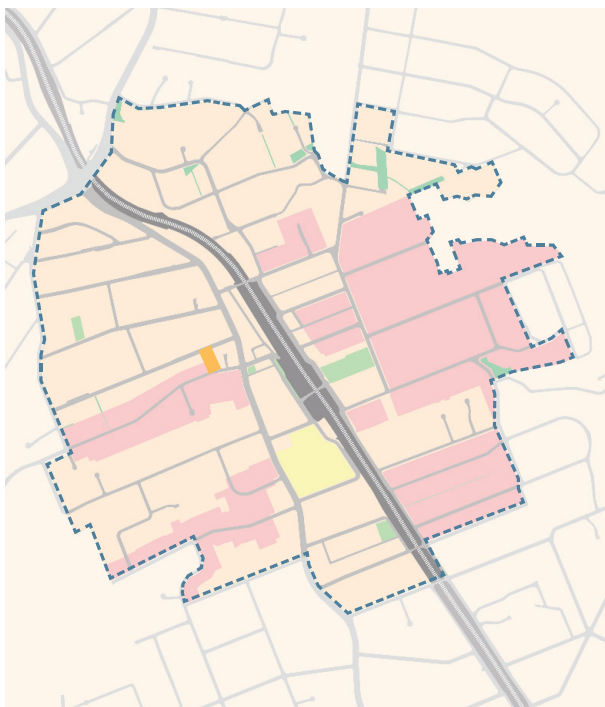


SECTION LINE

Notes



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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:
 - *Tristanopsis laurina*
 - *Waterhousia floribunda*

