Turramurra Local Centre

Ku-ring-gai Local Planning Priority
K10. Promoting Turramurra as a family-focused urban village

This priority will support the growth and revitalisation of Turramurra Local Centre as a community hub for local residents living in the north of Ku-ring-gai. Turramurra will become a well-connected and attractive place to live, work and shop. The centre's village atmosphere will be enhanced through the provision of new parks and public spaces, as well as a new library and community centre, where local families can meet and spend leisure time.

BACKGROUND

Turramurra Local Centre is largely characterised by its early 20th Century federation houses, significant private gardens and established large canopy trees, shop top housing in the retail heart of the centre and prominent elevated topography.

Turramurra’s topography features two prominent ridges, with its urban centre focused along the higher points. The elevated ridge-line topography creates opportunities for views into and beyond the suburb, while dense tree canopies and deep valleys screen lower density development. The main ridge rises from the south-east and runs north-west, parallel to the Pacific Highway. The landscape falls steeply to the west of this ridge. Falls to the north and east are relatively gentle.

Urban development has responded to the landscape and underlying geology accordingly. The gently falling northern slope is notably more developed than the southern slope. These areas are typified by housing dating from the late 1800s to early 1900s, some of which are protected by Heritage Conservation Areas or Heritage Items. The more challenging terrain to the south and west was developed later with a pattern of development more characteristic of the 1950s-1970s. Most properties are large lots (more than 1,000sqm in size) which have in turn helped to retain a significantly denser tree canopy.

The Rohini Street shopping strip is situated on the eastern side of Turramurra station and continues in part along the Pacific Highway. This retail centre supports a valuable mix of uses and services. The low scale and fine grain character is important to the local community and is a link to the past.

The Pacific Highway and the North Shore rail line intersect at Turramurra. The impact of the road and rail upon the locality is the division of its centre into four constituent parts. The ability to support a town centre atmosphere that traverses an arterial road with almost 70,000 vehicles per day is difficult. To then traverse across a rail corridor with limited crossing points adds further complexity to the situation.

For pedestrians and cyclists the approach from the southern catchment to the centre is met by a steep climb up to the ridge. There are only 3 pedestrian crossings inside the Local Centre. They are at the Pacific Highway’s intersection with Ray Street, Kissing Point Road and Rohini Street. The result is that the railway and highway form a physical and psychological barrier for pedestrians approaching the Local Centre from the south.

ACTIVATE TURRAMURRA

Ku-ring-gai Council is committed to revitalising key centres in the LGA through a series of urban revitalisation programs, known as ‘Activate Ku-ring-gai’. The Activate Turramurra precinct is identified in the Ku-ring-gai Development Control Plan (2016) and is a revitalisation and beautification initiative focused on land adjoining the rail station. Activate Turramurra seeks to leverage Council-owned sites, in collaboration with private land owners, to develop a community hub which will incorporate an integrated district library and community centre, a park and new public domain areas.
STRATEGIC RESPONSE

As a first step in the place-based planning process Council has prepared a draft planning priority for the Turramurra Local Centre for community comment. The priority is based on current and past research, community surveys, other community consultation and independent studies. The draft Local Planning Priority aims to support the growth and revitalisation of:

Turramurra as a family-focused urban village

This priority will support the growth and revitalisation of the Turramurra Local Centre as a community hub for local residents living in the north of Ku-ring-gai. Turramurra will become a well-connected and attractive place to live, work and shop. The centre's village atmosphere will be enhanced through the provision of new parks and public spaces, as well as a new library and community centre, where local families can meet and spend leisure time.

To support the Planning Priority, this LSPS also provides draft statements relating to the character of Turramurra Local Centre; parts of the centre that impact on the character, amenity or reduce the functionality (termed detracting elements); future opportunities for improvements; draft principles as suggestions to guide future planning; and a draft Structure Plan. As with the Planning Priority, the draft Statements and Structure Plan are based on Council policy, current and past research, community surveys, other community consultation and independent studies.

