Pymble
Public Domain Plan

Background

Pymble Local Centre lies between the two larger Local Centres of Gordon and Turramurra on the north shore rail line that opened in 1890. The suburb was named after Robert Pymble, an early settler who introduced the first orange orchard to the area.

The suburb of Pymble is characterised by significant houses and gardens from the Victorian, Federation and Interwar period. The retail centre is largely situated on the northern side of the railway and highway corridor. Pacific Highway crosses the railway line at the western end of Grandview Street.

The retail centre established itself around the railway station. Grandview Street has become the 'main street' of Pymble Local Centre. The fine-grained built form is an eclectic mix of federation, interwar and modern architectural styles, as the centre has grown and redeveloped over the years. The building heights are mainly two-storey throughout the centre.

The commercial centre extends northwest of Grandview Street along Pacific Highway once it has crossed the railway line. A short stretch of similar built form is found on the north side of Pacific Highway, east of the railway station.

The Local Centre includes Robert Pymble Park, a large district park that is valued by the community. The park contains large established trees, a mix of native and exotic species. The park provides a green backdrop to the retail precinct that has limited vegetation in the streetscape.

This plan describes the vision to revitalise the public domain areas of Pymble Local Centre. It will guide the public domain improvements by both public and private entities.

VISION STATEMENT

"To create a vibrant Local Centre with a village character where local residents, families, workers and commuters can connect, work, dine and shop."

Pymble Public Domain Principles

1

Improve pedestrian movement and connectivity within the Pymble Local Centre.

2

Improve the overall quality of the Pymble Local Centre.

3

Retain the fine-grained character of Grandview Street and Pacific Highway as main streets of the Local Centre.

4

Provide outdoor dining opportunities throughout the Local Centre, where practical.

5

Strengthen the tree canopy across Pymble Local Centre through new and infill street tree planting.

6

Improve laneways and secondary streets of the Local Centre.

7

Seek opportunities for new urban parks and public spaces, particularly on the southern side of the Local Centre.

8

Improve walkability and the pedestrian experience to and through Pymble Local Centre.

9

Acknowledge and protect key views and view corridors with historic and scenic importance, particularly from Pacific Highway.

10

Enhance connections to Robert Pymble Park from Grandview Street through Post Office Street and Alma Street.

Pymble Public Domain Objectives

STREET CHARACTER OBJECTIVES

1. Maintain, strengthen and enhance the role of Grandview Street as the main commercial street for Pymble Local Centre.
2. Retain the commercial character of Pacific Highway in the Local Centre.
3. Improve the character of Post Office Street as a special link to Robert Pymble Park.
4. Provide consistency in materiality and improve the streetscape quality throughout the Local Centre.

VIEW AND VIEW CORRIDOR OBJECTIVES

1. Protect and acknowledge key views in Pymble with historic importance.
2. Protect view corridors from “Pymble Hill” on Pacific Highway towards the Sydney skyline.

Pacific Highway: Proposed Future Character

PUBLIC SPACE OBJECTIVES

1. Protect and strengthen the significance of Robert Pymble Park.
2. Seek opportunities for a new park on the southwestern side of Pacific Highway.
3. Improve the safety and passive surveillance of the public domain by encouraging street level activity.

TREE CANOPY OBJECTIVES

1. Protect and supplement street tree planting in Pymble Local Centre.
2. Enhance and extend indigenous tree canopy on the southwestern side of the Local Centre.
3. Enhance the mix of exotic and native tree canopy on the northeastern side of the Local Centre.
4. Protect the character of street tree planting in Heritage Conservation Areas.
5. Introduce shade trees to the main commercial streets, where possible.

Grandview Street: Proposed Future Character

WAYFINDING OBJECTIVES

1. Improve wayfinding to the railway station and bus stops.
2. Improve intuitive wayfinding through the Local Centre through streetscape materials, planting and lighting.

PEDESTRIAN ACCESS AND CIRCULATION OBJECTIVES

1. Improve amenity, safety, and accessibility for pedestrians in the Local Centre.
2. Improve connections from residential areas on both sides of Pacific Highway to the Local Centre.
3. Improve connections from Grandview Street to Robert Pymble Park through Alma Street and Post Office Street.
4. Investigate opportunities to provide pedestrian links in alternate locations away from Pacific Highway.
5. Improve pedestrian movement and safety through introduction of new pedestrian crossings or refuges at key movement locations.

Post Office Street: Proposed Future Character

INTEGRATED TRANSPORT OBJECTIVES

1. Provide bicycle parking facilities at key destinations.
2. Investigate opportunities to provide bicycle links in locations away from Pacific Highway.
3. Rationalise Kiss and Ride locations following access improvement works at Pymble Station.

VEHICLE ACCESS AND CIRCULATION OBJECTIVES

1. Rationalise Grandview Lane and car park to improve access and car parking arrangement.
2. Improve traffic movement in Alma Street.

Everton Street: Proposed Future Character

Pymble Public Domain Illustrative Plan

Key components of the Illustrative Concept Plan (p286-289) that support the revitalisation of Pymble Local Centre and align with the Ku-ring-gai Local Strategic Planning Statement are:

PUBLIC SPACE NETWORK

1. Retention and expansion of the street tree canopy.
2. Maintain Robert Pymble Park as a key recreation and green space attraction for the wider surrounding areas.
3. Improvements to Grandview Lane car park with new shared pedestrian and cycle path.
4. Footpath extensions on Grandview Street to promote outdoor dining.
5. New street tree planting where possible.
6. New understorey planting to create garden display.
7. Upgrades to the pedestrian underpass including potential artwork / murals and new lighting to improve pedestrian amenity and safety.

BUILT FORM

8. Retain and reflect street level, fine grained character of main street shops along Pacific Highway, Grandview Street and Post Office Street.
9. Promote the upgrade of existing pedestrian lanes and arcades through the main street shops.
10. Identify locations for midblock, through site links as part of the public domain network.

KEY SITES

11. Streetscape improvements to the Grandview Street retail precinct.
12. Improvements to Grandview Lane car park to improve traffic circulation, enhance pedestrian and cycle access and create landscaped areas for outdoor dining and gathering spaces.
13. Repurpose existing Council car park following completion of upgraded Grandview Lane car park.

MOVEMENT

14. Improvements to footpath pavements to meet access requirements.
15. New pedestrian crossings for improved pedestrian movement and safety.
16. New pedestrian refuges.
17. Pedestrian and cycle connections along the length of Grandview Street to provide links to broader network of cycleways.
18. 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.
19. Provide an accessible car parking space on Grandview Street.
20. Reduce the length of the bus bay on Grandview Street in consultation with Transport for NSW and include a Kiss and Ride zone.


ROBERT PYMBLE PARK
PARK CRESCENT
Refer to Illustrative Concept Plan (p288-289)
AVON ROAD
GRANDVIEW STREET
PACIFIC HIGHWAY
EVERTON STREET
PYMBLE AVENUE
LIVINGSTONE AVENUE


CHURCH STREET
ALMA STREET
STATION STREET
KING EDWARD STREET
MOCATTA AVENUE
WELLESLEY ROAD
CRESSWELL O'REILLY LOOKOUT
3
12
9
5
17
15
15
1
1
18


ROBERT PYMBLE PARK
PARK CRESCENT
POST OFFICE STREET
ALMA STREET
GRANDVIEW STREET
AVON ROAD
PACIFIC HIGHWAY
PYMBLE AVENUE
EVERTON STREET
LIVINGSTONE
8
8
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2
13
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16
10
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5
16


GRANDVIEW LANE
STATION STREET
AVENUE
1
3
12
5
17
15
15

Pymble Public Domain Street Hierarchy

EXTENT OF LOCAL CENTRE

Secondary Local Centre boundaries have been defined with an investigation area defined by a circle with a radius of 400 metres that represents a 5-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 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

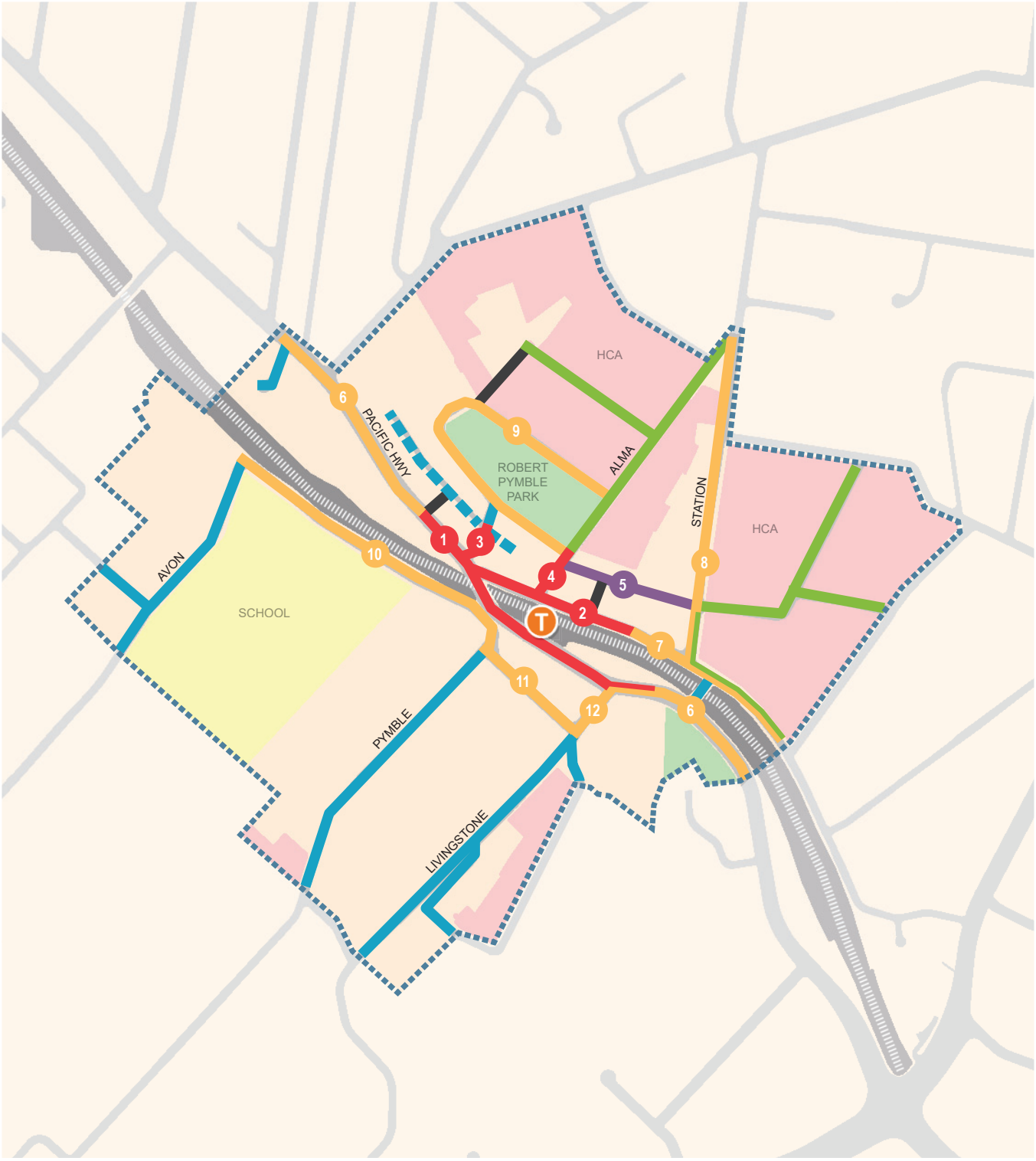
- Concrete pavement (exposed aggregate) as per Public Domain Technical Manual.
- Street furniture located at regular intervals.
- Underground power.
- Standard Ausgrid street lighting.
- Street tree planting.

► 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.

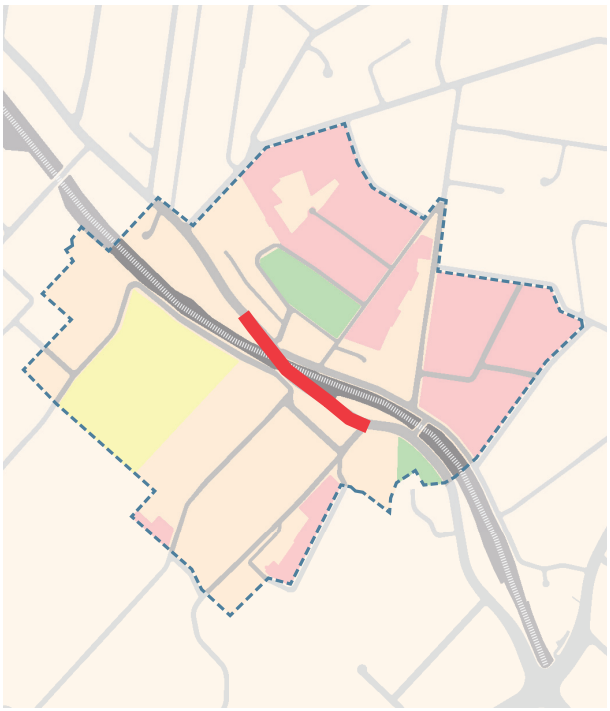


Extent of Pymble Local Centre and Street Hierarchy

- Local Centre Core
- Local Centre Low Speed / High Pedestrian Zone
- Local Centre Transition
- Local Centre Standard
- Local Centre Character
- Local Centre Park / Plaza
- Local Centre Pedestrian Link / Arcade

1. Pacific Highway
2. Grandview Street
3. Post Office Street
4. Alma Street
5. Grandview Lane
6. Pacific Highway
7. Grandview Street
8. Station Street
9. Park Crescent
10. Avon Road
11. Everton Street
12. Livingstone Avenue
13. 'Standard' Street
14. 'Character' Street
15. 'Standard' Pedestrian Link / Arcade

1 PACIFIC HIGHWAY (NO. 1017 TO LIVINGSTONE AVENUE)



► Designed Future Character

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

► Street Description

- Multi-lane highway corridor with fine-grained character at street level.
- Buildings on northeast side of Pacific Highway to provide active ground floor uses and continuous awnings.
- 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 Pacific Highway, wherever possible, in accordance with the Development Control Plan.
- High quality paving and furniture.
- Street tree planting where footpath width allows or within building setbacks and forecourts.

► Parking

- Clearways along Pacific Highway.
- Limited time restricted on-street parking outside of peak hours north of the rail line.

► Paving

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

► Street Tree Planting

- Provide street trees on the highway where footpath widths, building setbacks and awnings allow.
- Trees in pits with tree growing vault trench beneath.
- Strengthen tree planting along rail corridor wherever possible.
- Examples of tree planting:
  - *Fraxinus pennsylvanica 'Cimmzam' Cimmaron*
  - *Glochidion ferdinandi var. ferdinandi*

► Street Furniture

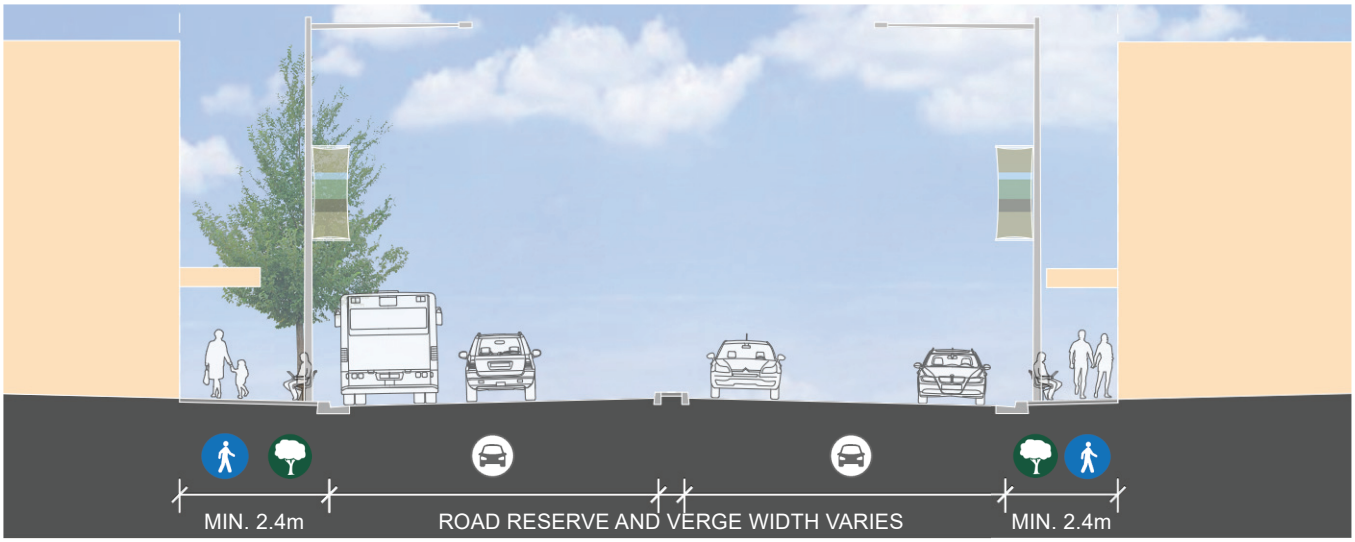
- Seats at 60-100m intervals and at bus stops.
- Bins at 60-100m intervals.