► Street Furniture

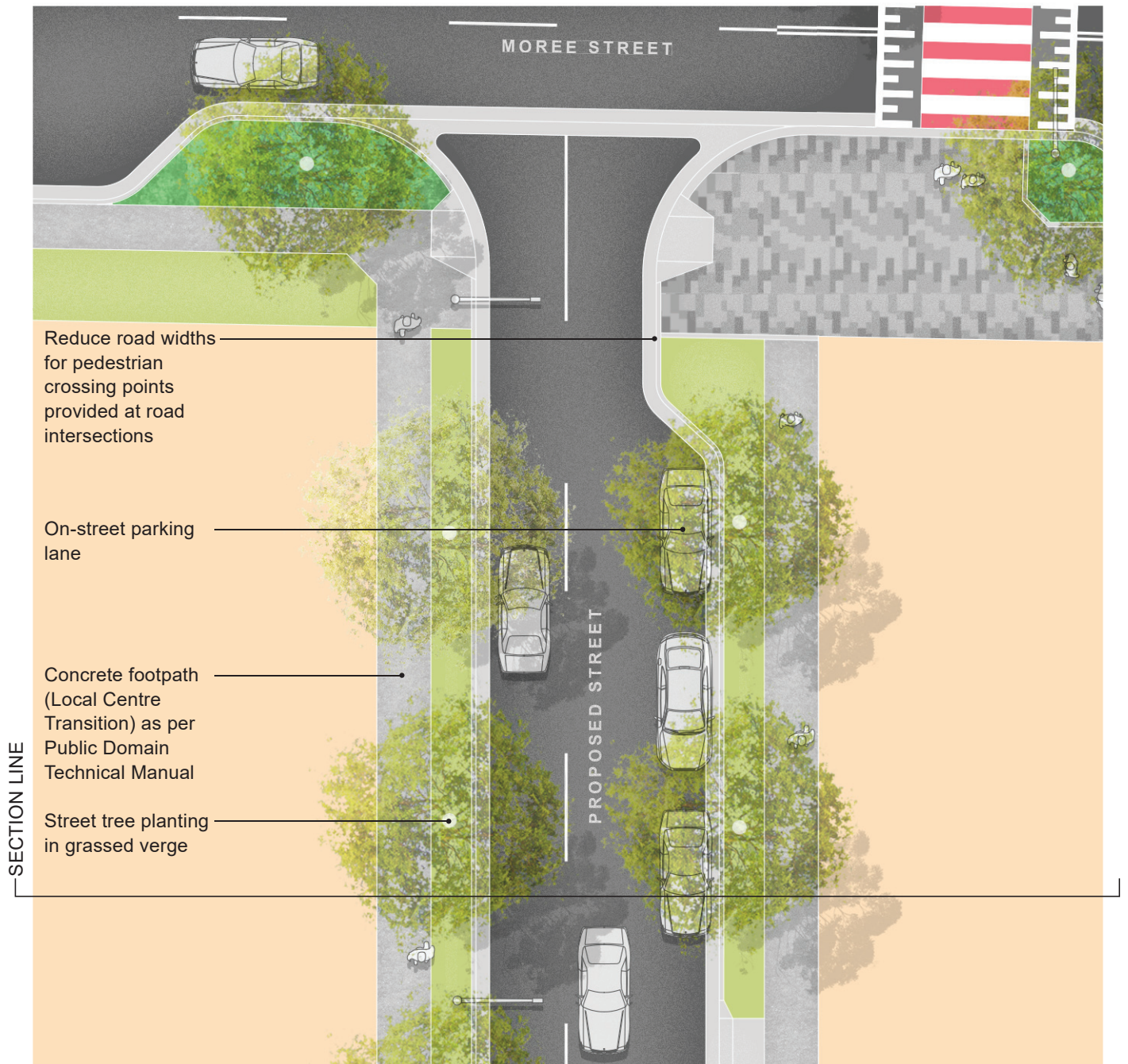
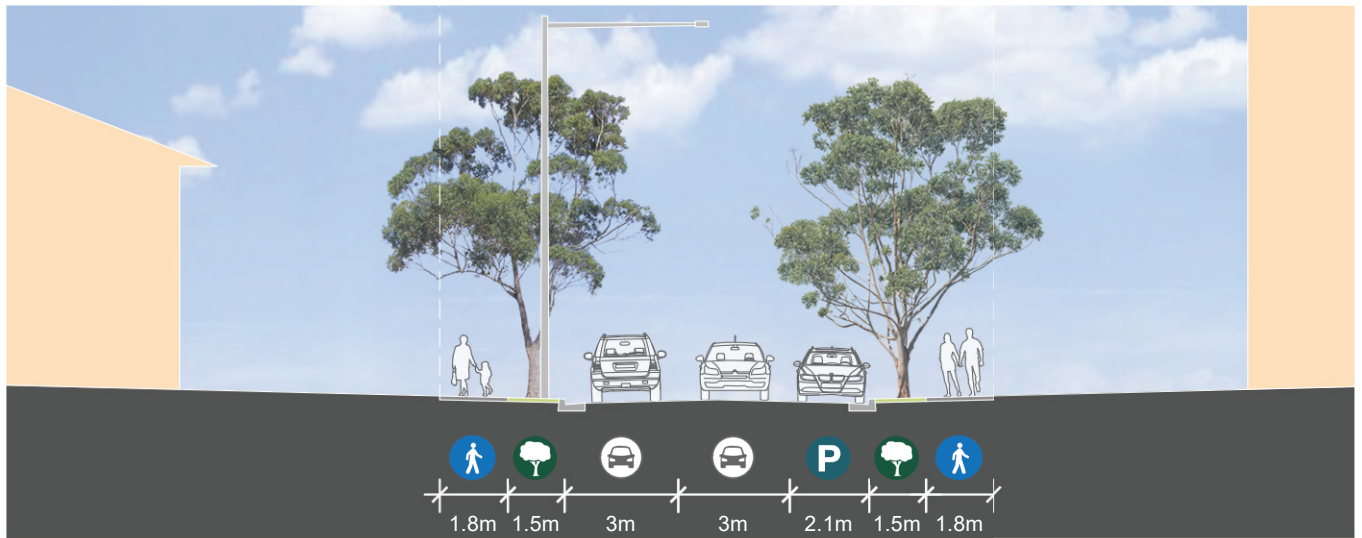
- None.

