

# St Ives Public Domain Plan





## Background

Unlike the other local centres of the Ku-ring-gai LGA, St Ives has not developed around a railway station. Consequently, the true growth of St Ives as a residential suburb began in the 1950s. St Ives Local Centre is relatively flat and gently falls to the east. Generally, streets to the north offer gentle slopes and invite walking and cycling, while streets to the south of the centre are steeper. Local highpoints and a ridgeline separate the central Shopping Village and Village Green precinct from Pymble Golf Club to the west and Dalrymple-Hay Nature Reserve to the south. These green open spaces surround the St Ives Local Centre.

Like many other centres in Ku-ring-gai, St Ives Local Centre is bisected by a main road - Mona Vale Road. At six lanes and approximately 30 metres wide, Mona Vale Road is the main access route through St Ives Local Centre. Mona Vale Road is also a key freight movement corridor through Ku-ring-gai, and is one of only three roads providing access into and out of the Northern Beaches.

While not serviced by rail, St Ives is serviced by Sydney Buses with seven routes operating along its key streets. Local buses provide a service from St Ives to Gordon train station. Pymble is the closest railway station at three kilometres away; Turramurra and Gordon railway stations are 3.7 kilometres away from St Ives.

The St Ives Local Centre is also within four kilometres of the Ku-ring-gai Wildflower Garden and 6.4 kilometres to St Ives Showground, both of which form part of a developing tourism and entertainment precinct.

The majority of economic and business activity is focused within the St Ives Shopping Village which is centrally located and provides a range of day-to-day goods and services for the local area. Strip retail is located on both sides of Mona Vale Road with single and double storey commercial buildings of fine-grained built form.

Pedestrian access around the local centre is compromised by limited crossing opportunities and barriers. Mona Vale Road is a major barrier to north-south pedestrian access whilst Village Green Parade and adjoining parking areas between the Shopping Village and the Village Green are also significant barriers to pedestrians. Killeaton Street, a major east-west road, is another barrier for pedestrians. The road has limited signalised crossings, making it dangerous for pedestrians to access the shopping centre from the north.

Council's planning priority for the St Ives Local Centre is to support the growth and revitalisation of the Local Centre as a unique place offering extensive shopping, outdoor dining opportunities and new parks with a strong family and youth focus. This priority will also build on the potential for the centre as a destination for short-term visitors passing through on their way to the Ku-ring-gai Wildflower Garden and St Ives Showground.

### VISION STATEMENT

“To promote St Ives Local Centre as an active green lifestyle location, shopping precinct, and destination for residents and short-term visitors associated with Ku-ring-gai Wildflower Garden and St Ives Showground.”



## St Ives Public Domain Principles



Promote St Ives as an active green lifestyle and shopping destination.



Improve the landscape setting for the St Ives Old School building, the only heritage listed item in the local centre.



Retain human scale, fine-grained character of the main street shops on Mona Vale Road. Streetscape design to reflect fine-grained character of building frontages.



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



Provide continuity in the streetscape of the commercial centre through material selection, visual links and streetscape design.



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



Improve pedestrian connections and movements throughout the centre to improve connectivity and safety.



Improve pedestrian access to the St Ives Shopping Village from surrounding residential areas.



Promote Memorial Avenue corridor as a green link for pedestrians, bicycles and public transport.



Create an improved interface between St Ives Shopping Village and St Ives Village Green.



Improve public spaces and seek opportunities for urban parks within the centre.



Encourage outdoor dining and rear lanes to contribute to increased activity and passive surveillance.



# St Ives Public Domain Objectives

## STREET CHARACTER OBJECTIVES

- 1 Maintain, strengthen and enhance the role of the Mona Vale Road as main commercial street of St Ives.
- 2 Upgrade and enhance St Ives Local Centre streetscapes to create high quality pedestrian environments.
- 3 Maintain, strengthen and enhance the role of the Stanley Street precinct as a secondary destination for retail and services.
- 4 Improve streetscape character of Local Centre lanes.
- 5 Improve streetscape quality of Village Green Parade as a pedestrian and bicycle environment and to connect to the St Ives Village Green.
- 6 Encourage properties along Mona Vale Road to have dual frontages so that rear lanes may be activated as quieter retail areas.

## VIEW AND VIEW CORRIDOR OBJECTIVES

- 1 Protect and acknowledge key views in St Ives.
- 2 Maintain important tree vistas through residential areas and the Local Centre.
- 3 Improve views to the Old School Building.



Mona Vale Road: Proposed Future Character



## PUBLIC SPACE OBJECTIVES

- 1 Upgrade the landscape character and facilities of existing parks around the Local Centre.
- 2 Establish a public space / town square within the Local Centre that also serves as a park for residents and workers.
- 3 Improve the public space around the Old School Building and community centre.
- 4 Work collaboratively with Transport for NSW to define road corridor widths, building setbacks, traffic speed, tree planting and other requirements to deliver improved place functions along Mona Vale Road within the Local Centre.
- 5 Upgrade Bedes Forest following land acquisition by Council for park expansion.
- 6 Improve amenity of St Ives Rotary Park to encourage use by residents and workers while preserving existing trees.

## TREE CANOPY OBJECTIVES

- 1 Provide new and supplementary street tree planting to the Local Centre.
- 2 Retain and protect significant existing trees.
- 3 Enhance and extend the existing native and exotic tree canopy in St Ives.
- 4 Improve the commercial area through tree selection.



Rosedale Road: Proposed Future Character



## WAYFINDING OBJECTIVES

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

## PEDESTRIAN ACCESS AND CIRCULATION OBJECTIVES

- 1 Improve overall pedestrian experience in the Local Centre.
- 2 Promote midblock and through site links to improve permeability of the Local Centre.
- 3 Improve pedestrian connections across Mona Vale Road.



Memorial Avenue: Proposed Future Character



## INTEGRATED TRANSPORT OBJECTIVES

- 1 Improve active transport links to, through and around the Local Centre.
- 2 Provide bicycle parking at key destination points.
- 3 Improve cycling connections to local schools.
- 4 Work collaboratively with Transport for NSW towards improvements along Mona Vale Road.

## 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 Locate new traffic signals along Mona Vale Road for improved local traffic movements.



Stanley Street: Proposed Future Character



# St Ives Public Domain Illustrative Plan

Key components of the Illustrative Concept Plan (p226-229) that support the revitalisation of St Ives 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 Maintain St Ives Village Green as a key recreation and green space attraction for the wider surrounding areas in accordance with the St Ives Village Green Masterplan
- 3 Reconfigure and remove selected car parking to allow expanded recreation precinct and green space.
- 4 Improved park facilities at St Ives Rotary Park while preserving existing trees.
- 5 Improvements to laneways and car parking areas to create a network of public spaces and access ways activated with surrounding retail and dining opportunities.
- 6 Upgrades to St Ives Memorial Park.
- 7 Improve pedestrian environments along Mona Vale Road with additional street tree planting.
- 8 Connection of the retail centre of St Ives to surrounding residential areas to the north via a green link along Memorial Avenue.
- 9 Expansion of Bedes Forest with park facility upgrades.
- 10 Retention of Putarri Reserve with improved pedestrian connections from the surrounding residential areas.
- 11 Strengthen street tree planting.

## BUILT FORM

- 12 Retention and protection of heritage items.
- 13 Retaining and reflecting the street level low scale, fine grained character of main street shops on Mona Vale Road and Stanley Street through appropriate streetscape design.
- 14 Promoting the upgrade of existing pedestrian lanes and arcades.
- 15 Identify locations of additional midblock through links as part of the public domain network.

## KEY SITES

- 16 Master plan key sites to ensure high levels of community infrastructure and public open space with a town square. Maintain existing amount of car parking space in any redevelopment of St Ives Shopping Village.
- 17 Improvements to Memorial Avenue streetscape to create a tree-lined boulevard with improved amenity for cycling and pedestrian paths.
- 18 Streetscape improvements to Stanley Street including expansion of footpath areas for outdoor dining.
- 19 Improvements to Village Green Parade to improve the interface with St Ives Shopping Village and promote the street as a dining destination.
- 20 Removal of car park spaces to create a plaza adjacent to community and heritage buildings with seating and shade tree planting.



## MOVEMENT

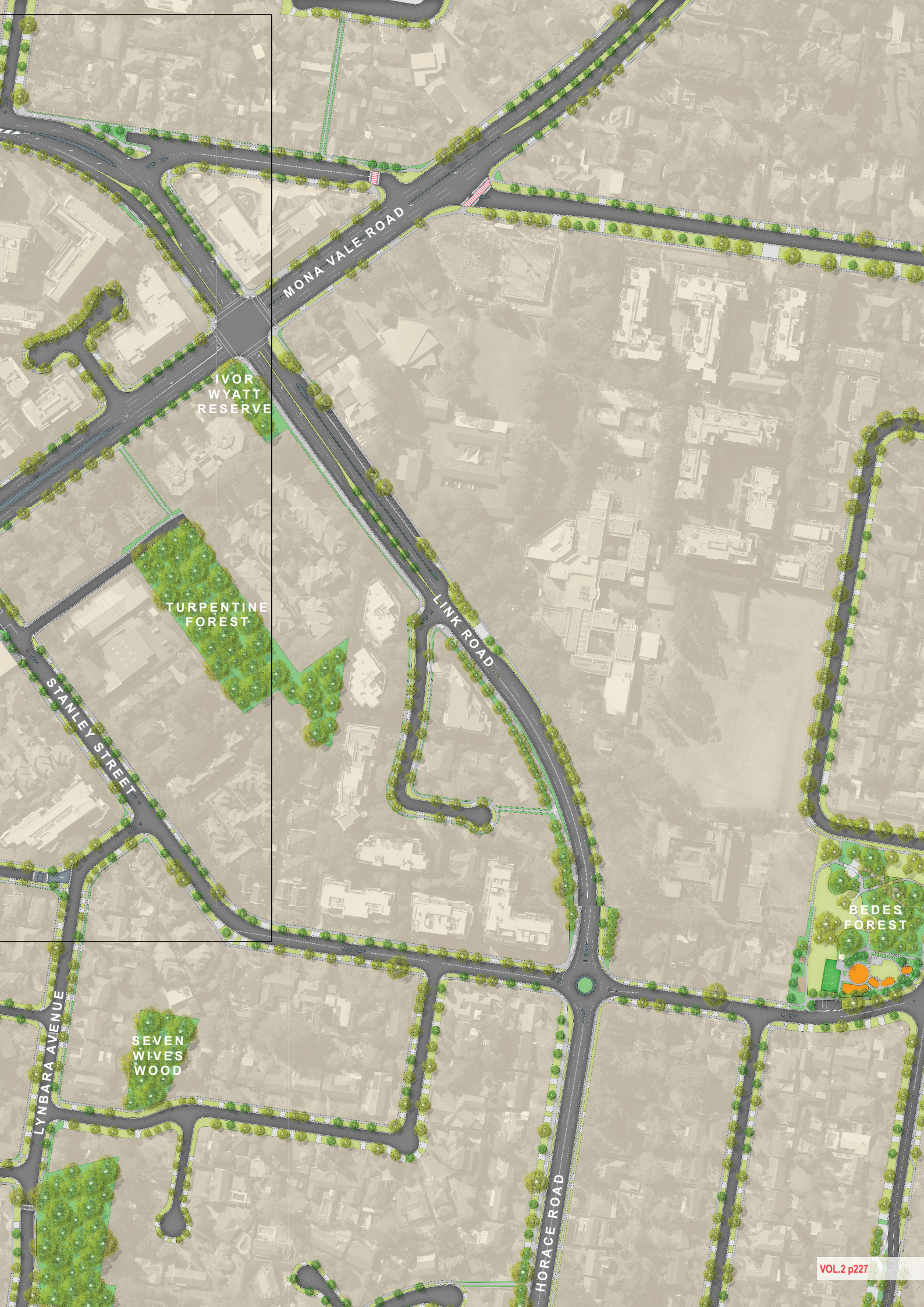
- 21 New traffic signals to be installed at the intersection of Cowan Road and Killeaton Street.
- 22 New traffic signals to be installed at the entry to St Ives Shopping Village on Mona Vale Road.
- 23 Upgrades to signalised intersections on Mona Vale Road to provide additional turning lanes.
- 24 Upgraded lane as part of any redevelopments to the St Ives Shopping Centre site.
- 25 Promoting the addition of through-block links or arcades within development sites.
- 26 High pedestrian activity area improvements for greater pedestrian safety and improved pedestrian environments.
- 27 Convert Rosedale Road to one-way southbound between Mona Vale Road and Porters Lane.
- 28 Strengthen cycle route to broader cycle network and improve cycling connectivity to Local Centre from residential areas.
- 29 Upgrades to car park layout to improve traffic movements.
- 30 Reconfigure intersection to improve pedestrian and cycle access.











IVOR  
WYATT  
RESERVE

TURPENTINE  
FOREST

BEDES  
FOREST

SEVEN  
WIVES  
WOOD

MONA VALE ROAD

LINK ROAD

STANLEY STREET

LYNBARA AVENUE

HORACE ROAD











# St Ives 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 shopping centre, chosen because it is a major public destination within 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.

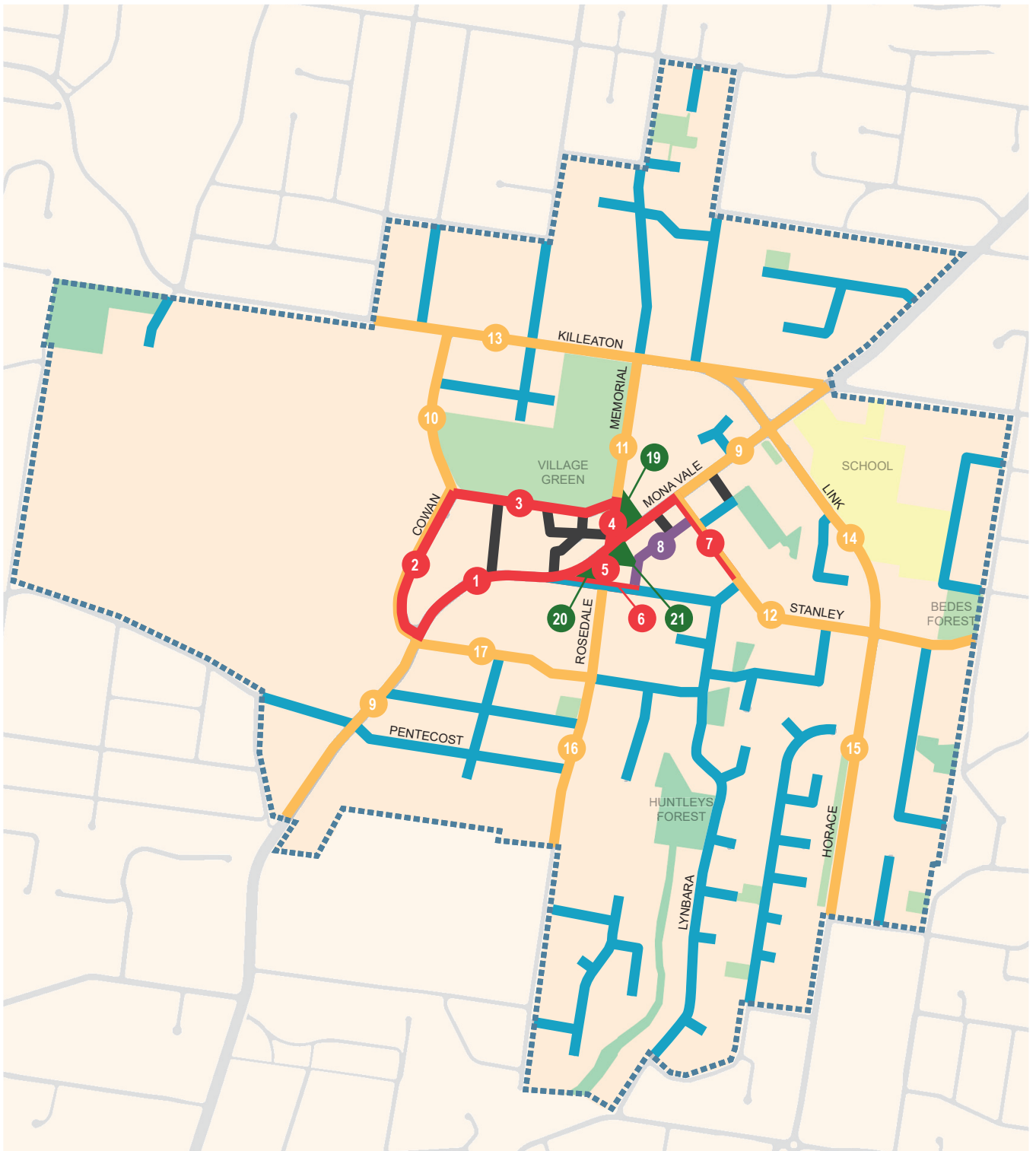
### ► Local Centre Standard

- 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 St Ives Local Centre and Street Hierarchy

- |   |   |   |   |
|---|---|---|---|
| <span style="color: red;">■</span> Local Centre Core                                | <span style="color: red;">1</span> Mona Vale Road       | <span style="color: orange;">9</span> Mona Vale Road    | <span style="color: blue;">18</span> 'Standard' Street                    |
| <span style="color: purple;">■</span> Local Centre Low Speed / High Pedestrian Zone | <span style="color: red;">2</span> Cowan Road           | <span style="color: orange;">10</span> Cowan Road       | <span style="color: green;">19</span> St Ives Rotary Park                 |
| <span style="color: orange;">■</span> Local Centre Transition                       | <span style="color: red;">3</span> Village Green Parade | <span style="color: orange;">11</span> Memorial Avenue  | <span style="color: green;">20</span> St Ives Memorial Park               |
| <span style="color: blue;">■</span> Local Centre Standard                           | <span style="color: red;">4</span> Memorial Avenue      | <span style="color: orange;">12</span> Stanley Street   | <span style="color: green;">21</span> Old School Plaza                    |
| <span style="color: green;">■</span> Local Centre Park / Plaza                      | <span style="color: red;">5</span> Rosedale Road        | <span style="color: orange;">13</span> Killeaton Street | <span style="color: black;">22</span> 'Standard' Pedestrian Link / Arcade |
| <span style="color: black;">■</span> Local Centre Pedestrian Link / Arcade          | <span style="color: red;">6</span> Porters Lane         | <span style="color: orange;">14</span> Link Road        |   |
|   | <span style="color: red;">7</span> Stanley Street       | <span style="color: orange;">15</span> Horace Street    |   |
|   | <span style="color: purple;">8</span> Stanley Lane      | <span style="color: orange;">16</span> Rosedale Road    |   |
|   |   | <span style="color: orange;">17</span> Shinfield Avenue |   |



## 1 MONA VALE ROAD (COWAN ROAD TO STANLEY STREET)



### ► Designed Future Character

Mona Vale Road 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 Mona Vale Road as the main commercial street in St Ives.

### ► Street Description

- Multi-lane road corridor with fine-grained character at street level.
- Built form to both sides of the road. Buildings 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 boundaries on both sides of Mona Vale Road, wherever possible, in accordance with the Development Control Plan.
- High quality paving, furniture, lighting and banners.
- Street tree planting where footpath width allows.
- Signalised intersection at future entry to redeveloped St Ives Shopping Centre. Final location and design pending Transport for NSW approval.

### ► Parking

- Transport for NSW have implemented Extended Clearways along Mona Vale Road. Restricted on-street parking outside of peak hours.

### ► 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.
- Examples of tree planting:
  - *Eucalyptus microcorys*
  - *Lagerstroemia indica* x *L.fauriei*
  - *Syncarpia glomulifera*

### ► Street Furniture

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

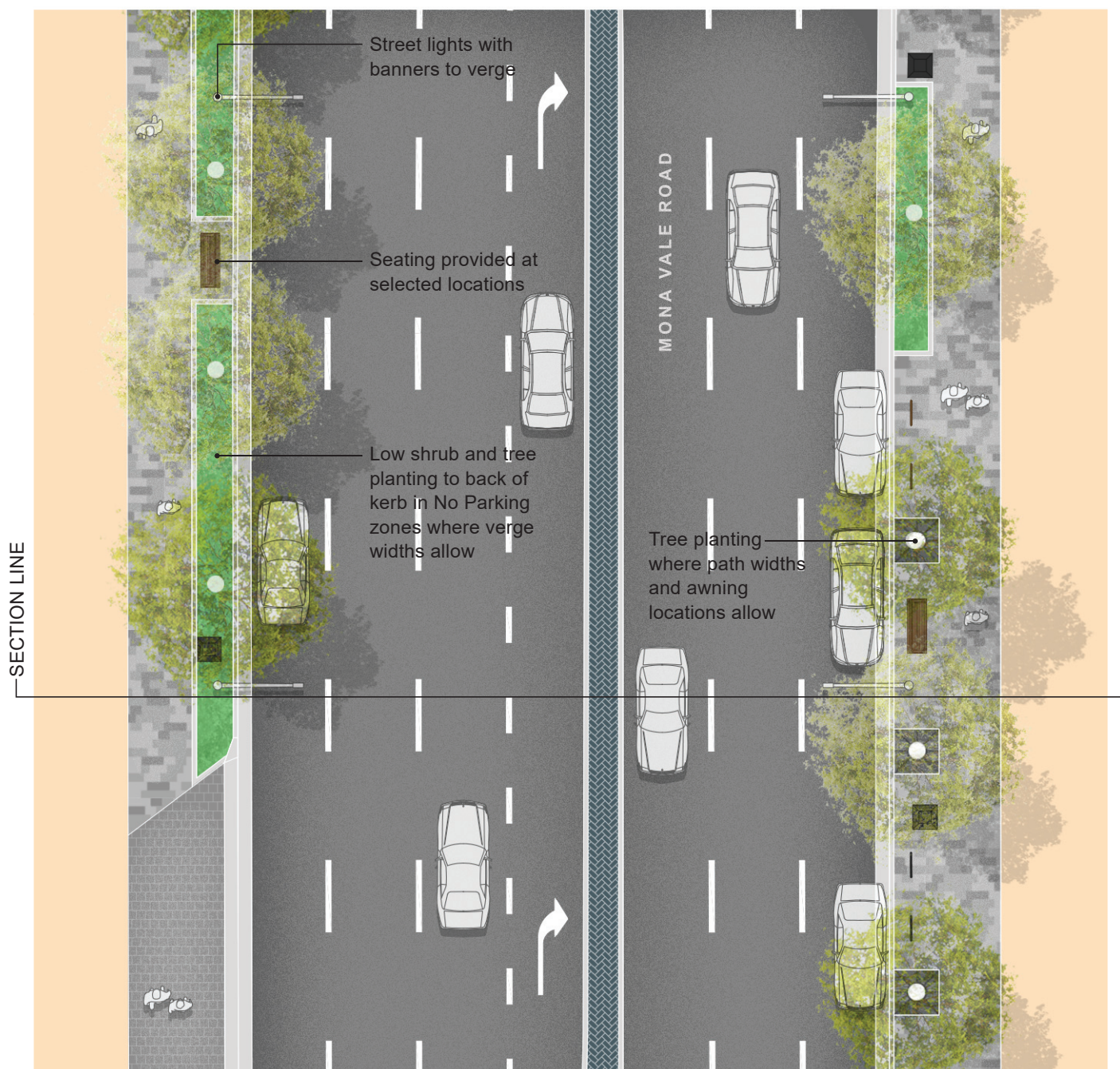
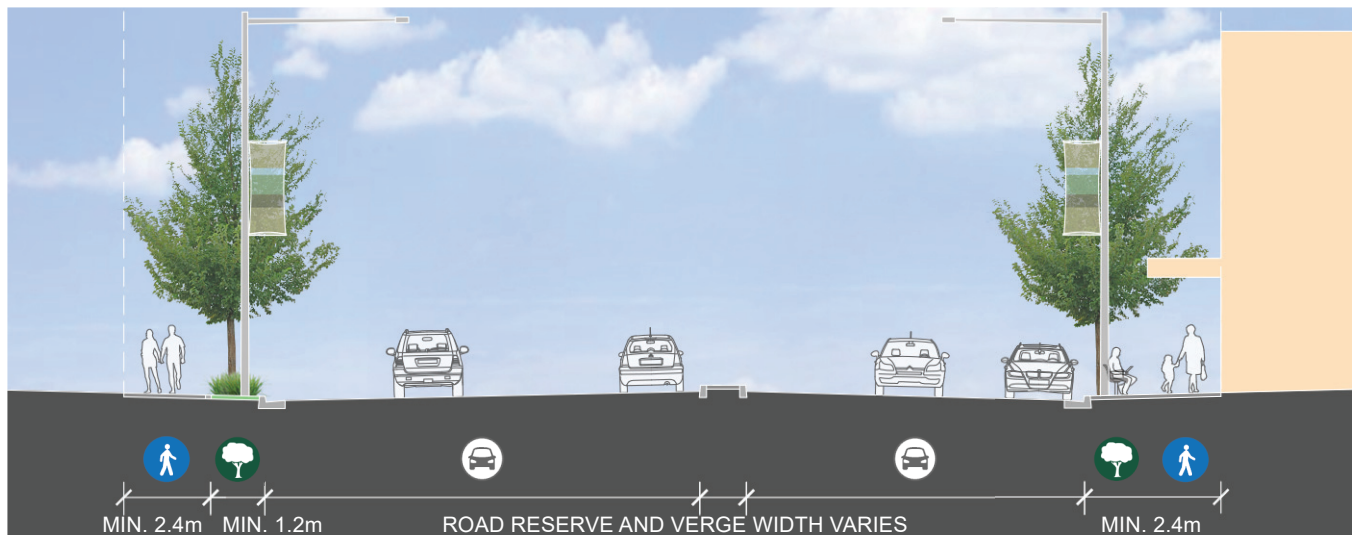
### ► Lighting

- 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.