► Lighting

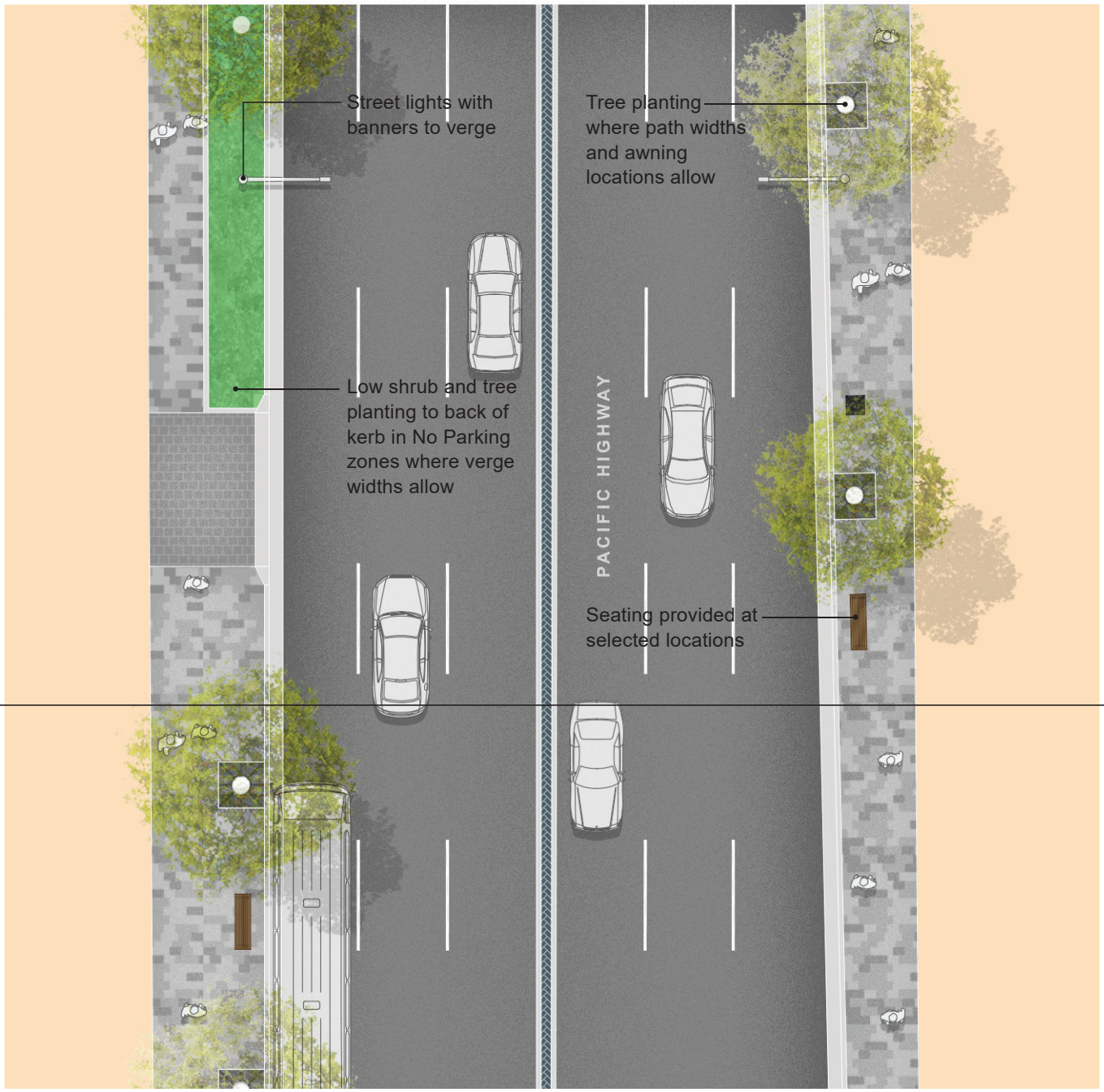
- Install selected Council street lights with arms for banners.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Under-awning pedestrian lighting.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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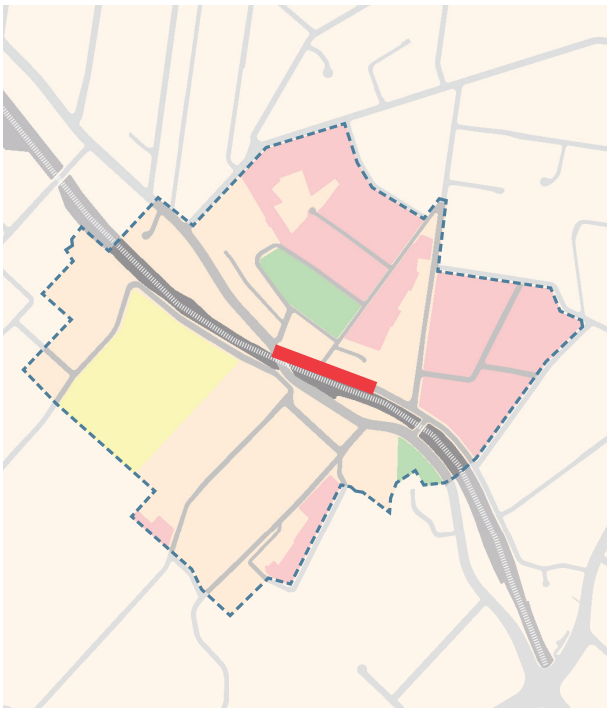
2 GRANDVIEW STREET (WEST OF NO. 53)



► Designed Future Character

Grandview Street remains the main retail street for the northern side of the Local Centre. Activation of the street is to be encouraged through wider footpaths that allow outdoor dining and street tree planting. New paving and raised pedestrian crossing points with traffic calming measures will improve the environment for the local community.

► Street Description

- Two lane two-way street with wide footpaths and outdoor dining areas to northern side.
- Built form with shop-top housing on northern side, with rail corridor to the south.
- Respect the frontages of heritage buildings. Maintain continuous awning along shopfronts.
- Provision of raised pedestrian crossings at key pedestrian links.
- High quality paving, furniture, lighting and banners.
- Street tree planting throughout where footpath widths allow.
- Retain existing trees where possible.
- Bus stop and Kiss and Ride facilities retained and upgraded.

► Street Cross Section

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

- 3.2m paved footpath to southern side of the street with street tree planting.
- 2.1m parking lanes.
- 3.5m traffic lanes, one each way.
- Minimum 5m path width on northern side of the street incorporating outdoor dining area, minimum 2m clear path of travel and street tree planting.

► Parking

- Time restricted on-street parking on both sides of street.

► 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.
- Examples of tree planting:
  - *Lophostemon confertus*
  - *Pistacia chinensis*

► Street Furniture

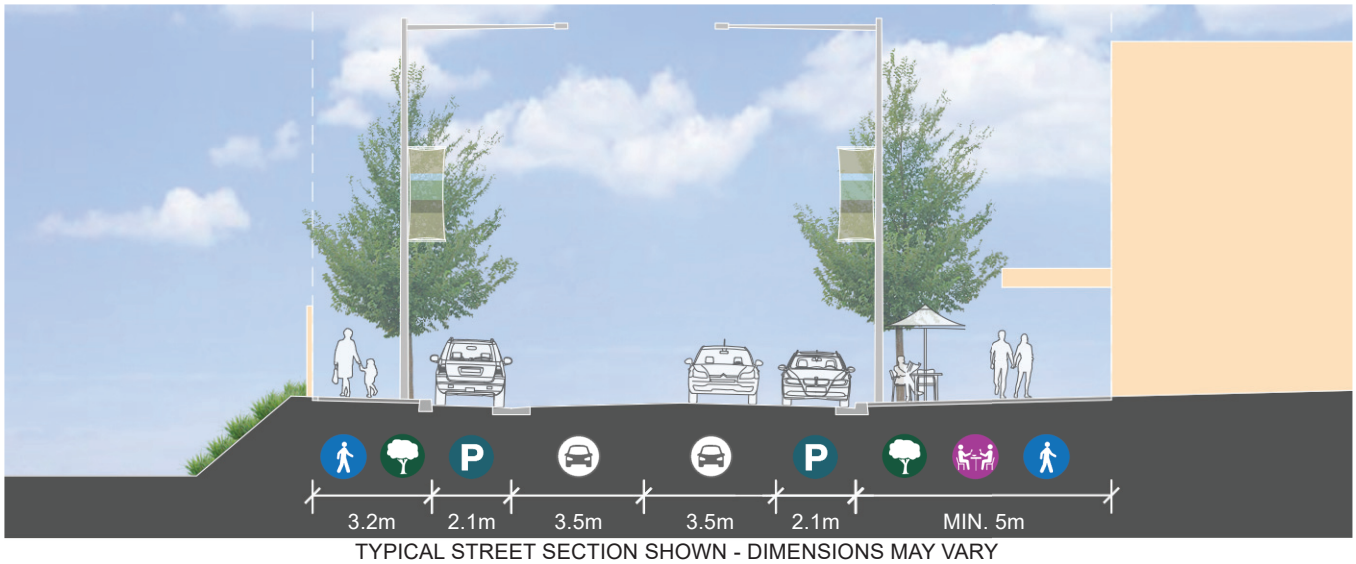
- Seats and bins at key crossing and gathering areas.

► Lighting

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

► Powerlines

- Underground power.



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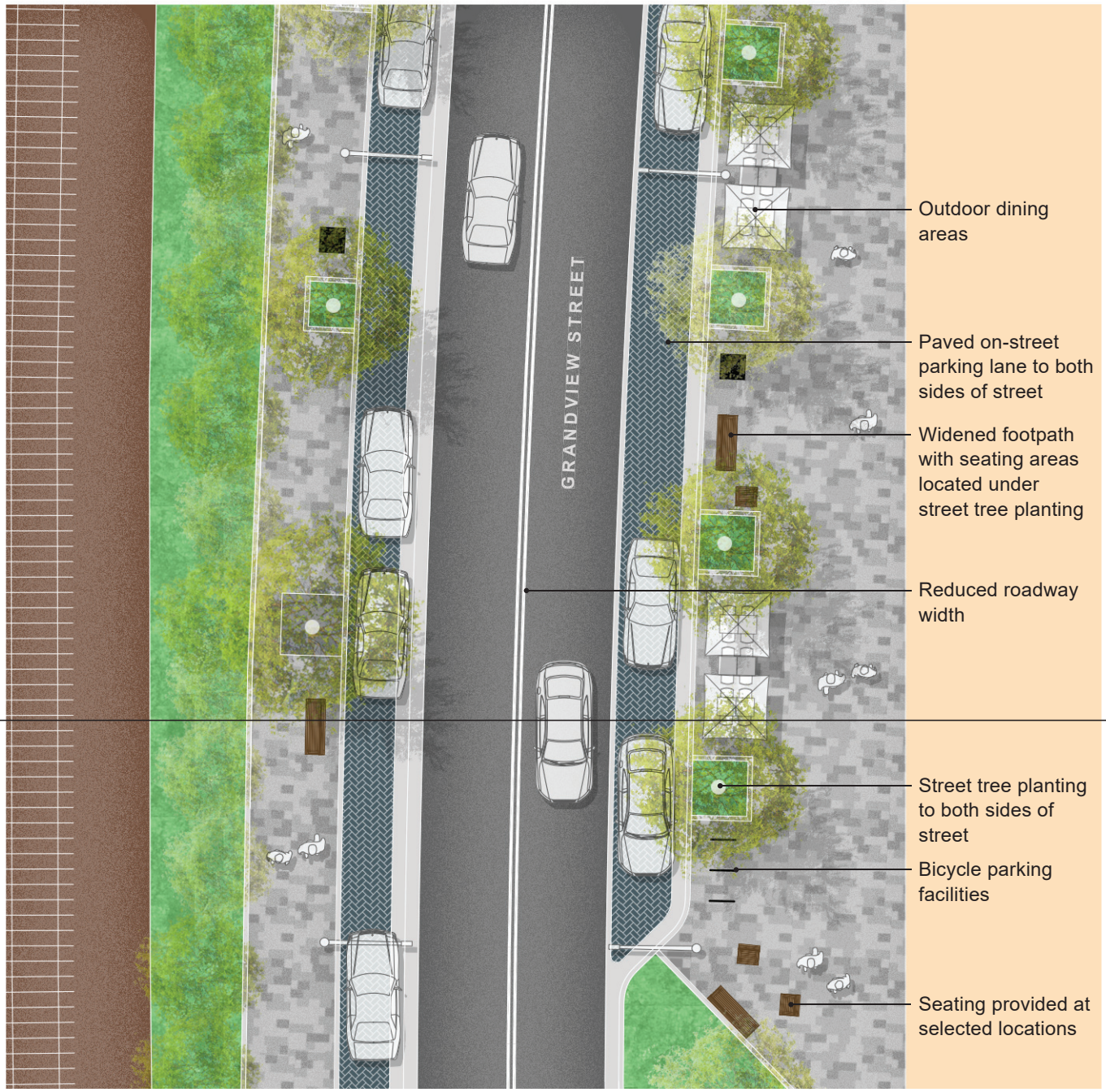

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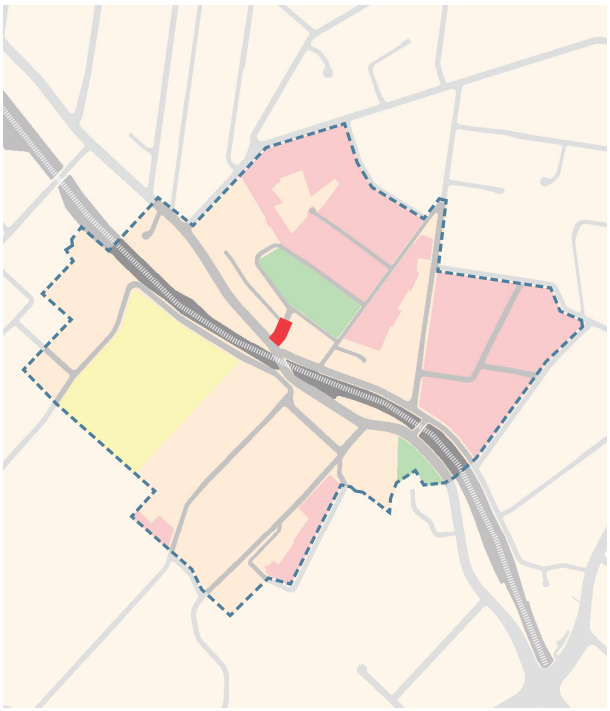
3 POST OFFICE STREET (PACIFIC HIGHWAY TO POST OFFICE LANE)



► Designed Future Character

Post Office Street contains a small commercial precinct away from Pacific Highway and provides an important pedestrian link to Robert Pymble Park and the surrounding residential development.

Quality paving, street furniture and street lighting will improve the pedestrian environment and establish a gateway between the residential areas and commercial centre. Footpath improvements will provide opportunities for outdoor dining and seating spaces.

► Street Description

- A two lane, two-way street with parking to both sides of the street, where possible.
- Streetscape improvements will include high quality paving, furniture and lighting.
- Existing street tree planting is to be retained and supplemented with new tree plantings where footpath width allows.

► Street Cross Section

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

- 5m paved footpath to western side of the street incorporating street tree planting, outdoor dining areas, minimum 2m clear path of travel.
- 2.1m parking lanes.
- 3m traffic lanes, one each way.
- 5m paved footpath to eastern side of the street incorporating street tree planting.