► 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

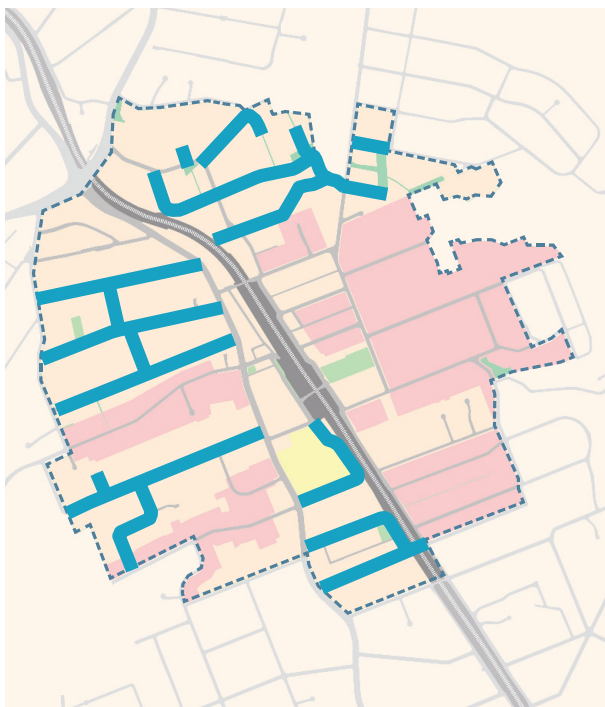
- Underground power.



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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.

Each street will be assessed for its suitability prior to implementing footpaths. Particular attention must be paid to existing trees, heritage significance, character, verge width, landform and other constraints to ensure suitability of footpath installation.