The next step will be to undertake targeted engagement with the community. This material will form the foundations for further engagement with the community to assist with the preparation of the housing scenarios, and explore potential locations for new housing and Local Centre Structure Plans.

TURRAMURRA LOCAL CENTRE – PLANNING PRINCIPLES AND STRUCTURE PLAN

The following sections describe opportunities and constraints, planning principles and a structure plan to guide future development of Turramurra Local Centre. These are based on Council policy, previous studies and community consultation undertaken in relation to the future of the centre.
WHAT GIVES TURRAMURRA LOCAL CENTRE ITS UNIQUE CHARACTER?

Turramurra’s topography features two prominent ridges, focusing its urban centre along high points. The Aboriginal meaning for Turramurra is “Big Hill”. The high ridge-line topography affords views into and beyond the suburb as well as across the Sydney basin, while dense tree canopies and deep valleys fall away to the south.

The heritage listed Railway Gardens are well-maintained with large adjacent significant trees. A new section has been recently open to the public.

The small cluster of shops on William Street facing the Railway Gardens are a mix of single and double storey early 20th century architecture. These commercial premises face a row of large street trees that dominate the landscape streetscape in this precinct.

Turramurra has a rich history, from its Aboriginal origins as the home of the hunter-gatherer Terramerragal people, to its European heritage, dating back to the 1820s, when the area was known for its timber-getting industry. As forests were cleared, estates were gradually subdivided to create fruit orchards. In the latter part of the 19th Century, investment companies began to subdivide and sell land, which intensified with the opening of Turramurra Station in 1890.
The Rohini Street shops are characterised by a fine grain commercial character established in 1912. While some of the street frontages have been modernised the intimate scale and the original character remains.

Cameron Park, now double its original size, retains large canopy trees and includes a shaded children’s play area. The open space is now the focus of the Gilroy Road precinct behind Rohini Street. Clear views in, a well maintained appearance and multiple entries make the park welcoming and well used.

The Hillview Conservation Area is a rare collection of heritage public buildings set high near the Local Centre with significant gardens, large canopy trees and sweeping views of the district.

The Pacific Highway retail strip is a collection of fine grain, two storey shop top commercial uses with a mix of architectural styles including Art Deco. These shops mark the presence of the Local Centre along the Pacific Highway. Though the six lane highway splits the shopping strip, the fine grain retains a pedestrian scale and variety in the streetscape.

The existing retail offering suffers from poor pedestrian amenity due to the impacts of the Pacific Highway.
WHAT DETRACTS FROM TURRAMURRA LOCAL CENTRE’S CHARACTER?

A key impact of the Pacific Highway and the rail line upon the locality is the division of the Local Centre, into four constituent parts - namely the proposed Hub site precinct, Rohini Street, Turramurra Plaza shops and Hillview Precinct.

The ability to support a local centre ‘village’ atmosphere that traverses an arterial road carrying 65,000+ vehicles per day and a railway line is difficult to achieve and maintain.

Pedestrian connectivity of the Local Centre is compromised by the fragmentation of the Local Centre, which is further exacerbated by steep terrain, in part, and the limited number and quality of crossing points for pedestrians and cyclists over both the Pacific Highway and the rail corridor.

Large developments such as supermarkets can result in a loss of variety and fine grain ‘human scale’ of shop fronts.

The quality of the public domain in the vicinity of the Coles supermarket and existing Turramurra Library on Ray Street is significantly compromised by the large expanse of at-grade car parking, varied terrain and lack of defined pedestrian paths, making it difficult for pedestrians to easily traverse the site and access Turramurra rail station.
The lack of commercial street frontages along Ray Street and poor pedestrian paths also impact on the quality public domain. Ray Street does not reflect the general character of Turramurra.

The lack of pedestrian footpaths and predominance of parking and waste facilities detract from the safety and useability of Forbes Lane and Gilroy Lane.
WHAT ARE THE OPPORTUNITIES TO IMPROVE AND ENHANCE TURRAMURRA?