► Parking

- Time restricted on-street parking on both sides of street.

► Paving

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

► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Examples of tree planting:
  - *Lophostemon confertus*
  - *Magnolia x soulangeana*

► Street Furniture

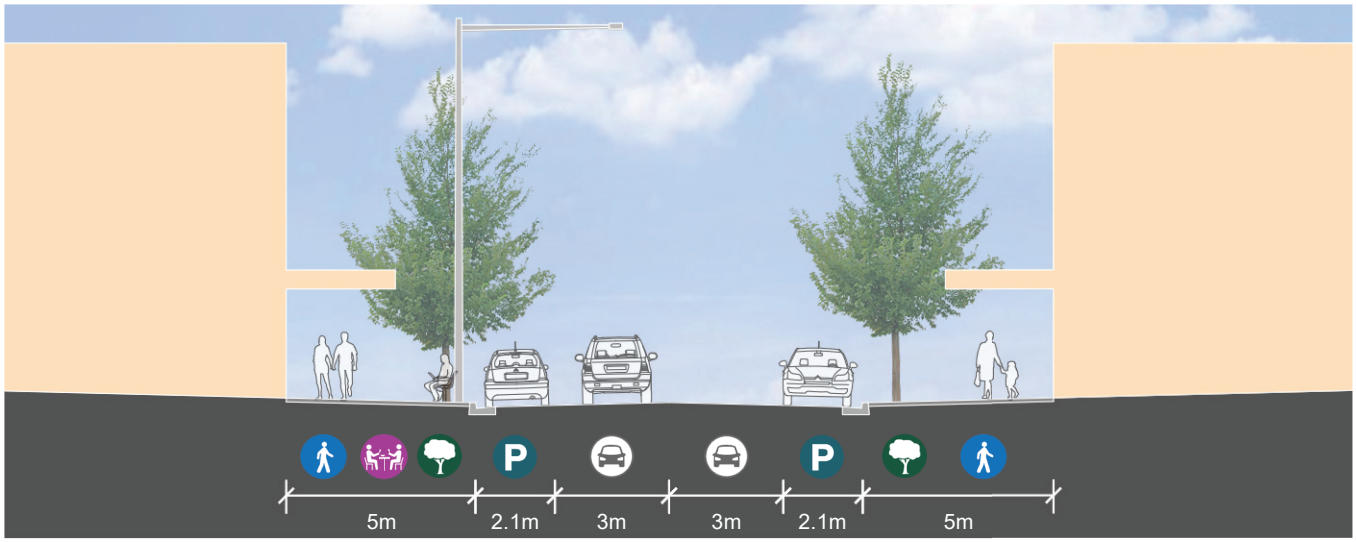
- Seats and bins at key locations such as crossing points and intersections.
- Ensure street furniture locations do not interefere with pedestrian movement.

► 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.

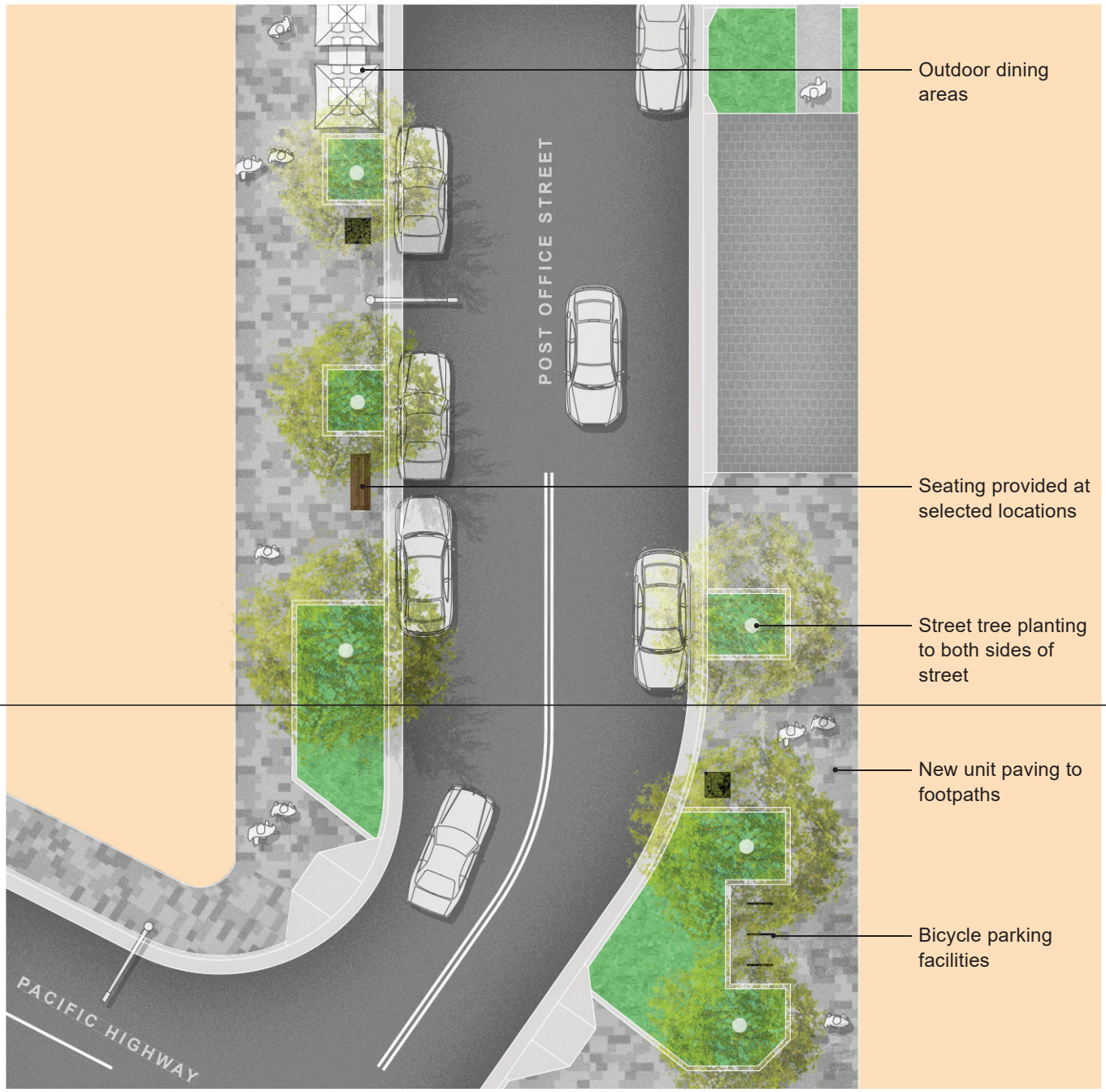
► Powerlines

- 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.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

SECTION LINE



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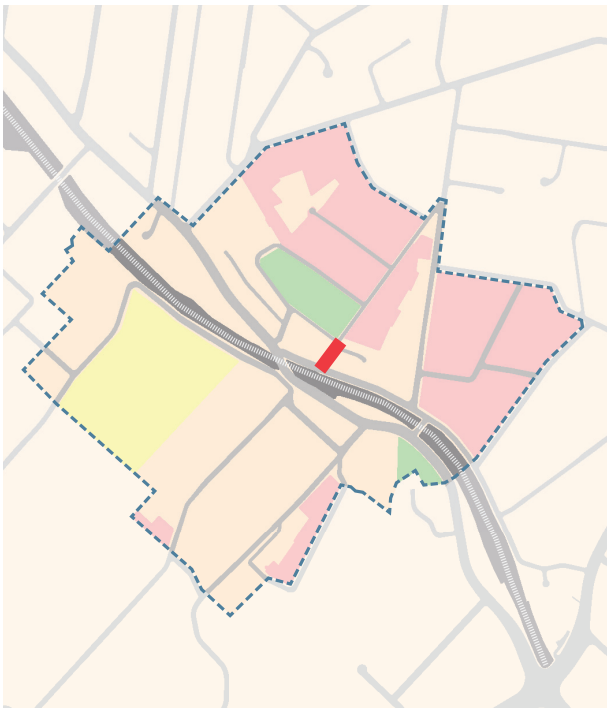
4 ALMA STREET (GRANDVIEW STREET TO PARK CRESCENT)



► Designed Future Character

The southern end of Alma Street provides an important connection to Robert Pymble Park and the parking area on Grandview Lane. Due to the street being very steep and narrow, opportunities to improve the pedestrian experience and to provide additional street trees are limited.

A raised pedestrian crossing at the intersection with Grandview Street will be provided, while the existing kerbside balustrades will be upgraded and supplemented with handrails to improve accessibility. The existing sandstone kerb will be reconstructed and extended in keeping with the heritage character of the Local Centre.

► Street Description

- A narrow two lane, two-way street creating a slow traffic environment.
- A raised pedestrian crossing at Grandview Street will slow traffic and improve safety for pedestrians.
- Kiss and Ride area on the eastern side of the road is to be relocated to Grandview Street due to the narrow width of the roadway on Alma Street.
- Repaved fotpaths with high quality paving to have maximum crossfall of 1:40 to improve the pedestrian experience.

► Street Cross Section

Typical street cross section to be:

- 2m paved footpath to both sides of the street incorporating kerbside balustrades and handrails at the southern end of the street.
- 3.1m traffic lanes, one each way.

► 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

- None, due to narrow road reserve.

► Street Furniture

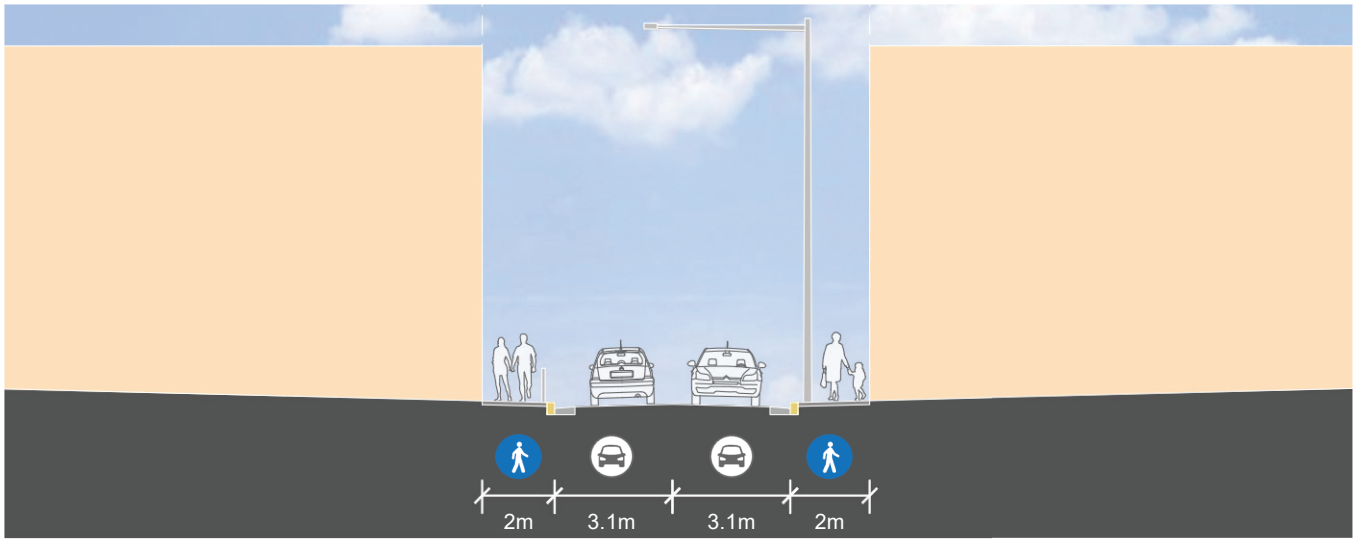
- None.

► Lighting

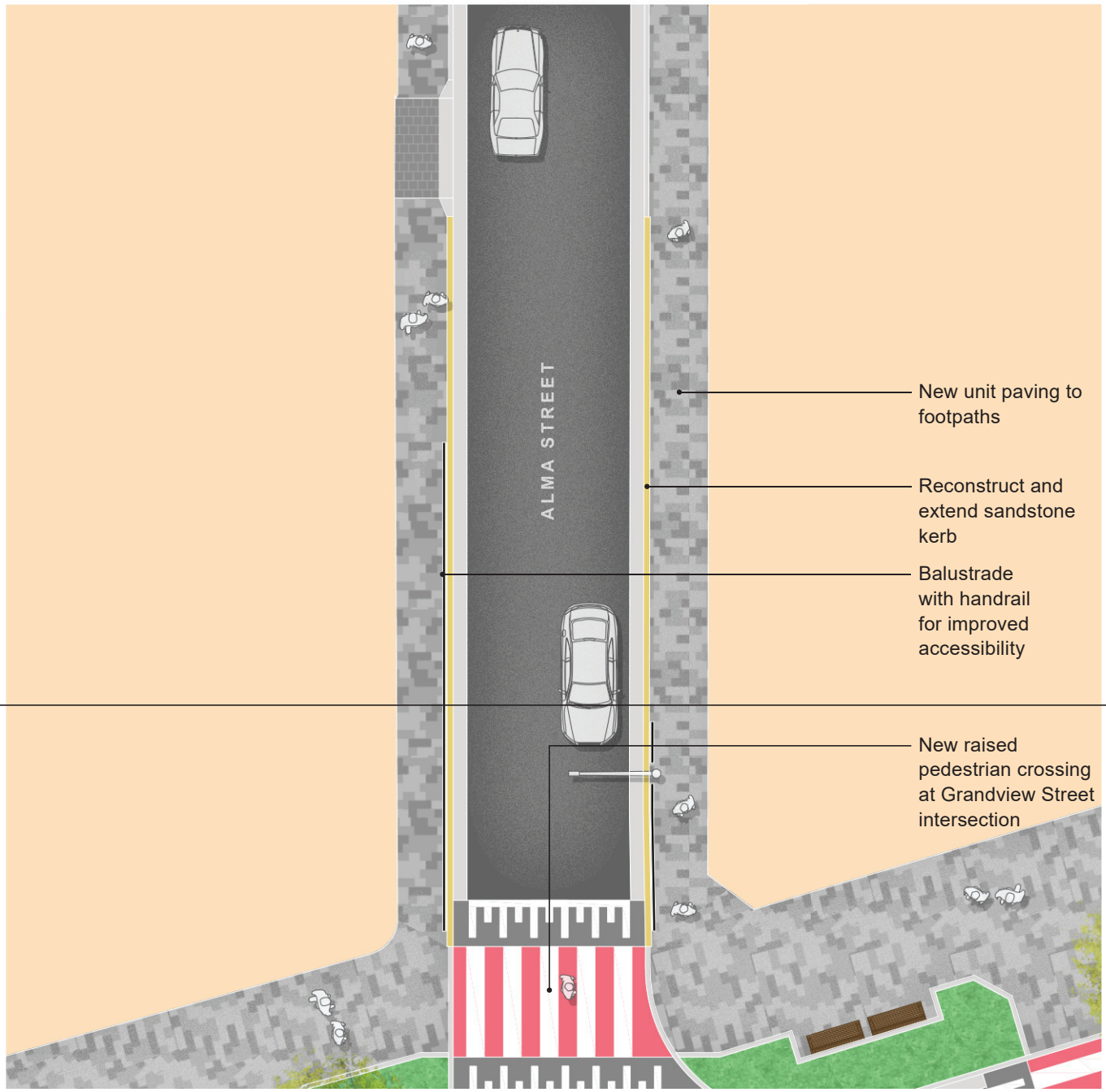
- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

- Underground power.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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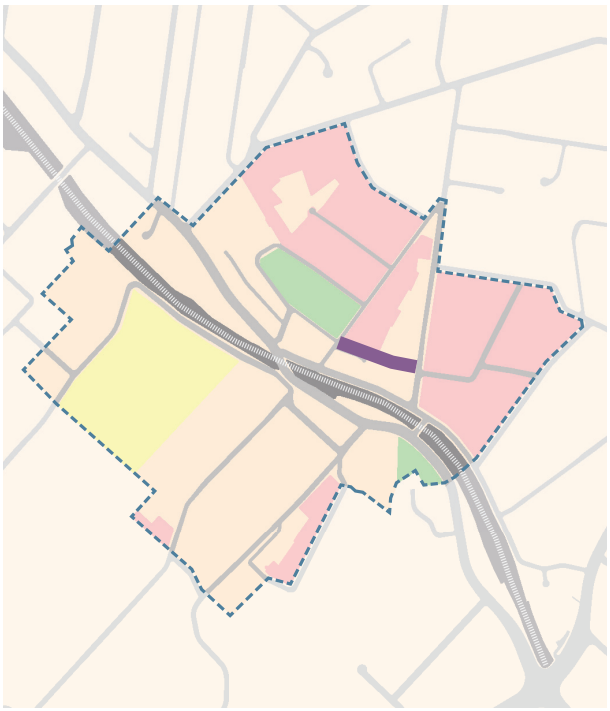
5 GRANDVIEW LANE



► Designed Future Character

A realigned and extended Grandview Lane will provide rear lane access to shops on Grandview Street, provide public car parking and function as a connection between Alma Street and Station Street.