► 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

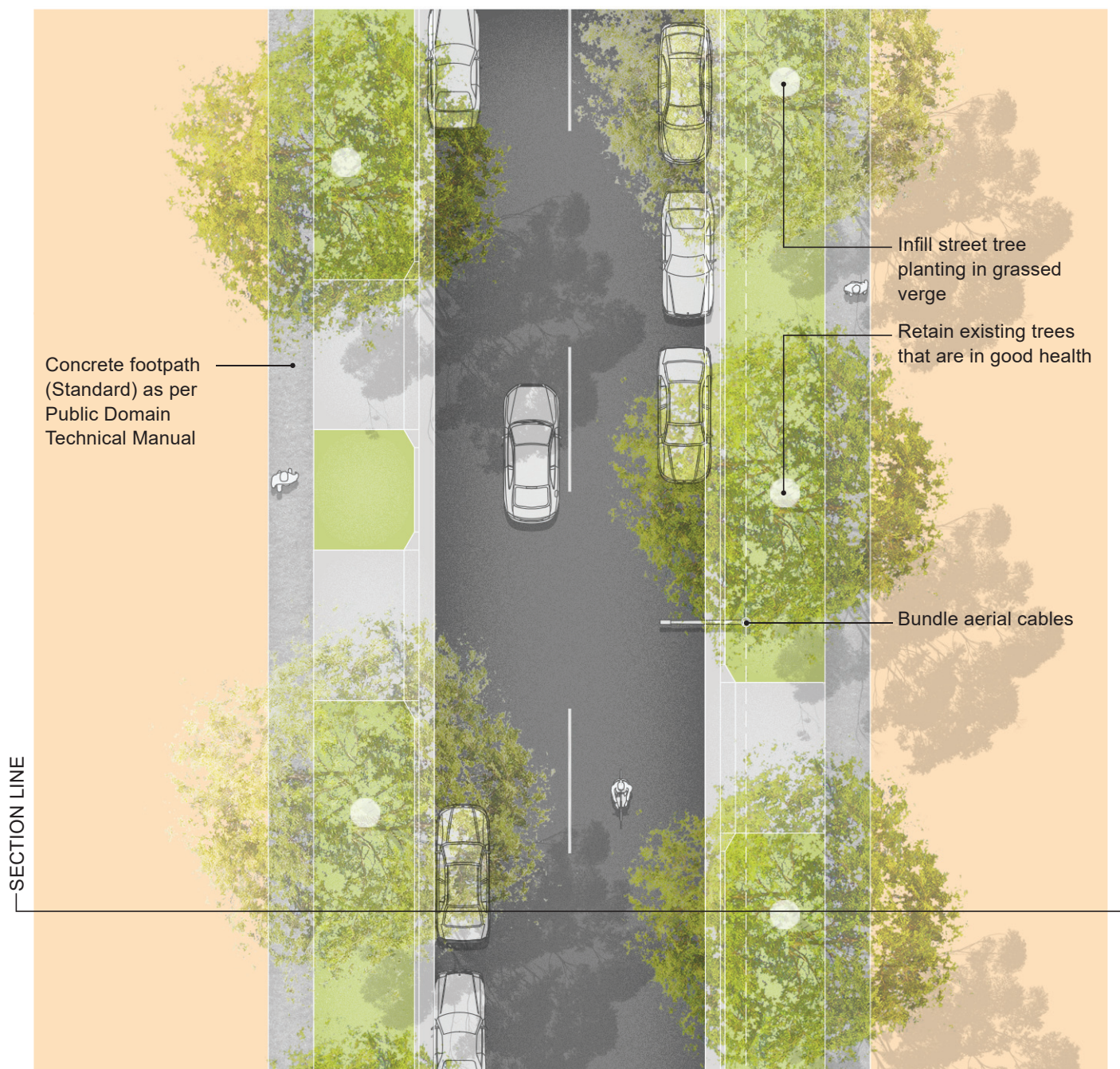
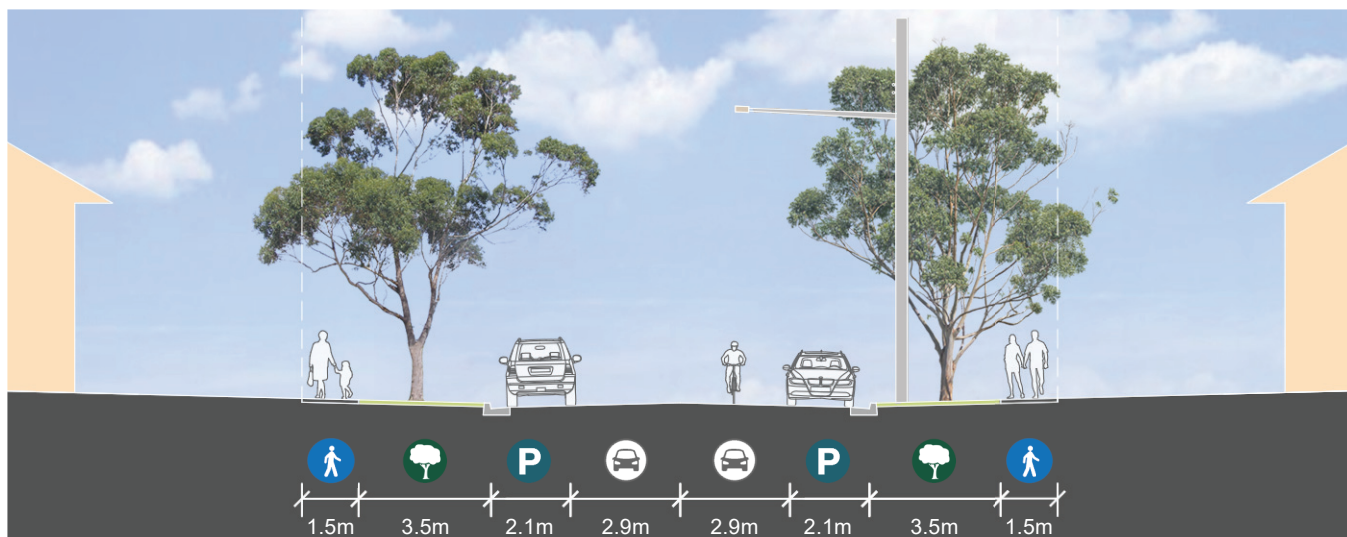
- None.

► 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.

Each street will be assessed for its suitability prior to implementing footpaths. Particular attention must be paid to existing trees, heritage significance, character, verge width, landform and other constraints to ensure suitability of footpath installation.