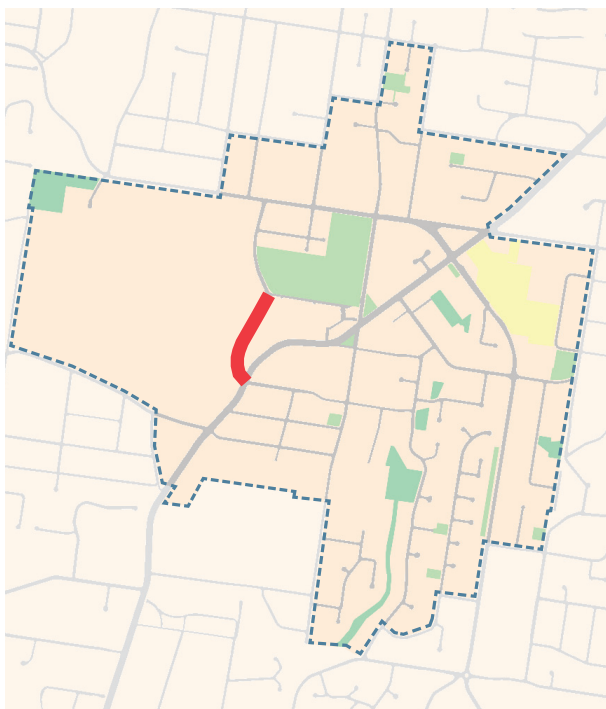
#### Notes



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## 2 COWAN ROAD (MONA VALE ROAD TO VILLAGE GREEN PARADE)



### ► Designed Future Character

Cowan Road is a key entry point and connection to St Ives Shopping Centre and St Ives Village Green Local Centre from Mona Vale Road. New paving and lighting upgrades including additional midblock crossing points will improve the pedestrian experience and encourage walking.

The wider western verge adjacent to the Pymble Golf Club provides opportunities to plant medium to large canopy street trees. Existing significant trees on this verge are to be retained.

### ► Street Description

- A two-lane, two-way road with on-street parking and wide footpaths to accommodate free pedestrian movement.
- Significant street tree planting to reflect a “gateway” moment from Mona Vale Road to the residential area to the north.
- Fully paved footpath on eastern side of road with minimum 2m clear zone for pedestrians and tree planting in tree pits for shade and increased green canopy. Retain existing trees where possible.
- 1.5m wide paved path along road edge on western side of the street with large tree plantings in the grassed verge. Retain existing trees where possible.
- High quality paving, furniture and lighting.

### ► Street Cross Section

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

- 1.5m footpath to western side of the street.
- 2m grassed verge with tree planting.
- 2.3m parking lane.
- 3.7m traffic lanes.
- 2.3m parking lane.
- 4.5m footpath with tree planting to eastern verge.

Allow for midblock crossings for pedestrians and cyclists.

### ► Parking

- On-street, time restricted parking – minimum 2.3m parking lanes to both sides of the road.

### ► Paving

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

### ► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Wide canopy trees such as:
  - *Eucalyptus paniculata*
  - *Lophostemon confertus*
  - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

### ► Street Furniture

- Provide seats and bins at 60-100m intervals on eastern side of street.
- Ensure seats and bins do not interfere with pedestrian movement

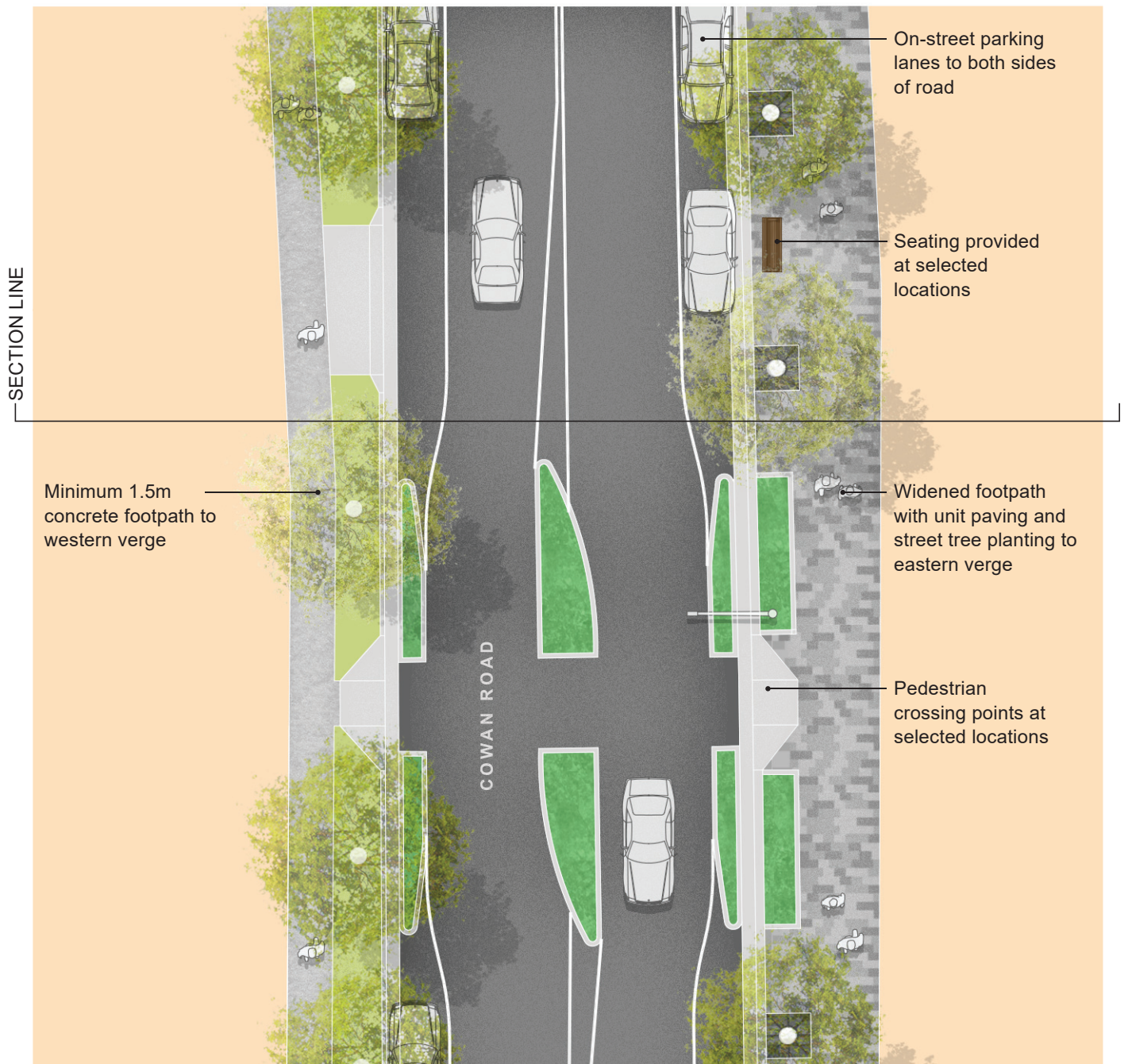
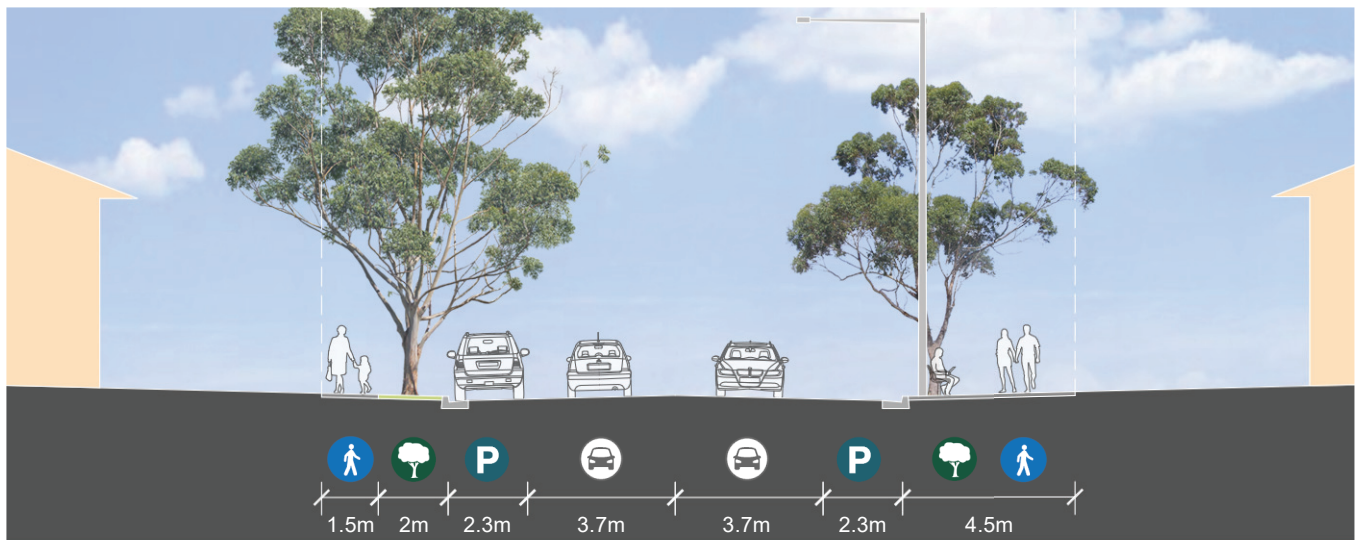
### ► Lighting

- 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.



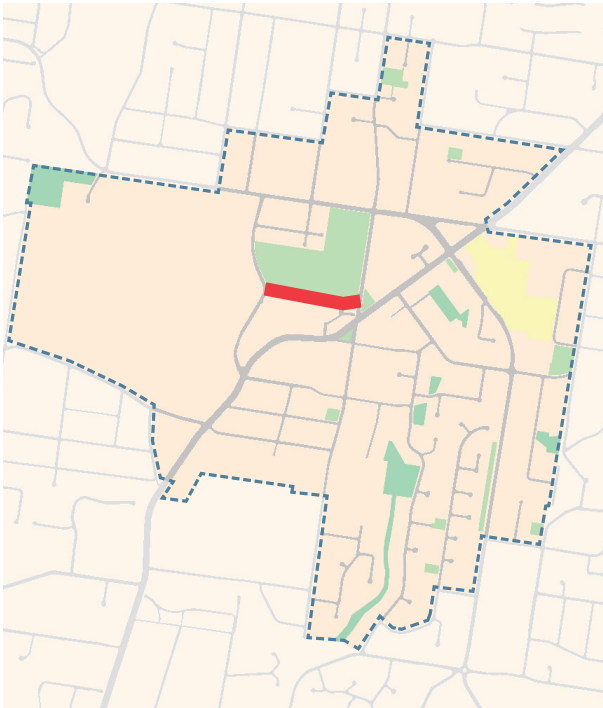


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### ► Designed Future Character

Village Green Parade will become a narrow street with one-way traffic that provides a key connection to the shopping and civic precinct of the Local Centre. The tree-lined, park-like setting of this street is to be retained and is to be strengthened through wider, pedestrian and cycle friendly pathways.

Opportunities to provide quieter retail areas away from Mona Vale Road areas are to be encouraged. The width of the proposed southern footpath on Village Green Parade, its northern aspect and views to St Ives Village Green provides the ideal opportunity for outdoor dining.

Village Green Parade is to become a visual extension of the adjoining parkland, with new street trees and upgrade to pavements and street furniture.

Proposed works for Village Green Parade will only occur in concert with redevelopment of the St Ives Shopping Centre precinct.

### ► Street Description

- Village Green Parade will be a slow traffic environment with one-way traffic.
- A local one lane street with on-street parking to the north side of the street.
- Raised pedestrian crossings will be provided at regular intervals to improved pedestrian connections between the shopping centre and St Ives Village Green.
- The streetscape will be enhanced with wider, paved footpaths, additional trees in tree pits and planted beds.

### ► Street Cross Section

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

- 3m shared pedestrian / cycle path to northern side of the street.
- 2.5m parking lane.
- 3.5m traffic lane, one-way eastbound.
- 2.2m footpath.
- 1.6m planting beds with tree planting.
- 3.8m footpath / outdoor dining zone to southern side of the street.

Allow for raised pedestrian crossings for pedestrians and cyclists.

### ► Parking

- On-street parking to northern side of the road.

### ► 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.
- Wide canopy trees such as:
  - *Melaleuca quinquenervia*
  - *Tristanopsis laurina* 'Luscious'
- Do not use *Jacaranda mimosifolia*.

### ► Street Furniture

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

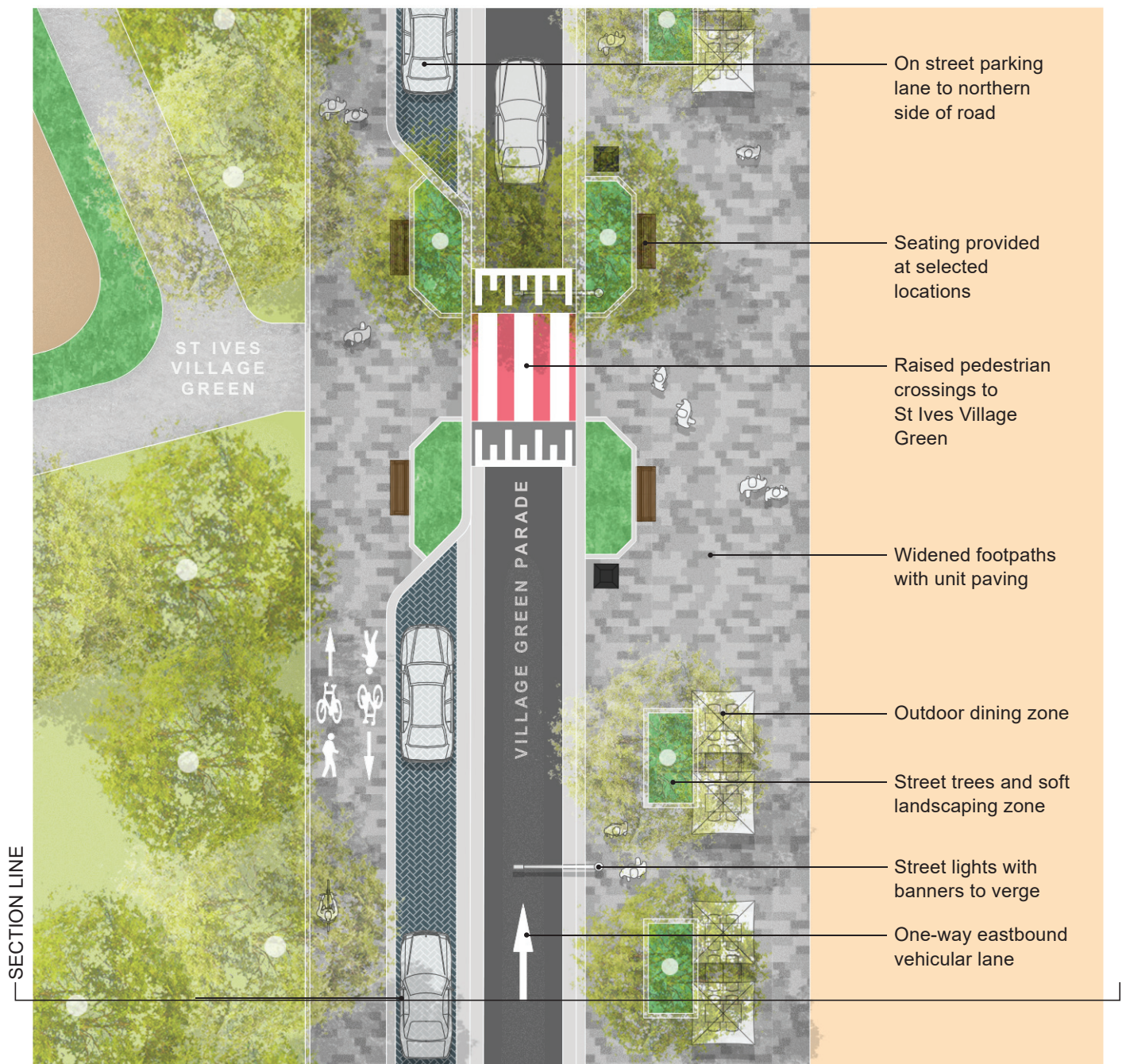
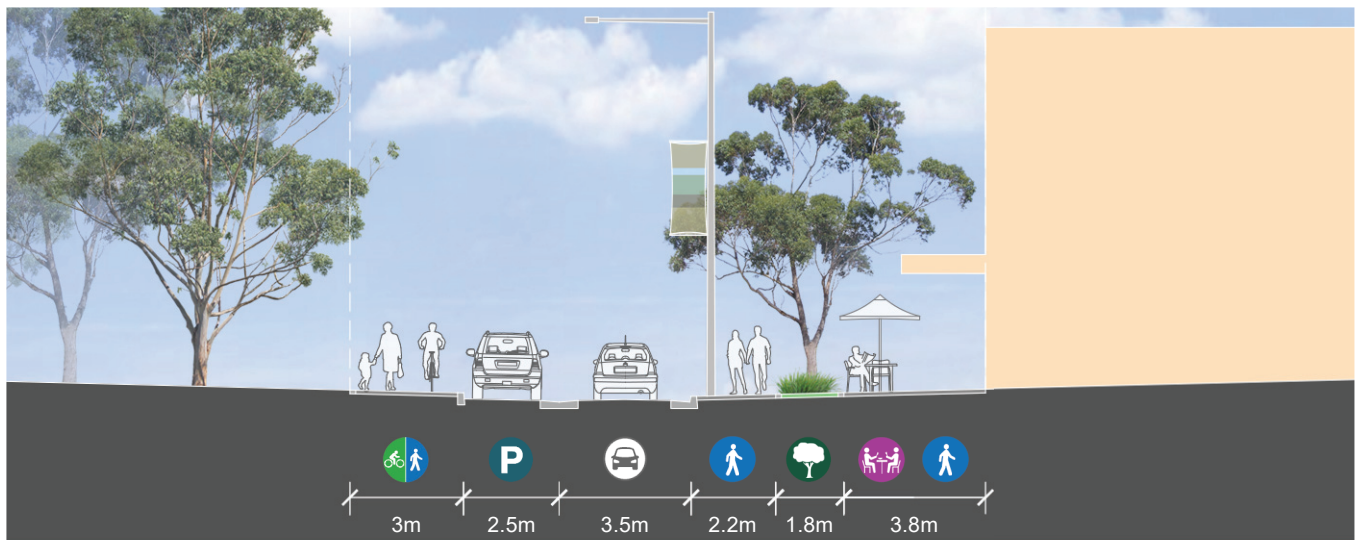
### ► Lighting

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

### ► Powerlines

- Existing underground power.





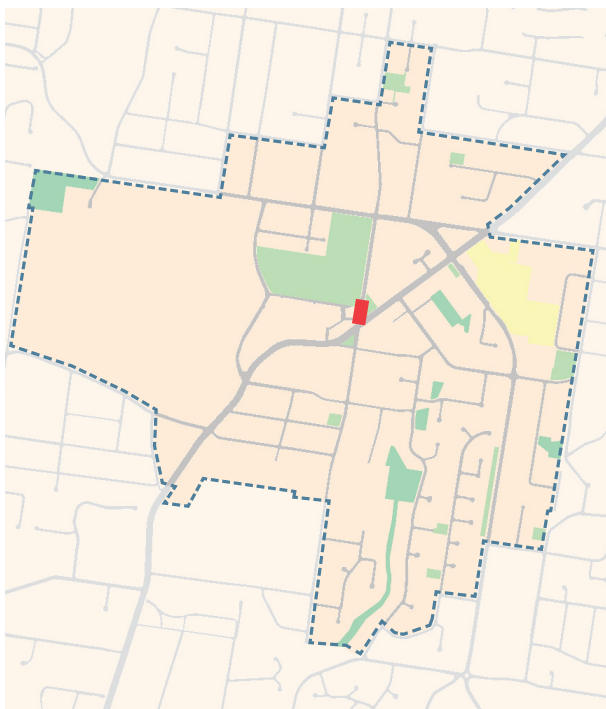
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#### 4 MEMORIAL AVENUE (SOUTH OF VILLAGE GREEN PARADE)



##### ► Designed Future Character

The intersection of Memorial Avenue and Mona Vale Road is part of the southern gateway to the shopping and recreational precinct of the Local Centre. Vehicle traffic lanes and movements into Mona Vale Road are to be adjusted in accordance with the Ku-ring-gai Traffic Improvement Plan – two right turn lanes into Mona Vale Road and one lane with shared left turn to Mona Vale Road and through capacity to Rosedale Road. The design around the intersection will establish the quality and character of the Local Centre.