Increased building setbacks in any new development on Grandview Street will provide opportunities for activation and outdoor dining opportunities along Grandview Lane.

The entry off Alma Street will be relocated to align with the intersection of Park Cresecent. An exit lane from the car park to Station Street will be constructed to improve traffic flow. A shared pedestrian / cycle path will be provided along the northern boundary to improve connections to Robert Pymble Park.

The car park will be reconfigured to simplify vehicle circulation and provide spaces for additional garden beds and shade tree planting.

The reconfigured layout may also provide opportunities to use part of the car park for events, such as markets, while maintaining access through Grandview Lane.

► Parking

- Existing parking in the Council owned car park off Grandview Lane is to be retained.

► Paving

- Asphalt.
- 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

- Wide canopy trees such as:
  - *Angophora costata*
  - *Eucalyptus paniculata*
  - *Lophostemon confertus*
  - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia.*

► Street Furniture

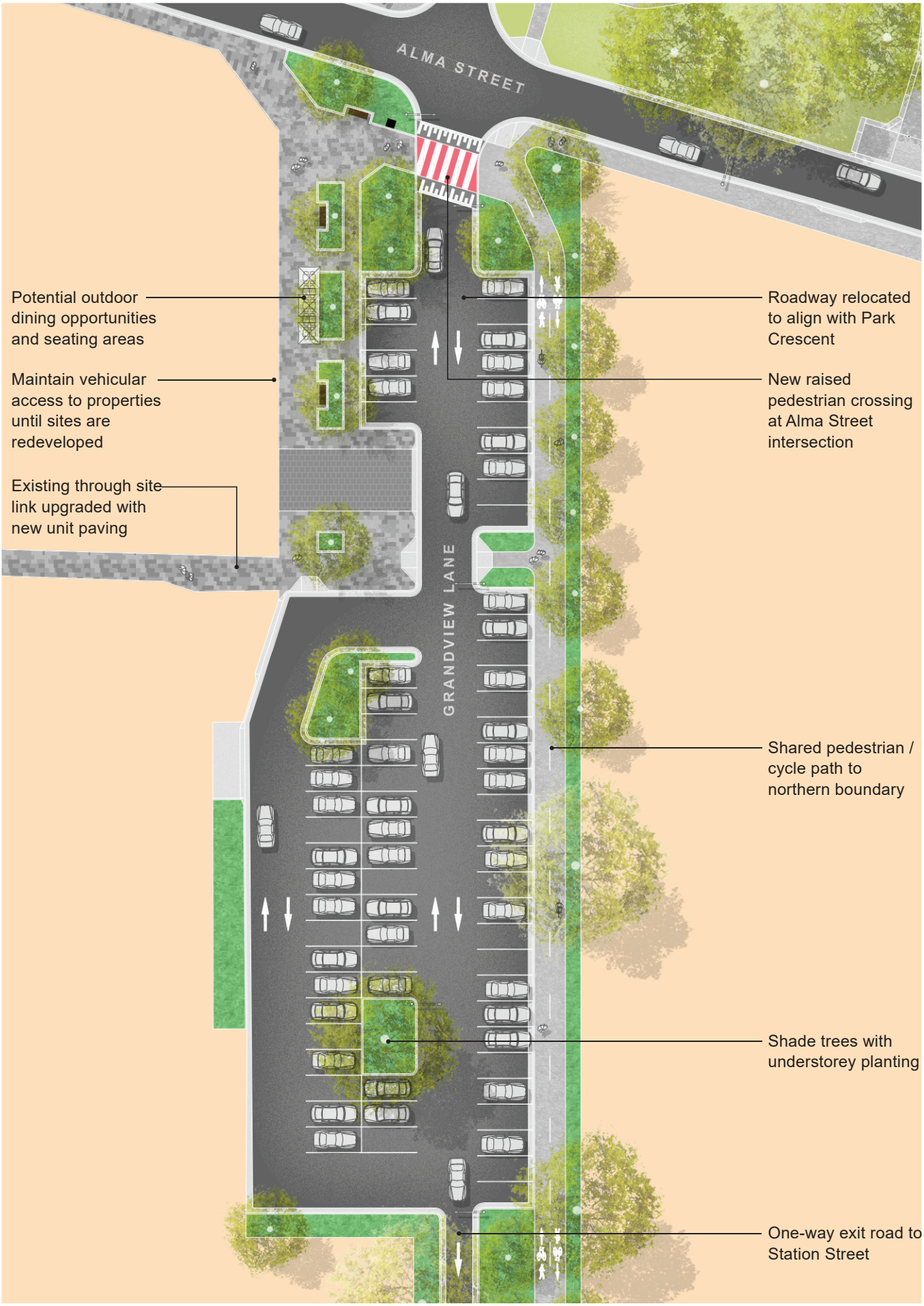
- Seats in locations that do not interfere with movement or outdoor dining opportunities.
- Bins near pedestrian crossings.

► 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

- Existing underground power.



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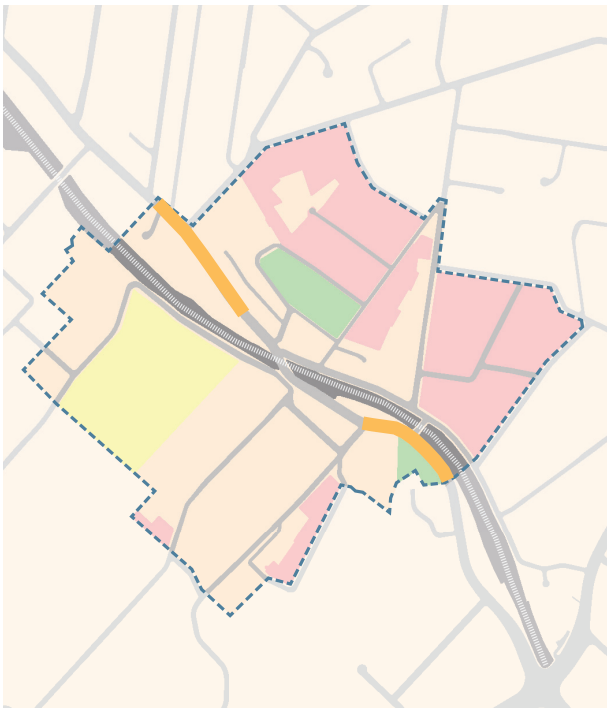
6 PACIFIC HIGHWAY (NORTH OF NO. 1017, SOUTH OF LIVINGSTONE AVENUE)



► Designed Future Character

These sections of Pacific Highway are largely residential in character and zoning, and fall within the 400m walking catchment from Pymble 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

- Clearways along Pacific Highway. Limited on-street parking outside of peak hours 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 reticulatis*
  - *Glochidion ferdinandi var. ferdinandi*

► Street Furniture

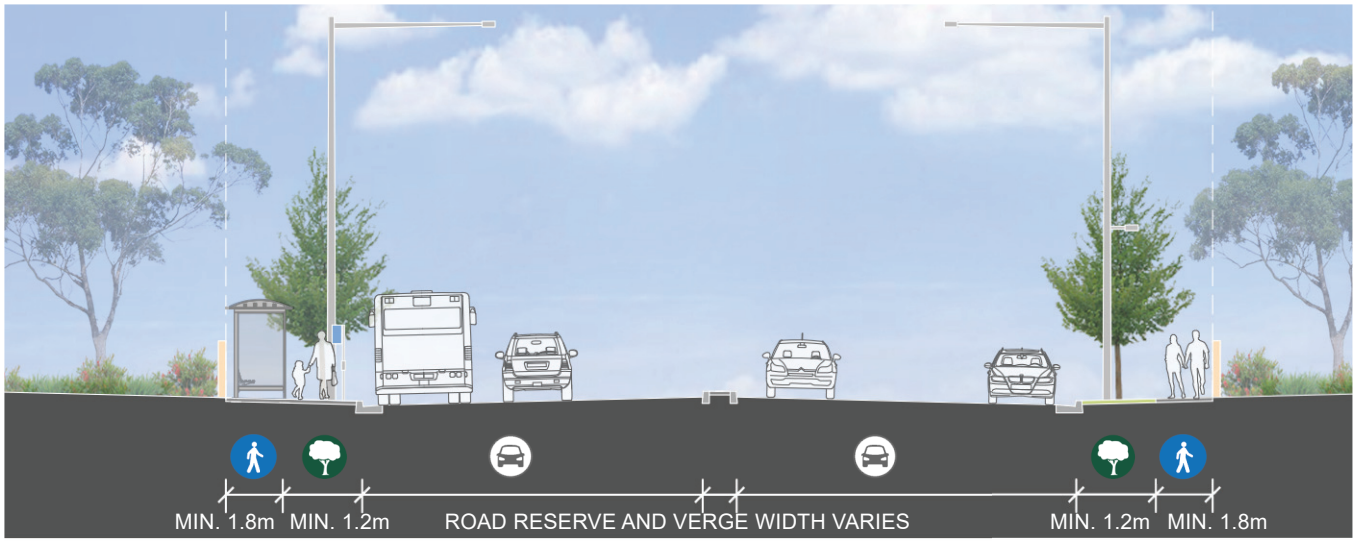
- Seats at 100m intervals and at bus stops.
- Bins at 100m intervals.

► Lighting

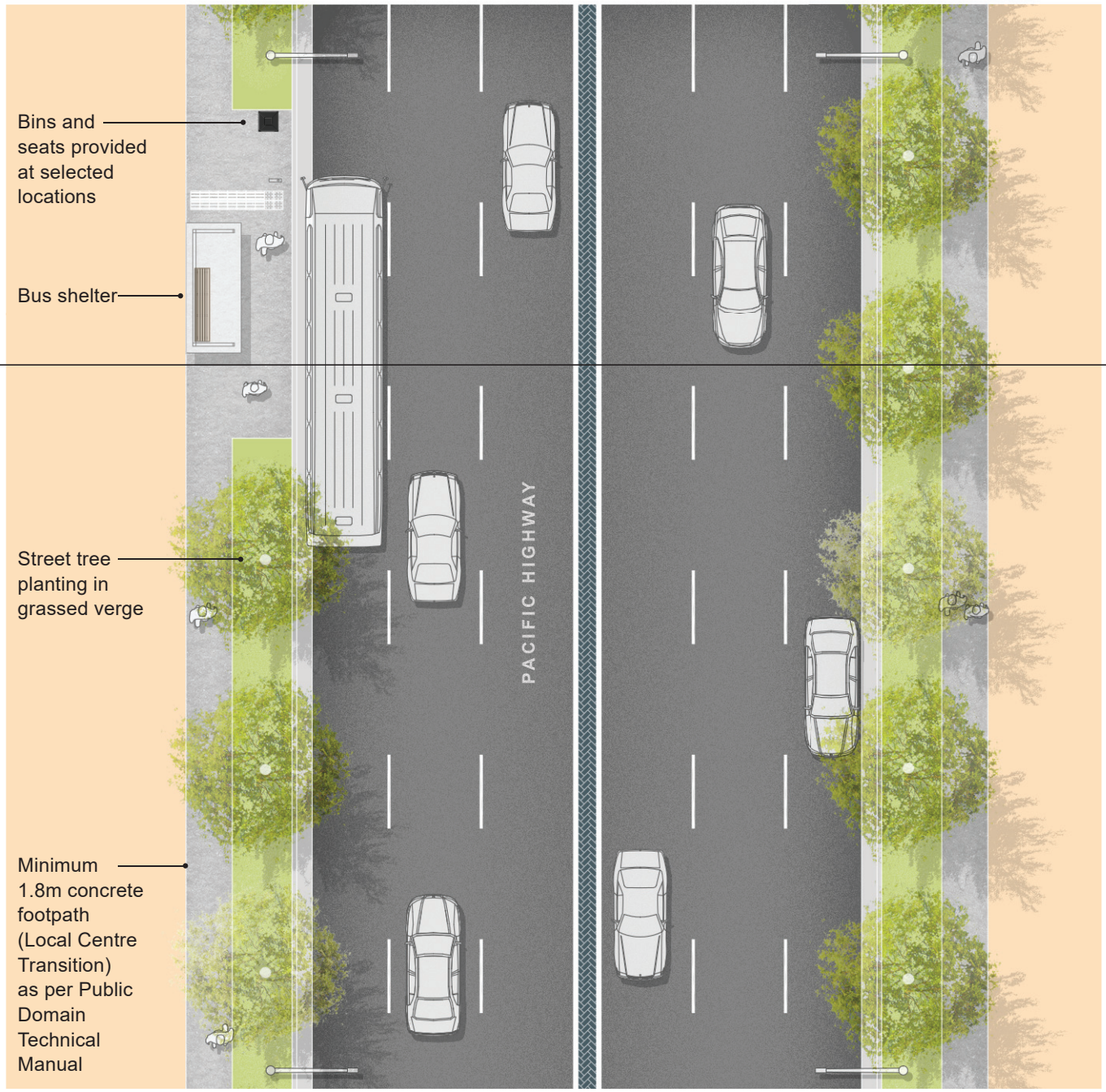
- Retain Ausgrid lighting.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

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



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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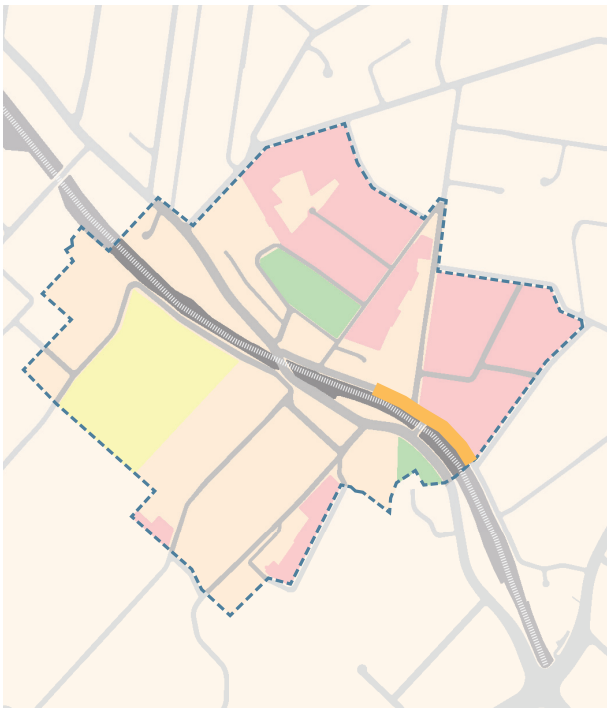
7 GRANDVIEW STREET (EAST OF NO. 53)



► Designed Future Character

The eastern end of Grandview Street will be an important part of the active transport network to Pymble Station with a separated cycle way linking the station to the broader cycling network of the region towards Mona Vale Road. It will form part of the broader Chatswood to Hornsby cycle route.

The northern verge of Grandview Street, between Station Street and Wellesley Road forms part of the Pymble Heights Heritage Conservation Area. Any footpath improvements to this verge will be constructed with asphalt to match the existing street character.

► Street Description

- Two-way, two lane street with a separated cycle way on the southern side.
- The removal of the parking lane on the northern side of Grandview Street and the reallocation of road space will provide space for a separated cycle way to be installed on the southern side of the street.
- Retain existing trees and supplement with new street tree planting.
- 1.8m pedestrian footpath to both sides of street.

► Street Cross Section

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

- 1.8m paved footpath to southern side of the street.
- 3m cycle path connecting regional cycle route, to rail station and Local Centre.
- 2.1m parking lane.
- 3.2m traffic lanes, one each way.
- Grassed verge of varying width with street tree planting.
- 1.8m paved footpath to northern side of the street.

