

City of Ryde Development Control Plan 2014

Part: 4.6 Gladesville Town Centre and Victoria Road Corridor

Translation

ENGLISH

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ARABIC

إننا نعتذر عليك فهم محتويات هذه الوثيقة، نرجو للحضور إلى مركز بلدية رايد Ryde Civic Centre على العنوان: Ryde Civic Centre، 1 Devlin Street، Ryde 1 من الاثنين إلى الجمعة بين الساعة 8.30 صباحاً والساعة 4.30 بعد الظهر، أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي تطلب من أحد المترجمين الاتصال بمجلس مدينة رايد، على الرقم 9952 8222، نيابة عنك.

ARMENIAN

Եթե այս գրույթինը չէք հասկնար, խնդրեմ եկե՛ք՝ Րայդ Սիվիկ Սենթըր, 1 Տեվլին փողոց, Րայդ, (Ryde Civic Centre, 1 Devlin Street, Ryde) Երկուշաբթիէն Ուրբաթ կ.ա. ժամը 8.30 – կ.ե. ժամը 4.30, կամ հեռաձայնեցե՛ք Հեռաձայնի եւ Թարգմանություն Սպասարկության՝ 131 450, եւ խնդրեցե՛ք որ թարգմանիչ մը Րայդ Քաղաքապետարանին հետ կապ հաստատուէ՛ ձեզի համար, հեռաձայնելով՝ 9952 8222 թիվին:

CHINESE

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FARSI

اگر این مدرک را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رايد، Ryde Civic Centre، 1 Devlin Street، Ryde مراجعه کنید یا به سرویس مترجم تلفنی، شماره 131 450 تلفن بزنید و از یک مترجم بخواید که از طرف شما با شهرداری رايد، شماره 9952 8222 تلفن بزند.

ITALIAN

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KOREAN

이 문서가 무슨 의미인지 모르실 경우에는 1 Devlin Street, Ryde 에 있는 Ryde Civic Centre 로 오시거나 (월 – 금, 오전 8:30 – 오후 4:30), 전화 131 450 번으로 전화 통역 서비스에 연락하셔서 통역사에게 여러분 대신 Ryde 시청에 전화 9952 8222 번으로 연락을 부탁드립니다.

Amend. No.	Date approved	Effective date	Subject of amendment
	14 July 2015	Upon notification of Ryde LEP (Amendment 6) - 2 College Street and 10 Monash Road, Gladesville	<p>Replacement with revised Part 4.6 Gladesville Town Centre and Victoria Road amended in response to Council resolution on planning proposal for 2 College Street/10 Monash Road, Gladesville, effecting key changes including:</p> <ul style="list-style-type: none"> Text amendments to built form controls under 4.3.1 for the Monash Road Key Site precinct - Block 02 Figures/drawings amendments (various throughout) to ensure 2 College Street is included in the Part 4.6 land areas covered by each map, and to illustrate the built form controls including block diagrams, maximum building heights and setbacks as applicable to 2 College Street and 10 Monash Road.

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1.4 Relationship of this Part to other Plans and Policies

This Part supplements and gives guidance to the controls and objectives of Ryde Local Environmental Plan 2014 (LEP). It is also part of a series of plans promoting the revitalisation of Ryde's business centres and should be read in conjunction with other relevant Council plans and policies, including but not limited to:

- City of Ryde Section 94 Development Contributions Plan
- Ryde Public Domain Technical Manual

This Part should also be read in conjunction with the requirements of the State Environmental Planning Policy (SEPP) (Infrastructure) as provisions of that instrument have implications for building use, form and design and for the development application process.

In particular:

Clause 102 of SEPP (Infrastructure) will apply to development on land in or adjacent to Victoria Road. The clause will require consideration of design guidelines for sensitive developments

Clause 104 (Traffic-generating development) of SEPP (Infrastructure) requires referral of certain development types to the RMS and consideration of any comments in determining these applications.

1.5 Interpretation

In this Part, terms have the same meaning as in the Environmental Planning and Assessment Act 1979 (as amended) and the Ryde LEP 2014 Gladesville Town Centre and Victoria Road Corridor. If there is an inconsistency between this part and other parts of the City of Ryde DCPs, Codes or Policies this Part shall prevail.

1.6 Structure of this Part

This Part identifies objectives and controls that will shape the future development of Gladesville Town Centre and Victoria Road Corridor to create an attractive, accessible and unique urban environment in which to live, work, shop and visit.

Development controls are provided for strategic sites in the town centre. Five sites have been identified as key sites ("Key Blocks") in the redevelopment of the town centre. These five sites have been tested in detail regarding built form, public domain design and economic viability. The detailed development controls for these sites are provided in Section 4.0 of this Part.

Built form development controls for all sites in the town centre include building heights, building alignments, building setbacks, active street frontages, awnings and street sections. Active street frontages and building uses are shown in town centre plans and street sections. Building articulation zones are shown in plans and street sections.

Public domain development controls (Section 3.0) complement the built form controls with urban spaces being defined by built form and landscape elements. New streets and squares are designed as part of a comprehensive built form and public domain strategy for key sites. The range of desired future character for various precincts is defined by landscape character and built form.

2.0 VISION

2.1 Vision Statement

Gladesville Town Centre is the town centre serving Hunters Hill and the southern part of the Ryde local government area. Gladesville will serve its local communities with a wide range of retail, commercial, community, entertainment, religious, residential and other uses appropriate to a vibrant and growing town centre.

- Gladesville Town Centre and Victoria Road will:
- serve its local communities better with a diverse range of revitalised uses;
- include major retail, commercial and residential developments on key sites;
- develop a more cohesive built form and better landscaped public domain;
- define urban spaces as outdoor rooms lined by consistent built form and street trees;
- have heritage items and conservation areas protected and enhanced;
- contain new buildings which relate in built form to existing streetscapes and heritage items;
- enhance pedestrian links and public domain design to attract people to shop, work and live in the town centre; and
- be accessible for residents and for users of the centre.

2.2 Vision Statement - Precincts

The linear form of the town centre extending along Victoria Road has 4 distinct character areas which are to be enhanced in future development. The 4 precincts are identified in Figure 4.6.02 Precincts Vision Plan.

The character of each precinct is reinforced in the built form and public domain design controls. Building setbacks, active street frontages, upper level setbacks and landscape character controls relate to the precincts.

2.2.1 Monash Road Precinct

The northern precinct at Monash Road is to maintain its local retail role, whilst gaining additional retail, commercial and residential development. The precinct's heritage items and main street retail character are to be protected and enhanced with narrow frontage shopfronts and built forms that relate to the scale and character of existing buildings. The precinct will provide local shopping within a more cohesive built form and an improved public domain.

2.2.2 North Gladesville Precinct

The North Gladesville precinct between Pittwater Road and Monash Road is to be transformed from a visually cluttered commercial strip into a cohesive built form corridor of mixed retail, commercial and residential uses. The existing poorly defined spaces and visual clutter will be replaced with buildings which address the road with major façades. Large canopy street trees will be planted in building setbacks, and footpaths widened, to create a landscaped setting leading to the town centre precinct.

2.2.3 Town Centre Precinct

The town centre precinct is to be transformed from a poorly functioning strip shopping centre

into a genuine mixed use town centre. The existing shops and pedestrian amenity on Victoria Road have been degraded by traffic and lack of renewal in recent years. The town centre will be revitalised with new large retail developments in Cowell Street and Coulter Street, which will support the existing retail shops with parking and greater pedestrian amenity. An enhanced pedestrian network and new public spaces will be created off Victoria Road, with a new square at the end of Wharf Road and street tree planting around the Coulter Street retail development. A pedestrian bridge across Victoria Road will link the existing shops and the proposed “one-stop” parking in large new retail developments in Cowell and Coulter Streets. Better pedestrian amenity on and around Victoria Road and a greater range of services will revitalise the town centre as the focus of urban life for the communities on both sides of the town centre. The intersection of Wharf Road, Meriton Street and Victoria Road is a key site (refer section 4.3 of this part). The Clocktower marks this important intersection, which will be strongly defined by appropriately scaled buildings built to the street alignments.

2.2.4 South Gladesville

South Gladesville extends south of the town centre to Punt Road. It is the main approach to the town centre from Central Sydney, and provides a visual impression of Gladesville upon arrival. The character of this precinct will be reinforced as a well- landscaped entry to the town centre. The existing uses are predominantly low rise residential on the eastern side of Victoria Road, and commercial with residential flat buildings on the western side. Future development on the western side will have taller buildings set back from the street frontage with trees in the front setback providing the landscaped setting.



Figure 4.6.02 Precincts Vision Plan

2.3 Public Domain

The public domain is made up of streets, pedestrian connections, small civic parks and squares.