The significant tree plantings in St Ives Rotary Park will be reflected in wide canopy tree plantings along Memorial Avenue. Improved paving and wider footpaths will enhance the pedestrian experience.

##### ► Street Description

- A distributor road with wide footpaths to accommodate free pedestrian movement and significant street tree planting to reflect the “gateway” moment.
- Formalise traffic movements at Mona Vale Road intersection in accordance with the Ku-ring-gai Traffic Improvement Plan.
- Buildings on the western side of Memorial Avenue to provide active ground floor uses and continuous awnings.
- High quality paving, furniture, lighting and banners.
- Retain existing trees where possible.

##### ► Street Cross Section

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

- 2.5m footpath to western side of the street.
- Planted verge of varying width with tree planting.
- 3.2m traffic lane northbound.
- Southbound traffic lanes with turning lanes.
- Planted verge to St Ives Rotary Park incorporating 1.8m footpath.

##### ► Parking

- No on-street parking.

##### ► Paving

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

##### ► Street Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Wide canopy trees such as:
  - *Eucalyptus paniculata*
  - *Lophostemon confertus*
  - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

##### ► Street Furniture

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

##### ► Lighting

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

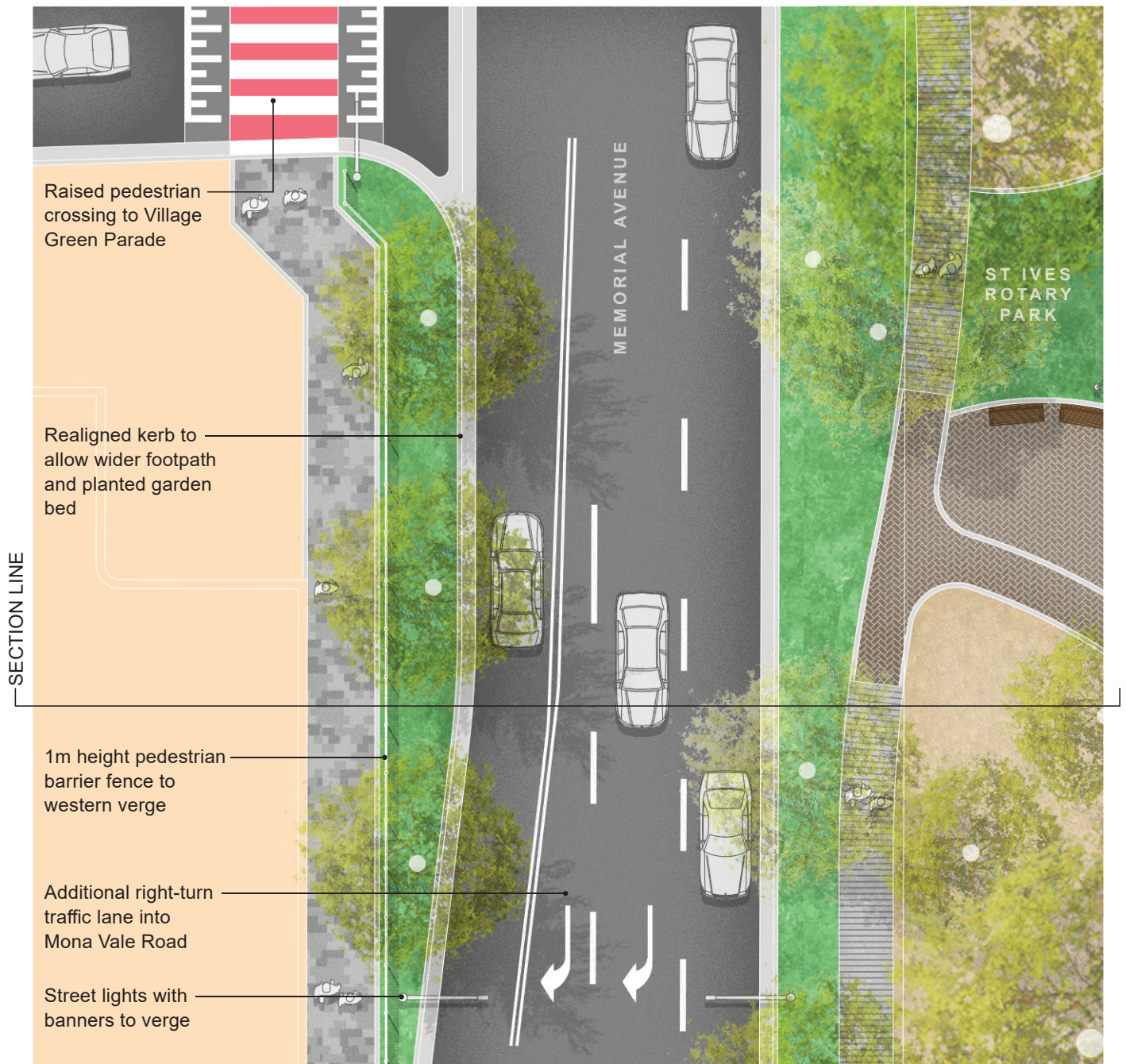
##### ► Powerlines

- Underground power.





TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

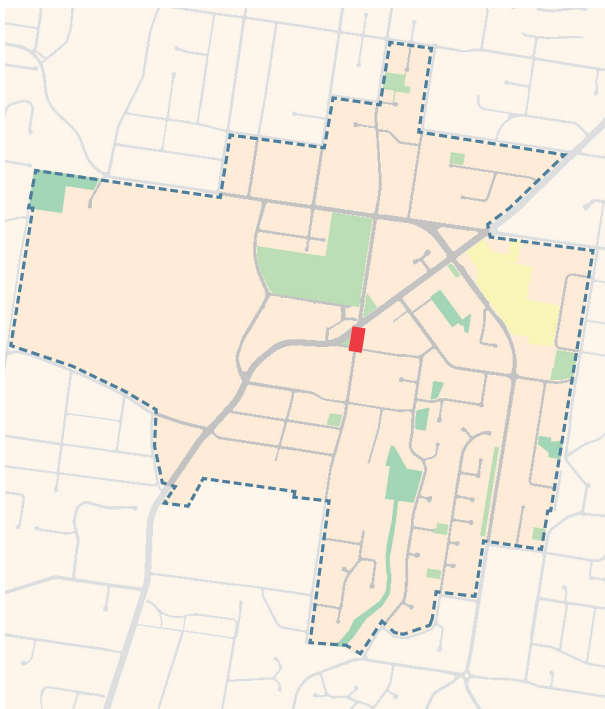


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### ► Designed Future Character

Rosedale Road will be converted to a one-way southbound street between Mona Vale Road and Porters Lane to create a low speed traffic environment and improve traffic movements around the Local Centre. This section of Rosedale Road will be renewed with realigned kerbs to allow additional tree and understorey planting.

High quality paving and street lighting will improve the character of the area.

### ► Street Description

- Rosedale Road will be a slow traffic environment with one-way traffic southbound.
- On-street parking will be available on the eastern side of the road in recessed parking bays.
- Paved treatments to the roadway at intersections will provide a visual traffic calming device.
- Generous footpaths with tree planting will be provided.
- A shared cycle and pedestrian path will be provided through St Ives Memorial Park.

### ► Street Cross Section

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

- 3m shared cycle and pedestrian path located within St Ives Memorial Park.
- 6m planted verge with tree planting.
- 3.5m traffic lane, one-way southbound.
- 2.3m parking lane.
- 1.2m footpath to access parking lane.
- 1.5m planting beds with tree planting.
- 2.1m footpath to eastern side of the street.

### ► Parking

- On-street parking to eastern side of the road.

### ► 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:
  - *Lagerstroemia indica* x *L.fauriei*
  - *Lophostemon confertus*
- Do not use *Jacaranda mimosifolia*.

### ► Street Furniture

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

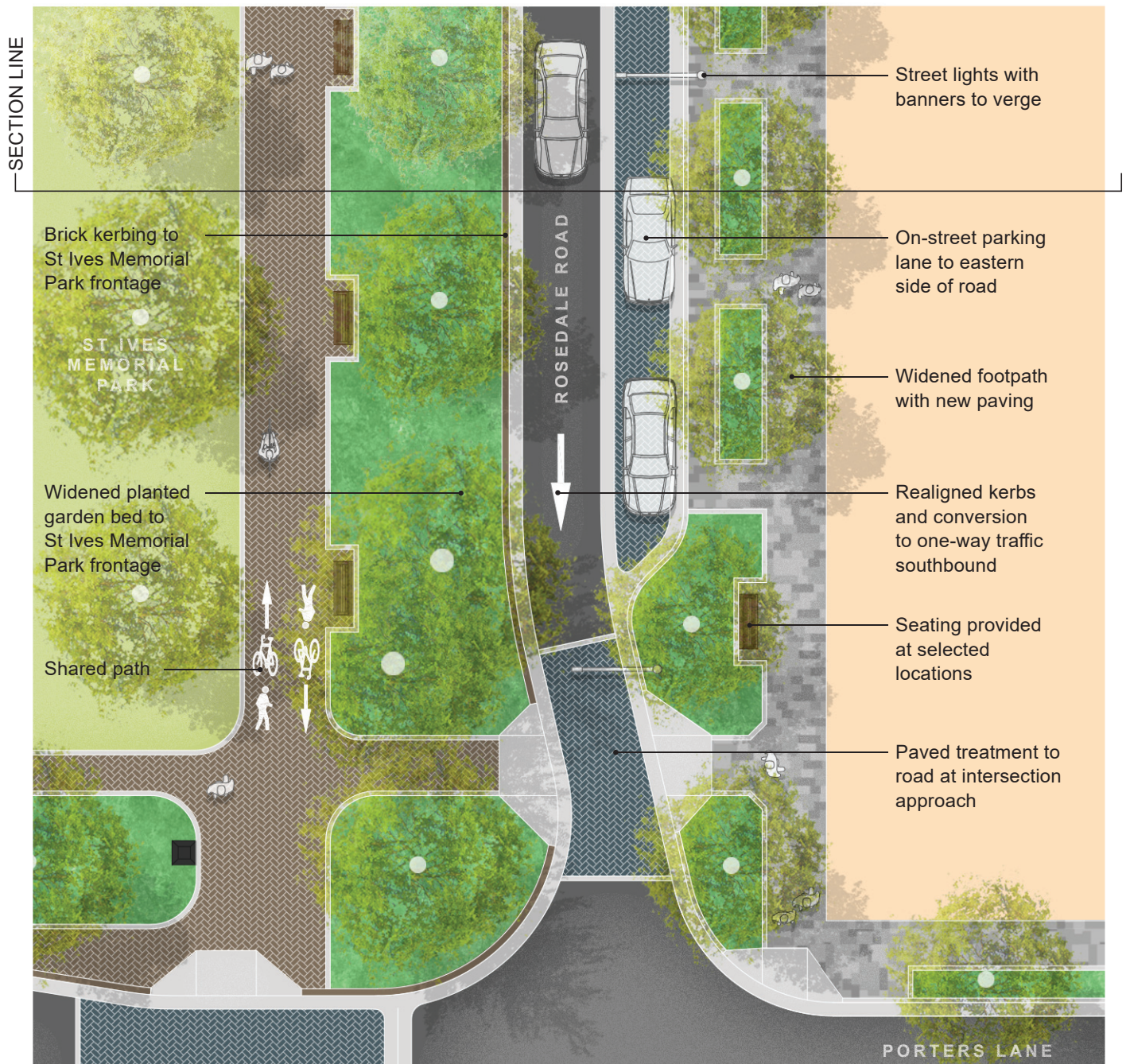
### ► Lighting

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

### ► Powerlines

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



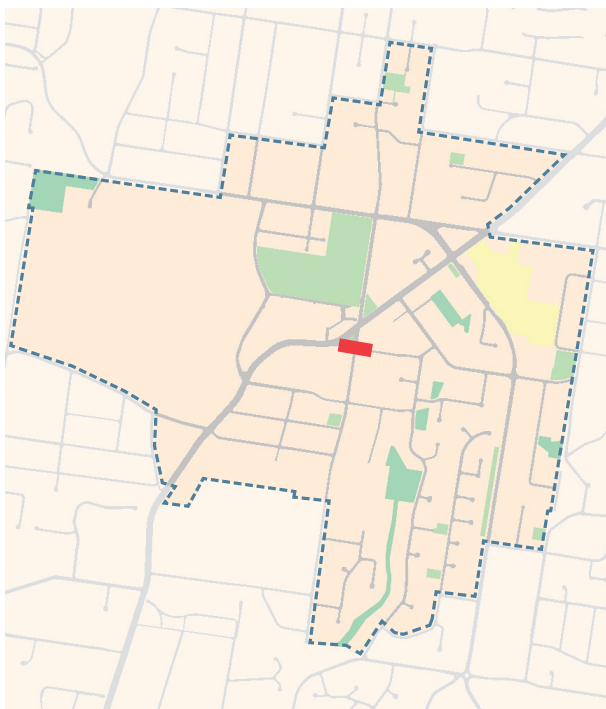


#### Notes



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### ► Designed Future Character

This section of Porters Lane provides vehicular access to and from the Stanley Lane car park. It also forms part of an important pedestrian link for residents that live between the Local Centre and Stanley Street.

New footpaths and tree planting along the verges will provide an improved pedestrian environment and provide transition from the core commercial centre through to medium and low density residential areas.

### ► Street Description

- A two-way, low speed environment street providing access to and from the Stanley Lane car park.
- Porters Lane converts to one-way east bound, east of the car park entry.
- Wider, paved footpaths and a new raised crossing will improve the pedestrian experience.
- Retain existing trees where possible.

### ► Street Cross Section

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

- 1.8m footpath to western side of the street.
- 1.1m grassed verge with tree planting.
- 3.6m traffic lanes.
- 3.9m grassed verge with tree planting.
- 1.5m footpath to eastern side of the street.

Allow for raised crossing for pedestrians.

### ► Parking

- No on-street parking.

### ► Paving

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

### ► Street Tree Planting

- Retain existing trees where possible. Match species existing such as:
  - *Melaleuca quinquenervia*
  - *Pistacia chinensis*
- Do not use *Jacaranda mimosifolia*.

### ► Street Furniture

- Seats located at car park entry.

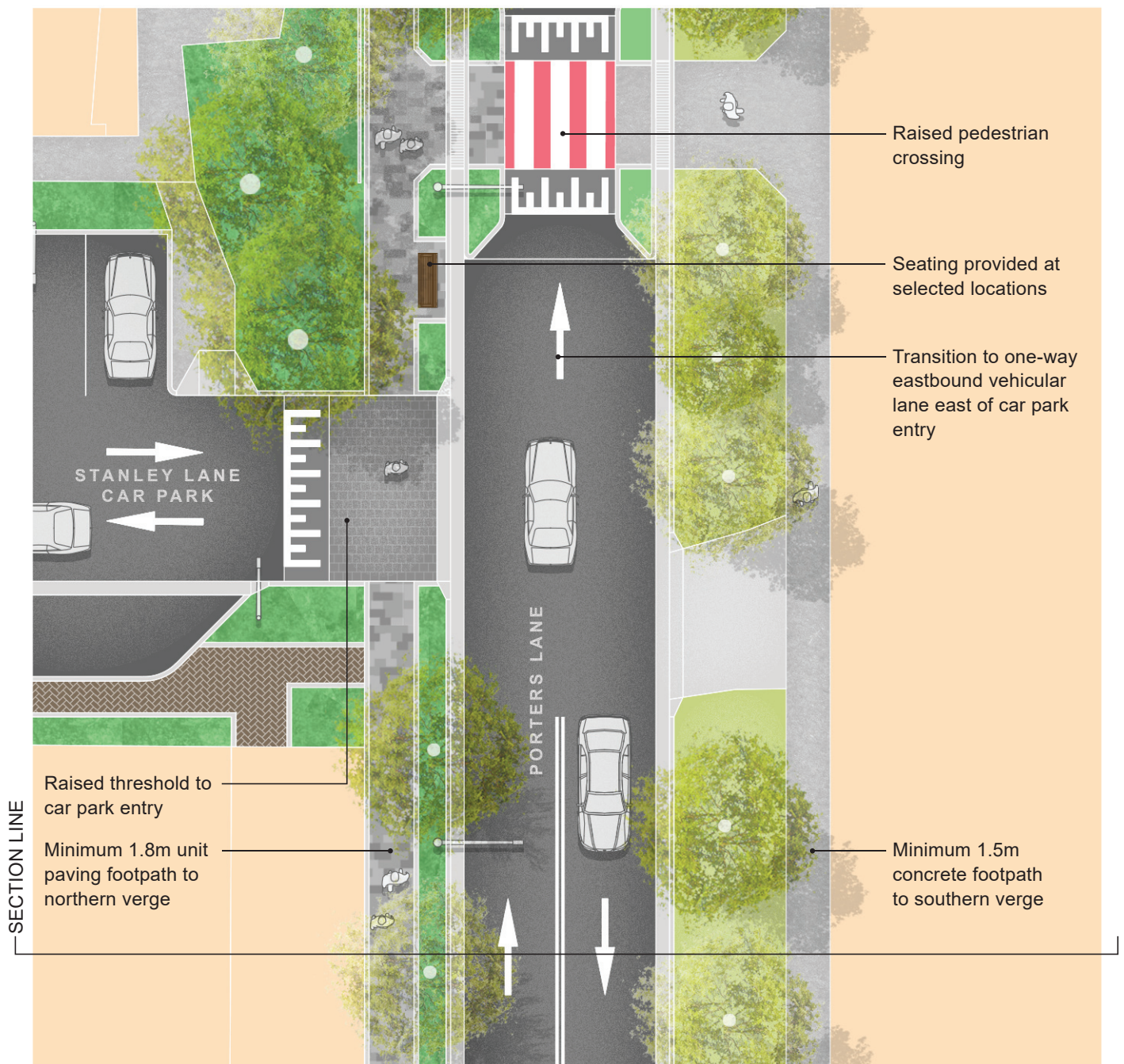
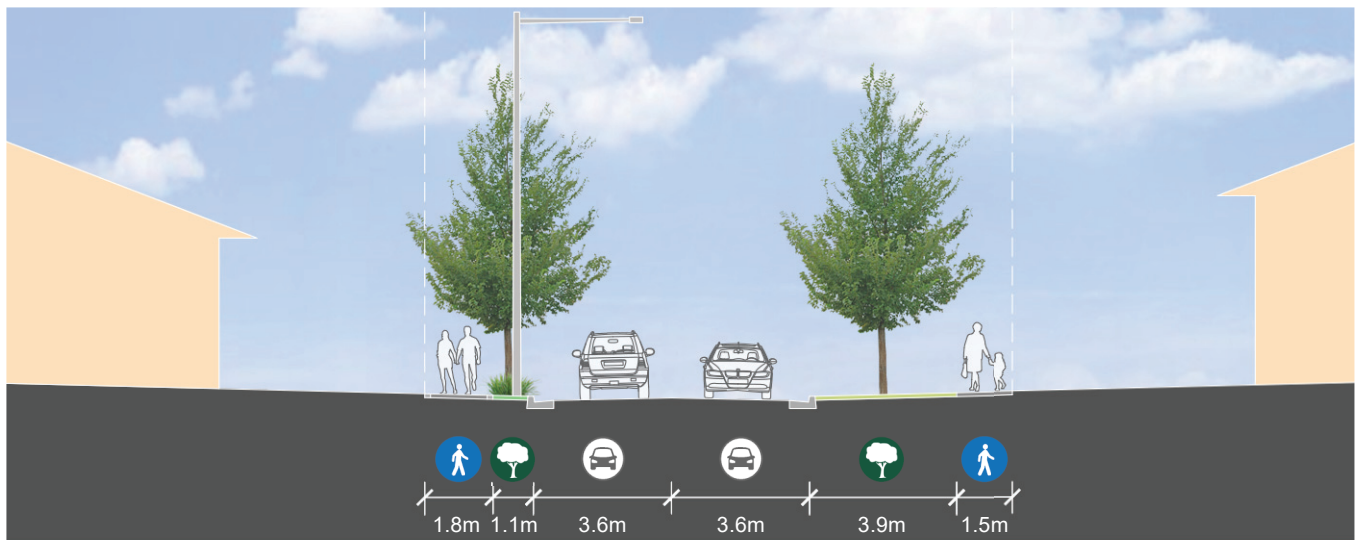
### ► Lighting

- 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.





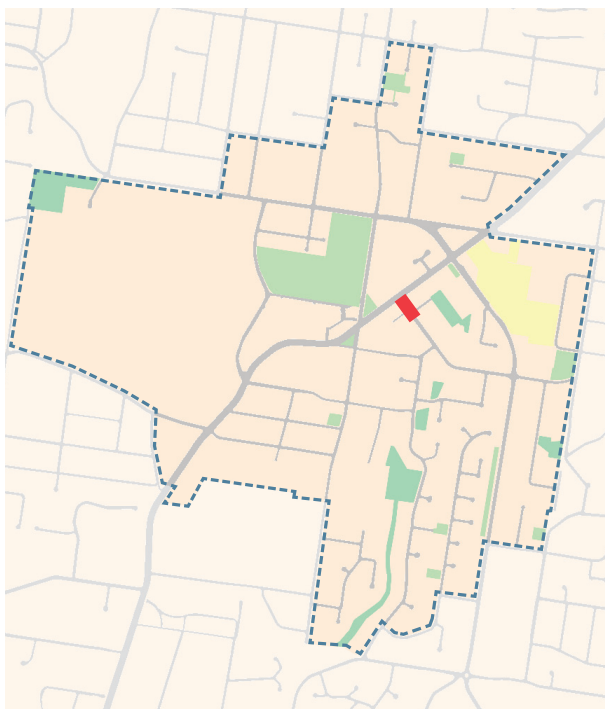
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## 7 STANLEY STREET (NORTH OF STANLEY CLOSE)



### ► Designed Future Character

Stanley Street forms a smaller commercial centre away from the main Local Centre core. Streetscape improvements will support the area as a quieter retail and dining experience away from Mona Vale Road. The fine grained detail of the retail and commercial frontage is to be maintained.

Vehicle traffic lanes and movements into Mona Vale Road are to be adjusted in accordance with the Ku-ring-gai Traffic Improvement Plan – two right turn lanes and one left turn lane into Mona Vale Road. The design around the intersection will establish the quality and character of the Local Centre. The design around the intersection will establish the quality and character of the Local Centre.