The Pacific Highway and the rail line severely inhibit pedestrian and cycle movement in the Local Centre. Opportunities to improve or introduce new connections should be actively sought wherever possible.

Consolidating the centre north of the Pacific Highway offers an opportunity to bind the two of the precincts into a single, continuous place within the Local Centre; a land bridge over the railway would further support this opportunity.

The Gilroy Lane car park at the rear of the Rohini Street shops is a major opportunity site to deliver a new, revitalised retail precinct, supported by retail arcades to create a more accessible and functional centre overall.

Allowing renewal of shops and retention of the fine grain character along the Pacific Highway on both the northern and southern frontages, coupled with improved connectivity, could encourage pedestrian activity to return to this part of the centre.

The geometry of the Pacific Highway, as it crosses over the rail corridor, presents an opportunity to consolidate this retail strip, as traffic slows to pass through the centre.

The planned Turramurra Community Hub has the potential to create a ‘heart’ of the Local Centre. Council’s adopted master plan proposes a new town square and park as well as library and community centre.

It will also facilitate connections to the hub site from the highway and over the rail corridor for improved linkages for pedestrians.
There is an opportunity to provide regional north-south pedestrian and cycle ways through Turramurra utilising the rail corridor and proposed new rail bridge.

There is potential for Gilroy Road to become a green corridor or tree lined boulevard to link Turramurra Memorial Park, Karuah Park and the Local Centre. This key linear connection would offer a legible, safe and direct route for walkers, runners and cyclists to recreation and exercise areas. There is an opportunity to build on and enhance the rail corridor as a ‘green corridor’.

The Green Grid provides an aspirational blueprint for a corridor incorporating ecological, hydrological, recreational and cultural pathways across Sydney. Riparian corridors, open space and tree-lined streets across Turramurra provide the potential to formalise connections between Lane Cove National Park to the south and Ku-ring-gai National Park to the north of Turramurra, via Lovers Jump Creek, as well as opportunities for tree planting and greening along the Pacific Highway corridor. Refer to Figure 4-7 Green Grid in Section 4 – Sustainability.

Source: CHROFI Architects
PRINCIPLES FOR TURRAMURRA LOCAL CENTRE

Retain low scale, fine grained character of the main street shops on the Pacific Highway and Rohini Street. Encourage infill developments with fine grained commercial and retail street frontages.

Consolidate the Local Centre on the northern side of the Pacific Highway by prioritising the expansion of retail, commercial and residential uses on the northern side of the Pacific Highway. Investigate potential for a land bridge over the rail line connecting William Street with Rohini Street.

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

Increase the number of north-south (primary) and east-west (secondary) connections to improve the connectivity of Turramurra Local Centre. Use the rail corridor to provide a direct pedestrian route along the corridor to the Local Centre and Turramurra rail station from surrounding residential areas. Encourage the activation and use of laneways (e.g. Forbes and Gilroy Lanes) for alternative pedestrian movement through the centre and to provide quieter retail areas away from the highway.
Acknowledge and protect key views in Turramurra with historical importance. Improve the visual link between Gilroy Lane, Rohini Street, through to William Street.

Enhance the public domain network of streets and open spaces as places which people enjoy and want to spend time in. Upgrade the landscape character and facilities of existing parks around the Centre.
Turramurra Local Centre Structure Plan

Key components of the Structure Plan (Figure 2.16) that support the growth and revitalisation of Turramurra Local Centre are following:

**LAND USE**
- Prioritise expansion of retail, commercial and residential uses on the northern side of the Pacific Highway to overcome the divisive impact of the Pacific Highway.
- Retain and protect areas of low density housing on steeply sloping land, to south and west of highway to protect the significant tree canopy, biodiversity and riparian corridors.
- Ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and Heritage items.