Streets form the framework of the public domain connecting people to shopping, services, recreation and residential. Public spaces are the outdoor rooms of the town centre, providing focal points for community life.

Refer Figure 4.6.03 Public Domain Vision Plan in relation to the following sections.

2.3.1 Street Hierarchy

The hierarchy of town centre streets is characterised by land use, traffic flows and scale. This hierarchy will be maintained and enhanced to create a legible framework for the town centre.

Victoria Road is the primary road in the town centre, with two distinct characters:

- the gateways to the core at the South Gladesville and North Gladesville Precincts defined through building setbacks and street tree planting, forming a transition from residential areas;
- the Town Centre Precinct defined with new paving and urban elements, retaining existing building setbacks and awnings.

The east west through streets of the Town Centre Precinct, provide important vehicle and public transport connections. They will be reinforced with street tree planting, new paving, urban elements and building alignment.

The streets and lanes of the Town Centre Precinct, including the proposed new street will be reinforced as important pedestrian connections, with street tree planting, paving, urban elements and building alignment where appropriate.

2.3.2 Public Spaces

The public spaces within the Gladesville Town Centre and Victoria Road Corridor will be provided within the Key Sites.

Refer to sections 3.3. and 4.0 of this Part and relevant Council Policies, Plans and Public Domain Guidelines.

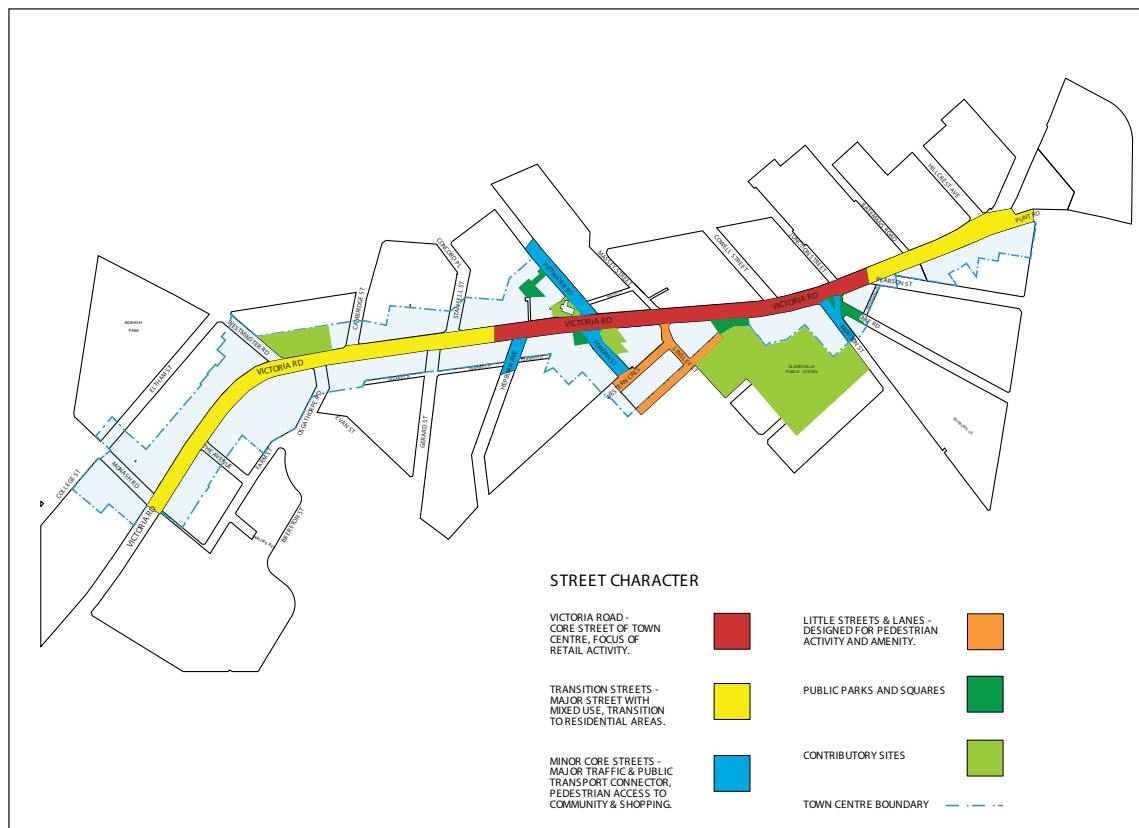


Figure 4.6.03 Public Domain Vision Plan

3.0 OBJECTIVES AND CONTROLS

3.1 Built Form

3.1.1 Built Form Heights

Objectives

1. To promote an urban design scale in retail, civic and business precincts.
2. To promote opportunities for landmark development in appropriate locations.
3. To enhance the existing streetscape and ensure appropriate development scale in predominately residential and heritage precincts.
4. To ensure adequate sunlight is available for all buildings, streets and public open space.
5. To ensure the ground floor levels are adaptable over time to a wide range of uses.
6. To attract investment, new employment opportunities and enhance economic sustainability.
7. To give guidance to the Ryde Local Environmental Plan 2014 Height Controls.

Controls

- a. Buildings must comply with the maximum heights described in the Ryde Local Environmental Plan 2014 (LEP).
- b. Floor to ceiling height must be a minimum of 2.7 m for residential uses.
- c. To ensure that the ground floor levels are adaptable over time for a range of uses, the floor to floor height at ground level in all mixed use developments is to be a minimum of 3.6 m, regardless of the initial proposed use.

3.1.2 Active Street Frontages

Objectives

1. To reinforce the commercial uses that currently exist in the town centre.
2. To avoid privacy problems for residential buildings built on or close to the street frontage.
3. To allow for a wide range of retail, commercial, entertainment and community uses at ground floor level.
4. To promote appropriate residential development.
5. To enhance personal safety and security.
6. To promote the commercial viability and function of the centre/corridor.

Controls

- a. Provide ground level active uses where indicated on the Active Street Frontages Control Drawing (Figure 4.6.05).
- b. Active uses contribute to personal safety in the public domain and comprise:
 - i. Community and civic facilities;
 - ii. Recreation and leisure facilities;
 - iii. Shops;
 - iv. Commercial premises;
 - v. Residential uses, particularly entries and foyers, however, these must not occupy more than 20% of the total length of each street frontage.
- c. Where required, active uses must comprise the street frontages for a depth of at least 10 m.
- d. Vehicle access points may be permitted where Active Street Frontage is required if there are no practicable alternatives.
- e. Ground floor shop fronts may incorporate security grills provided these ensure light falls onto the footpath and that the interior of the shop is visible. Blank roller-shutter doors are not permitted.
- f. Serviced apartments, hotels and motels shall not have apartments at the ground level. Locate retail, restaurants and / or other active uses at the ground level.

3.1.3 Buildings Abutting the Street Alignment

Objectives

1. To retain the existing alignment of buildings in streets with continuous alignments.
2. To promote level continuity for pedestrians and shoppers in the retail cores of the town centre.
3. To strengthen the urban character and identity of the town centre with continuous building alignments which define the space of the street.
4. To promote pedestrian safety and security.

Controls

- a. Provide continuous street frontages with buildings built to the street boundary in the Gladesville Town Centre and in Monash Road Precincts except as shown in the Key Sites Diagrams (Refer to Figure 4.6.06).
- b. Ground level architectural features, such as recessed doors and windows, are permitted to a maximum of 400 mm from the street boundary to design out concealment opportunities and promote personal safety and security.

3.1.4 Setbacks

Objectives

Ground Level Setbacks

1. To create a landscaped character to areas outside the retail cores of the town centre.
2. To differentiate the urban cores of the town centre from the North and South Gladesville Precincts.
3. To allow for street trees and awnings without reducing the width of the road for vehicular traffic in Victoria Road.
4. To improve the spatial definition of Victoria Road.
5. To promote walking.
6. To extend and enhance the public domain.

Upper Level Setbacks

7. To relate the scale and height of new buildings to heritage items and areas of consistent existing building height.
8. To create a street frontage building height which varies within a limited range in areas of consistent existing building height.
9. To create quality built forms with a distinctive base, middle and roofline relative to the particular height
10. To allow for upper levels outdoor terraces.

Controls

- a. Setbacks shall be in accordance with the following Table and Figures 4.6.07 and 4.6.08.

SETBACK REQUIREMENTS			
SETBACK DIAGRAM	STREET FRONTAGE / LOCATION	GROUND LEVEL SETBACK FROM STREET BOUNDARY	UPPER LEVEL SETBACK FROM STREET BOUNDARY
A	Victoria Road South-western side North Gladesville Precinct	2 m	4 m, above Level 5
B	Osgathorpe Street North Gladesville Precinct	3 m	3 m
C	Farm Street, Oxford Street North Gladesville Precinct	6 m	6 m unless key site (refer to key site plans)
D	Pittwater Road Town Centre Precinct	3 m	3 m
E	Victoria Road Town Centre Precinct	0 m	5 m, Level 4 and above
F	Victoria Road North-eastern side North Gladesville Precinct and South-western side South Gladesville Precinct	2 m	4 m, Level 4 and above
G	Monash Road North Gladesville Precinct	0 m	2 m, Level 4 and above
H	Meriton Road and side streets (unless otherwise noted) All Precincts	0 m	0 m
I	College Street	2 m	2 m

Note: This table must be read in conjunction with the key site plans where applicable. If there is a discrepancy between this table and the key site plans the key site plans shall prevail.