### ► Street Description

- A distributor road with wide footpaths to accommodate free pedestrian movement and significant street tree planting to reflect the “gateway” moment.
- Formalise traffic movements at Mona Vale Road intersection in accordance with the Ku-ring-gai Traffic Improvement Plan.
- Retain fine grained street character.
- Provide wider footpaths with areas for seating and outdoor dining.
- High quality paving, furniture, lighting and banners.

### ► Street Cross Section

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

- 1.8m footpath to western side of the street.
- 1.3m planted verge with tree planting.
- Northbound traffic lanes with turning lanes.
- One traffic lane southbound.
- Southbound traffic lanes with turning lanes.
- 1.5m grassed verge with tree planting.
- 1.8m footpath to eastern side of the street.

### ► Parking

- No on-street parking.

### ► Paving

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

### ► Street Tree Planting

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

### ► Street Furniture

- Seats and bins located at key crossing and gathering areas.

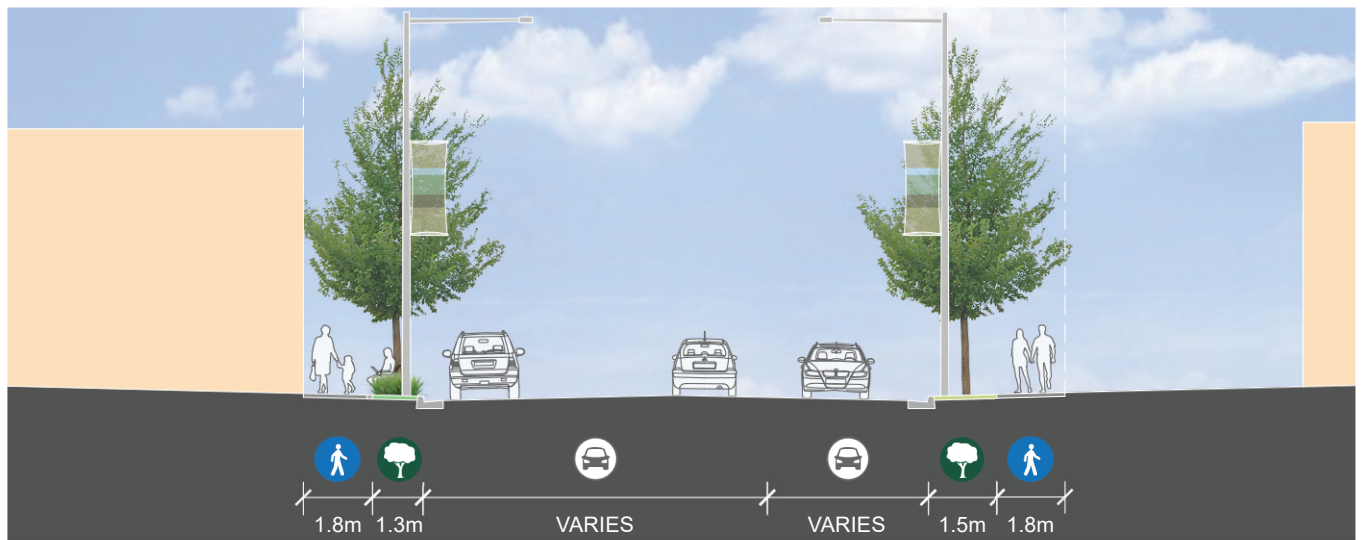
### ► Lighting

- 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.

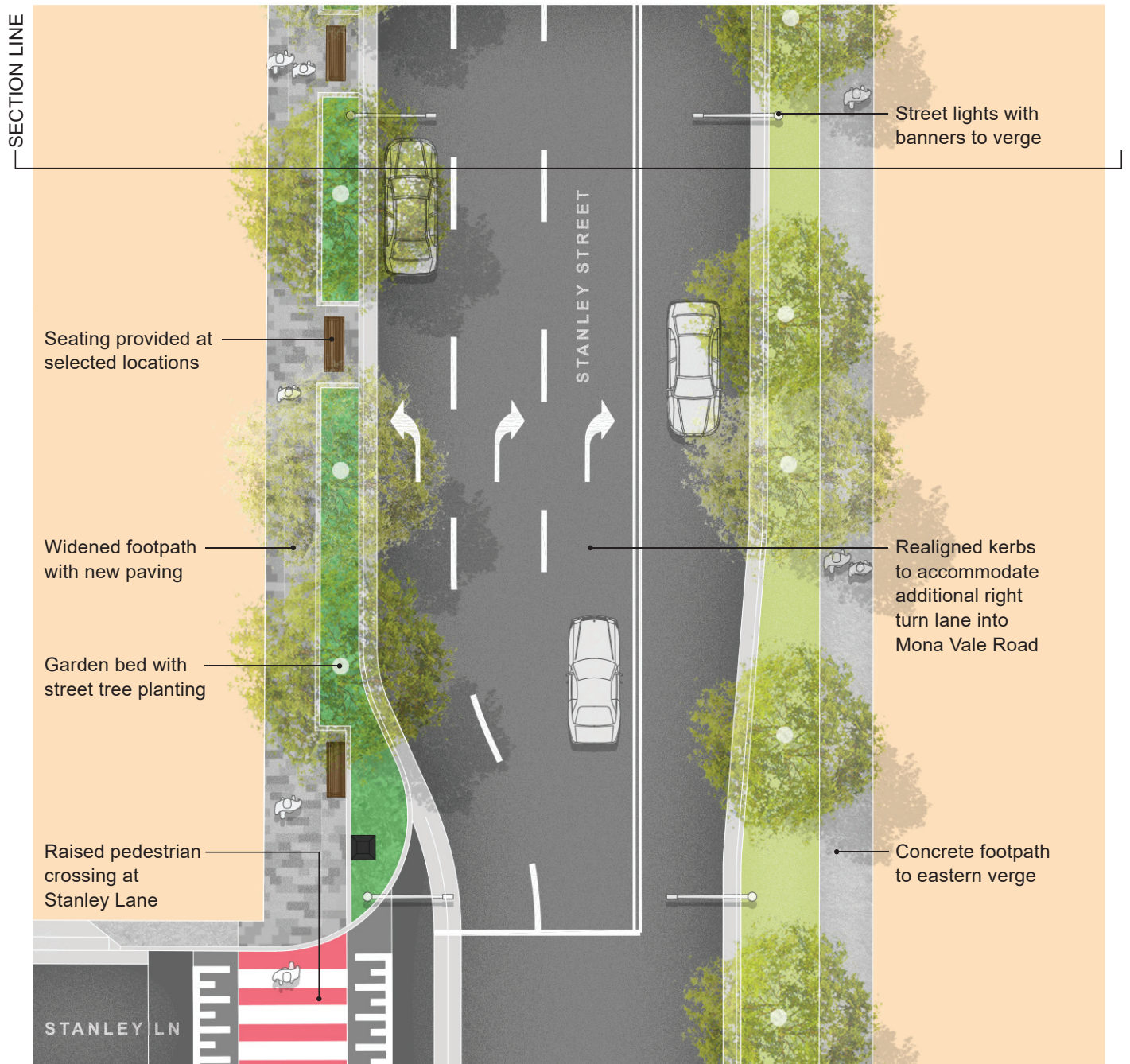
### ► Powerlines

- Underground power 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

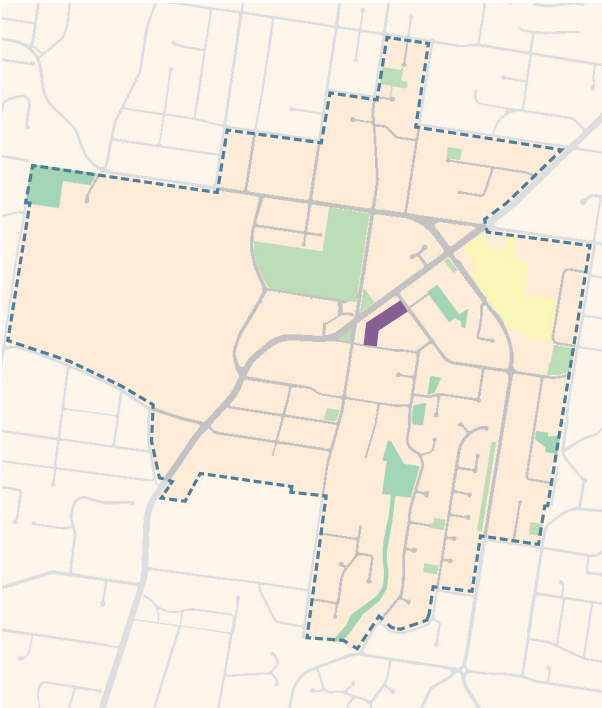


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### ► Designed Future Character

Stanley Lane provides rear lane access to shops on Mona Vale Road, functions as a connection between Stanley Street and Porters Lane, and also acts as the main vehicle access route to the large Council owned car park and community buildings in the precinct.

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 Stanley Lane.

### ► Parking

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

### ► Paving

- Asphalt.
- 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

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

### ► Street Furniture

- Seats provided at key locations near community buildings.

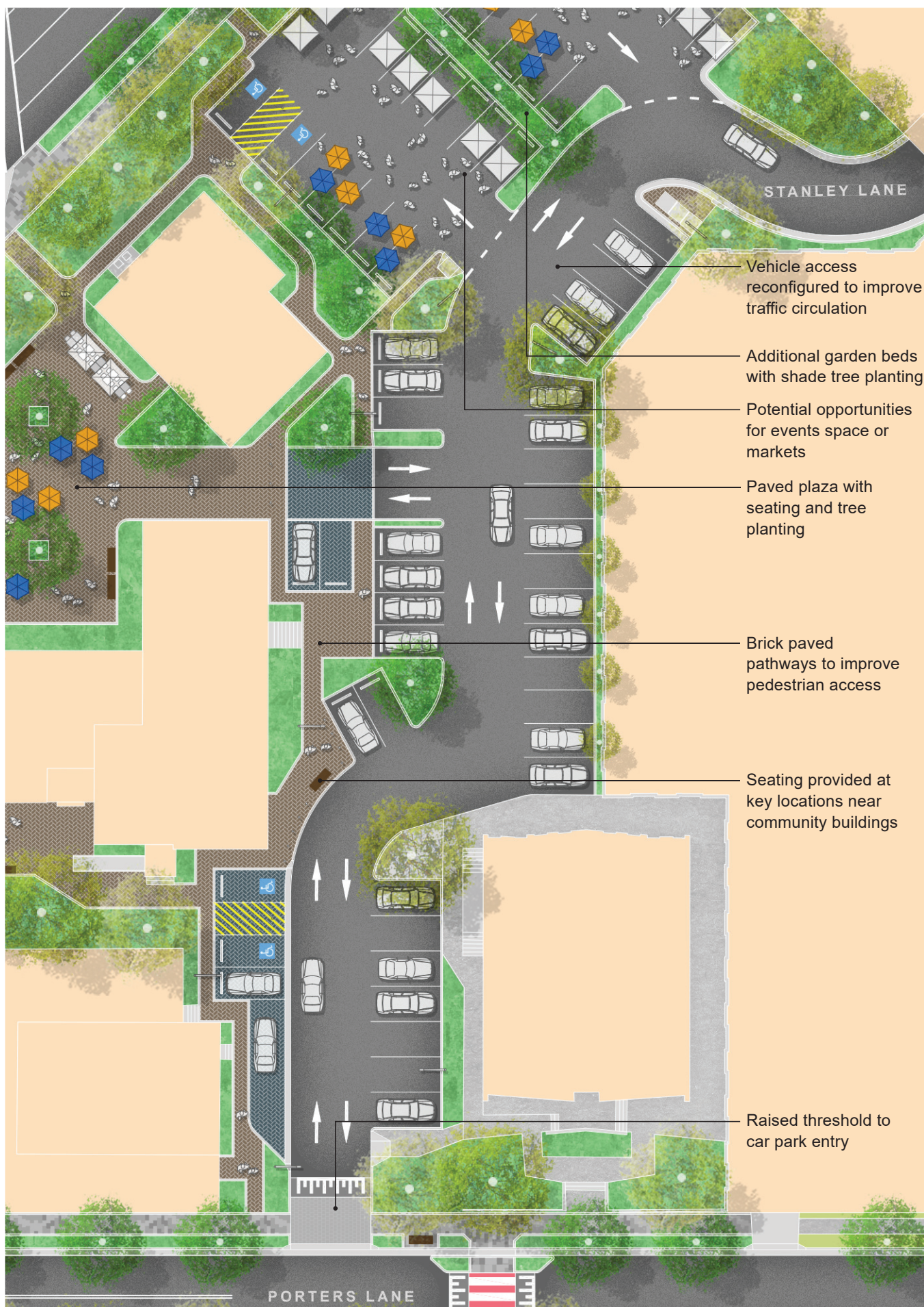
### ► Lighting

- 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.



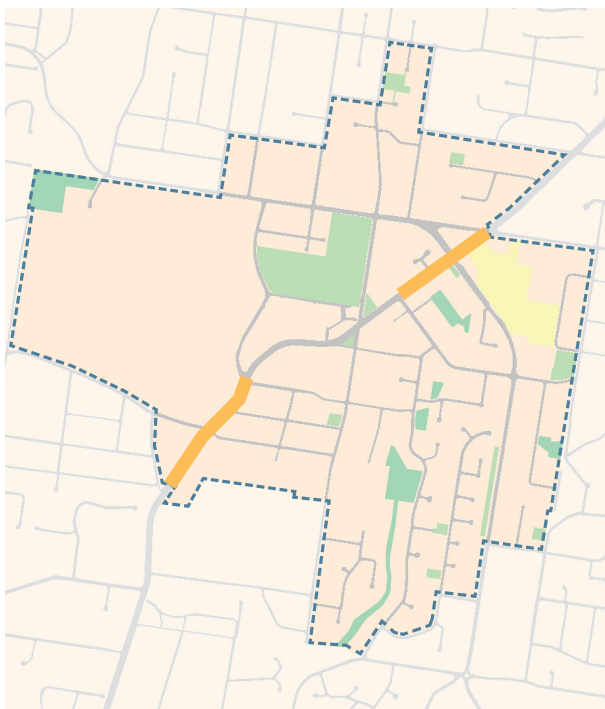


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### ► Designed Future Character

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

### ► Street Description

- Multi-lane transport corridor with residential character and landscaped setbacks that vegetate the road 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 road and provide continuous canopy cover where possible.
- 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 verge between footpath and carriageway.
- Encourage landscaped setbacks in private properties.
- Allow for road 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 road and provide continuous canopy cover where possible.
- Examples of trees include:
  - *Elaeocarpus reticulatus*
  - *Lagerstroemia indica* x *L. fauriei*
  - *Pyrus calleryana* 'Capital'

### ► Street Furniture

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

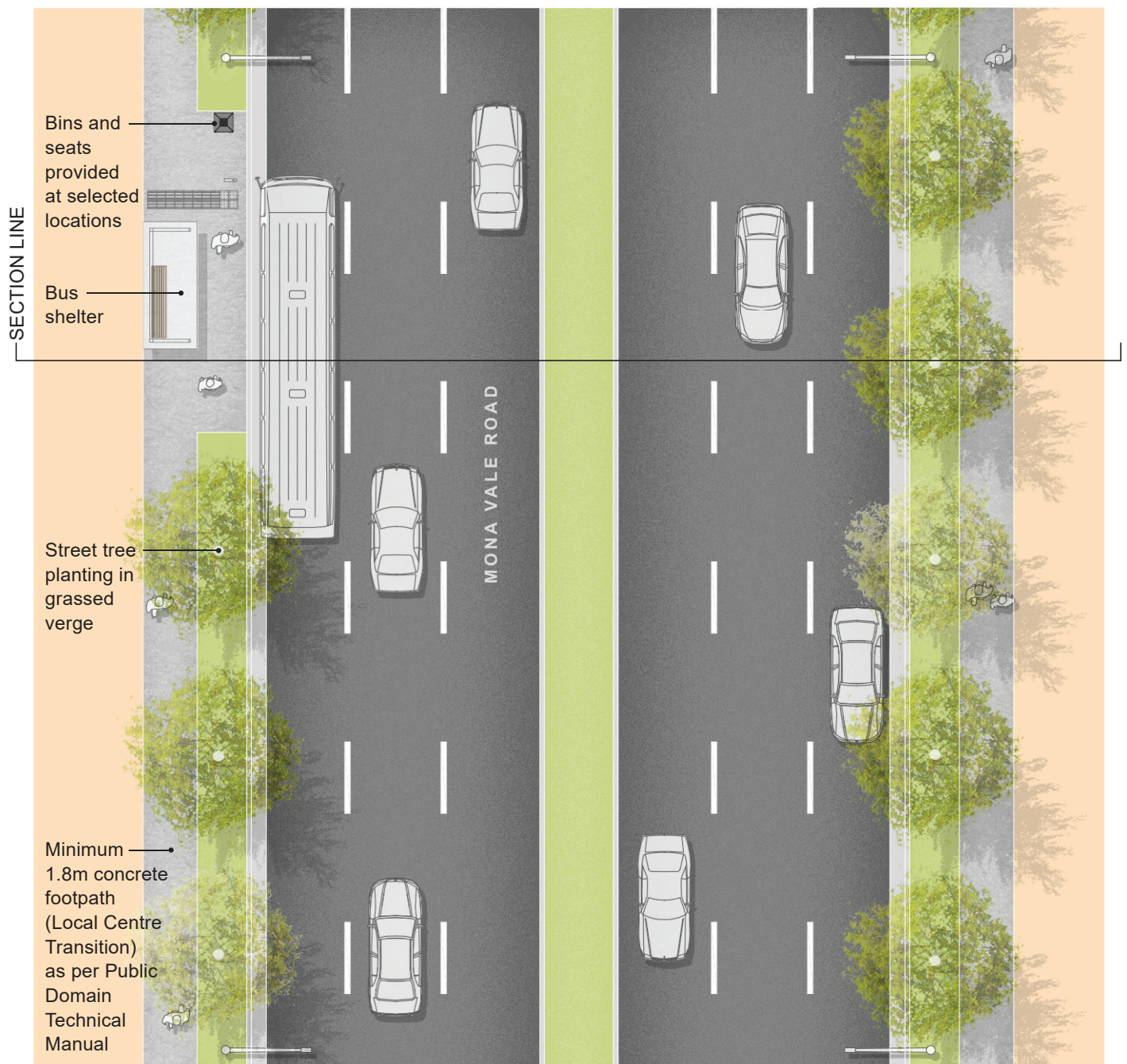
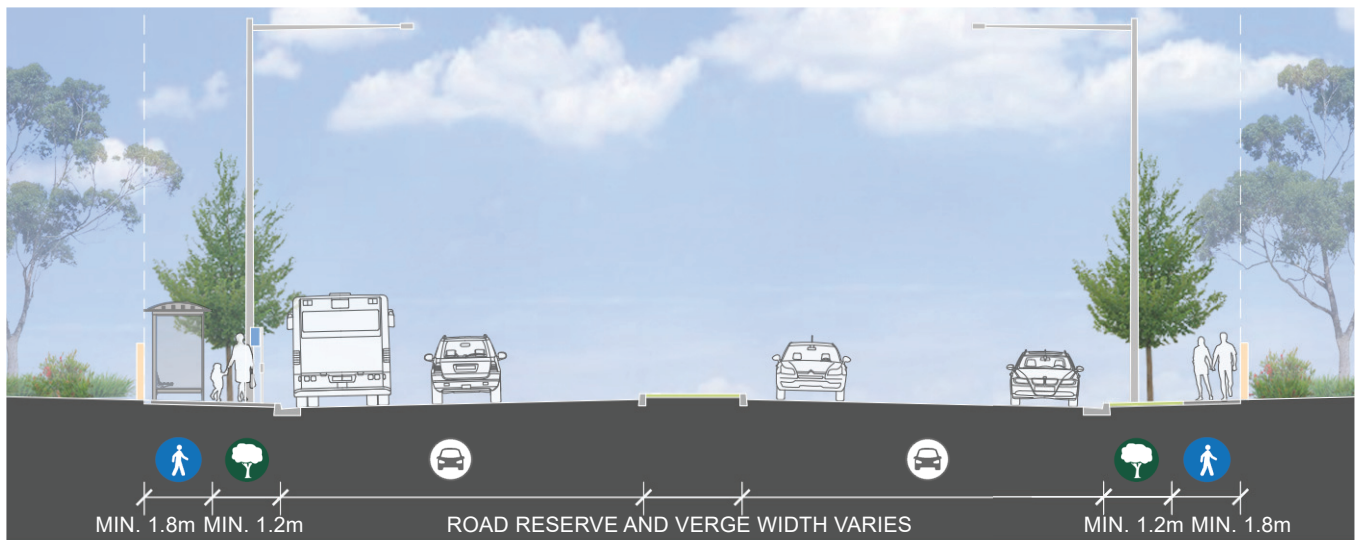
### ► Lighting

- 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.



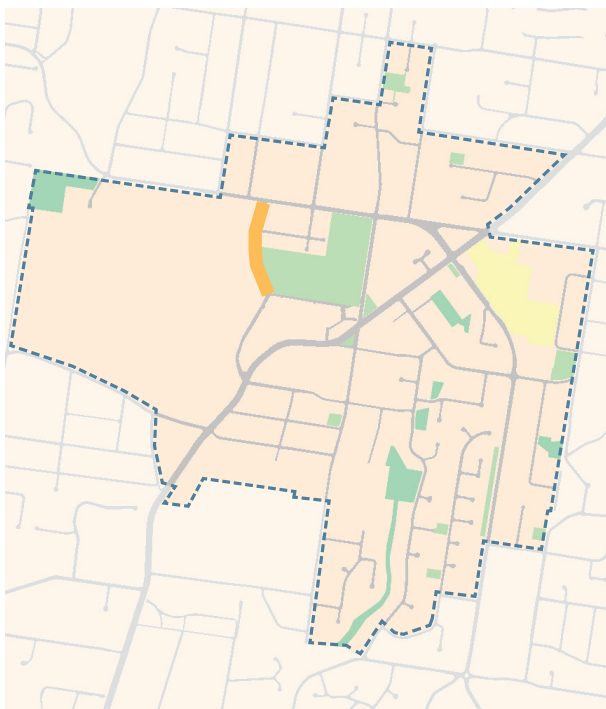


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### ► Designed Future Character

Cowan Road is a key vehicle, cycle and pedestrian connection along the western side of the St Ives Local Centre. Running between Mona Vale Road and Killeaton Street, it provides access to the north of St Ives, through to North Turramurra and Wahroonga.

A shared path on the eastern side of Cowan Road continuing along the frontage of William Cowan Oval will formalise the north-south cycle route and help provide a safer environment for cyclists and pedestrians.

Traffic lights are proposed to be installed at the intersection of Cowan Road and Killeaton Street to improve traffic circulation and to provide safe crossing points for pedestrians and cyclists.

### ► Street Description

- A two-way carriageway with on-street parking, and existing street trees that will be strengthened with infill tree planting where space permits, to intensify the tree canopy.
- New traffic signals at the intersection of Cowan Road and Killeaton Street.
- 3m shared path to the eastern side of the street.
- 1.5m footpath to the western side of the street.