**BUILT FORM**
- Work with Transport for NSW to investigate potential for land bridge development over the railway connecting east-west and linking the two sides of Turramurra.
- Ensure gateway sites defined by axial vistas along the Pacific Highway have appropriate building forms.
- Retain low scale, fine grained character of main street shops on the Pacific Highway and Rohini Street; allow sensitive infill redevelopment to maintain the fine grain character while introducing bespoke housing above.
- Maintain and upgrade existing pedestrian lanes and arcades through the main street shops.

**MOVEMENT**
- Work collaboratively with Transport for NSW to provide commuter carparking.
- Investigate potential for a pedestrian overpass over Pacific Highway between Ray Street and Kissing Point Road.
- Provide a new trafficable bridge over the rail line at the end of Ray Street with pedestrian and cycle access as part of the Turramurra Community Hub Project.

**KEY SITES**
- Master plan key sites to ensure high levels of community infrastructure.
- Continue to deliver the Turramurra Community Hub based on Council’s award winning master plan as the heart of the centre.
- Master plan Council-owned land on Gilroy Lane in conjunction with adjoining land owners to deliver a new revitalised retail precinct.

**STREETSACLE**
- Enhance Gilroy Road streetscape to create a tree-lined boulevard.
- Reduce through-traffic on Rohini Street by removing the traffic signals at the intersection with the Pacific Highway.
- Provide new traffic signals at Turramurra Avenue and Pacific Highway intersection.
- Create a new public street connecting Turramurra Avenue and Gilroy Road.
- Undertake streetscape improvements to Rohini Street including expansion of footpath areas for outdoor dining.
- Upgrade bus interchange on Rohini Street in collaboration with Transport for NSW.

**PUBLIC SPACE**
- Provide a new town square and park as part of the Turramurra Community Hub Project.
- Connect the newly developed Cameron Park with Karuah Park via a green-link along Gilroy Road.
- Connect the newly created Allan Avenue Reserve (construction due to commence in 2019) with rail station via Granny Springs Reserve.
- Maintain and support existing community garden and investigate potential for improved connection with Hillview.
Figure 2-16 Turramurra Local Centre Structure Plan

Legend

- Proposed Mixed Use Development
- Existing Special Uses and Infrastructure
- Biodiversity
- Riparian Corridor
- Key Landmark Sites
- Fine Grain Low Scale Shop Top Housing
- Planned Precinct - Turramurra Community Hub including New Library and Community Centre
- Main Street Revitalisation
- Potential Land Bridge
- Proposed Cycleway
- Opportunity for Proposed Pedestrian Links
- Opportunities for Proposed Roads/Bridges (Vehicular and Pedestrian)
- Proposed Green Grid Corridor
- Pacific Highway
- Railway Line

Existing Strata Apartments and Townhouses/Existing medium and high density zones
Heritage Items
Heritage Conservation Area
New or Proposed Park
Existing Park
Proposed Precinct - Gilroy Lane
New Town Square and Park
Opportunity for Upgrade Bus Interchange
Proposed Precinct - Turramurra Community Hub including New Library and Community Centre
Main Street Revitalisation
Potential Land Bridge
Proposed Cycleway
Opportunity for Proposed Pedestrian Links
Opportunities for Proposed Roads/Bridges (Vehicular and Pedestrian)
Proposed Green Grid Corridor
Pacific Highway
Railway Line
Lindfield Local Centre

**Ku-ring-gai Local Planning Priority**

**K11. Promoting Lindfield as a thriving and diverse village centre**

This priority will support the emerging urban culture of Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community. Improvements will support the provision of new housing, contemporary retail environments, new parks and community facilities offering local people exciting opportunities to shop and eat and socialise, both during the day and night.

**BACKGROUND**

Lindfield is one of Ku-ring-gai’s largest Local Centres with its own unique character largely typified by fine examples of federation and inter-war housing, established private gardens, generous tree canopies, topographically challenging terrain, local and district view corridors and a mix of cafes, retail and professional services. Lindfield contains a considerable number of Heritage Conservation Areas and Heritage Items. The 19th and 20th century heritage listed housing represents exceptional examples of period architecture. There are two primary schools and a pre-school within the Local Centre, in addition to a number of churches and civic buildings.