► 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

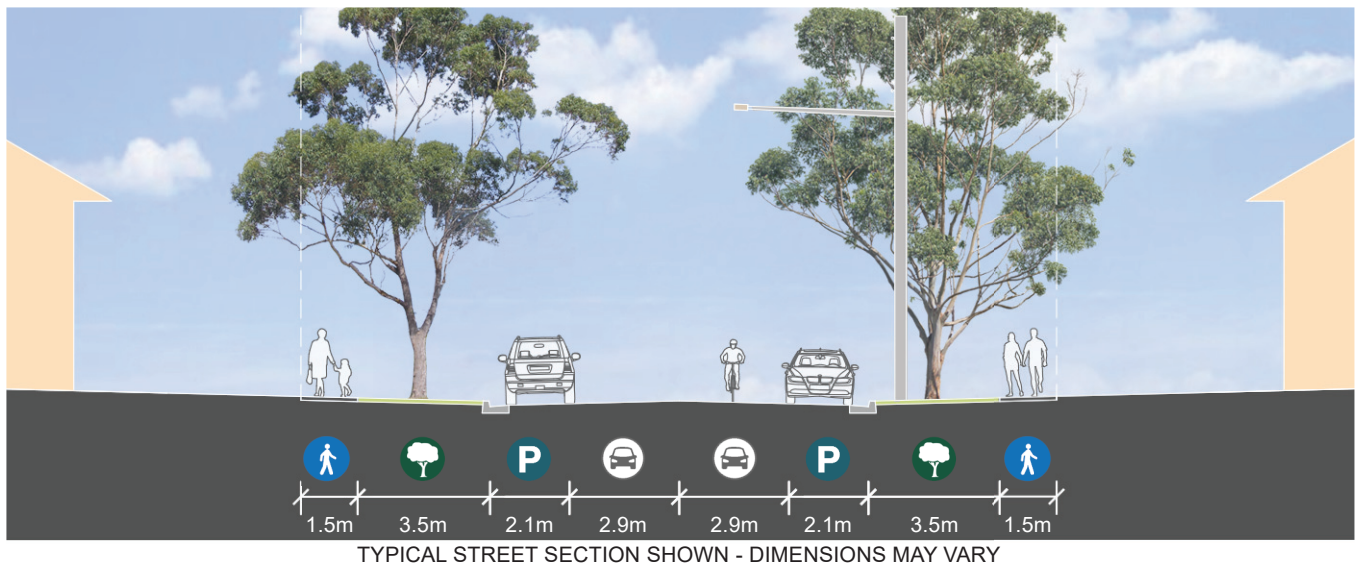
- None.

► 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

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

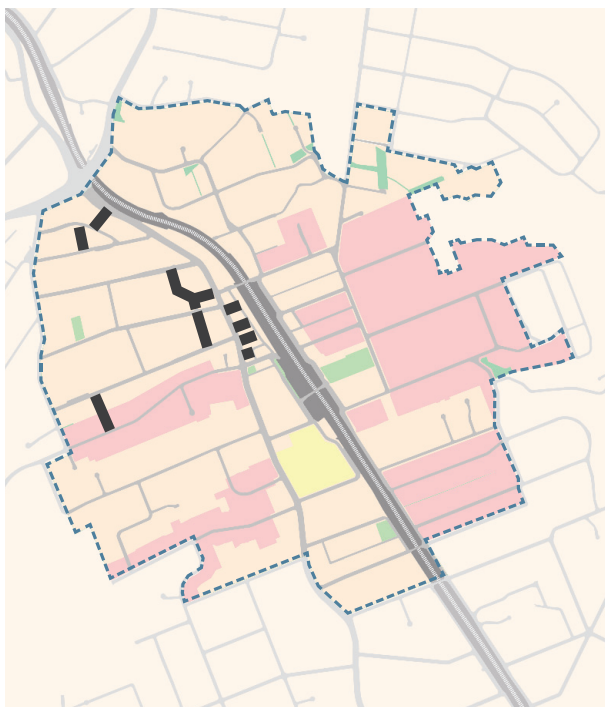
- Underground power.