### ► Street Cross Section

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

- 1.5m footpath with grass verge to western side of the street.
- 2.3m parking lane to both sides of the street.
- 3.5m traffic lanes, one each way.
- 1.5m footpath with grass verge to southern side of the street.
- 3m shared cycle / pedestrian footpath to eastern 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 healthy and well-formed trees that do not interfere with shared path alignment.
- Provide infill street trees of similar species, where required.
- Medium sized canopy trees such as:
  - *Callistemon viminalis* 'Kings Park'
  - *Lophostemon confertus*
  - *Pistacia chinensis*
  - *Syncarpia glomulifera*

### ► Street Furniture

- None.

### ► Lighting

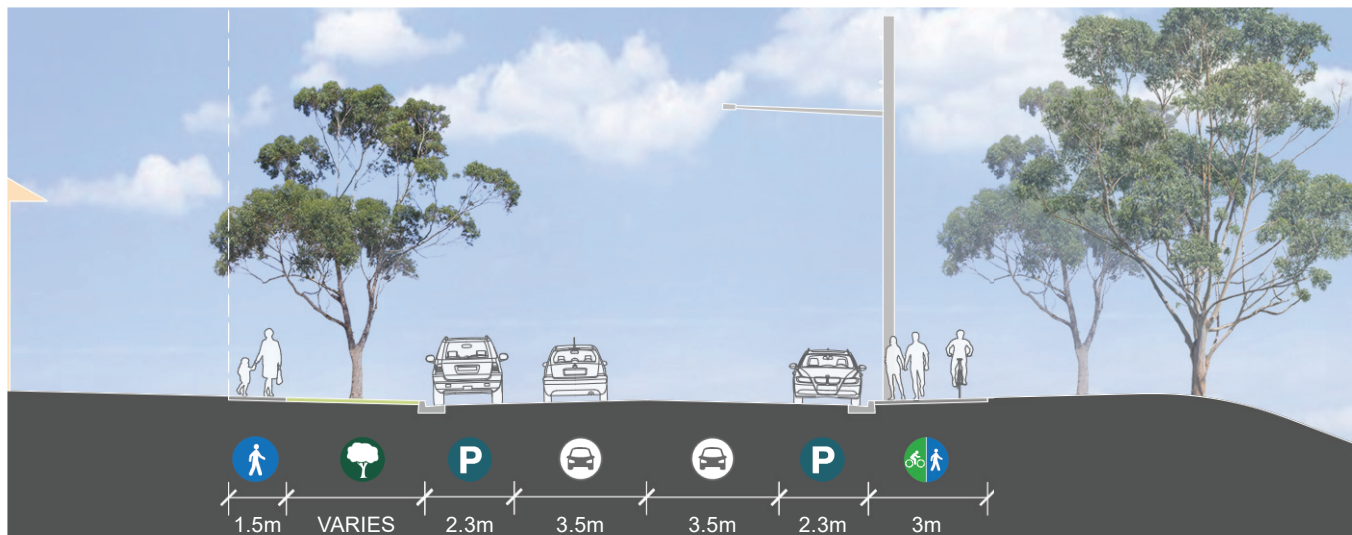
- Retain Ausgrid lighting. Supplement with new Ausgrid standard lighting if required.
- Carriageway lighting levels to be in accordance with AS/NZS1158.1 and Transport for NSW requirements.
- Footpath lighting levels to be in accordance with AS/NZS1158.3.

### ► Powerlines

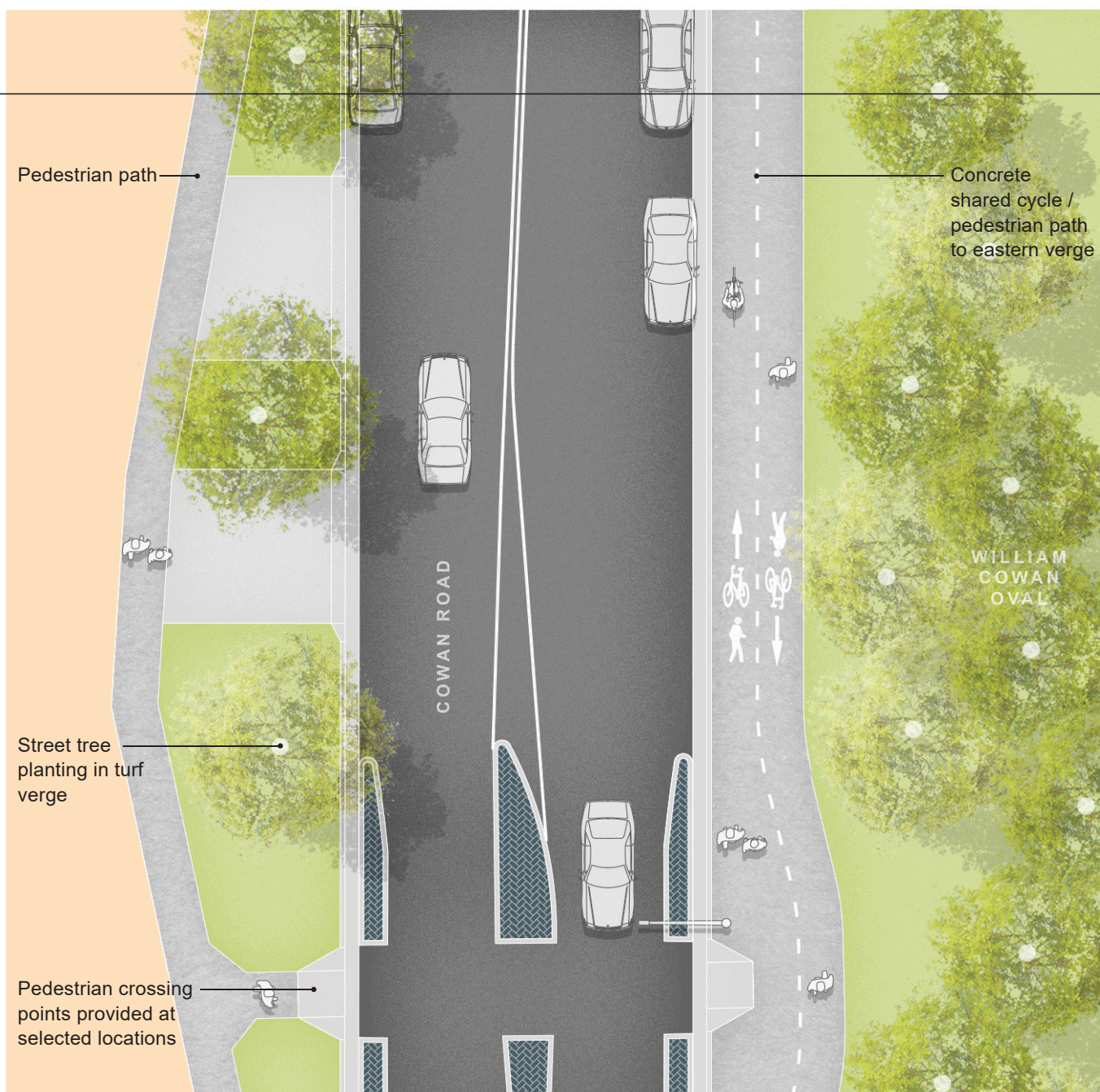
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



SECTION LINE



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

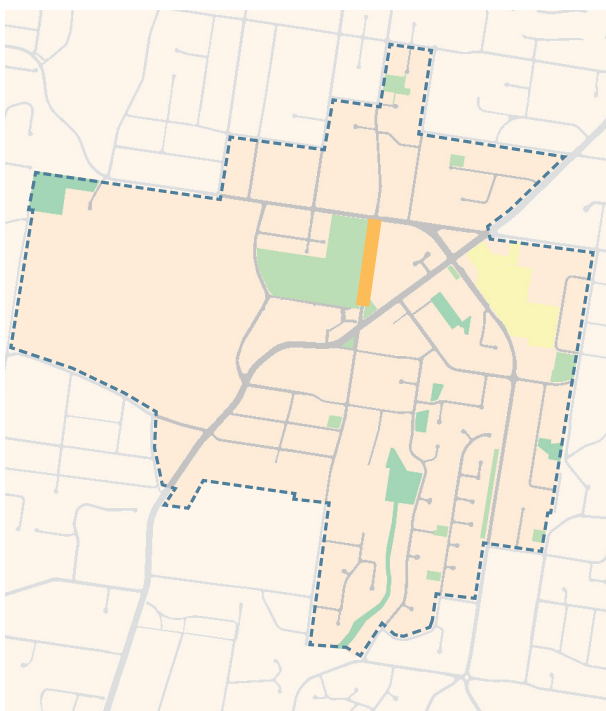


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### ► Designed Future Character

Memorial Avenue provides a transition area and connection from the Local Centre core to St Ives Village Green and the residential areas to the north. A shared cycle / pedestrian path will improve active transport opportunities for residents.

Additional tree planting will reinforce Memorial Avenue as a tree-lined boulevard and extend the St Ives Village Green park like environment into the street corridor.

### ► Street Description

- Two-way distributor road with street trees forming a boulevard.
- A shared cycle / pedestrian path to western side with connections to St Ives Village Green.
- Parking on both sides of the road is to be retained.
- Pedestrian and cycle crossings are to be provided at midblock locations to improve safety for pedestrians and cyclists.
- Retain existing trees where possible.

### ► Street Cross Section

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

- 3m shared cycle / pedestrian footpath to western side of the street.
- 1m grassed verge.
- 2.2m parking lane.
- 3.9m traffic lanes.
- 2.2m parking lane.
- 2.3m grassed verge with tree planting.
- 1.5m footpath to eastern side of the street.

Allow for midblock crossings for pedestrians and cyclists.

### ► Parking

- On-street parking – minimum 2.2m parking lanes to both sides of the road.

### ► Paving

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

### ► Street Tree Planting

- Retain healthy and well-formed trees that do not interfere with shared path alignment.
- Large canopy trees to match existing species for example:
  - *Eucalyptus sideroxylon*
  - *Melaleuca quinquenervia*
  - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

### ► Street Furniture

- Seats and bins located at bus stops.

### ► Lighting

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

### ► Powerlines

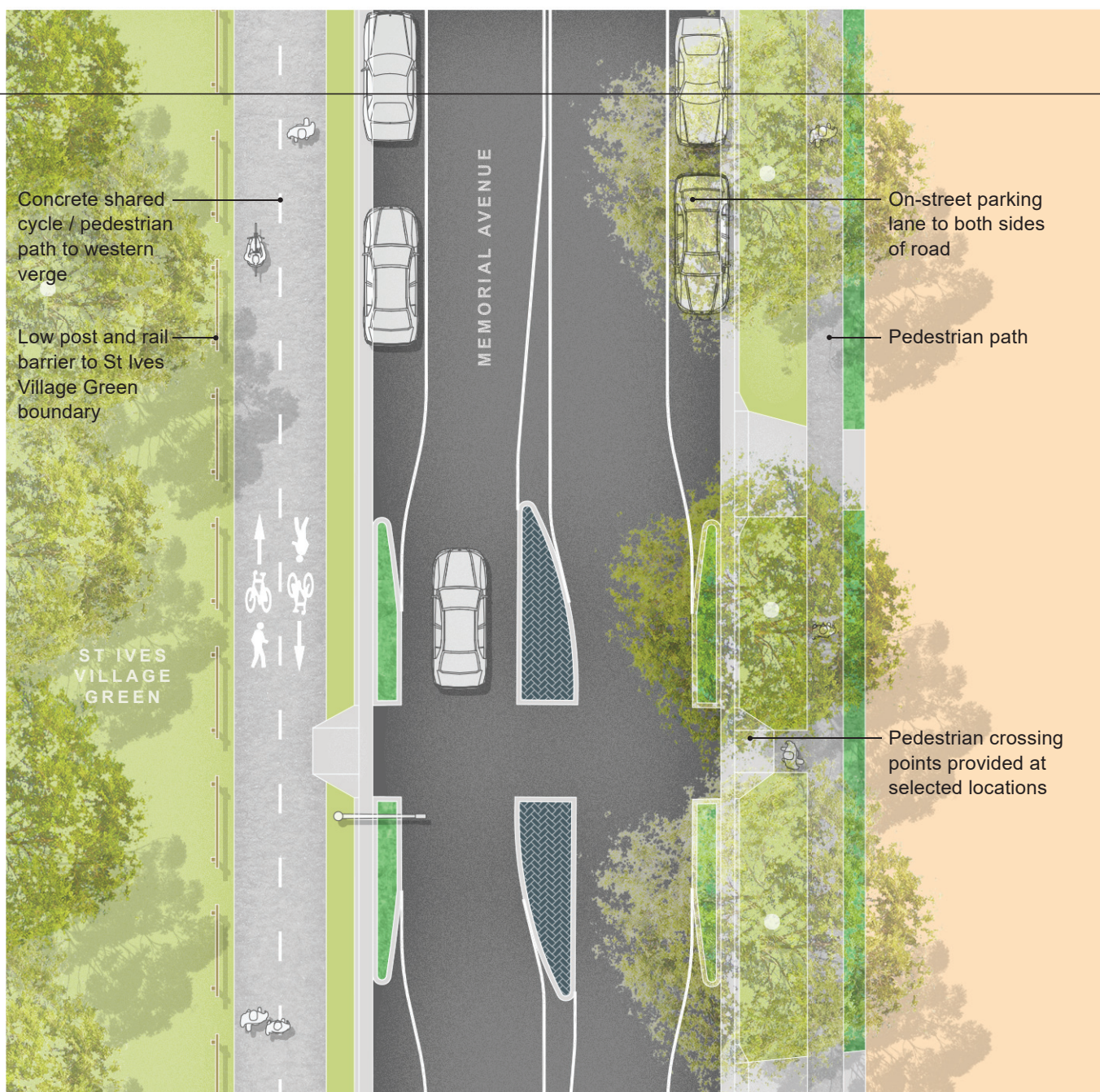
- Bundle aerial cables to minimise disturbance to tree canopies and reduce pruning requirement, and to protect and retain existing trees.



SECTION LINE



TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

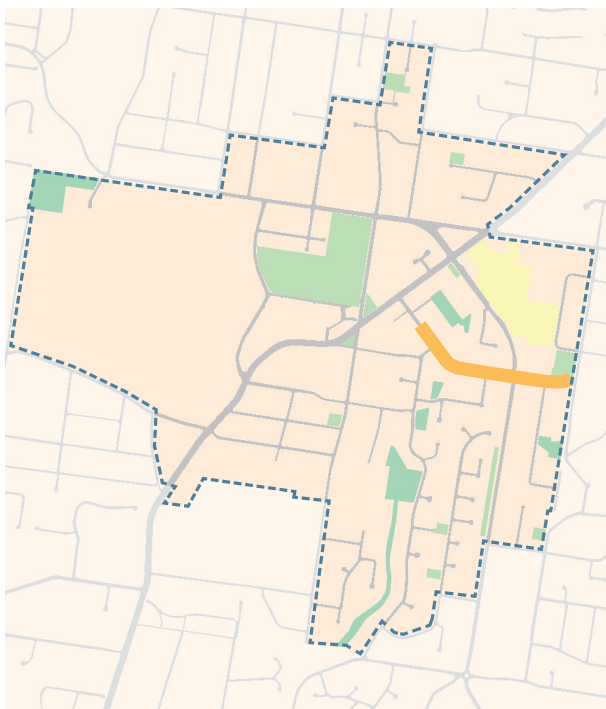


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### ► Designed Future Character

Stanley Street, a residential street with a mix of low and high density housing, forms the edge of the retail core of the Local Centre Core and provides a transition area and connection to a number schools, the proposed upgraded park at Bedes Forest and the residential areas to the east. The existing tree-lined character of the street is to be maintained and reinforced. Wider footpaths and additional midblock crossing locations will improve pedestrian access.

### ► Street Description

- Two-way distributor road with street trees forming a boulevard.
- Parking on both sides of the road is to be retained.
- Pedestrian crossing points are to be provided at midblock locations to improve pedestrian safety.
- Retain existing trees, where possible.
- Infill tree planting, where possible.

### ► Street Cross Section

Typical street cross section to be:

- 1.8m footpath.
- 2.9m grassed verge with tree planting.
- 2.1m parking lane.
- 3.2m traffic lanes.
- 2.1m parking lane.
- 2.9m grassed verge with tree planting.
- 1.8m footpath.

Allow for midblock crossings for pedestrians and cyclists.

### ► Parking

- On-street parking – minimum 2.1m parking lanes to both sides of the road.

### ► Paving

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

### ► Street Tree Planting

- Wide canopy trees such as:
  - *Angophora floribunda*
  - *Melaleuca quinquenervia*
  - *Syncarpia glomulifera*

### ► Street Furniture

- None.

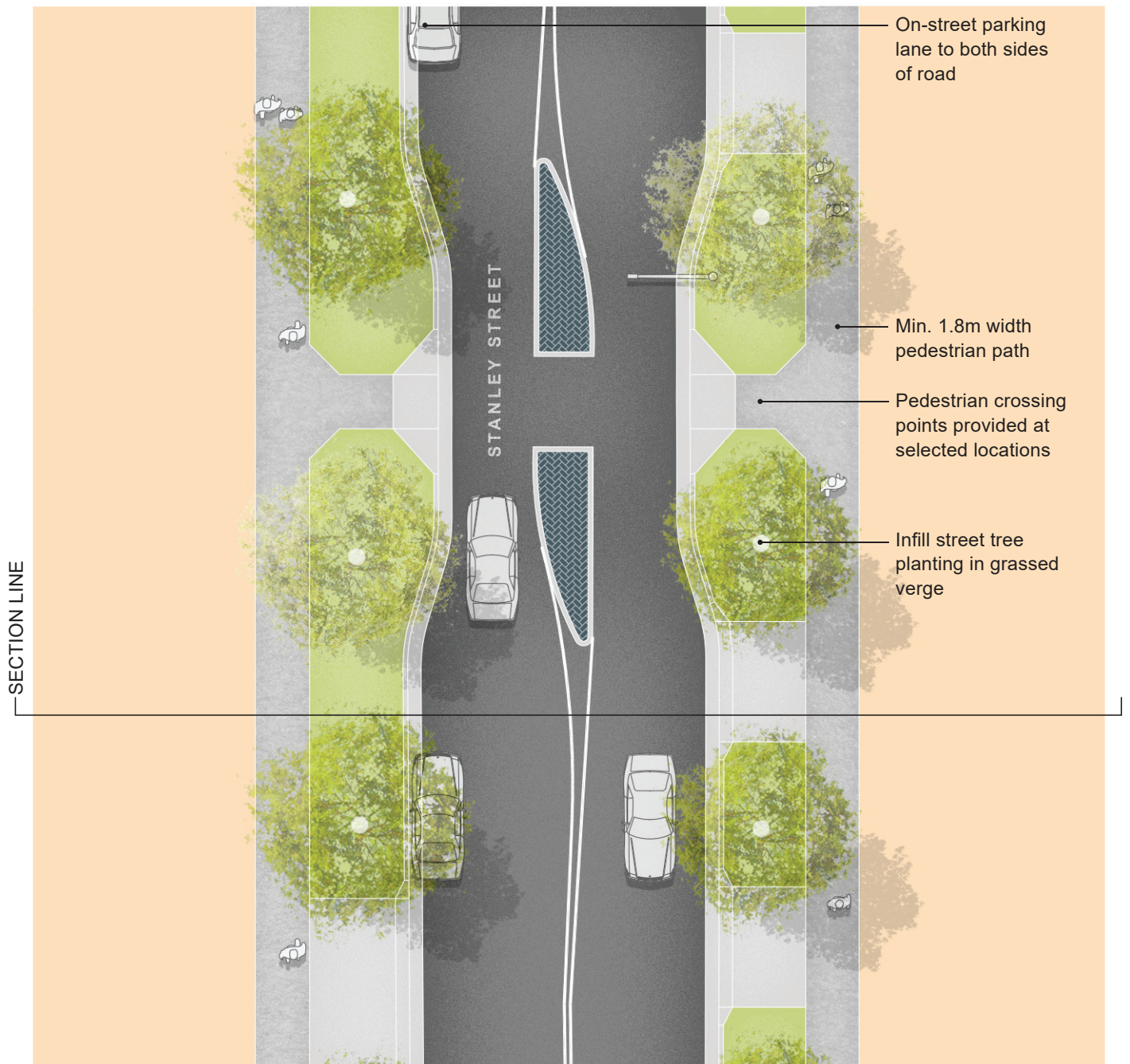
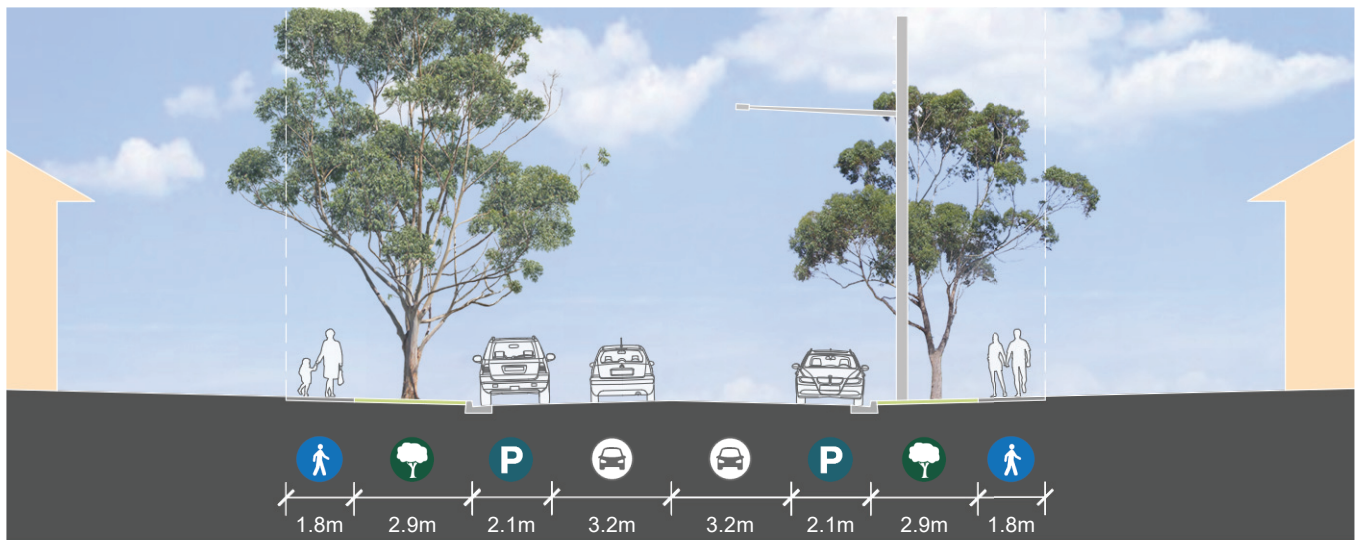
### ► Lighting

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

### ► Powerlines

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



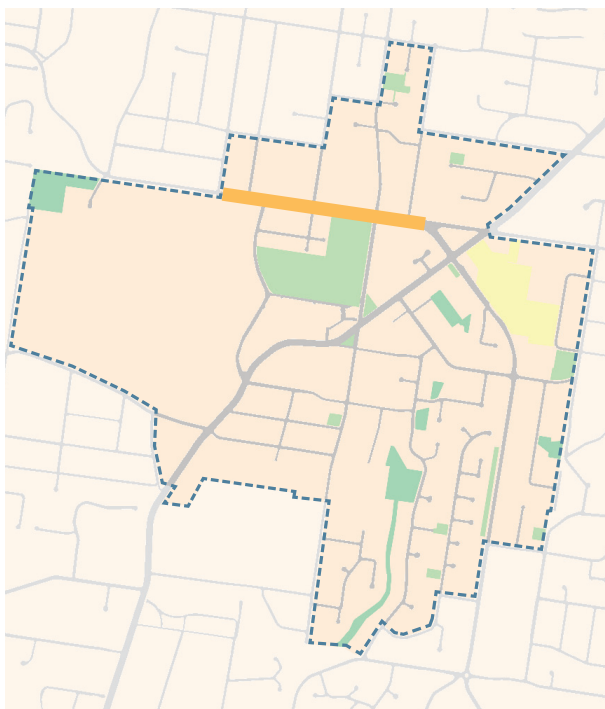


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#### ► Designed Future Character

Killeaton Street provides an important east-west connection away from the Local Centre core. The shared cycle / pedestrian path on Link Road will continue along Killeaton Street to provide a safe route for residents.