Not unlike the majority of Ku-ring-gai’s Local Centres, the Pacific Highway and rail corridor bisect the Lindfield Local Centre, creating two distinct halves – the Pacific Highway frontages serving as the centre’s main ‘commercial street’ characterised by a fine grain collection of predominantly two storey shop top commercial premises, with limited on street parking. Commercial uses include small-scale specialty retail and eateries, as well as larger format retail including a Coles supermarket. Like many Sydney high streets located on major arterial roads, the retail offering suffers from poor pedestrian amenity due to the impacts of high volumes of traffic travelling on the Pacific Highway. Similarly, the limited number of opportunities for pedestrians to safely cross the Pacific Highway hinders the ability of people to easily and conveniently move from one side of the centre to the other.

Lindfield Avenue on the eastern side of the centre serves as the traditional ‘main street’ retail precinct providing a variety of local services, including the new Lindfield Shopping Village, cafes, IGA supermarket and Harris Farm, with apartments above.

**ACTIVATE LINDFIELD**

Ku-ring-gai Council is committed to revitalising key centres in the LGA through a series of urban revitalisation programs, known as ‘Activate Ku-ring-gai’. The Activate Lindfield precincts are identified in the Ku-ring-gai Development Control Plan (2016) and involve revitalisation and beautification initiatives focused largely on Council-owned sites. Activate Lindfield seeks to leverage Council-owned sites, in collaboration with private land owners.

The western edge of the Lindfield Local Centre will undergo a period of renewal with the development of the Lindfield Village Hub. The Hub will provide a mix of open space, community buildings including a library and community centre, a town square, new housing, dining and retail outlets, with underground car parking. When completed, the Lindfield Village Hub will offer an attractive and dynamic urban village in the heart of Lindfield, close to public transport, existing residential areas, retail uses and professional services.

The proposed Lindfield Village Green will transform the existing Council-owned car park at Tryon Road into a new, vibrant public space. The Village Green will include a café or restaurant, public plaza for a variety of uses and a basement car park. It will be designed for social gatherings and ease of movement for pedestrian and cyclists, with convenient connections to the Lindfield train station. When complete, the Village Green may host markets, an outdoor cinema, live music and other performances to enliven the area.
STRATEGIC RESPONSE

As a first step in the place-based planning process Council has prepared a draft planning priority for the Lindfield Local Centre for community comment. The priority is based on current and past research, community surveys, other community consultation and independent studies. The draft Local Planning Priority aims to support the growth and revitalisation of:

Lindfield as a thriving and diverse village centre

This priority will support the emerging urban culture of Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community. Improvements will support the provision of new housing, contemporary retail environments, new parks and community facilities offering local people exciting opportunities to shop and eat and socialise, both during the day and night.

To support the Planning Priority this LSPS also provides draft statements relating to the character of Lindfield Local Centre; some of the detracting elements of the Centre’s character; future opportunities for improvements; draft principles as suggestions to guide future planning; and a draft Structure Plan. As with the Planning Priority the draft Statements and Structure Plan are based on Council policy, current and past research, community surveys, other community consultation and independent studies.

The next step will be to undertake targeted engagement with the community. This material will form the foundations for further engagement with the community to assist with the preparation of the housing scenarios, and explore potential locations for new housing and Local Centre Structure Plans.

LINDFIELD LOCAL CENTRE – PLANNING PRINCIPLES AND STRUCTURE PLAN

The following sections describe opportunities and constraints, planning principles and a structure plan to guide future development of Lindfield Local Centre. These are based on Council policy, previous studies and community consultation undertaken in relation to the future of the centre.
WHAT GIVES LINDFIELD LOCAL CENTRE ITS UNIQUE CHARACTER?