Notes



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.



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

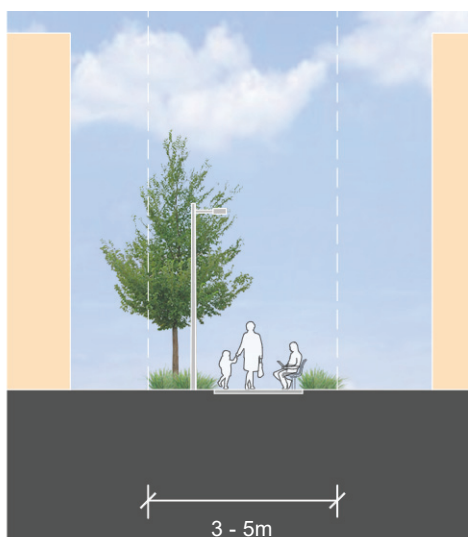
The Standard Pedestrian Arcade will remain in private ownership with a right of way provided to the community.

Pedestrian arcades will typically be:

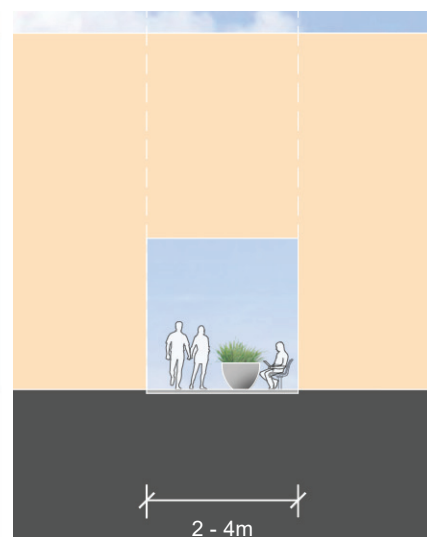
- 2m – 4m wide. Constructed with a minimum 2m clear path of travel.
- Enclosed within the built form.
- Lined with commercial / retail spaces to activate the arcade and be the front door address for the premises.
- Open to the public for a minimum of 18 hours per day.
- Constructed with high quality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