► Parking

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

► 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.
- 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:
  - *Lophostemon confertus*
  - *Syncarpia glomulifera*

► Street Furniture

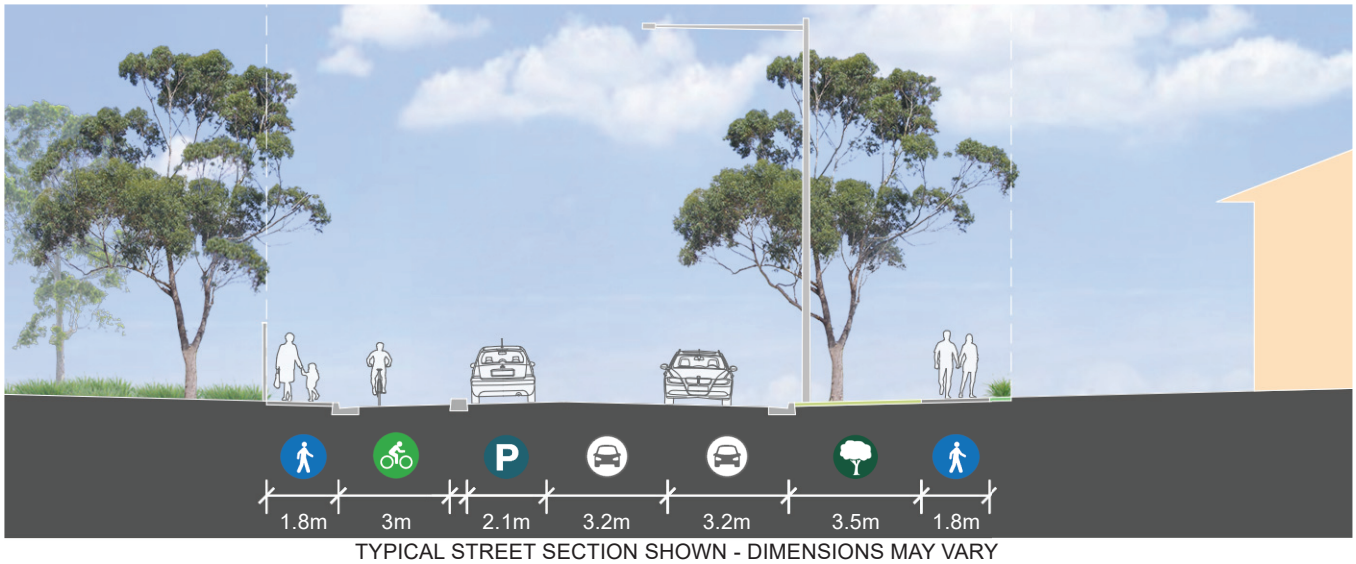
- None.

► 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.

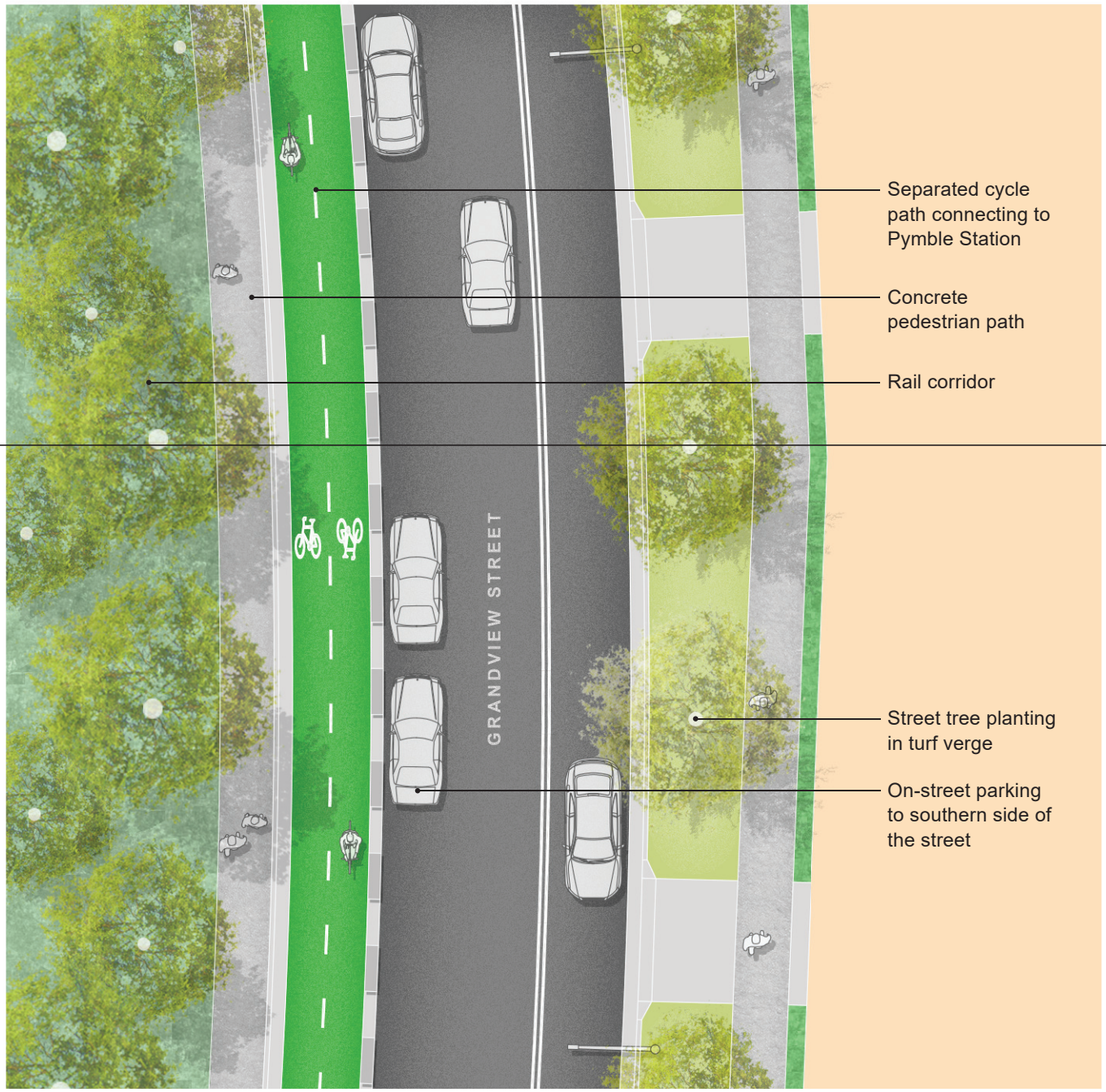
► Powerlines

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



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

SECTION LINE



Separated cycle path connecting to Pymble Station

Concrete pedestrian path

Rail corridor

Street tree planting in turf verge

On-street parking to southern side of the street

PYMBLE

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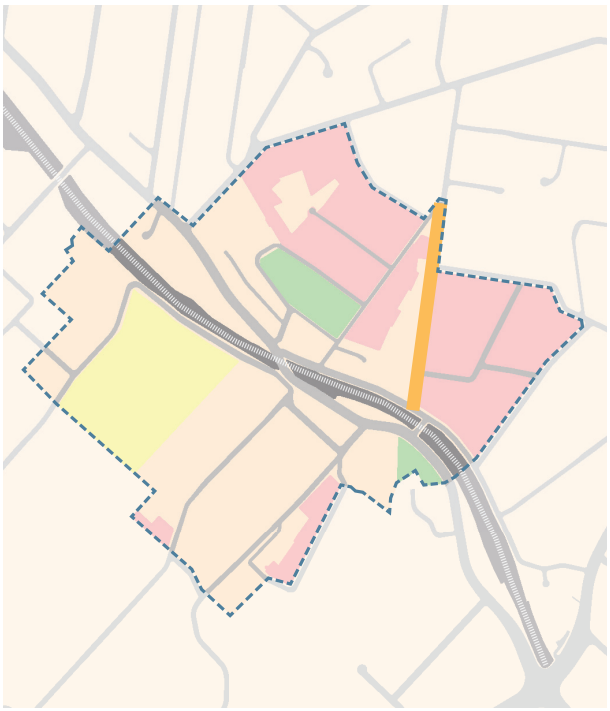
8 STATION STREET



► Designed Future Character

Station Street provides an important north-south connection away from the Local Centre core. The current narrow width of the roadway allows for only limited on-street parking areas north of King Edward Street. The western kerb will be realigned to provide a wide shared cycle / pedestrian path to provide a safe route for residents and commuters.

► Street Description

- Two-way, two lane street with limited areas on-street parking.
- Retain existing trees and supplement with new street tree planting where space permits, to intensify the tree canopy.
- 3m shared path to the western side of the street.

► Street Cross Section

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

- 3.2m grassed verge with street tree planting.
- 3m shared cycle / pedestrian footpath to western side of the street.
- 3.6m traffic lanes, one each way.
- Planted / grassed verge of varying width with street tree planting.

► Parking

- On-street parking on the eastern side of the street in selected locations.

► 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:
  - *Lophostemon confertus*
  - *Syncarpia glomulifera*

► Street Furniture

- None.

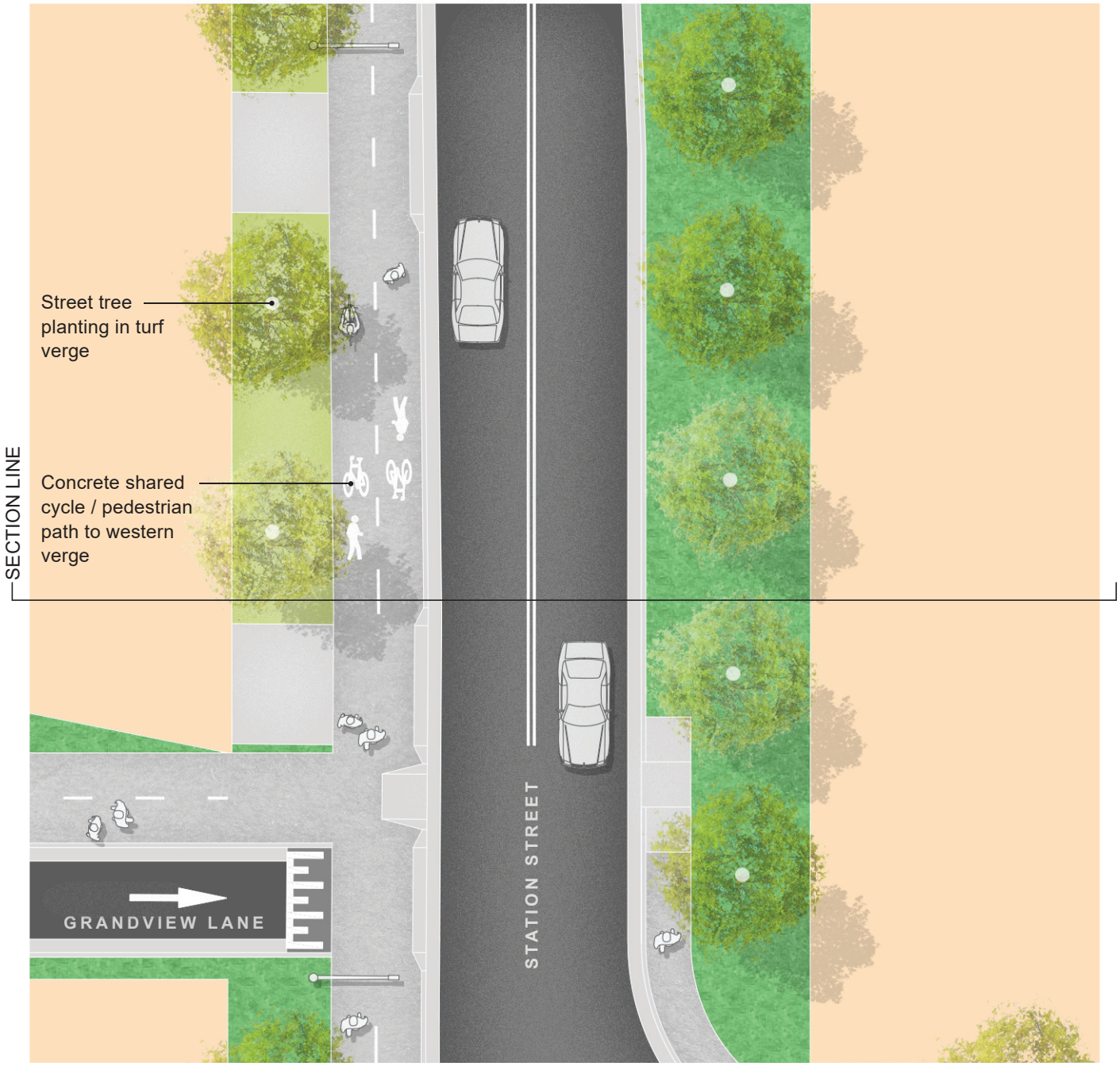
► Lighting

- 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.

TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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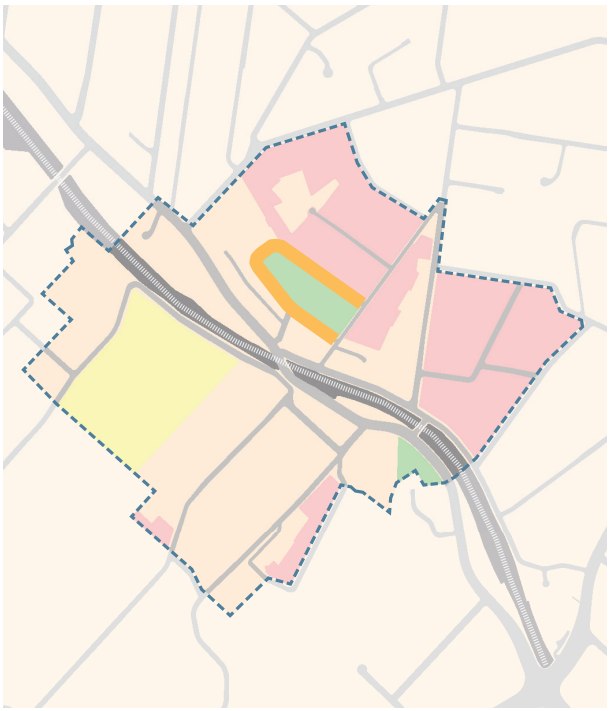
9 PARK CRESCENT



► Designed Future Character

Park Crescent will be converted to a one-way street to create a low speed traffic environment and improve traffic and pedestrian movements around the Local Centre. The length of Park Crescent between Post Office Street and Alma Street will remain as two-way.

The conversion to one-way traffic will allow for the narrowing of the roadway and construction of footpaths along the frontage to Robert Pymble Park.

► Street Description

- A slow, local traffic environment with one-way traffic anti-clockwise.
- Park Crescent between Post Office Street and Alma Street will remain as two-way.
- On-street parking will be available on the side of the street fronting Robert Pymble Park.
- Additional tree planting within Robert Pymble Park will provide shade to the street and footpaths.

► Parking

- On-street parking to one side of street along frontage to Robert Pymble Park.

► 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

- None, due to narrow road reserve.
- Additional tree plantings to be provided in Robert Pymble Park to provide shade to the street-side footpath.