- b. The ground floor and lower levels of buildings on Victoria Road (except within the Gladesville Town Centre precinct) must be set back 2 m from the front property boundary and built to this alignment. Paving and footpath treatments are to be provided within the setback area in accordance with Section 3.3 of this DCP and Ryde Public Domain Technical Manual.
- c. All levels of buildings in side streets must be setback a minimum 2 m except as shown in Key Site Diagrams (Refer chapter 4.0 this Part) or the Setbacks Control Drawing Figure 4.6.07. Street trees and deep soil are to be provided within the setback area.

Note: Balconies may not protect into the setback. Refer cross hatching on sections.

- d. All levels of buildings on the western side of Osgathorpe Street must be set back 3 m and built to this alignment, with deep soil and large canopy trees in the front setback.
- e. All levels of buildings in Farm Street must be set back 6 m, and built to this alignment with deep soil and large canopy trees in the front setback.

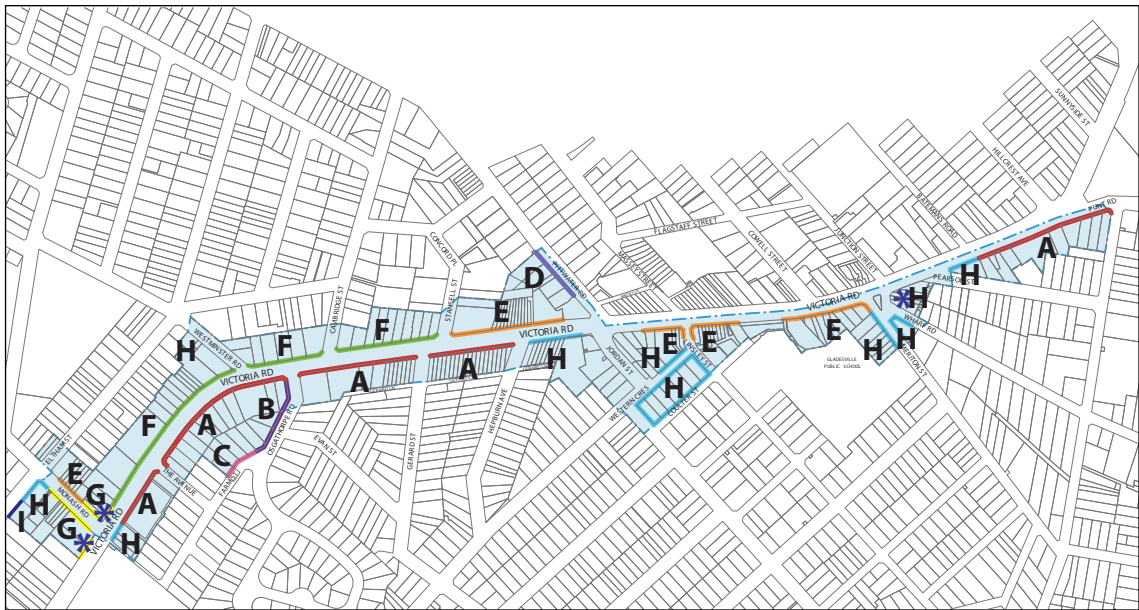
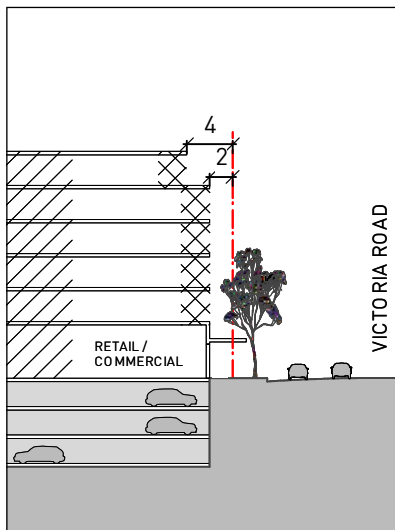
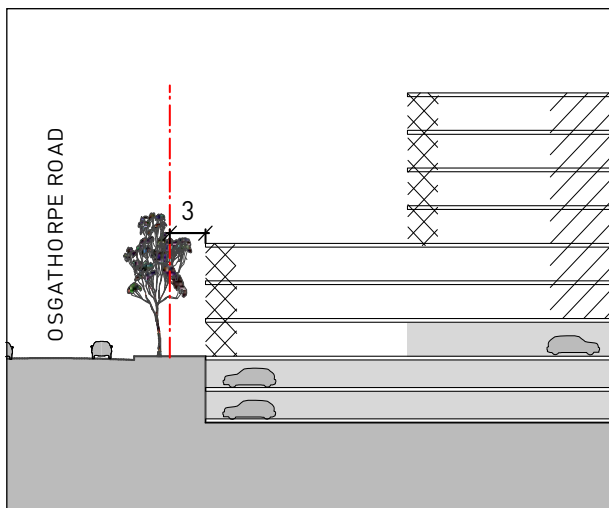