The Pacific Highway retail strip on both the eastern and western frontages provide the principal point of address and entry for shops and businesses in the Centre. This area is typified by small-scale shop top housing and a fine grain mix of commercial and retail buildings largely in the Art Deco style, which are typically two storeys in height. While some of the street frontages have been modernised, the intimate scale and original ‘high street’ character remains.

Lindfield Avenue shops serve as the ‘main street’ retail area for the centre characterised in part by heritage listed buildings (Inter-War Spanish Mission style). Its location, set back from the Pacific Highway with convenient access to the train station, affords a higher degree of pedestrian amenity, encouraging the emergence of cafes and restaurants that are popular with local residents.

A defining characteristic of Lindfield is its topographical variation with the eastern side being generally flat while the western portion of the centre falls steeply down towards the Lane Cove River valley. This topography affords localised and district views.

Lindfield, meaning ‘clearing in the lime forest’, has a rich history, from its Aboriginal origins as the home of the Guringai people, to its European heritage dating back to the early 19th Century, when the area was first known for its timber-getting industry. By the 1840s, fruit growing and farming were the area’s primary industries. Settlement began to increase in the latter part of the century, with the opening of Lindfield rail station in 1890. During the years immediately after World War II the suburb experienced significant growth.
The steeply sloping topography on the western side of the centre presents a number of challenges. Key amongst these is impeded walkability and access to the train station, retail and commercial core.

Pedestrian connectivity in the centre is significantly compromised by the limited number and quality of crossing points for pedestrians and cyclists, over the Pacific Highway. There are only two at-grade crossing points within the centre; the first via the rail station and the second via a rail underpass on Balfour Road.

A number of the rear lanes and side streets of the centre lack activation and visual interest. They are car-dominated, in turn impacting on the quality and experience of the public domain and are not conducive to a positive pedestrian experience.
Despite the area’s notable green, leafy character there is a considerable lack of local parks and publicly-accessible open space within walking distance of the train station, in turn limiting opportunities for passive and active recreation within the centre.

Source: Roberts Day

While the existing shops on the highway provide a variety and fine grain ‘human scale’ of shop fronts and improve the vitality of the public domain, some of the buildings detract from the quality of the street.

Source: Roberts Day
WHAT ARE THE OPPORTUNITIES TO IMPROVE AND ENHANCE LINDFIELD LOCAL CENTRE?

The Pacific Highway and rail corridor that split the centre severely inhibit pedestrian and cycle movement between the two halves of the centre. Opportunities to improve and/or introduce new connections should be actively encouraged, with particular focus on new links to the Lindfield Village Hub site.

The renewal of existing shops, infill development and retention of the fine grain character along the Pacific Highway coupled with improved connectivity, could encourage greater pedestrian activity in this part of the centre.

The opportunity exists to improve the amount and quality of open spaces. This is particularly important given the projected growth in population. Increased open spaces in strategic locations will improve connections to the broader open space network.

Recognise the two distinct sides of the centre and encourage uses and facilities that provide different experiences and facilities east and west of the highway.
Maintain, strengthen and enhance the role of the Pacific Highway as the main commercial street for Lindfield. Retain the low scale, fine grained character of the existing shops on the Pacific Highway. Ensure that infill development respects the inherent built form character of this area, providing continuity of scale.

Create new through-block pedestrian links:
- Pacific Highway through to Woodford Lane and Drovers Way;
- Lindfield Avenue through to Havilah Lane and Milray Street;
- Nelson Road to Havilah Road; and
- Bent Street to Beaconsfield Parade.

Establish Woodford Lane as a secondary retail street, activating the ‘back of house’ of the existing shops fronting the western side of the Pacific Highway. The focus will be on leisure orientated retail uses such as restaurants, cafes and outdoor dining overlooking the new urban park to be provided on the Hub site. Improve the visual link between the Pacific Highway and Woodford Lane.

Ensure safe and accessible connections within the Local Centre and to adjacent areas, for all users, through the integration of transport, with a focus on active and public transit.