► Street Furniture

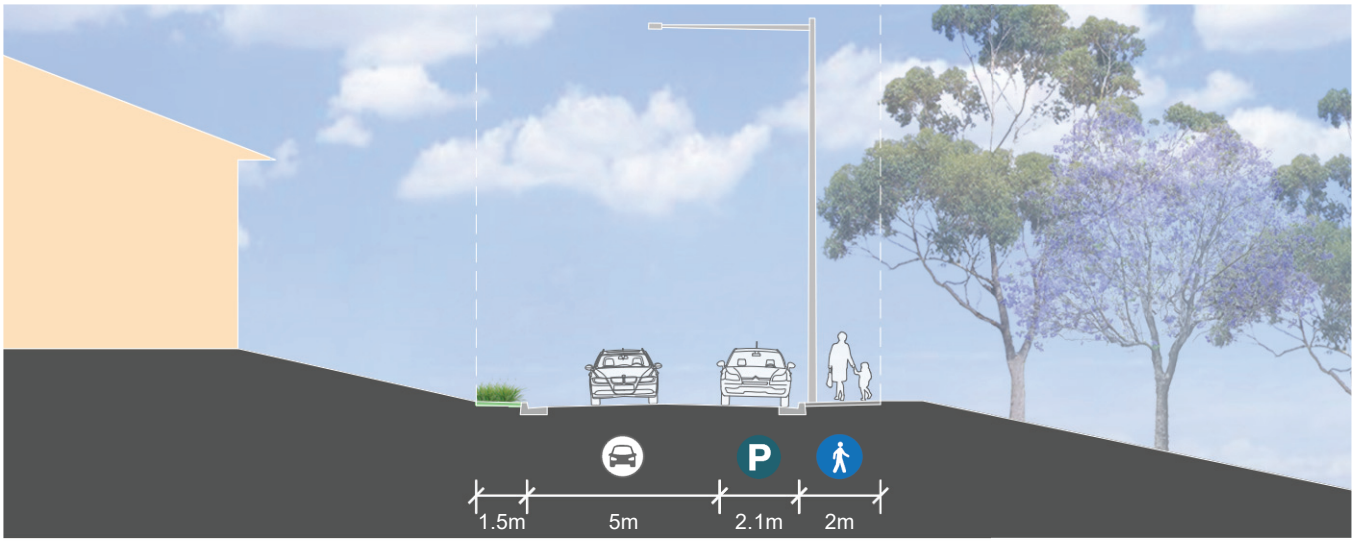
- None.

► Lighting

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

► Powerlines

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



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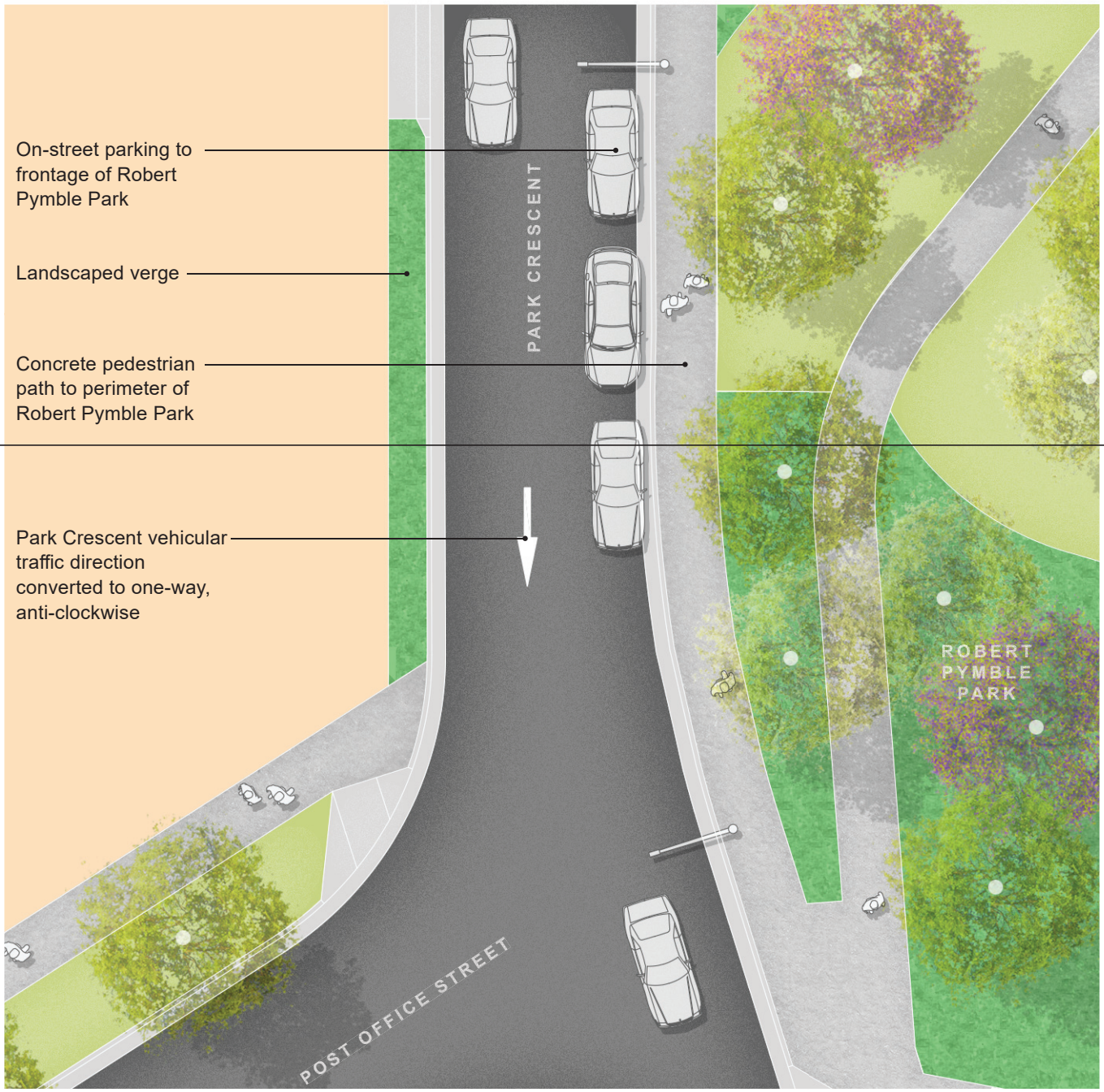

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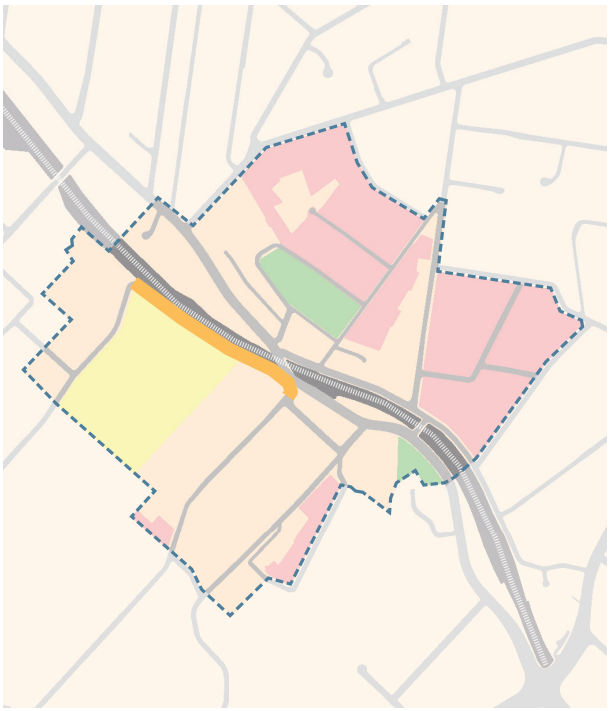
10 AVON ROAD (EAST OF NO. 3)



► Designed Future Character

Avon Road is an important pedestrian link for residents and students at Pymble Ladies College. This section of Avon Road will provide a wide, shaded, shared pedestrian and cycle path to ensure a safer, more attractive route from the Local Centre core to residential areas and the school. This section of shared path will form part of the broader Chatswood to Hornsby cycle route.

► Street Description

- A two-way carriageway with on-street parking to both sides of the street.
- A shared cycle / pedestrian path to northern side of the road adjacent to the rail corridor.
- Retain existing trees and supplement with new street trees where possible.

► Street Cross Section

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

- 1.5m paved footpath to southern side of the street.
- 2.1m parking lanes.
- 3.2m traffic lanes, one each way.
- 3m shared cycle / pedestrian footpath to northern side of the street.

► Parking

- On-street parking.

► Paving

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

► Street Tree Planting

- Retain existing street trees in good condition and strengthen tree planting along rail corridor wherever possible.
- Examples of tree planting:
  - *Elaeocarpus reticulatus*
  - *Melaleuca quinquenervia*
  - *Syncarpia glomulifera*

► Street Furniture

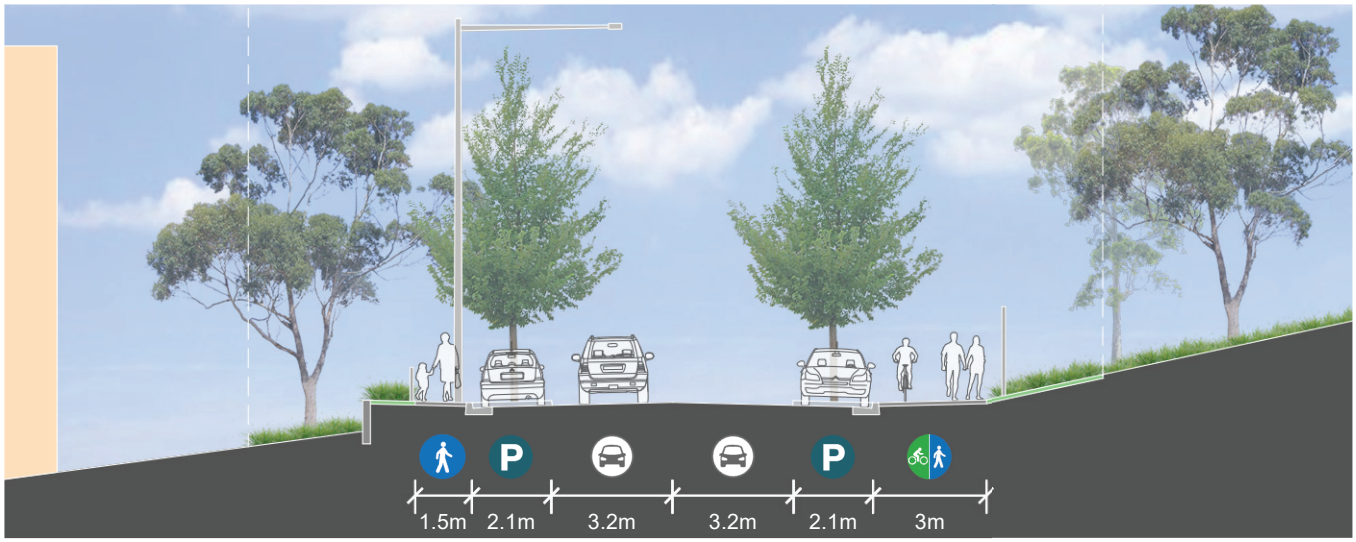
- None.

► 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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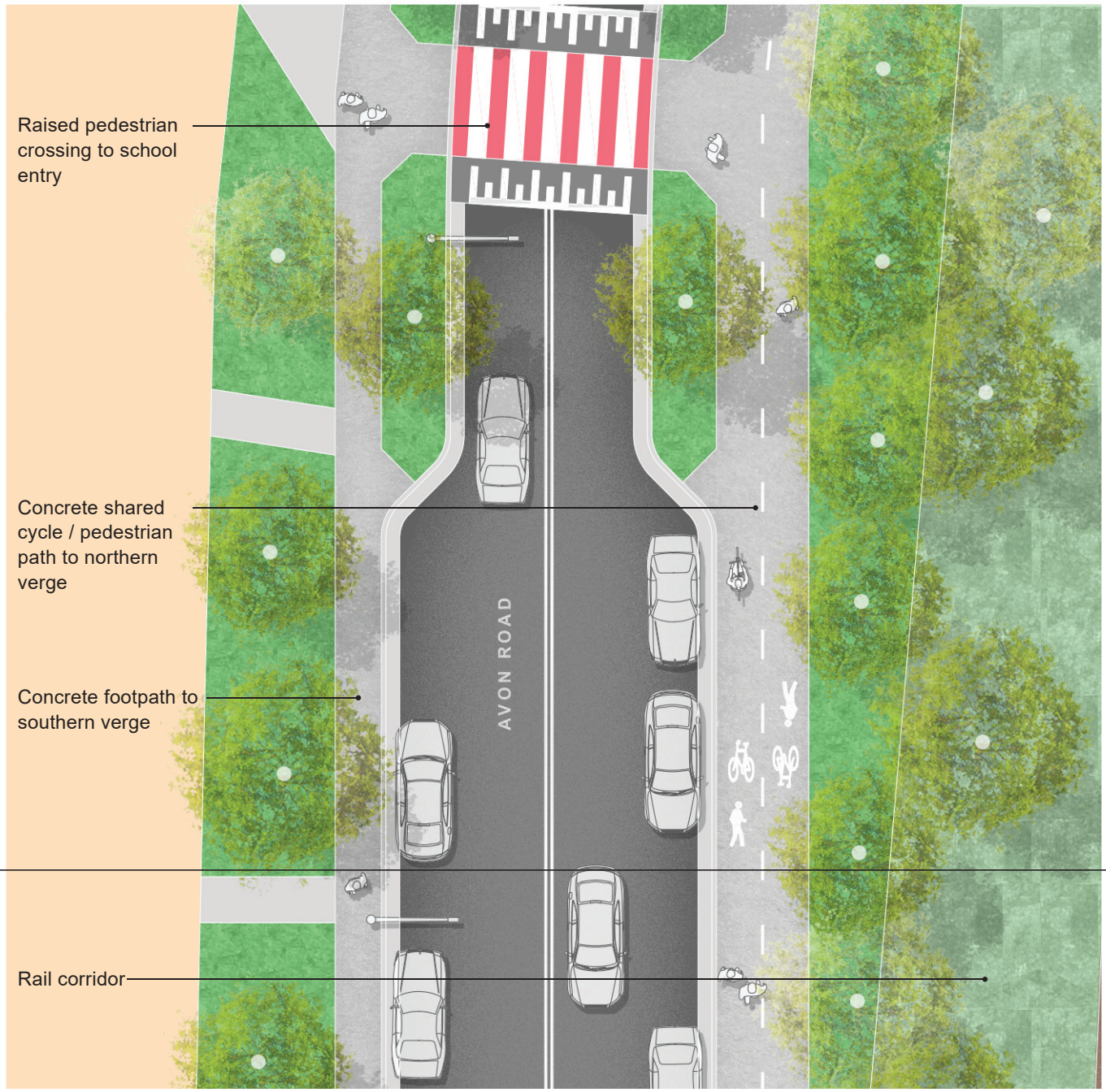

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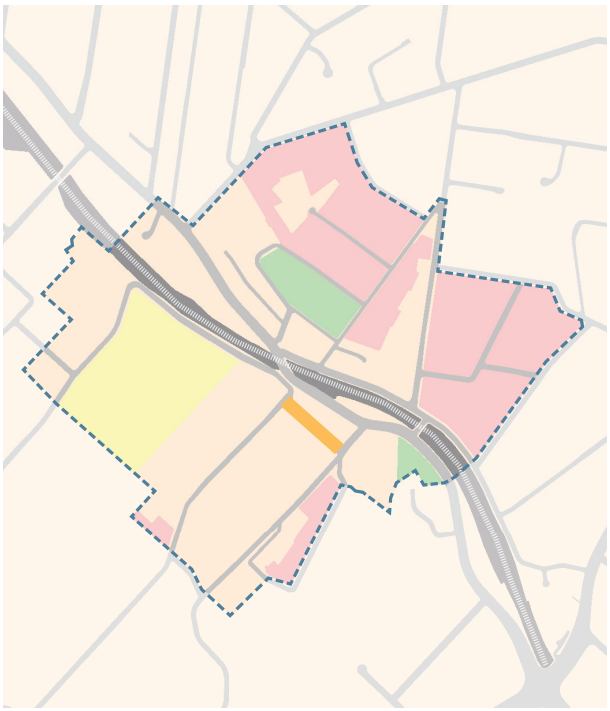
11 EVERTON STREET



► Designed Future Character

Everton Street, a residential street with a mix of medium to high density housing, provides an important pedestrian connection to Pymble Station and Pymble Ladies College.

A raised pedestrian crossing at the intersection of Pymble Avenue will improve the pedestrian environment and kerb realignments and kerb extension along the street will allow for additional street tree planting.

► Street Description

- A two-way carriageway with on-street parking to both sides of the street.
- Kerb blisters will be constructed to allow for new street tree plantings at intervals along the street to intensify the tree canopy.
- Provide minimum 1.8m wide footpaths to both sides of the street. Paths may be reduced to minimum 1.5m wide where existing topography limits the extent of paving.
- The construction of a raised pedestrian crossing at the intersection with Pymble Avenue, and a pedestrian refuge island at the intersection with Livingstone Avenue will improve pedestrian safety.