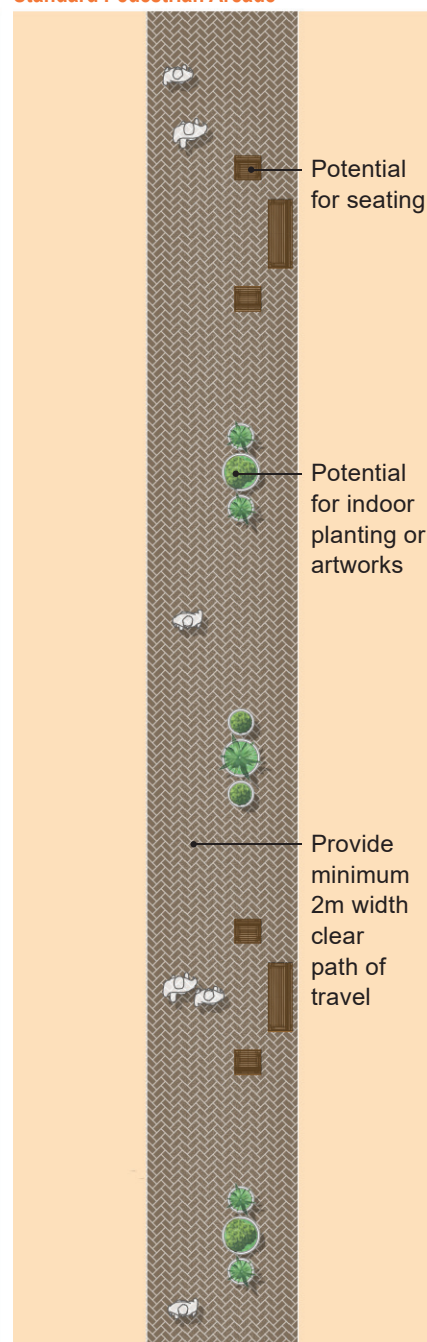
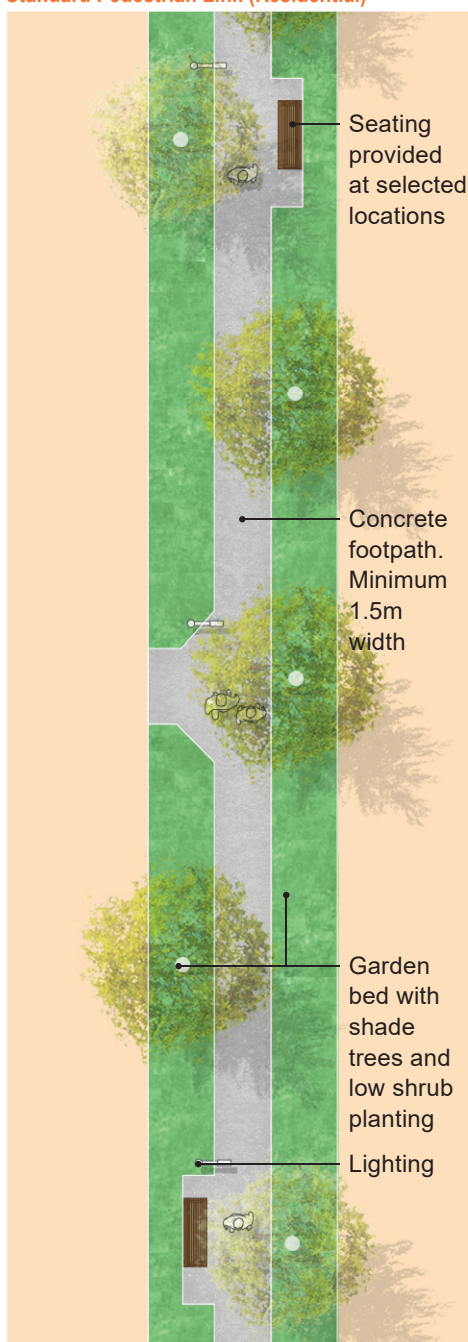
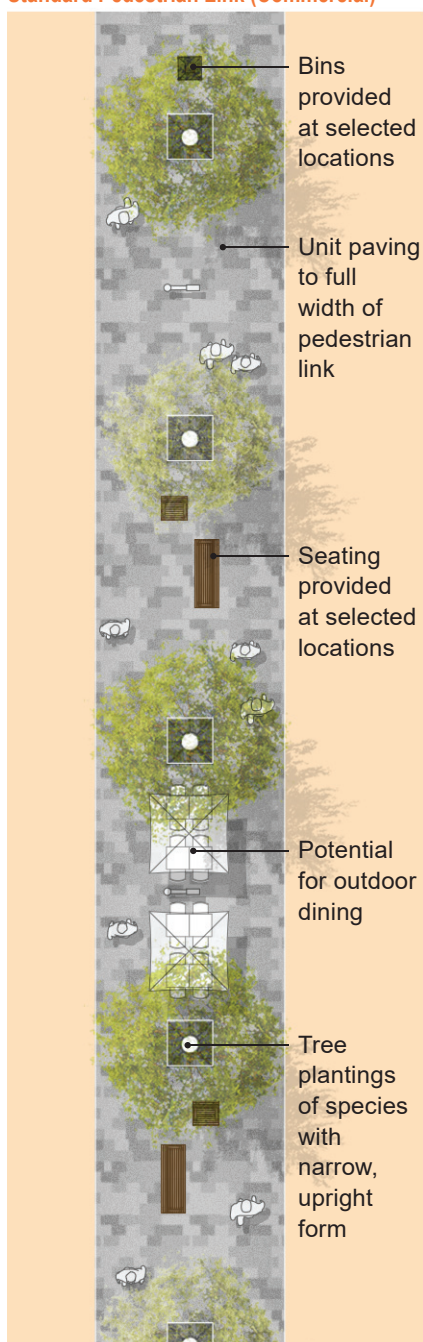
Standard Pedestrian Link (Commercial)



Standard Pedestrian Link (Residential)



Standard Pedestrian Arcade



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