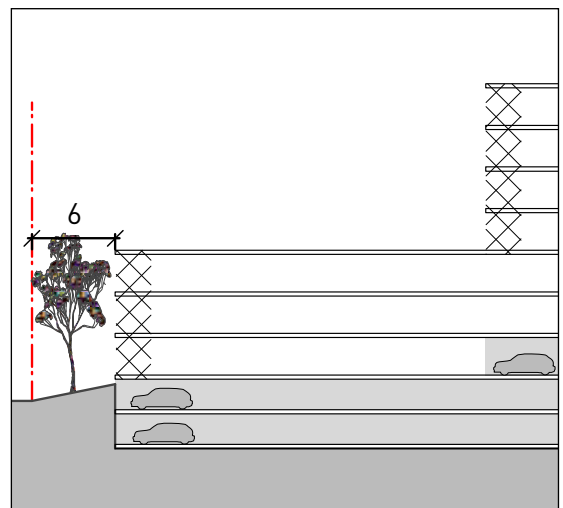
Figure 4.6.07 Setbacks Control Drawing



SETBACK A



SETBACK B



SETBACK C

Figure 4.6.08 Ground Floor Setbacks

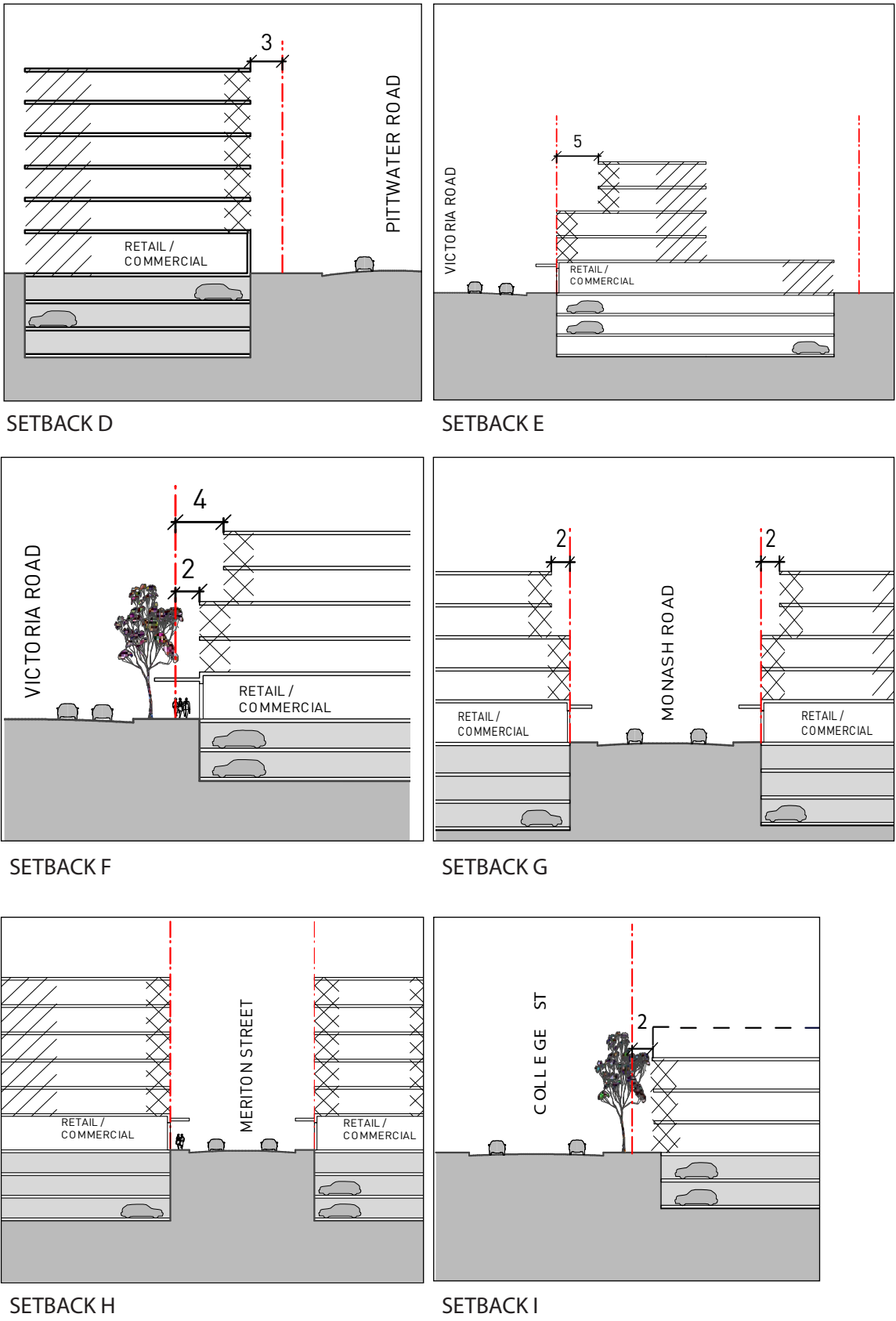


Figure 4.6.08 Ground Floor Setbacks (cont.)

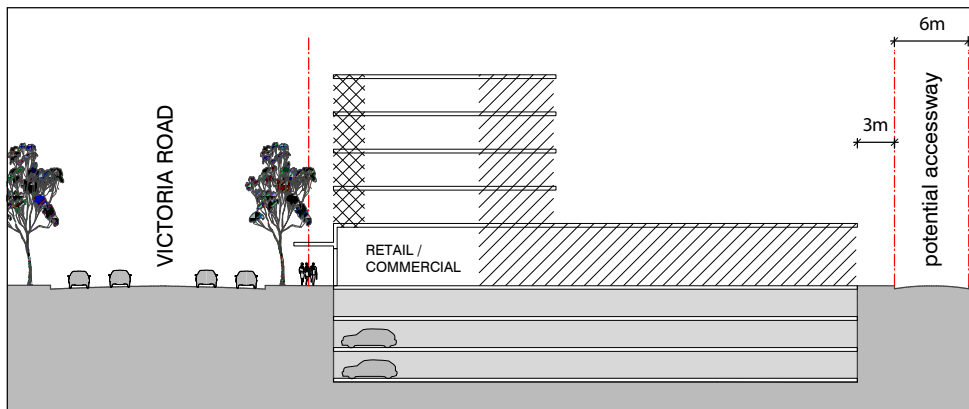
3.1.5 Rear Setbacks and Residential Amenity

Objectives

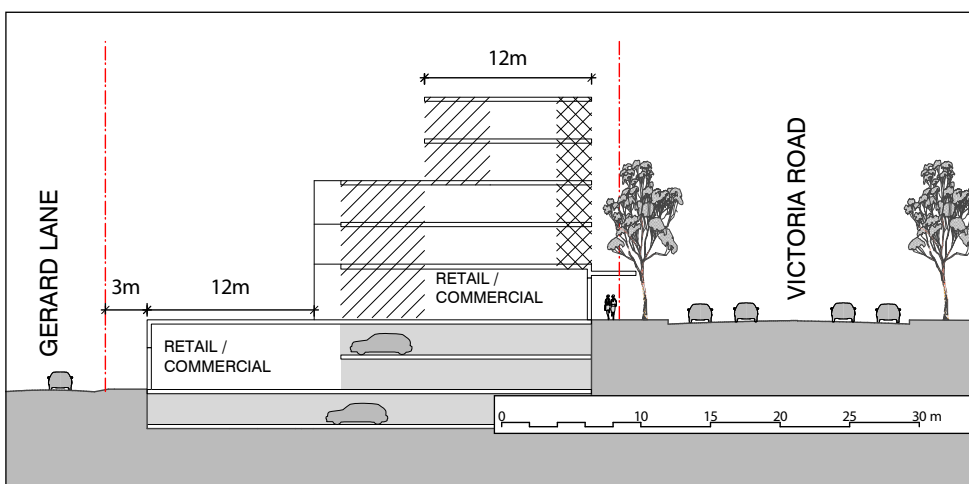
1. To restrict development at the rear of sites along Victoria Road and provide for building separation.
2. To promote the amenity of adjoining residents.
3. To encourage access alternatives to Victoria Road.

Controls

- a. Provide 9 m ground level setback generally at the rear of sites fronting Victoria Road in the North Gladesville and Monash Road Precincts except where adjoining Gerard Lane and as shown in Key Sites Diagrams. Refer Figure 4.6.09 Setback I and Figure 4.6.09 Setback J.
- b. Provide 12 m separation minimum above the ground floor between residential buildings (including existing residential buildings on adjacent sites).
- c. Buildings fronting Victoria Road may build to the side boundary for a depth of 20 m measured from the street frontage. A side setback is then required to achieve 12 m separation between proposed and potential residential land uses.
- d. Predominantly residential activities should be located adjoining low density residential areas including at the rear. If this is not practicable, activities that do not produce negative impacts in terms of noise, light, sound and odour are encouraged.



SETBACK I: Typical section for lots in north Gladesville Precinct.



SETBACK J: Typical section for lots with rear to Gerard Lane.

Figure 4.6.09 Setbacks

3.1.6 Conservation Area Built Form Design Guidelines

Objectives

1. To protect and complement the scale of buildings in the Conservation area.
2. To maintain the existing rhythm of small lot subdivisions in the façade design of new developments.
3. To reflect the façade proportions and composition of the existing buildings in new developments.
4. To identify and provide guidance with respect to contributory items/elements.

Controls

- a. All development proposals within the Conservation Area shall be assessed for their impact on the heritage significance of the Conservation Area and have regard to the Statement of Significance.

Statement of Significance For the Gladesville Town Centre Conservation Area:

“The Conservation Area comprises a mix of commercial, educational and ecclesiastical buildings which in its extent and diversity provides a rare linear streetscape in the region with high aesthetic and historic values... The Conservation Area is representative of the historic main commercial centres established in area in the nineteenth century.”

Source: *“The Gladesville Shops Heritage Assessment and Conservation Guidelines”*

- March 2004, Paul Davies Pty Ltd

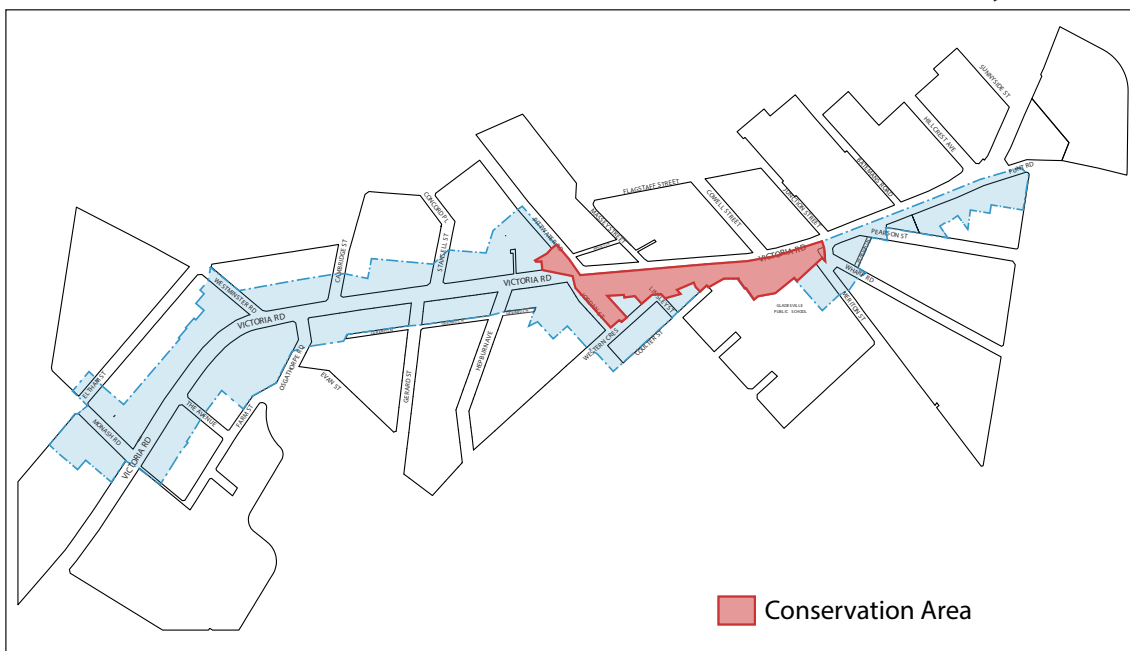


Figure 4.6.10 Gladesville Conservation Area Control Drawing

- b. Development is to comply with the setback and key site controls. The specified building envelopes relate the scale of new buildings to the scale of the existing main street shops in Victoria Road.
- c. Reflect the existing lot structure and subdivision pattern in the design of façades and ground floor shop fronts.