► Street Cross Section

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

- 2.2m paved footpath to southern side of the street.
- 2.1m parking lanes incorporating kerb blisters for street tree planting.
- 3.2m traffic lanes, one each way.
- 1.8m paved footpath to northern 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.

► Street Tree Planting

- Medium to large sized canopy trees such as:
  - *Angophora costata*
  - *Hymenosporum flavum*
  - *Syncarpia glomulifera*

► Street Furniture

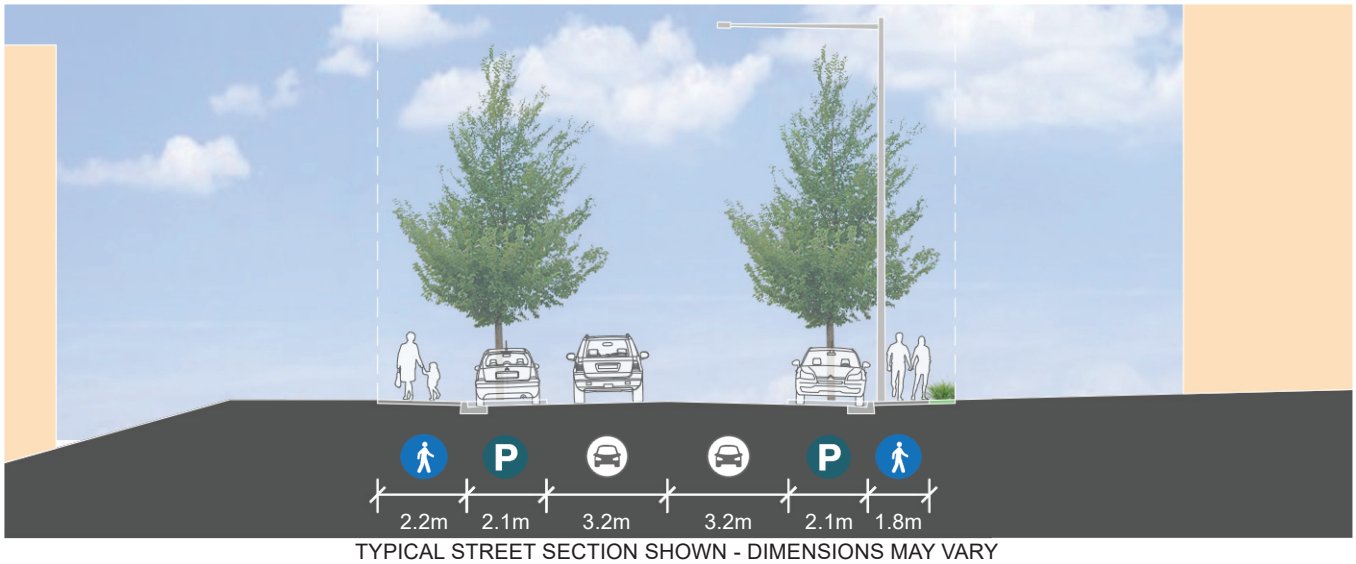
- None.

► Lighting

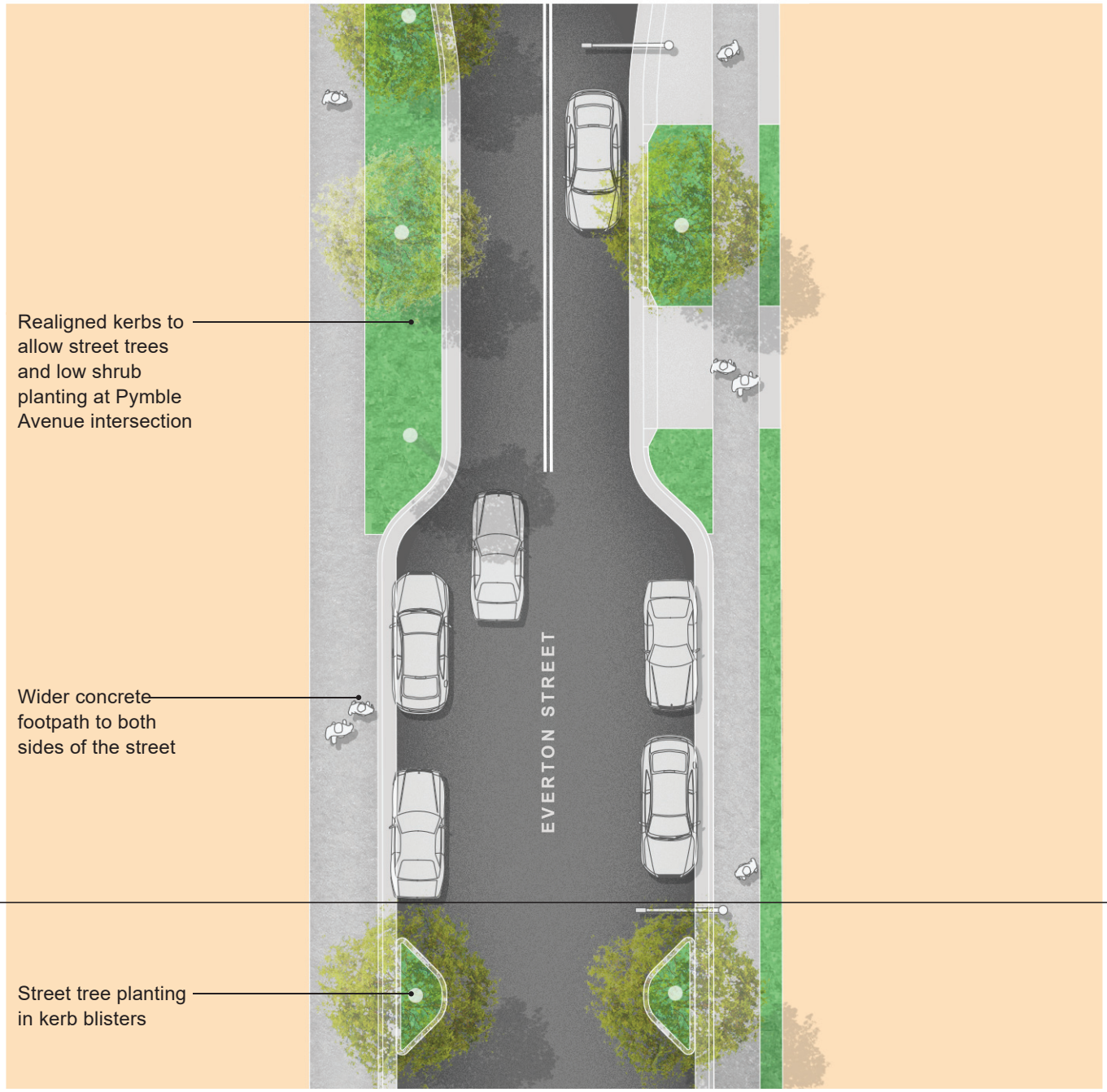
- Install selected Council street lights.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

► Powerlines

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



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY



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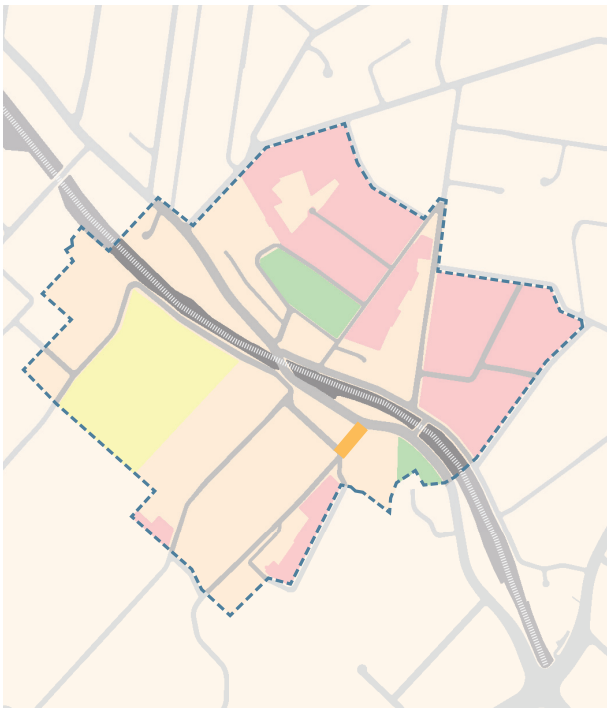
12 LIVINGSTONE AVENUE (NORTH OF EVERTON STREET)



► Designed Future Character

The northern end of Livingstone Avenue is a key local access point to Pacific Highway for residents and visitors from the southern side of Pymble. It also provides the main vehicular access to Pymble Ladies College from Pacific Highway

Wider footpaths and upgraded street lighting will improve the pedestrian environment.

► Street Description

- A two-way, two lane, tree-lined street widening to include turning lanes at the intersections with Pacific Highway and Everton Street.
- Provide minimum 1.8m wide footpaths to both sides of the street. Paths may be reduced to minimum 1.5m wide where existing topography limits the extent of paving.
- Existing carriageway width to be retained.

► Parking

- No on-street parking.

► Paving

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

► Street Tree Planting

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

► Street Furniture

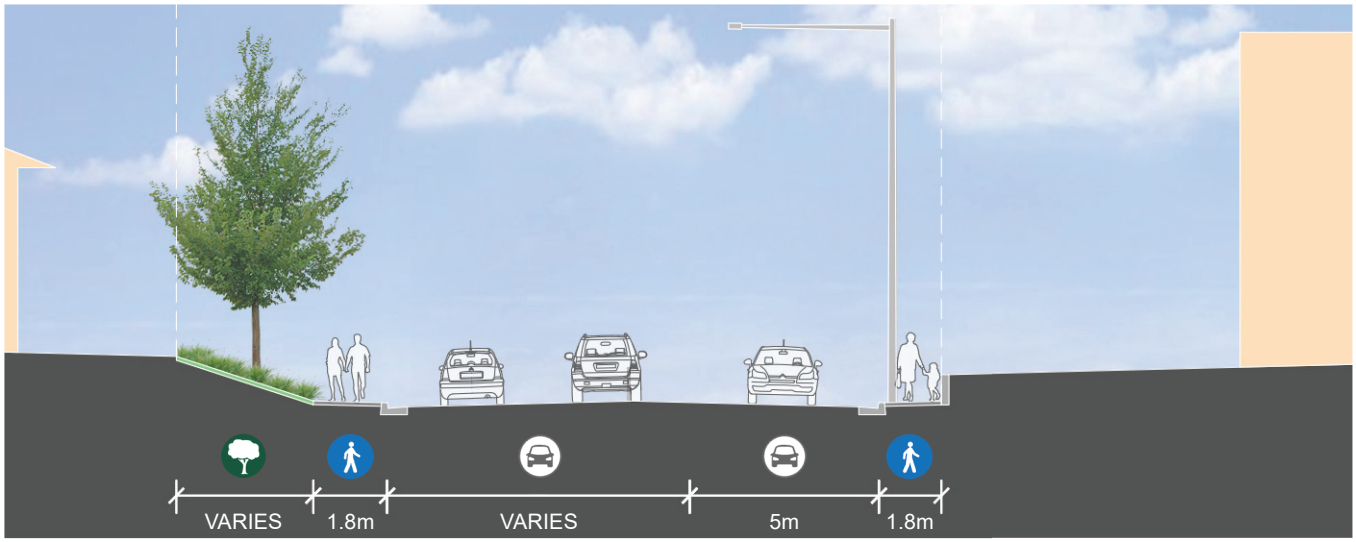
- None.

► 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

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



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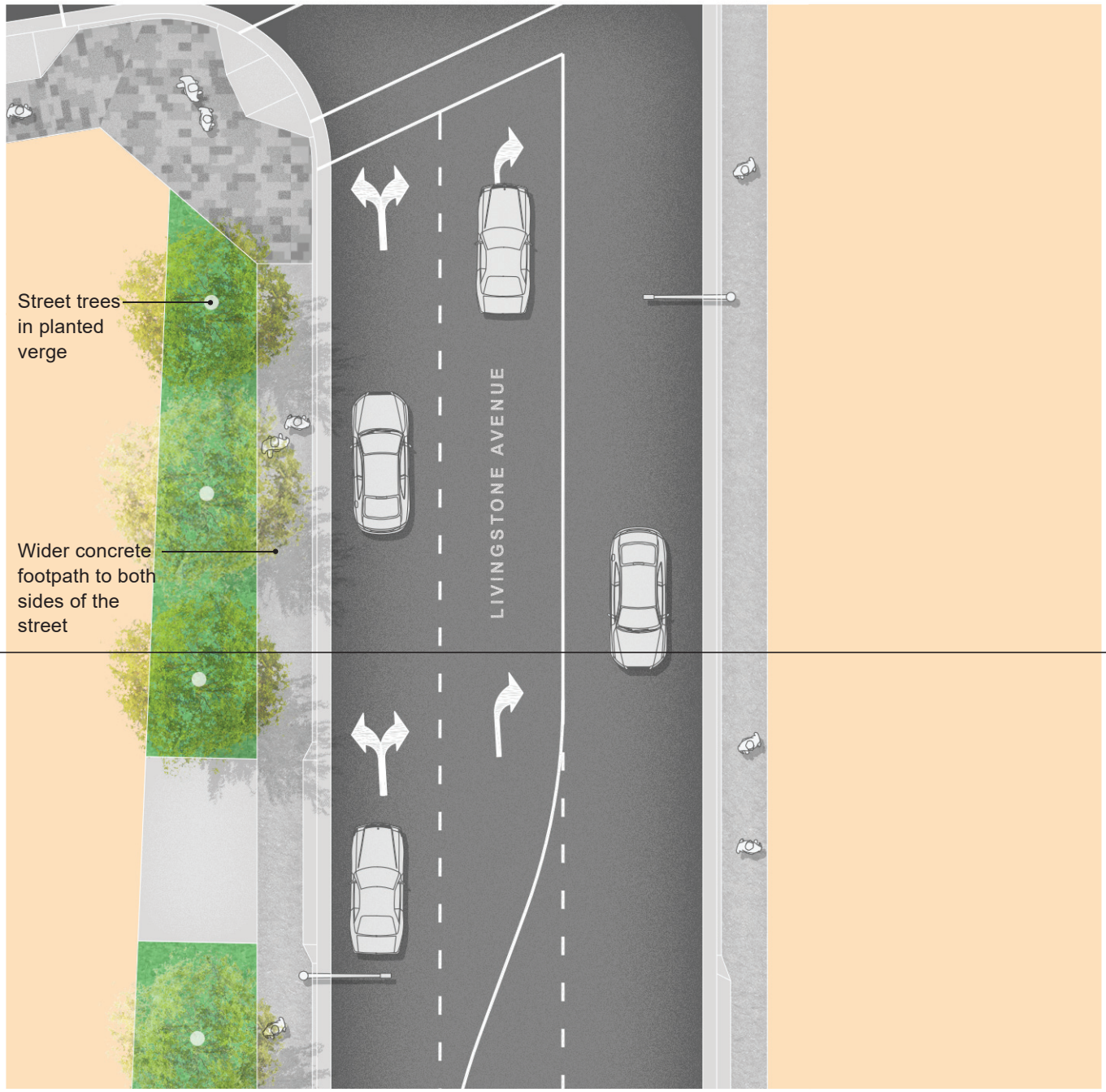

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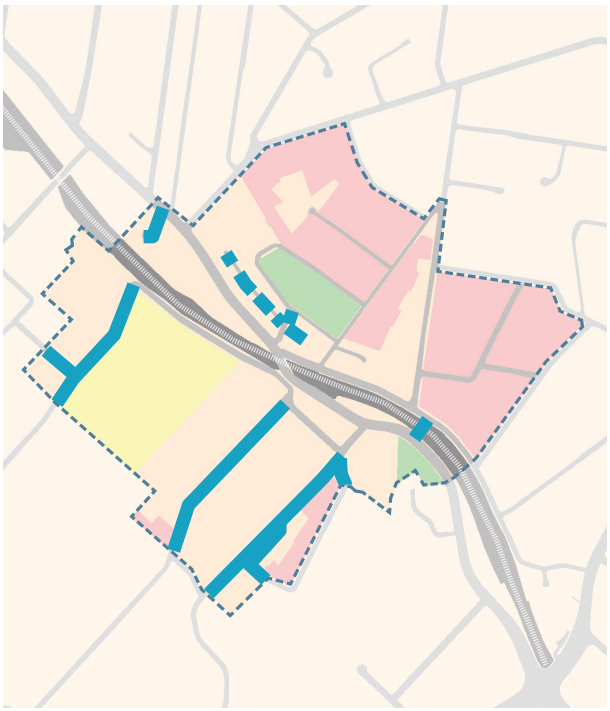
13 'STANDARD' STREET