Maximise the number and quality of crossing points over the Pacific Highway, with particular focus on pedestrians and cyclists. This is fundamental to ‘knitting’ the constituent parts of the centre together.
Enhance the public domain network of streets as places which people enjoy and want to spend time in. Upgrade the landscape character and facilities of existing parks around the centre.

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

Ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and Heritage Items.
Lindfield Local Centre Structure Plan

The key components of the Structure Plan (Figure 2-17) that support the growth and revitalisation of Lindfield Local Centre are following:

LAND USE

- Support the two-sided nature of Lindfield by providing a vibrant mix of retail, open space and community facilities on each side of the centre so that residents need not travel between the sides to meet their daily needs.
- Redress the historical imbalance of the centre by providing a new mixed use community hub on the western side of the centre as a vibrant new community heart for residents.
- Retain and protect areas of low density housing on steeply sloping land, to the west of the highway, that support significant tree canopy, biodiversity and riparian corridors.
- Retain and protect existing Heritage Conservation Areas and Heritage items and ensure appropriate interface and separation between future development adjoining Heritage Conservation Areas and Heritage items.

BUILT FORM

- Ensure gateway sites defined by axial vistas along the Pacific Highway have appropriate building forms.
- Retain low scale, fine grained character of main street shops on the Pacific Highway; allow sensitive infill redevelopment to maintain the fine grain character while introducing bespoke housing above.
- Maintain and upgrade existing, and provide new, pedestrian lanes and arcades through the main street shops.

MOVEMENT

- Work collaboratively with Transport for NSW and Roads and Maritime Services to define road corridor widths, building setbacks, traffic speed, tree planting and other requirements to deliver improved place functions along the Pacific Highway within the Local Centre;
- Improve and enhance the pedestrian and cycle connection from the rail station east to the Twin Creeks Track and on to Middle Harbour.
- Provide a new pedestrian and cycleway connection west from the rail station west to the Lane Cove River National Park;
- Work collaboratively with Transport for NSW investigate potential for a pedestrian overpass over the Pacific Highway connecting to the rail station concourse.
- Provide new traffic signals at:
  - the intersection of Strickland Avenue and Pacific Highway.
  - intersection of Beaconsfield Parade and Pacific Highway.
  - Tryon Road and Lindfield Avenue.
- Provide signalised pedestrian crossing on the highway connecting the Lindfield Village Hub and the rail station.

KEY SITES

- Deliver the Lindfield Village Hub as a new revitalised retail precinct.

STREETSCAPE

- Upgrade and enhance Lindfield Avenue and the Pacific Highway streetscapes to create high quality pedestrian environments.
- Create new public streets connecting Beaconsfield Avenue with Bent Street and connecting Tryon Place with Pacific Highway.

PUBLIC SPACE

- Provide a new town square and park as part of the Lindfield Village Hub Project.
- Provide a Village Green on Tryon Road.
- Upgrade Ibbitson Park to urban park standards.
- Provide open space links west and east to nearby reserves and national parks.
- Create a small urban plaza by closing Bent Street at the intersection of Pacific Highway.
- Work collaboratively with Transport for NSW and Sydney Trains to upgrade and improve the railway gardens and the general rail area.
Figure 2-17 Lindfield Local Centre Structure Plan

Legend
- Proposed Mixed Use Development
- Existing Special Uses and Infrastructure
- Biodiversity
- Riparian Corridor
- Key Landmark Sites
- Fine Grain Low Scale Shop Top Housing
- Existing Strata Apartments and Townhouses/Existing medium and high density zones
- Heritage Items
- Heritage Conservation Area
- New and Proposed Park/Public Space
- Existing Park to be Upgraded
- Proposed Green Grid Corridor
- Existing Cycleway
- Proposed Cycleway
- Proposed Separated Cycleway
- Opportunity for Proposed Pedestrian Links
- Improved Existing Pedestrian Links
- Pacific Highway
- Railway Line
- Proposed Traffic Signals

1. Planned Precinct - Lindfield Village Hub
2. Planned Precinct - Lindfield Village Green
3. ...