- d. Create vertically proportioned window and balcony openings in new development to relate to the existing fenestration patterns.
- e. Provide a combination of fully glazed and masonry façades with punched window openings formed into a balanced composition.
- f. Provide tops to building façades, such as masonry parapets and extended roof lines. The following are to be noted as contributory items in the Conservation Area:

CONTRIBUTORY ITEMS IN CONSERVATION AREA	
ADDRESS	DESTINATION
142 -154 Victoria Road (cnr Meriton and Victoria Road)	1930s commercial shops and flats
1B Western Crescent	Former rectory associated with Christ Church
6-8 Western Crescent	Jordan Hall - early 20th century community hall

- g. The contributory items identified in the table above should be retained.
- h. With regard to development involving 1B Western Crescent, community floor space equivalent to that existing is to be provided in any new development.
- i. With regard to development involving Jordan Hall, 6-8 Western Crescent, community floor space equivalent to that of the existing hall, ground floor and mezzanine will be required to be provided in any new development.
- j. The following controls also apply to all contributory items identified in the above table:
 - i. a heritage assessment of all contributory items is to be included with the development application. The heritage assessment is to be prepared in accordance with the NSW Heritage Office guidelines and is to consider the setting of the item;
 - ii. a pre-lodgement meeting is to be held with Council staff for all proposals which include contributory items;
 - iii. if the contributory item is found to have heritage significance sufficient to list as a local heritage item then the heritage provisions of this DCP [and Ryde LEP 2014] apply to the subject site;
 - iv. new development adjacent to contributory items should reflect the scale, massing, parapet lines, string courses, material qualities and fenestration patterns of the contributory items.

Objectives

1. To provide shelter for pedestrians in the majority of streets in the town centre.
2. To provide shelter at bus stops along Victoria Road.
3. To allow for awnings without impeding vehicular movement or the provision of street trees along Victoria Road.
4. To ensure a continuity of design in awnings.

3.2 Access

3.2.1 Minimum Street Frontage / Site Amalgamation

Objectives

1. Ensure as few driveways as possible off Victoria Road in order to promote public transport (bus priority lanes) and road safety.
2. Encourage access from the local roads network and the provision of new laneways.

Controls

- a. Any development within the North and South Gladesville Precincts is to have a minimum 40 m frontage to Victoria Road and one driveway crossing maximum, unless it can be demonstrated that access may be achieved from the local road network.

Note: This may require lot amalgamation in order to carry out development.

3.2.2 Vehicular Access

Objectives

- a. Ensure as few driveways as possible off Victoria Road in order to promote public transport (bus priority lanes) and road safety.
- b. Encourage access from the local roads network and the provision of new laneways.

Controls

- a. Provide vehicular access from the local roads network in preference to Victoria Road. This will require development of public laneways within the rear setback of most sites in the North Gladesville and Monash Road Precincts in particular.
- b. For all existing and proposed laneways, the laneway must include a 2-way carriageway, 6 m wide (regardless of traffic generation) and a footpath along one side 1.5 m wide, to the satisfaction of Council. A setback of 0.5 m may also be required to any built form (total 8 m allowance).

Note: Where a laneway is provided basement carparking may extend under the lane subject to Council approval.

- c. Gerard Lane shall be extended to create a connection running from Osgathorpe Street to Gerard Street.
- d. Where a new lane is proposed to extend an existing lane, the new lane must be designed to seamlessly connect to the existing lane. The new lane may be required to be wider than the existing to Council's satisfaction to ensure adequate sightlines and safety to take into account the cumulative traffic demand in relation to the development capacity of the area, vehicular types and other relevant matters.

3.2.3 Parking

Objectives

1. To support future town centre uses with car parking in key locations.
2. To promote walking and cycling to multiple destinations in the town centre.
3. To promote the sharing of parking between retail and commercial uses.
4. To promote a "Park Once" strategy for car parking in safe, central locations.
5. To provide appropriately designed parking and footpaths.
6. To promote efficient parking arrangements

Controls

- a. Provide publicly accessible parking to support retail, entertainment and commercial land uses, church and educational institutions as shown on the Parking Control Drawing (Figure 4.6.12) below, to Council's satisfaction.
- b. The quantity of publicly accessible parking within the Town Centre Precinct shall equal or exceed existing public parking.

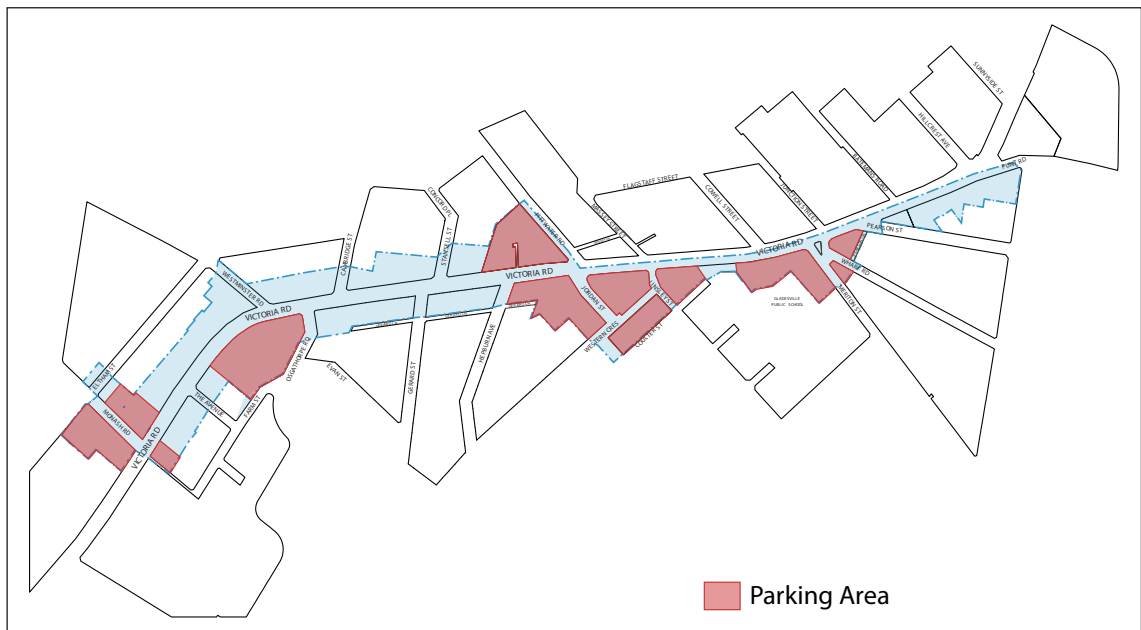


Figure 4.6.12 Parking Control Drawing

3.3 Public Domain

3.3.1 Pedestrian Connections

Objectives

1. To improve the amenity of existing pedestrian routes.
2. To supplement the existing on-street pedestrian system with off street connections such as pedestrian lanes.
3. To provide a fine grain of pedestrian connections, linking streets, community facilities and public spaces, and making easy connections from shopping precincts to Victoria Road.
4. To provide accessible, safe pedestrian links on public and private property.
5. To provide a public domain that is well-used by residents, workers and visitors.
6. To promote walking in the town centre by the introduction of clear direct walkways and connections to street, good lighting and clear sight lines.

Controls

- a. Provide street furniture, lighting and generous paved areas along the main pedestrian routes within the retail and commercial core with clear direct sight lines and direct linkages.
- b. Provide an elevated connection across Victoria Road to Council and RMS satisfaction (refer to Figure 4.6.13 and Figure 4.3.06).
- c. Improve the pedestrian environment around Western Crescent and Coulter Street, with a better link to Trim Place.
- d. Provide pedestrian through-site connections and public domain parks, squares and plaza's in accordance with the Pedestrian Connections Control Drawing (Figure 4.6.13) and the Public Domain Control Drawing (Figure 4.6.14).
- e. Pedestrian through-site connections must be:
 - i. direct, without concealment opportunities and designed to provide clear sightlines from one end to the other;
 - ii. a minimum of 3 m wide;
 - iii. designed to consider pedestrian safety and the security of adjacent businesses;
 - iv. activated by retail, civic and / or commercial land-uses;
 - v. naturally lit and ventilated, and well lit at night;
 - vi. publicly accessible between at least 7am and 7pm daily, however 24 hour public access is preferred;
 - vii. accessible to all and designed to provide barrier free access (i.e. have regard to the Disability Discrimination Act and relevant Australian Standards);
 - viii. have regard to Safer-by-Design Principles.
- f. Courtyards, plazas or squares should be provided to complement and adjoin pedestrian through-site connections. See also Public Domain Controls in Section 4 of this Part.