► Designed Future Character

Two-way tree-lined residential streets with car parking to both sides of the street. These streets fall within the 400m walking catchment from Pymble 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

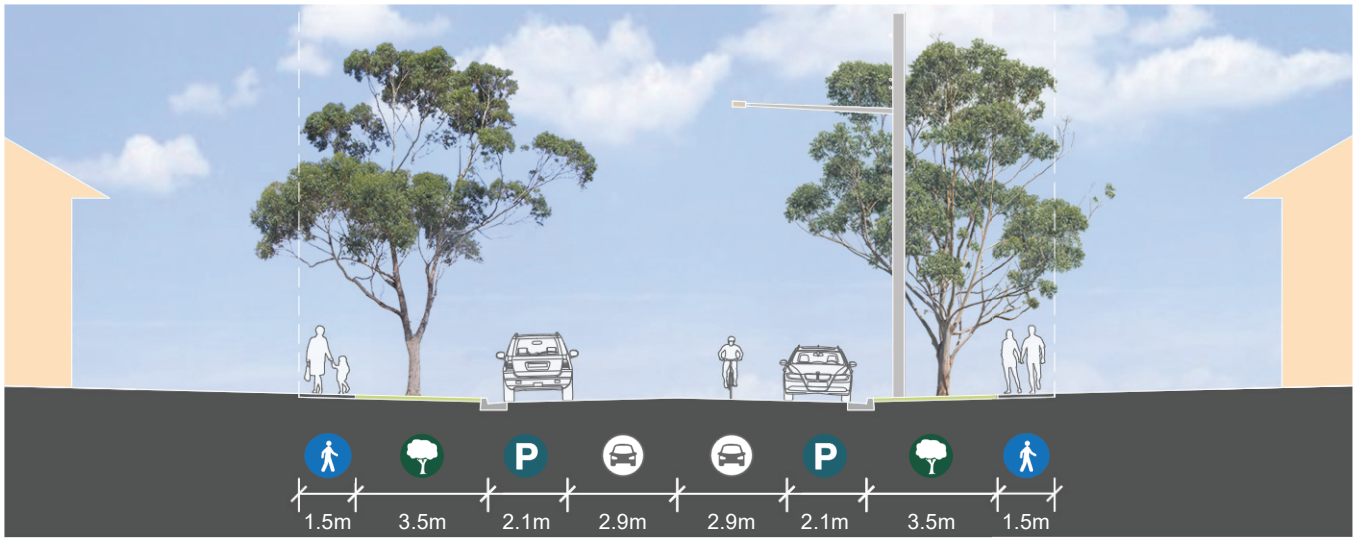
- None.

► 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.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

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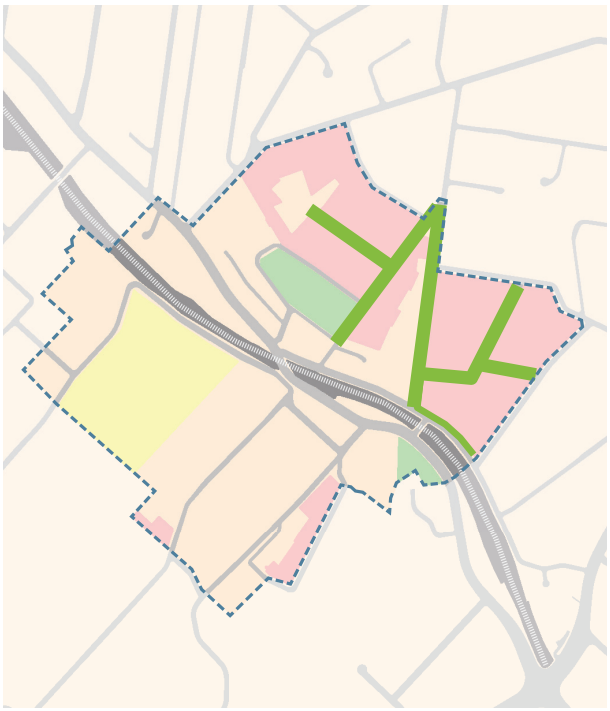
14 'CHARACTER' STREET



► 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

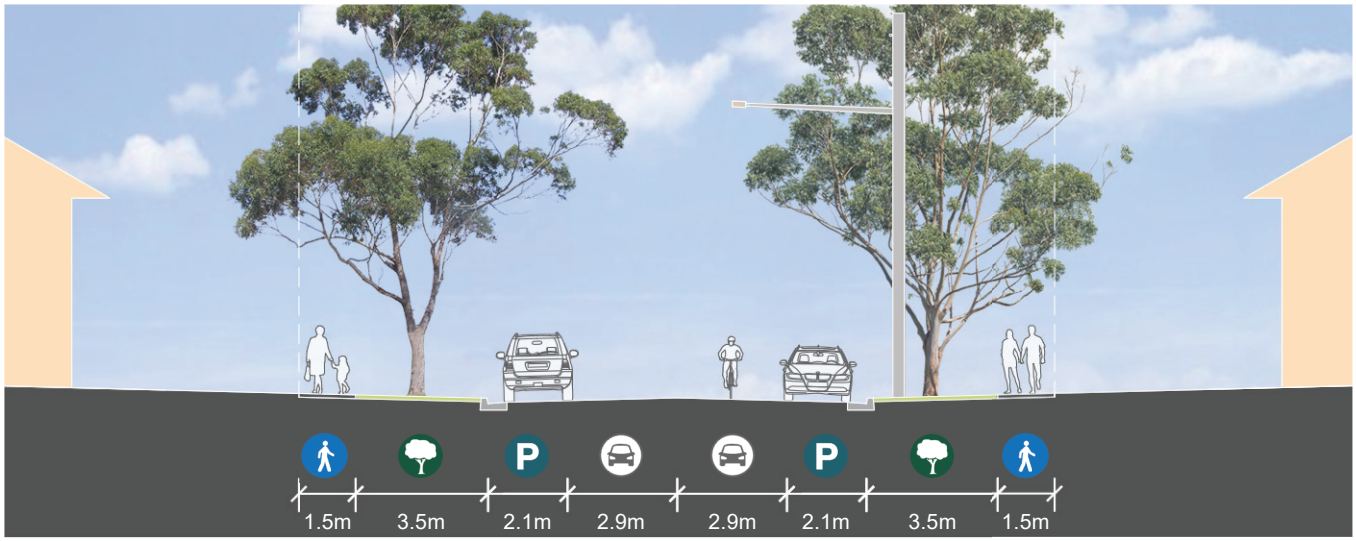
- None.

► 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.



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

Notes	
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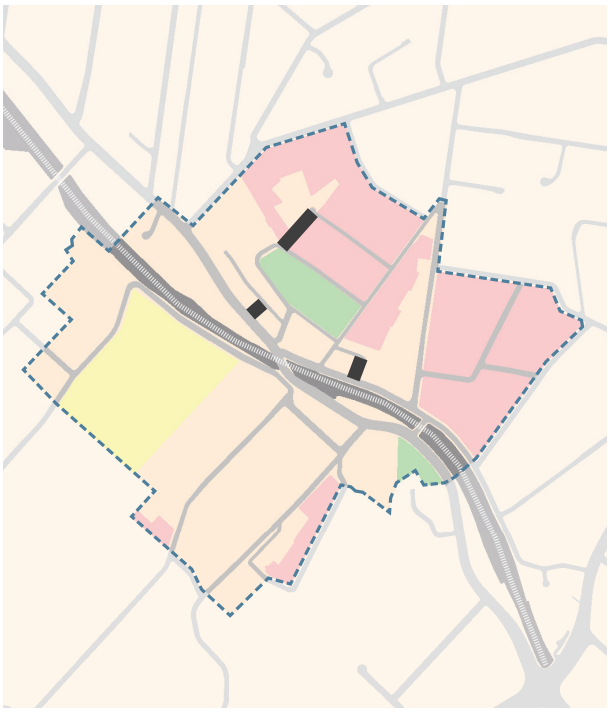
15 STANDARD PEDESTRIAN LINK / ARCADE



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.

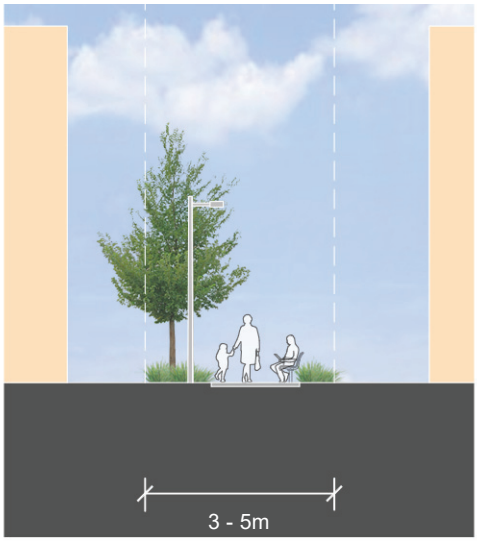
► Standard Pedestrian Arcade

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

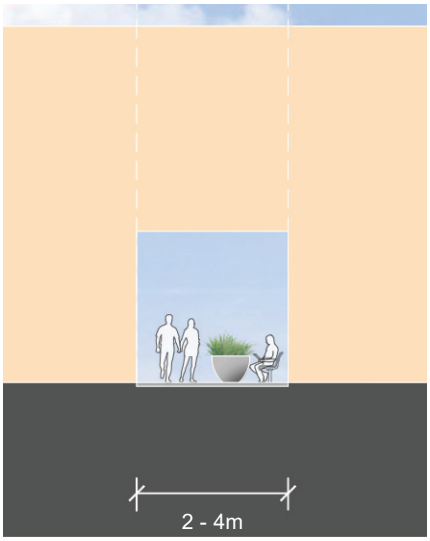
Pedestrian arcades will typically be:

- 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.

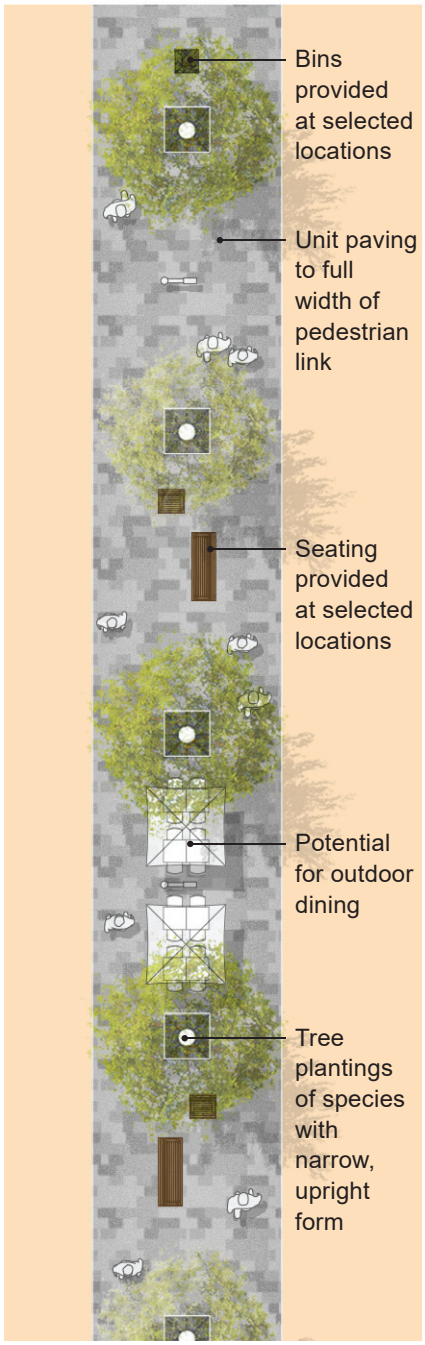
Standard Pedestrian Link (Commercial)

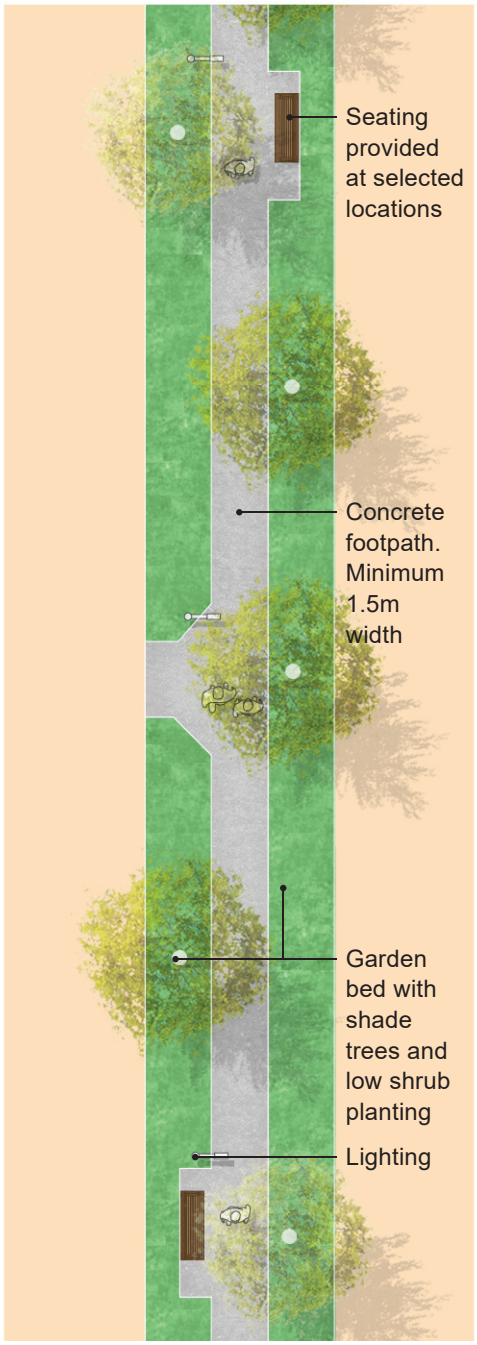


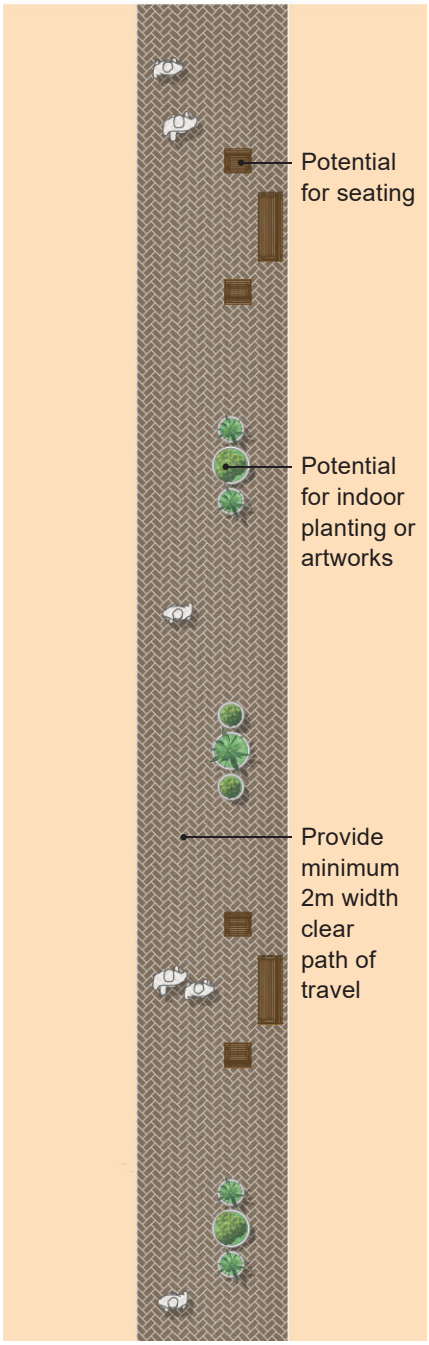
Standard Pedestrian Link (Residential)



Standard Pedestrian Arcade







PYMBLE

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