The narrow road reserve width restricts footpath width and tree planting locations. Infill street planting is to be provided where space permits.

Traffic lights are proposed to be installed at the intersection of Cowan Road and Killeaton Street to improve traffic circulation and to provide safe crossing points for pedestrians and cyclists.

The intersection of Link Road and Killeaton Street will be reconfigured to slow vehicular turning movements and narrow road crossing lengths for pedestrians and cyclists to improve access.

#### ► Street Description

- Two-way distributor road with no on-street parking.
- New traffic signals at the intersection of Cowan Road and Killeaton Street.
- A shared cycle / pedestrian path to southern side of the road.
- Retain existing trees where possible.

#### ► Parking

- No on-street parking.

#### ► Paving

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

#### ► Street Tree Planting

- Retain healthy and well-formed trees that do not interfere with shared path alignment.
- Large canopy trees such as:
  - *Angophora costata*
  - *Eucalyptus sideroxylon*
  - *Melaleuca quinquenervia*
  - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

#### ► Street Furniture

- Seats and bins located at bus stops.

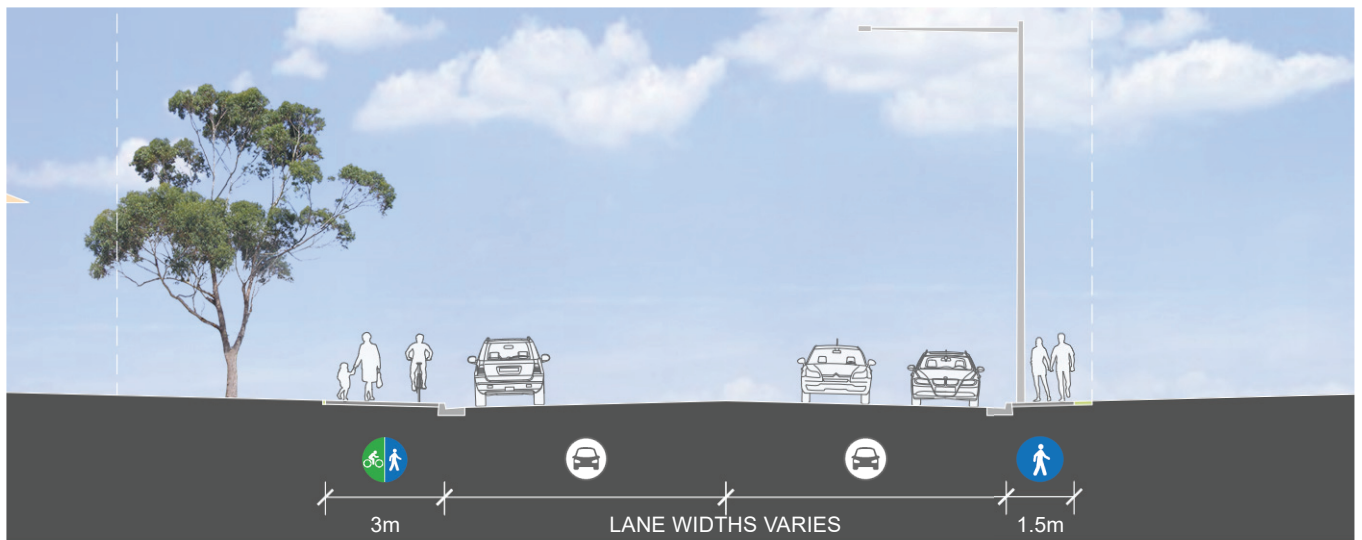
#### ► Lighting

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

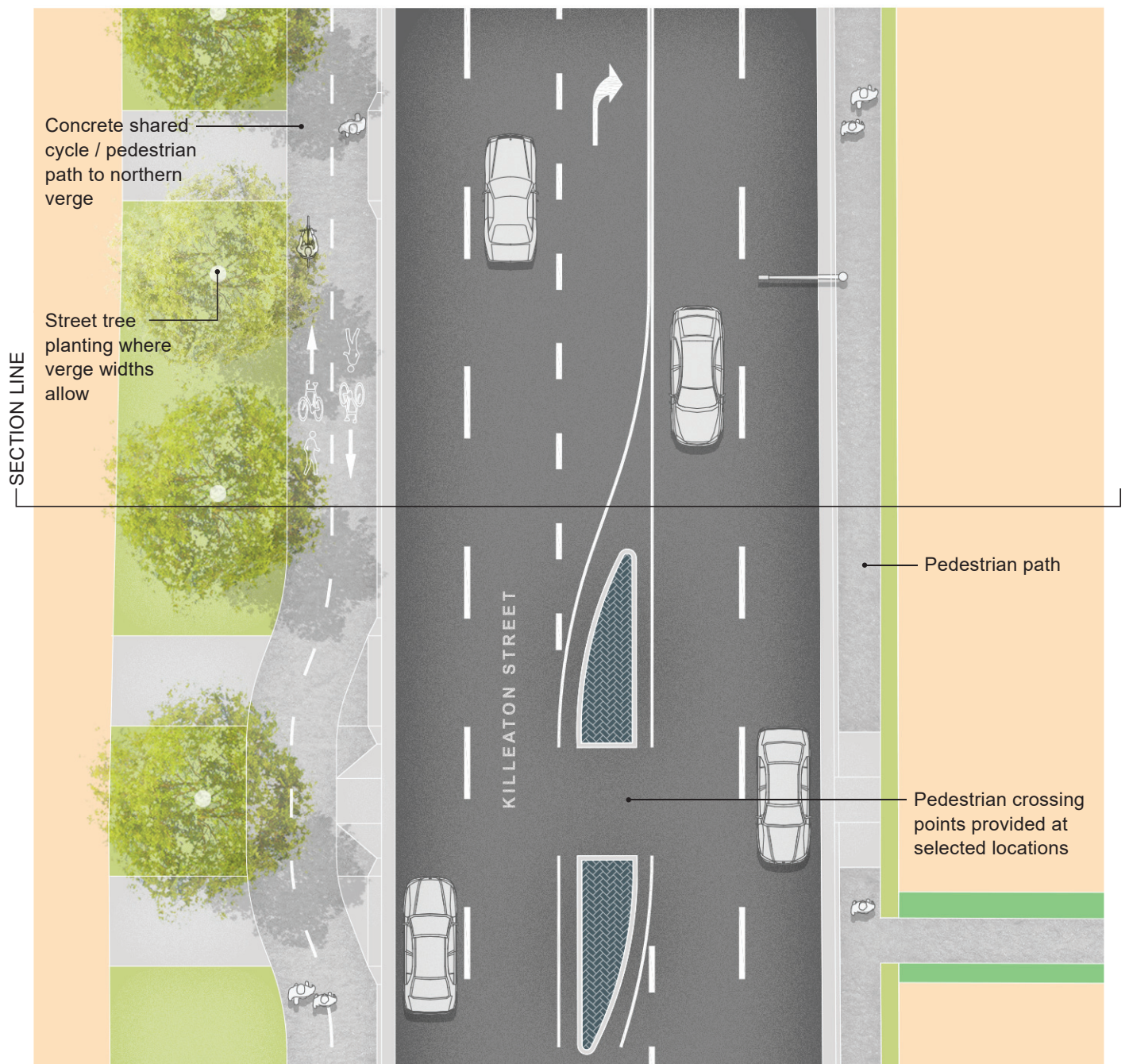
#### ► Powerlines

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





TYPICAL STREET SECTION SHOWN - DIMENSIONS MAY VARY

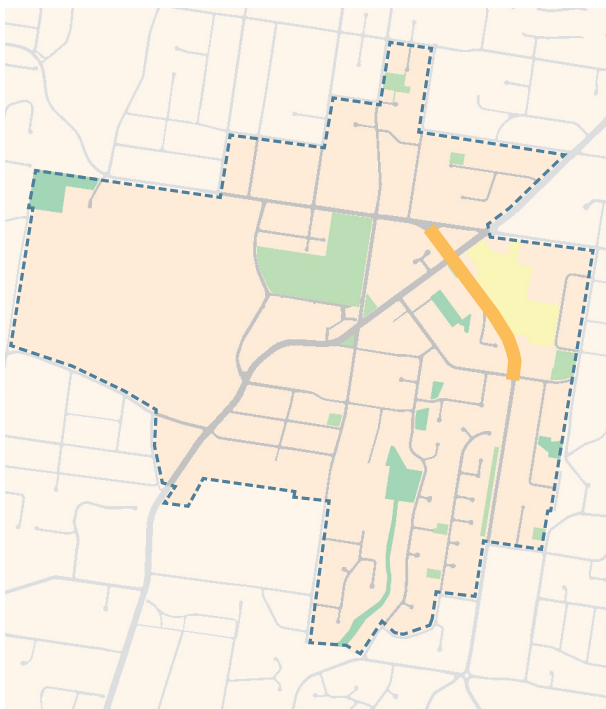


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### ► Designed Future Character

Link Road provides an important north-south connection away from the Local Centre core and provides access to a number of schools.

Vehicle access to the residential developments on the western side of the road are provided from adjoining streets. The lack of driveways on this verge makes it an ideal location for an uninterrupted shared cycle / pedestrian path which will connect to network of cycle routes in the suburb beyond.

The intersection of Link Road and Killeaton Street will be reconfigured to slow vehicular turning movements and narrow road crossing lengths for pedestrians and cyclists to improve access.

### ► Street Description

- Two-way distributor road with street trees forming a boulevard.
- A shared cycle / pedestrian path to western side of the road.
- Parking locations on the eastern side of the road are to be retained.
- Retain existing trees where possible.
- Provide mid-block pedestrian refuge / crossing to improve pedestrian links to school.

### ► Parking

- On-street parking to eastern side of road, north of Mona Vale Road.
- On-street parking via slip lane on eastern side of road, south of Mona Vale Road.

### ► Paving

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

### ► Street Tree Planting

- Retain healthy and well-formed trees that do not interfere with shared path alignment.
- Large canopy trees such as:
  - *Eucalyptus sideroxylon*
  - *Melaleuca quinquenervia*
  - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

### ► Street Furniture

- Seats and bins located at bus stops.

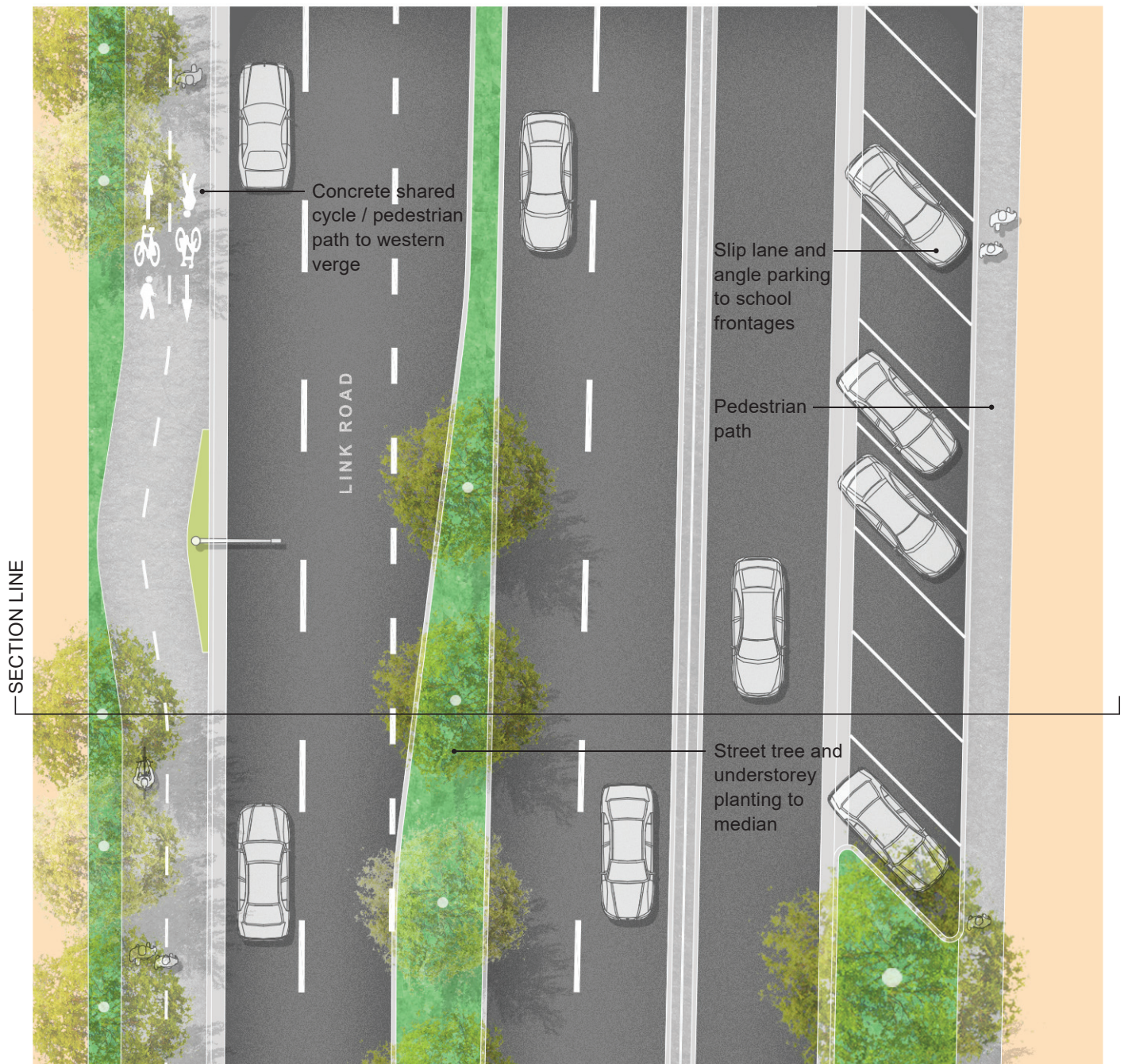
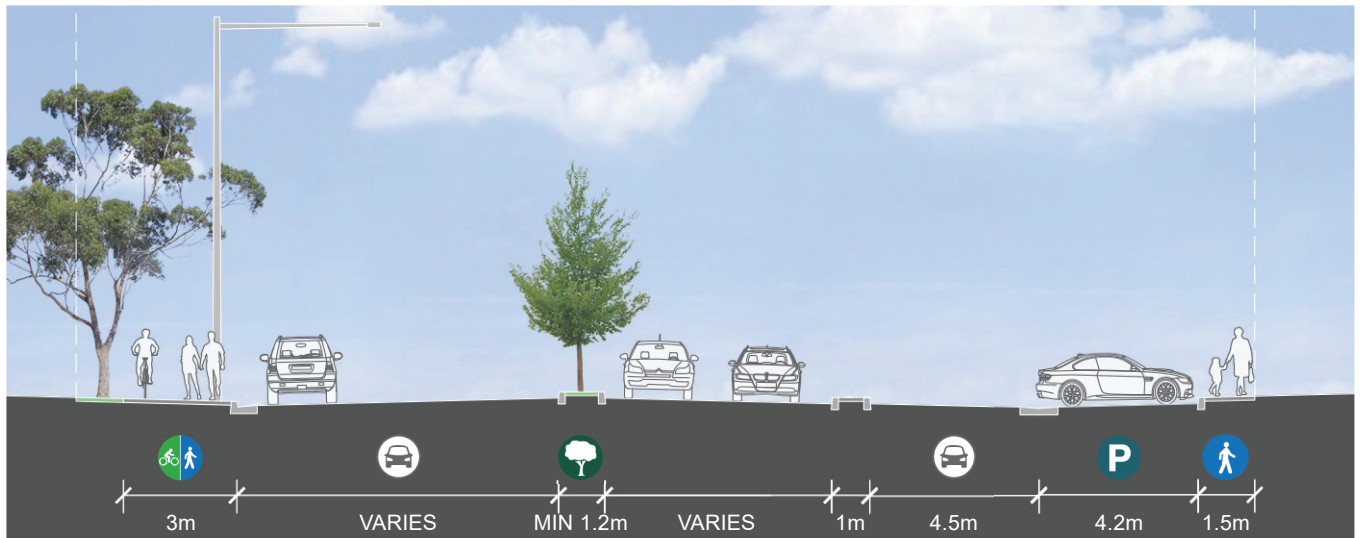
### ► Lighting

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

### ► Powerlines

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



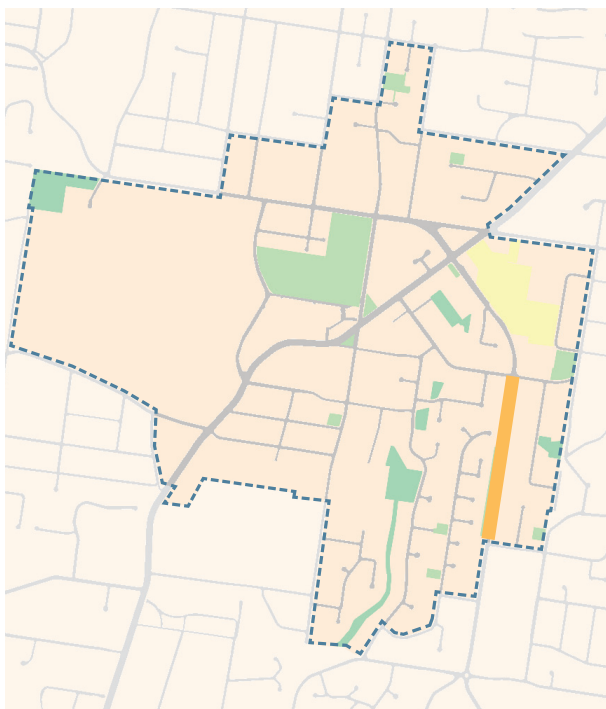


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### ► Designed Future Character

Horace Street is a continuation of Link Road and provides an important north-south connection away from the Local Centre core to St Ives Primary School and High School. The shared cycle / pedestrian path on Link Road will continue along Horace Street to provide a safe route for residents and students.

### ► Street Description

- Two-way distributor road with street trees forming a boulevard.
- A shared cycle / pedestrian path to western side of the road.
- On-street parking permitted outside of peak times.
- Retain existing trees where possible.

### ► Parking

- Restricted on-street parking outside of peak times.

### ► Paving

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

### ► Street Tree Planting

- Retain healthy and well-formed trees that do not interfere with shared path alignment.
- Large canopy trees such as:
  - *Angophora costata*
  - *Eucalyptus sideroxylon*
  - *Melaleuca quinquenervia*
  - *Syncarpia glomulifera*
- Do not use *Jacaranda mimosifolia*.

### ► Street Furniture

- Seats and bins located at bus stops.