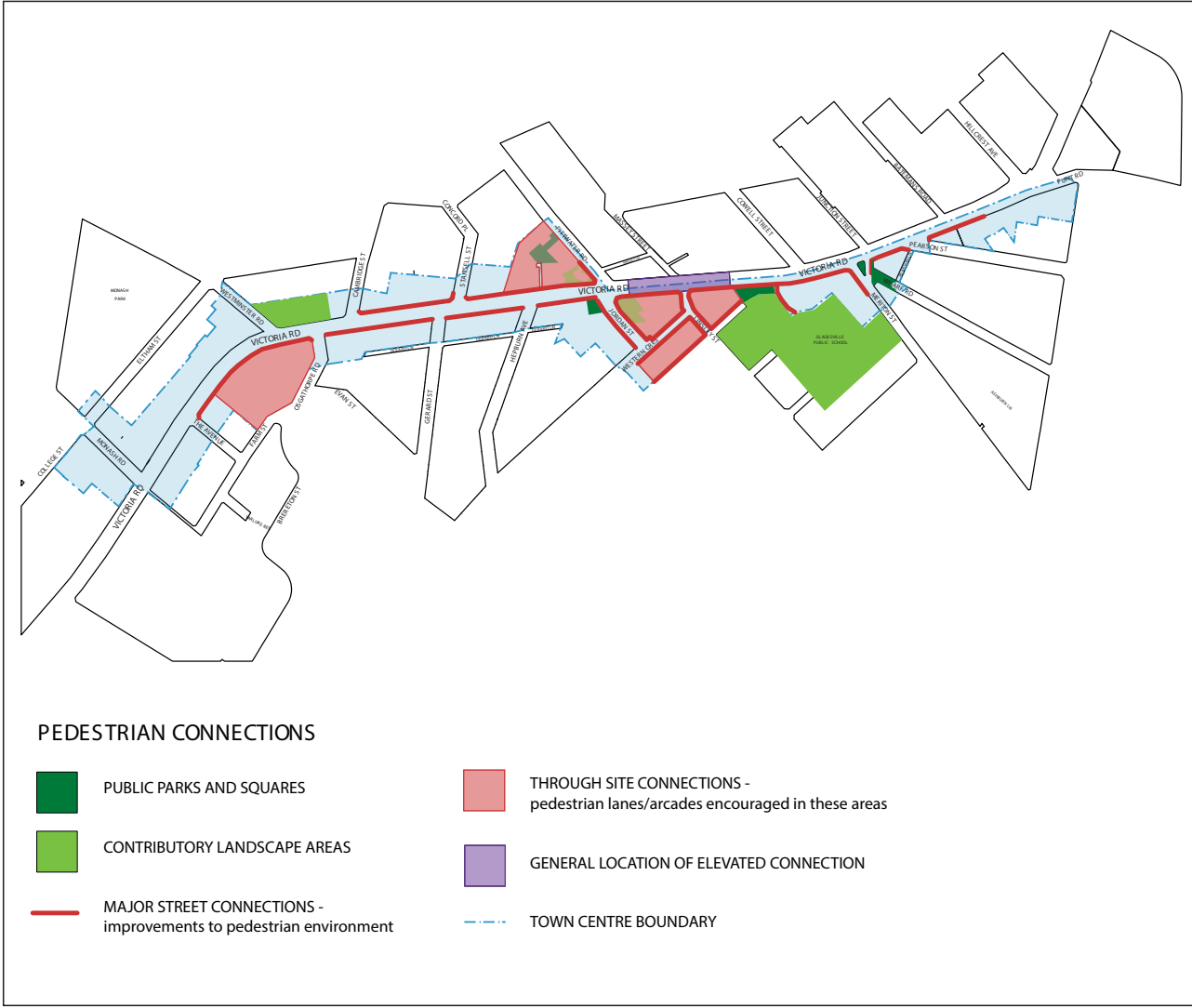


Figure 4.6.13 Pedestrian Connections Control Drawing

3.3.2 Public Domain Framework

Objectives

1. To create a network of streets, parks and civic spaces that provide opportunities for recreation and leisure for workers, visitors and residents.
2. To provide opportunities for social gathering and leisure away from Victoria Road, but well connected to the main commercial and transport spine.
3. To ensure that all public spaces are safe and accessible, with high levels of amenity and design quality.
4. To ensure that development of key sites results in an increase in the area and quality of public space.

Controls

- a. Improve Trim Place connections with the public domain network.
- b. Improve the quality and function of the small park space on the corner of Victoria Road and Jordan Street.
- c. Increase the quantum and diversity of public space in the heart of the town centre, by:
 - i. redevelopment of the City of Ryde car park site on Pittwater Road, to include a public square (refer to Section 4.3.5); and
 - ii. street closure at Meriton Street and Wharf Road to create a new public square away from Victoria Road (refer to Section 4.3.9).
- d. Create vehicular and/pedestrian connections through major development sites (see Public Domain Controls in Section 4.0 for specific sites).

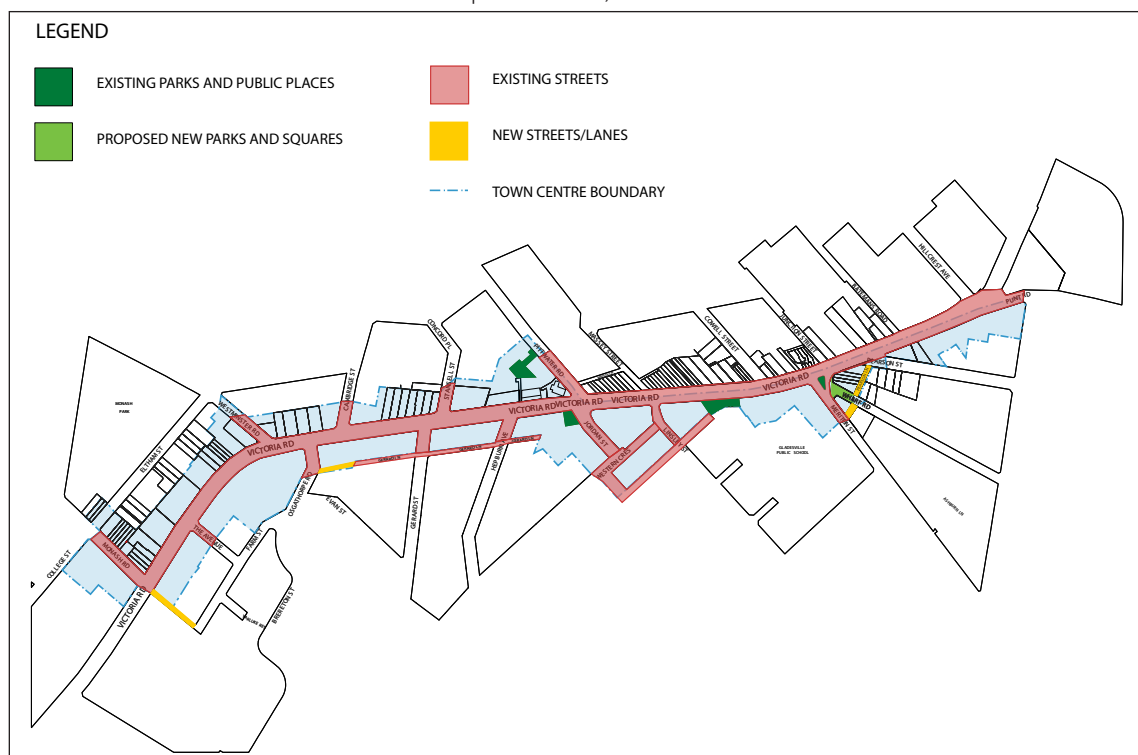


Figure 4.6.14 Public Domain Framework Control Drawing

3.3.5 Street Sections Introduction

Introduction

Streets are the primary structuring elements of the urban form, providing connection and address. They form the greater part of the public domain and should be conceived of as social spaces, not dominated by vehicles. There is a hierarchy of existing streets within the town centre that includes major streets for through traffic and public transport, and local streets for local traffic and pedestrians.

Street trees, furniture, paving and lighting create the detail and quality of the streets. The level and quality of provision can reinforce the hierarchy of streets and public places.