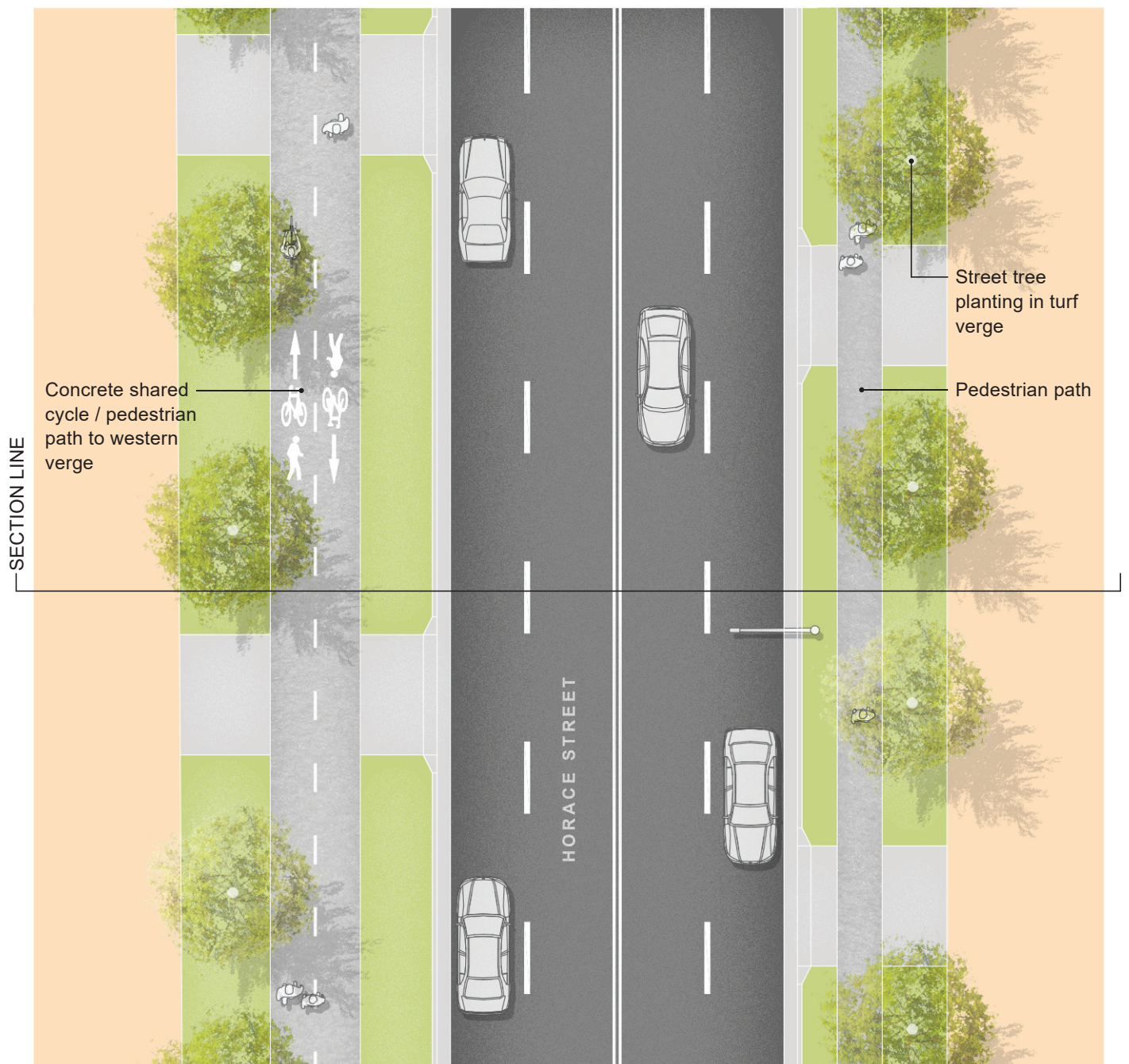
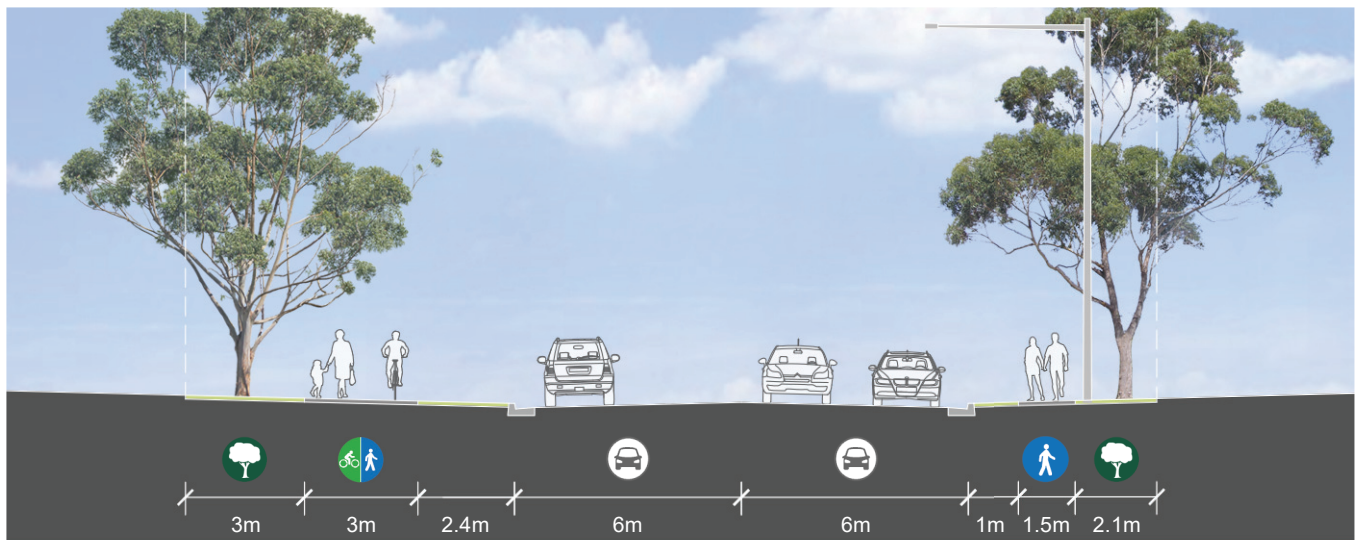
### ► Lighting

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

### ► Powerlines

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



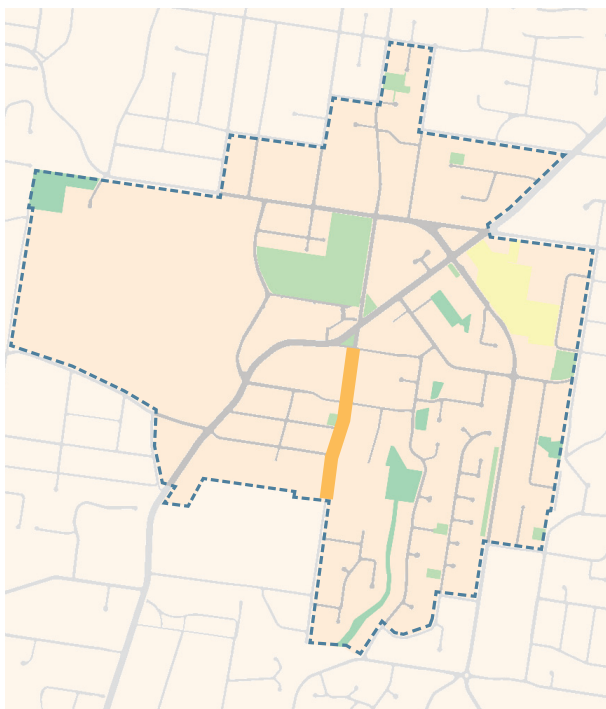


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### ► Designed Future Character

Rosedale Road provides an important north-south connection away from the Local Centre, linking the retail core with Putarri Reserve and Dalrymple-Hay Nature Reserve. A shared cycle / pedestrian path along Rosedale Road will provide a safe route for residents.

The narrow road reserve width restricts footpath width and tree planting locations. Infill street planting is to be provided where space permits.

### ► Street Description

- A two-way carriageway with on-street parking, and existing street trees that will be strengthened with infill tree planting where space permits, to intensify the tree canopy.
- 3m shared path to the western side of the street.
- 1.5m footpath to the eastern side of the street.

### ► Street Cross Section

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

- 3m shared cycle / pedestrian footpath with grass verge to western side of the street.
- 1.9m parking lane to both sides of the street.
- 2.8m traffic lanes, one each way.
- 1.5m footpath with grass verge to eastern 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 healthy and well-formed trees that do not interfere with shared path alignment.
- Provide infill street trees of similar species, where required.
- Medium sized canopy trees such as:
  - *Callistemon viminalis* 'Kings Park'
  - *Lophostemon confertus*
  - *Pistacia chinensis*
  - *Syncarpia glomulifera*

### ► Street Furniture

- None.

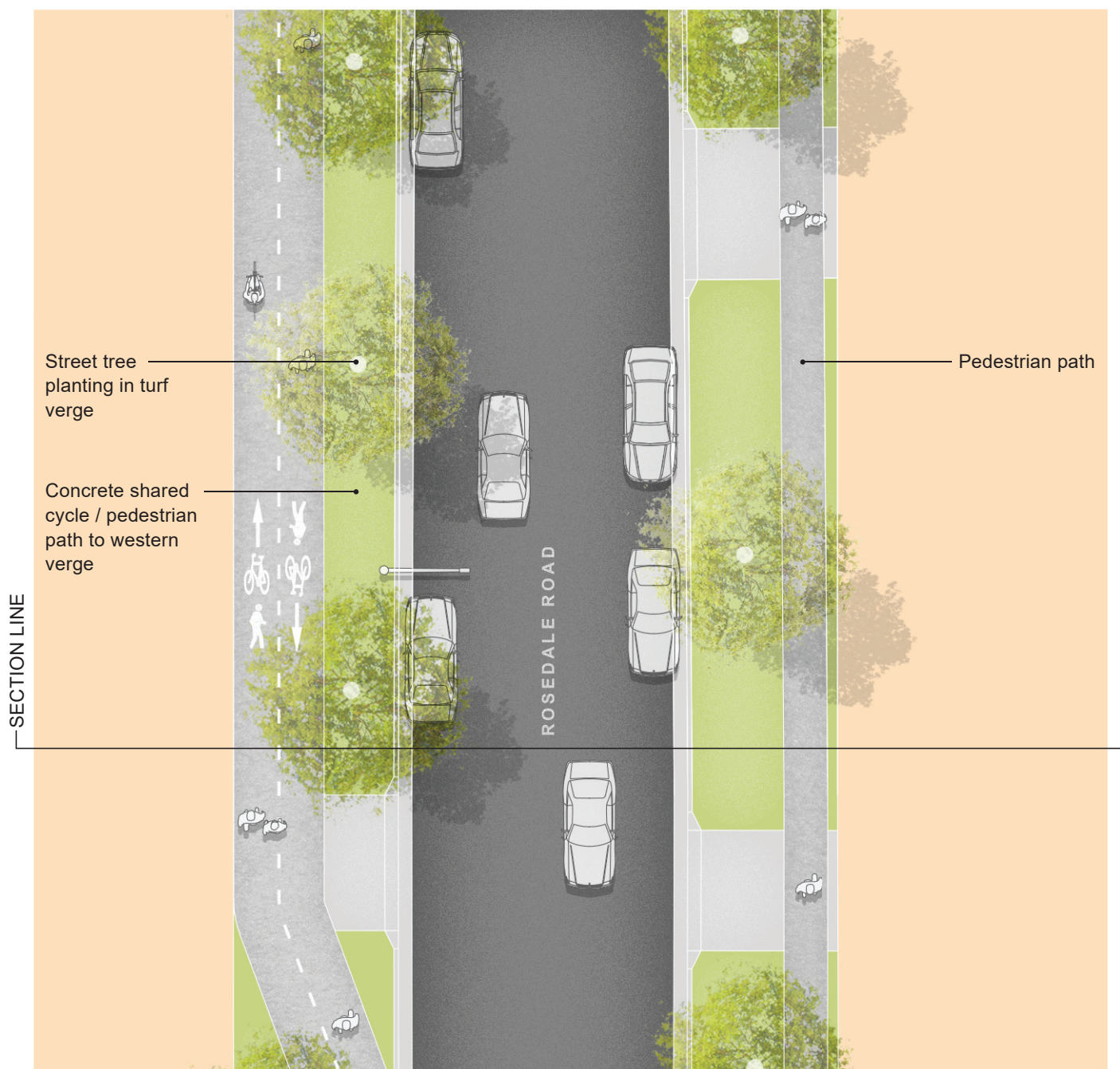
### ► Lighting

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

### ► Powerlines

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



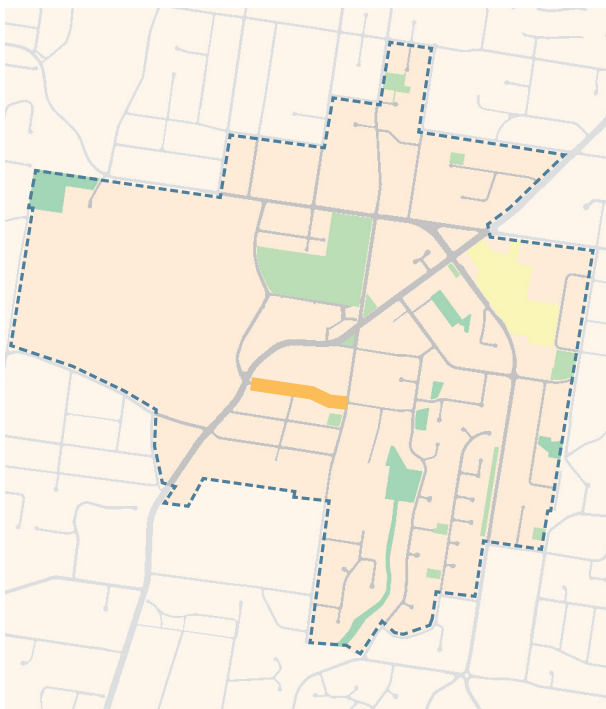


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### ► Designed Future Character

Shinfield Avenue, a residential street with a mix of low and medium density housing, provides a secondary east-west connection away from the Local Centre core. Pedestrian and cycle connections will be improved while maintaining the tree-lined character of the street.

### ► Street Description

- A two-way carriageway with on-street parking to the western end where road space allows.
- 2.5m shared path to the northern side of the street.
- 1.5m footpath to the southern side of the street.
- Existing street trees that be strengthened with infill tree planting where space permits, to intensify the tree canopy.

### ► Street Cross Section

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

- 2.5m shared cycle / pedestrian footpath with grass verge to northern side of the street.
- 2.1m parking lane to both sides of the street (western end) where road space and road curvature allows.
- 3.2m traffic lanes, one each way.
- 1.5m footpath with grass verge to southern side of the street.

### ► Parking

- On-street parking to the western end of the road where road space and road curvature allows.

### ► Paving

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

### ► Street Tree Planting

- Retain healthy and well-formed trees that do not interfere with shared path alignment.
- Provide infill street trees of similar species, where required.
- Medium sized canopy trees such as:
  - *Callistemon viminalis* 'Kings Park'
  - *Lophostemon confertus*
  - *Pistacia chinensis*
  - *Syncarpia glomulifera*

### ► Street Furniture

- None.

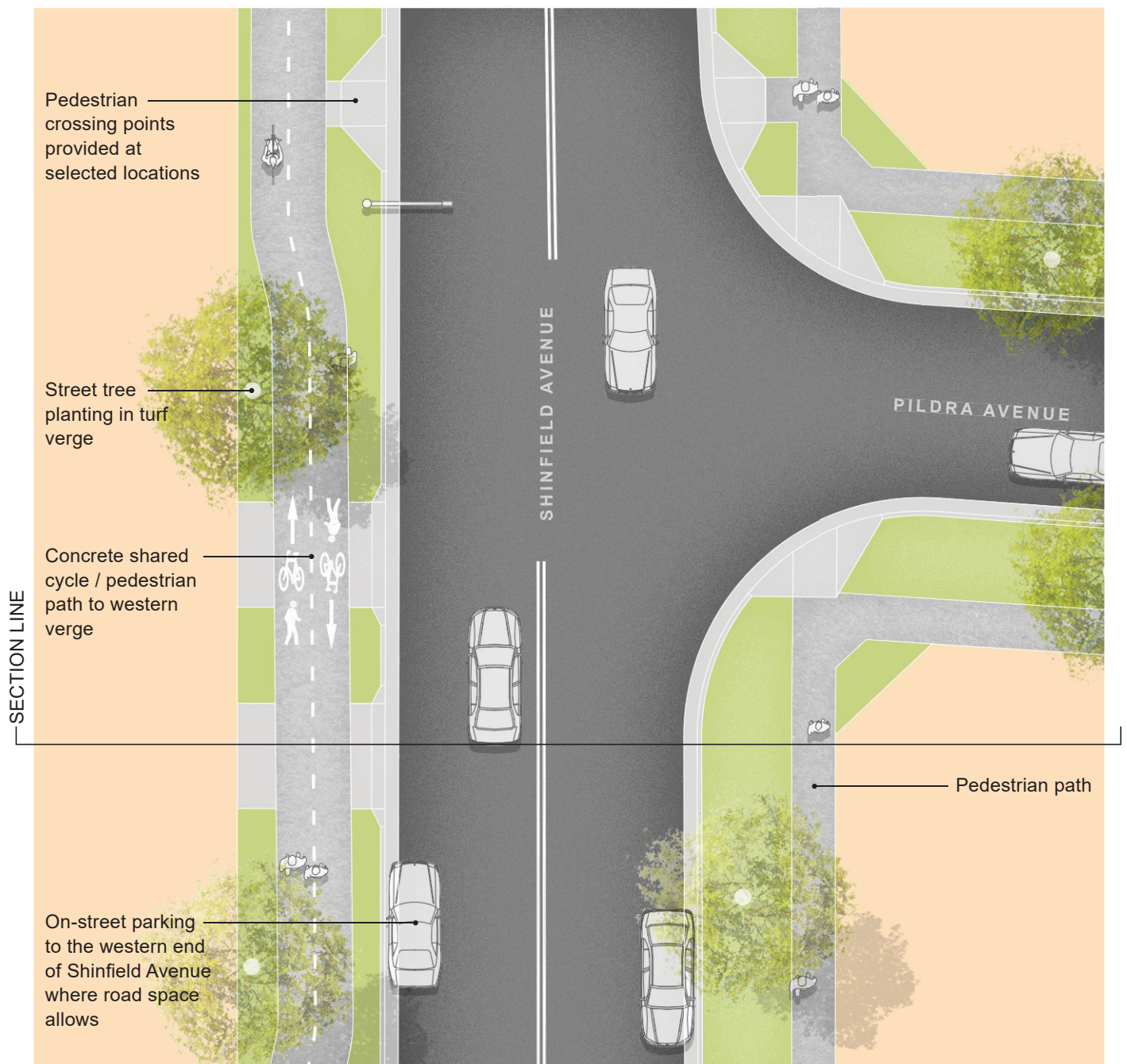
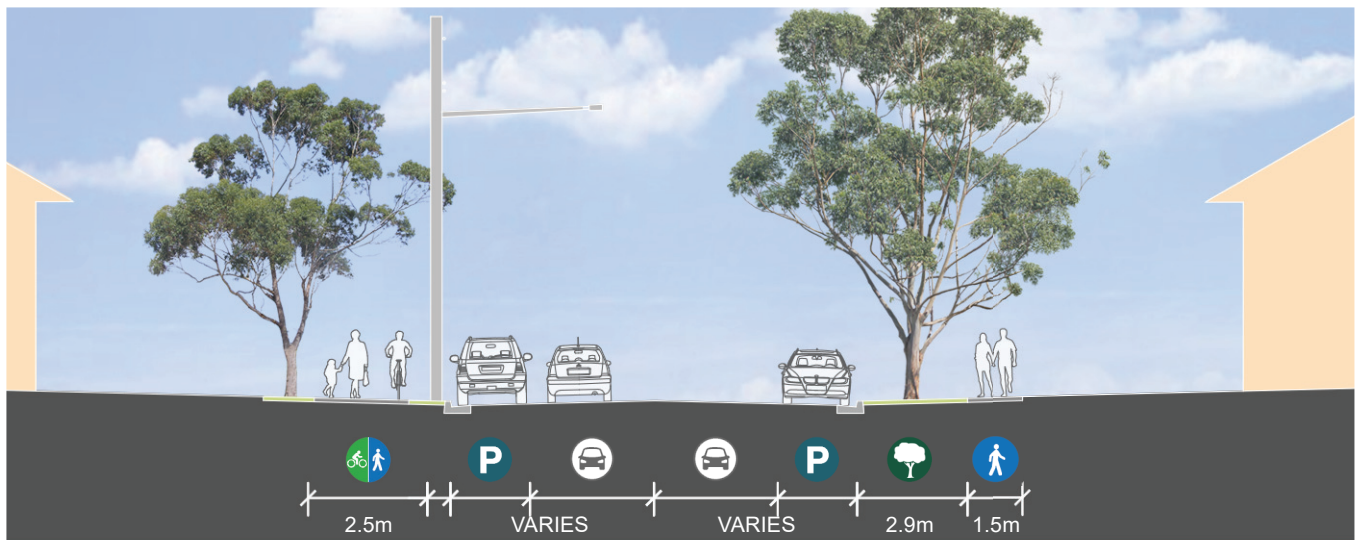
### ► Lighting

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

### ► Powerlines

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



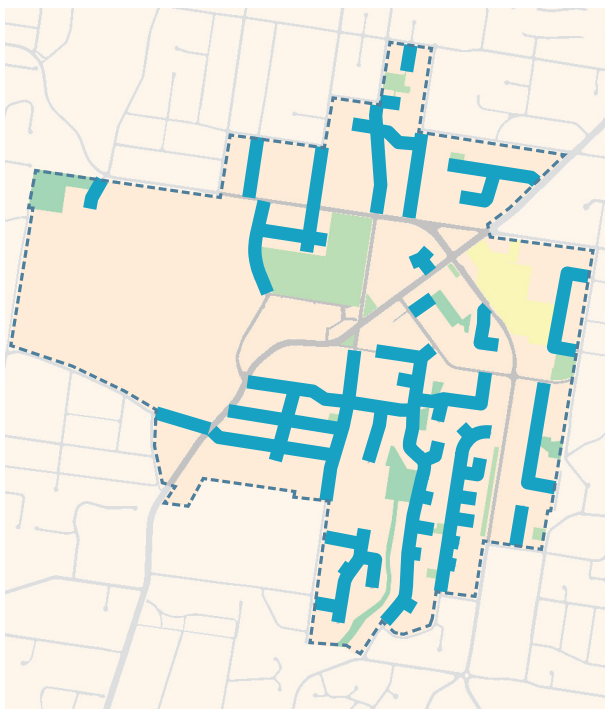


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### ► Designed Future Character

Two-way tree-lined residential streets with car parking to both sides of the street. These streets fall within the 800m walking catchment from St Ives Shopping Centre 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.

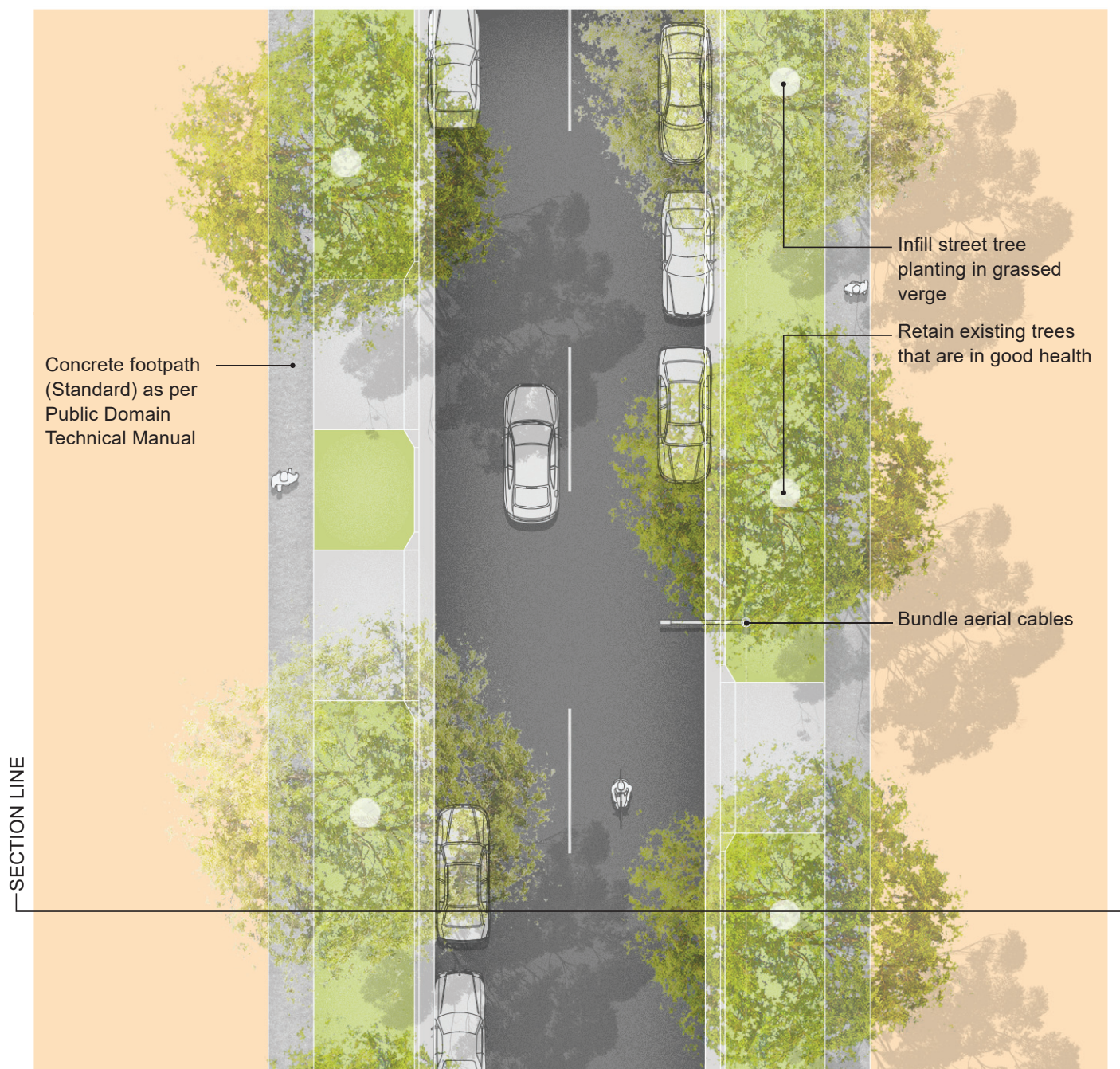
### ► Lighting

- 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.