The following section contains objectives and controls for upgrading of existing streets, and the design of new streets in the town centre. Street section controls are provided for:

- Victoria Road (in general) (3.3.6);
- Victoria Road - Town Centre Precinct (3.3.7);
- Western Crescent (3.3.8);
- Coulter Street (3.3.9);

For information on paving, street furniture and lighting, and selection of street trees, reference is made to the Ryde Public Domain Technical Manual.

3.3.6 Victoria Road Section

North Gladesville and South Gladesville Precincts

Victoria Road is the spine, and the public face of the town centre. The southern and northern ends form transition zones between the greener residential areas of smaller buildings in a landscape setting and the highly urban setting of the town centre core. The transition zones have commercial and retail uses at ground floor with a building setback which allows generous street tree planting.

Victoria Road corridor is typically 26 m wide and parking and access is restricted both sides of Victoria Road (refer Figure 4.6.17 Victoria Road Section).

Objectives

1. To create a specific and consistent identity for Victoria Road consistent with the surrounding public domain areas.
2. To provide a robust public domain and to minimise ongoing maintenance requirements.
3. To enhance pedestrian safety, security and amenity along the Victoria Road corridor.

Controls

- a. Set back buildings 2 metres to provide a continuous paved surface typically 5.5 m wide both sides of Victoria Road.
- b. Provide continuous paving for the full footpath width in accordance with the Ryde Public Domain Technical Manual.
- c. Provide street furniture in accordance with Ryde Public Domain Technical Manual including:
 - i. provide seats and bins at 200 m intervals and at bus stops, OR a minimum one per block, if required by Council;

- ii. provide new street lighting, staggered at 40 m intervals on both sides of street; or to Council satisfaction.
- iii. provide lighting to the underside of awnings for the safety and security of pedestrians.
- d. Powerlines are to be underground in locations specified by Council.
- e. Incorporate street tree planting of species to be approved by Council.

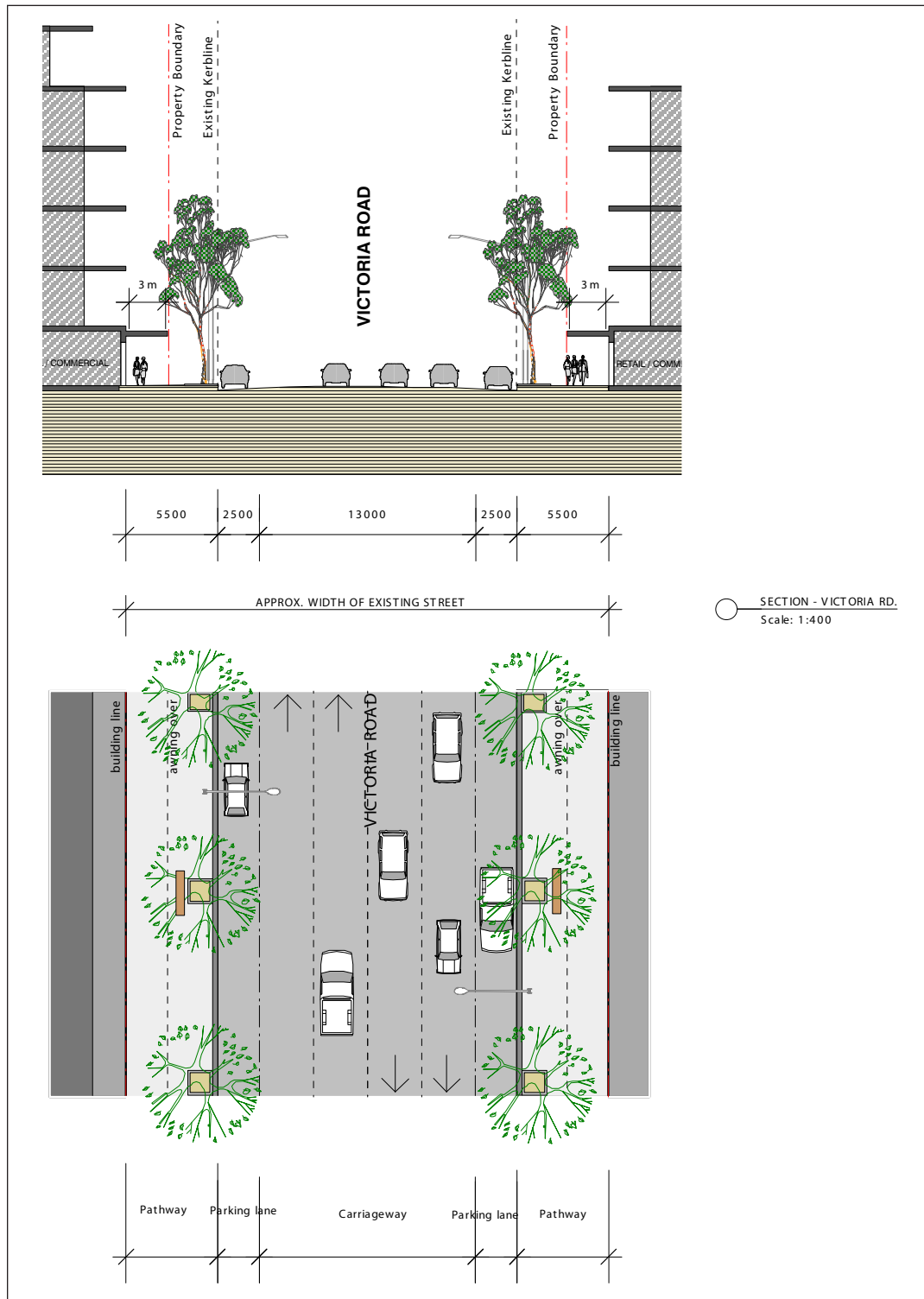


Figure 4.6.17 Victoria Road Section - North and South Gladesville Precincts

3.3.7 Victoria Road - Town Centre Precinct Section

Victoria Road in the Town Centre Precinct is highly urbanised, with predominantly retail use at ground floor and a high intensity of pedestrian use. Buildings form the edges of the street, with awnings over the footpath restricting tree planting. Trim Place forms a green break in the street.

Parking and access is restricted on both sides of Victoria Road.

Street trees are generally not provided except for special places such as Trim Place. Refer diagram Figure 4.6.18 Victoria Road - Town Centre Precinct Section

Objectives

1. To create a distinctive character for the Town Centre Precinct.
2. To enhance pedestrian amenity.
3. To minimise visual clutter in the public domain.

Controls

- a. Provide a 3.5 m wide footpath and buildings typically built to the boundary defining both sides of Victoria Road.
- b. Provide continuous granite paving for the full footpath width in accordance with the Ryde Public Domain Technical Manual.
- c. Provide landscaping consistent with an urban setting including planter boxes and the like.
- d. Provide street furniture in accordance with Ryde Public Domain Technical Manual including:
 - i. provide seats and bins at 50 m intervals and at bus stops, a minimum one per block, if required by Council;
 - ii. provide new street lighting, staggered at 20 m intervals on both sides of street; or to Council satisfaction;
 - iii. provide lighting to the underside of awnings for the safety and security of pedestrians.
- e. Powerlines are to be underground in locations specified by Council.