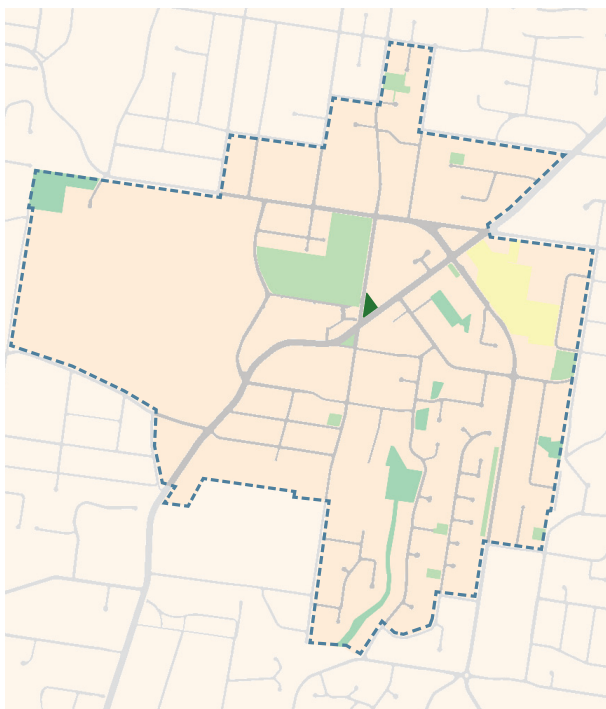




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### ► Designed Future Character

St Ives Rotary Park 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.

### ► 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.
- Permeable paving may be used in tree protection zone areas around existing trees.

### ► Tree Planting

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

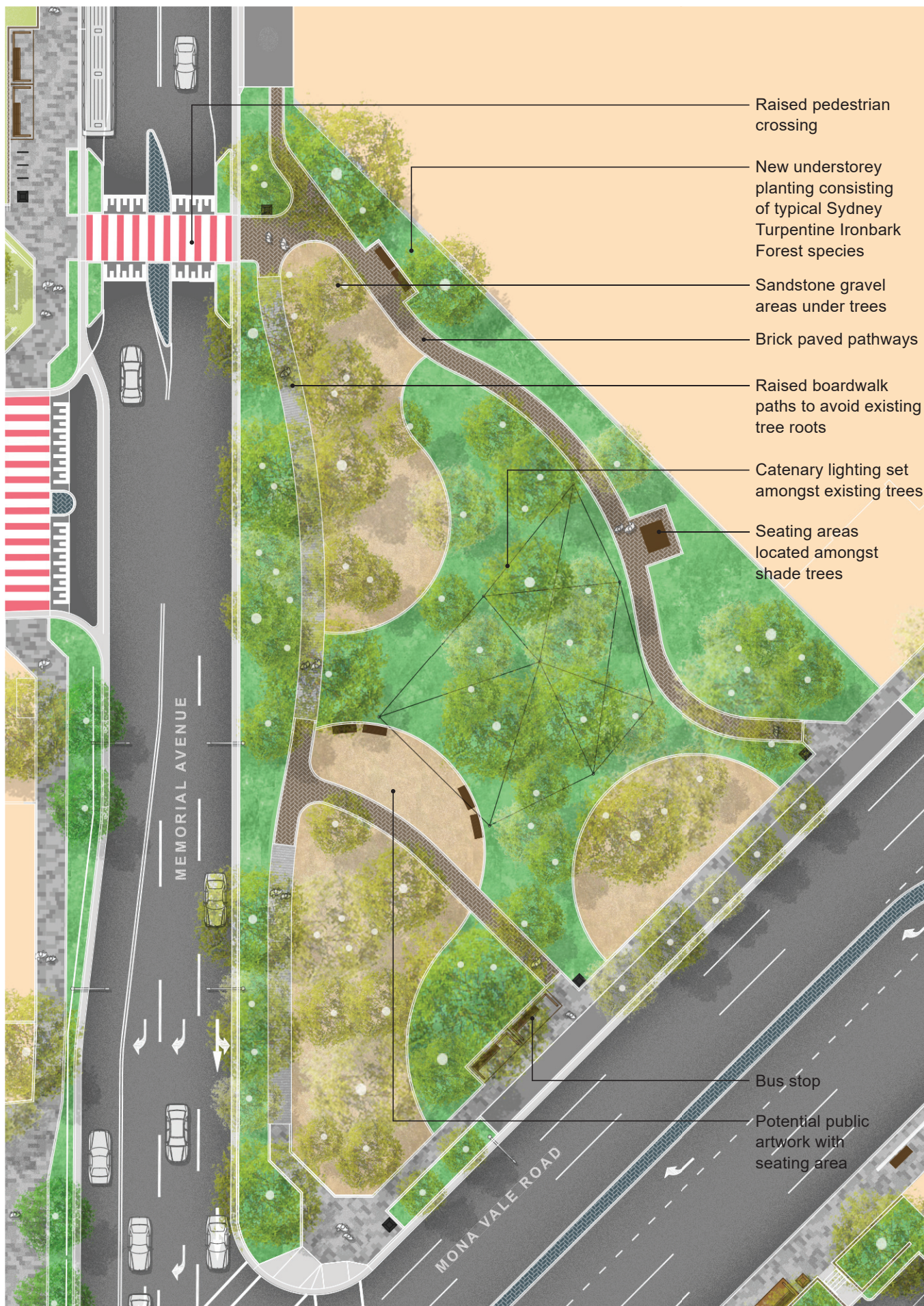
### ► Furniture

- Seats.
- Picnic suites.
- Bins.
- Bicycle racks.
- Drinking fountain.
- Opportunity for public art / water feature.

### ► Lighting

- Catenary lighting inside the park.



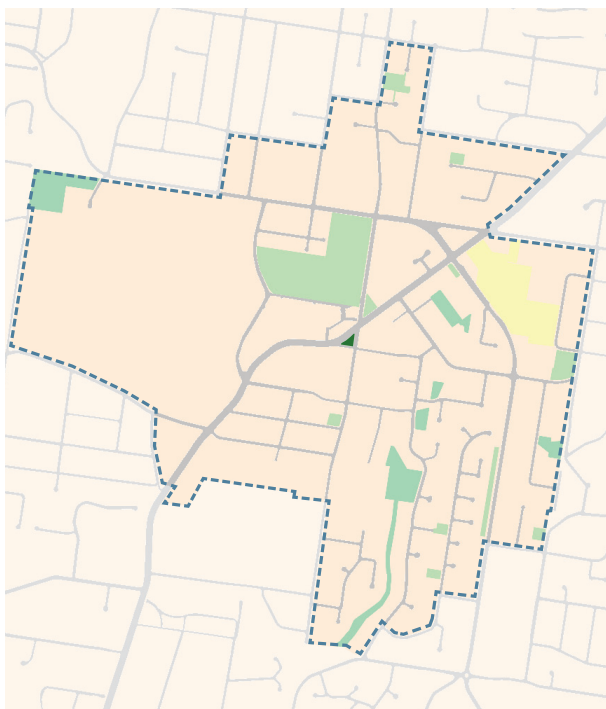


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### ► Designed Future Character

St Ives Memorial Park is to be upgraded to create an inviting and more accessible passive space for the community including new paving, seating and planting. The existing war memorial will be retained and grass areas are to be maximised to accommodate memorial services and allow for passive recreation.

### ► Parking

- No parking within the park.

### ► Paving

- 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 trees in good condition.
- Enhance tree planting in the park with species of suitable size and character.

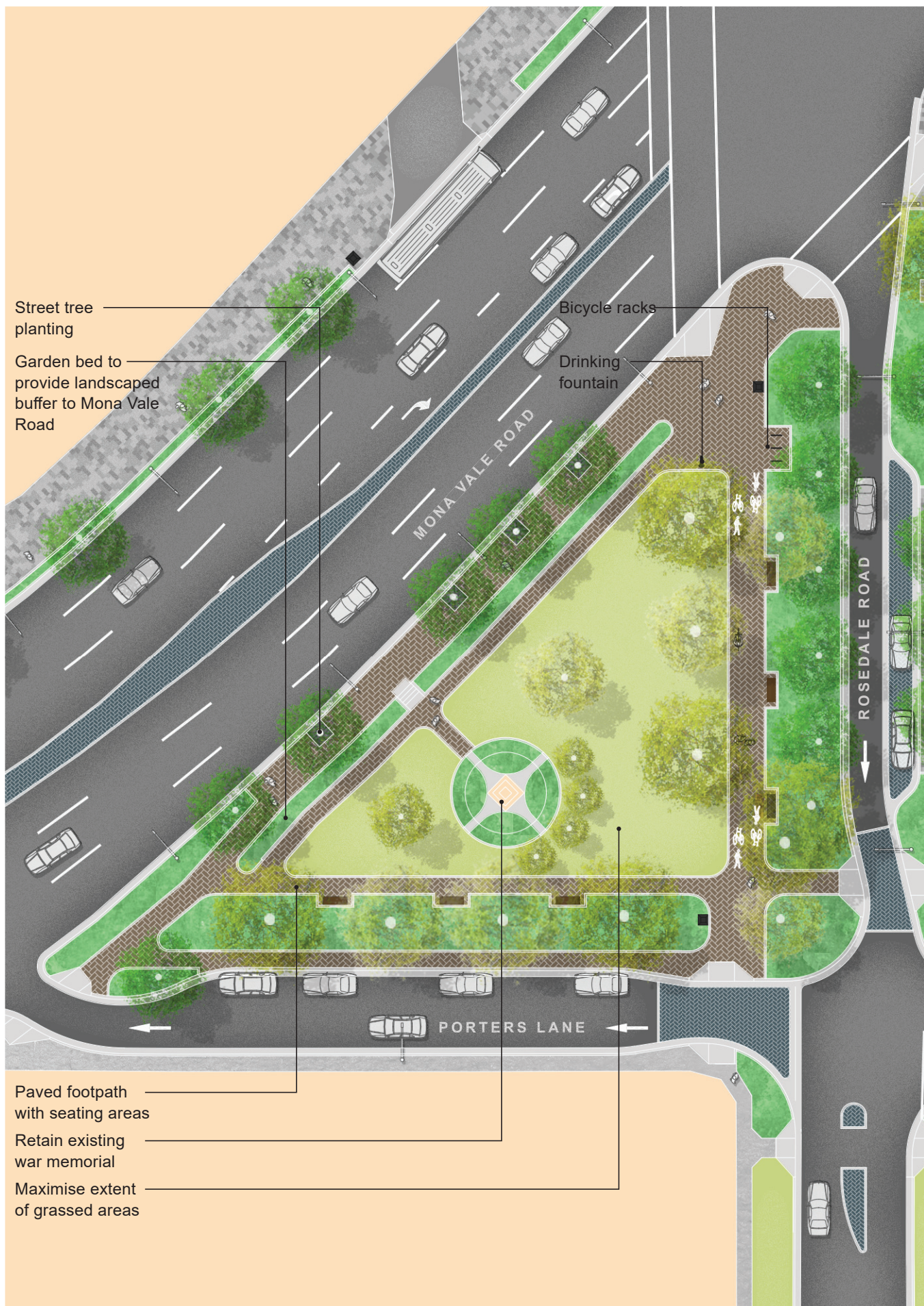
### ► Furniture

- Seats.
- Bins.
- Bicycle racks.
- Drinking fountain.

### ► Lighting

- Lighting required to illuminate flagpole.



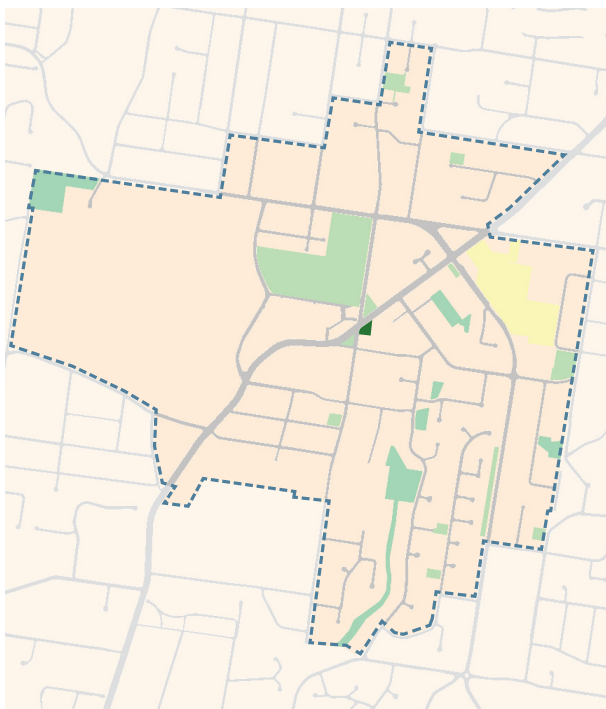


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### ► Designed Future Character

The existing car park between the Old School Building and Community Centre will be closed to vehicles and a plaza will be created. The loss of parking will be offset with new on-street car parking spaces being provided in Rosedale Road

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

Removable bollards at the entrance to the plaza from the Stanley Lane car park will allow restricted vehicular access for servicing and events.

### ► Parking

- No parking within the plaza.

### ► Paving

- Brick Paving - pedestrian zones as per the Public Domain Technical Manual.
- Alternate paving may be used with approval from Council's Public Domain Coordinator.

### ► Tree Planting

- Trees in pits with tree growing vault trench beneath.
- Medium canopy deciduous trees such as:
  - *Lagerstroemia indica* x *L. fauriei*
  - *Nyssa sylvatica*
  - *Pistacia chinensis*

### ► Furniture

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

### ► Lighting

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



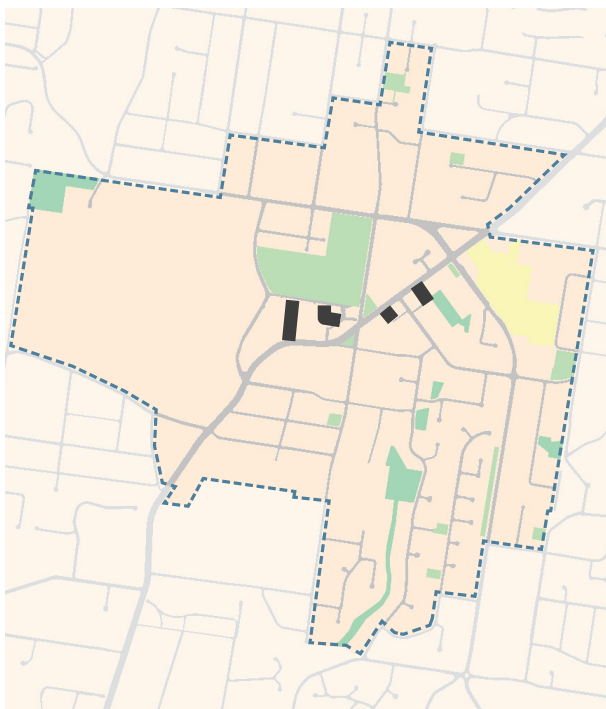


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In order to improve pedestrian movement around the Local Centre, existing through-block links / arcades will be upgraded and new links / arcades will be introduced as developments allow.

#### ► Standard Pedestrian Link (Commercial)

Pedestrian Links (Commercial) will typically be:

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

#### ► Standard Pedestrian Link (Residential)

Pedestrian Links (Residential) will typically be:

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

#### ► Standard Pedestrian Arcade

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

Pedestrian arcades will typically be:

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

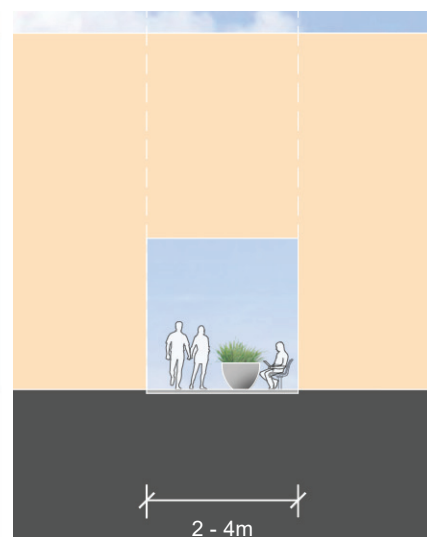




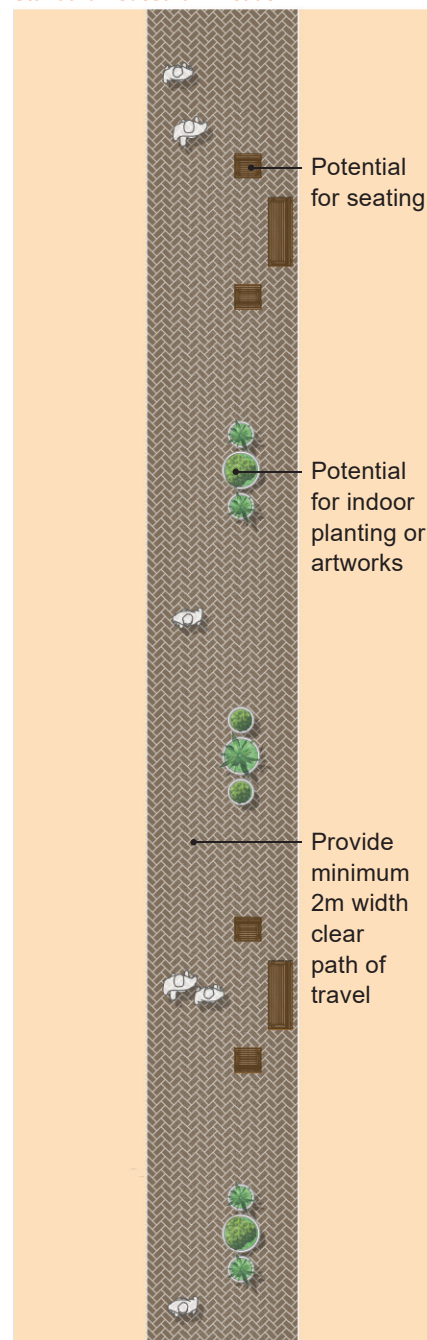
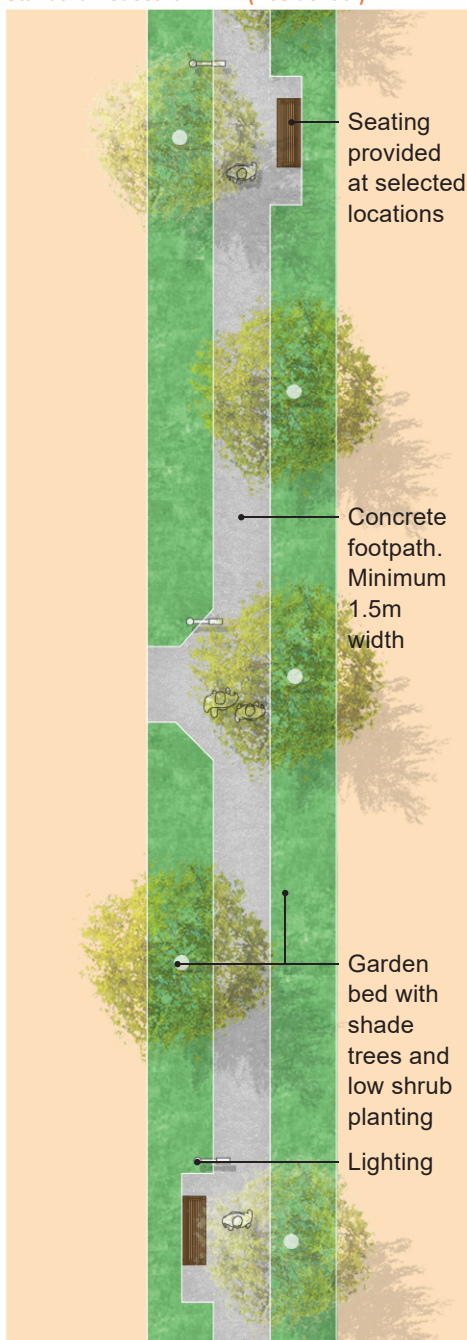
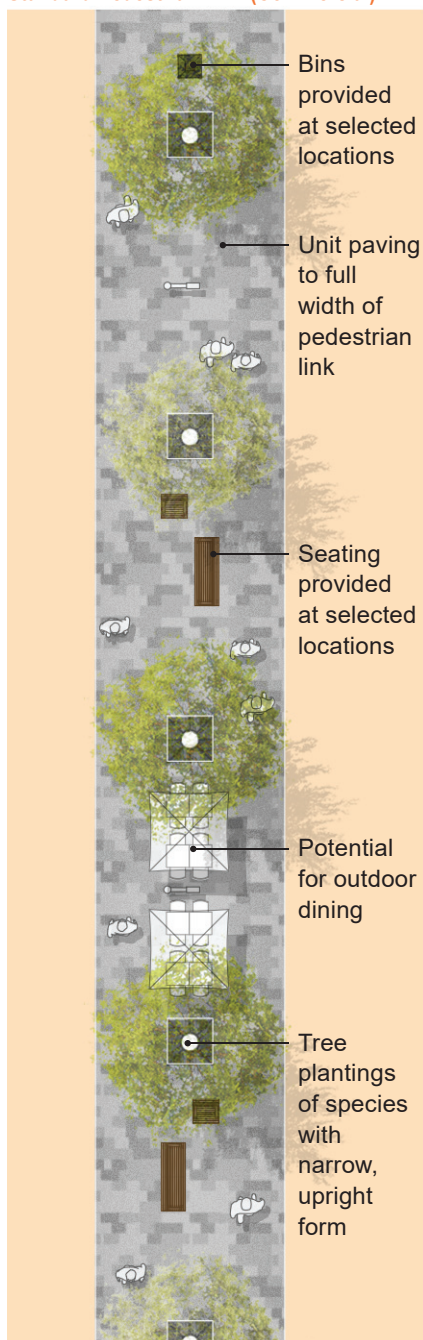
**Standard Pedestrian Link (Commercial)**



**Standard Pedestrian Link (Residential)**



**Standard Pedestrian Arcade**



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