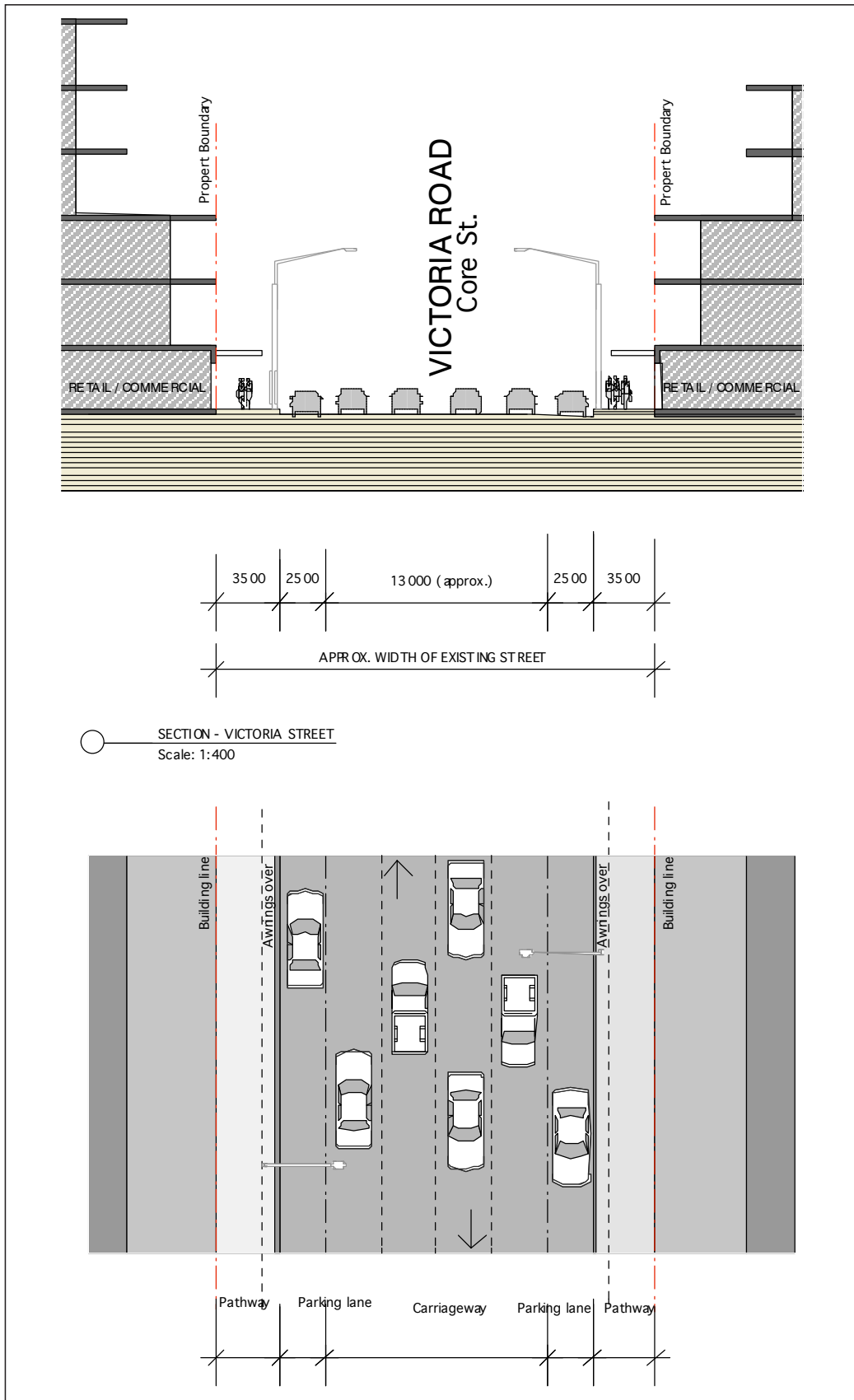


Figure 4.6.18 Victoria Road - Town Centre Precinct Section

3.3.8 Western Crescent Section

Town Centre Precinct

Western Crescent is a little street, currently with poor pedestrian amenity. With future development, this street should be part of a network of little streets with high pedestrian amenity, shopping and small public domain spaces, away from, but connected to, Victoria Road. Future setbacks on the eastern side are proposed to balance the scale of buildings and provide an expanded pedestrian area.

Refer diagram Figure 4.6.19 Western Crescent Section

Objectives

- a. To provide improved pedestrian amenity to Western Crescent.
- b. To provide improved pedestrian connections to Trim Place and the Town Centre Precinct.
- c. To provide public domain enhancements.

Controls

- a. Provide a 14.5 metre wide street defined by built edge both sides and a 3.5 m continuous paved footpath both sides.
- b. Provide parking one side and one way traffic as directed by Council.
- c. Provide continuous granite paving for the full footpath width in accordance with Ryde Public Domain Technical Manual.
- d. Provide small scale street trees in the carriageway on the western side, and on the footpath on the eastern side in accordance with the Ryde Public Domain Technical Manual.
- e. Provide street furniture in accordance with the Ryde Public Domain Technical Manual including:
 - i. provide seat and bins at 50 m intervals and at bus stops, minimum one per block, if required by Council;
 - ii. provide new street lighting, staggered at 40 m intervals on both sides of street;
 - iii. provide lighting to the underside of awnings for the safety and security of pedestrians.
- f. Powerlines are to be underground in locations specified by Council.

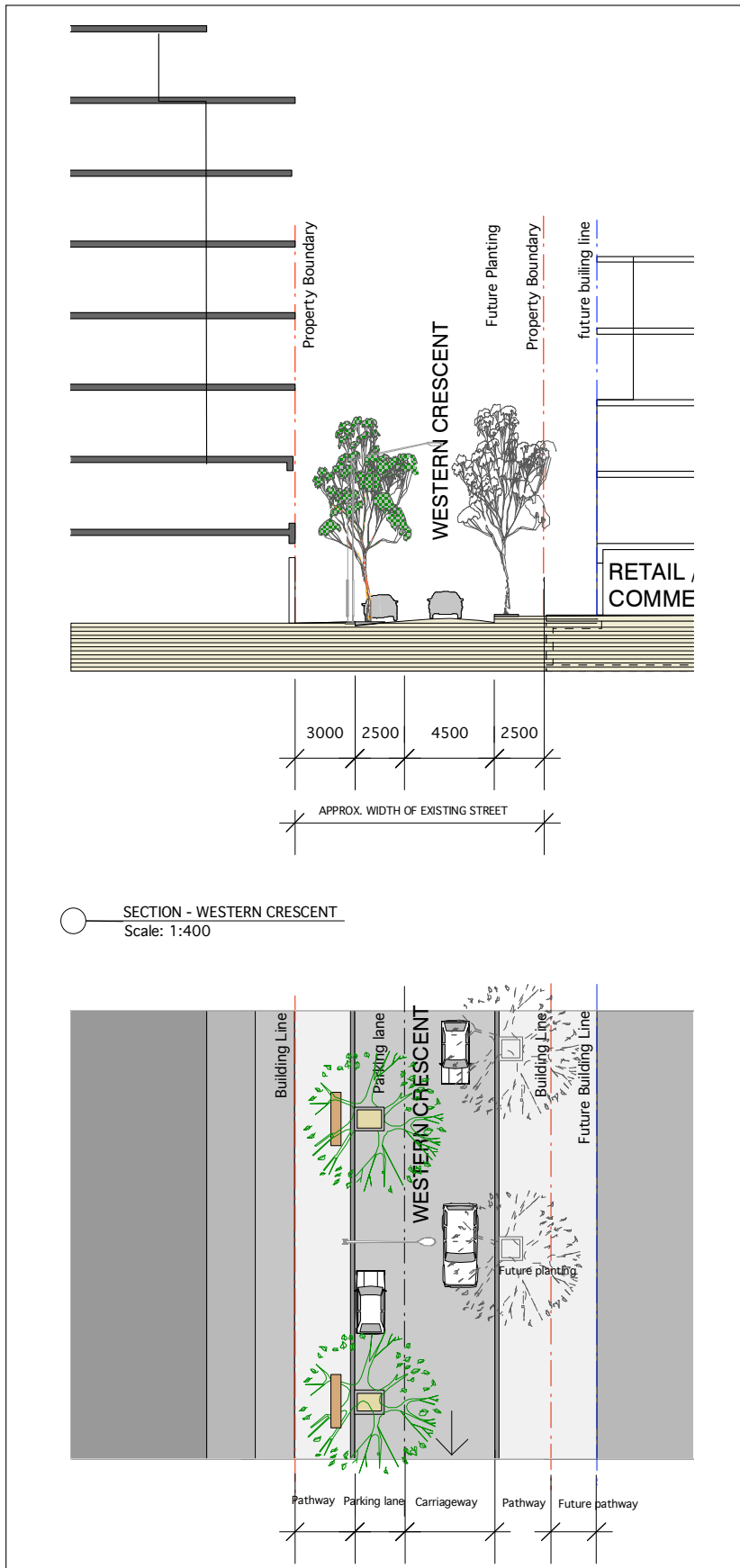


Figure 4.6.19 Western Crescent Section

3.3.9 Coulter Street Town Centre Precinct Section

Coulter Street forms the western edge of the retail and commercial core, with possible retail on the eastern side and existing residential on the western side. Expansion of the footpath on the retail side is proposed to allow street tree planting and improved pedestrian amenity. Extension of pavement and street tree planting along the lane to the south is proposed to form a better connection to Trim Place.

Parking and access is restricted both sides of Coulter Street. Refer diagram Figure 4.6.20 Coulter Street Section.

Objectives

1. To provide improved pedestrian amenity to Western Crescent.
2. To provide improved pedestrian connections to Trim Place and the Town Centre Precinct.
3. To provide public domain enhancements.

Controls

- a. Provide a 12.5 metre wide street defined by a built edge on the eastern side, and a landscape setback on the western, residential side.
- b. Provide small scale street trees in footpath on the eastern side, continuing to Trim Place.
- c. Provide continuous paved surface 3.5 m wide on the eastern side, with granite paving for the full width. Paving is to be in accordance with Ryde Public Domain Technical Manual.
- d. Provide street furniture in accordance with the Ryde Public Domain Technical Manual including:
 - i. provide seat and bins at 50 m intervals and at bus stops, minimum one per block, if required by Council;
 - ii. provide new street lighting, staggered at 40 m intervals on both sides of street.
- e. Powerlines are to be underground in locations specified by Council.

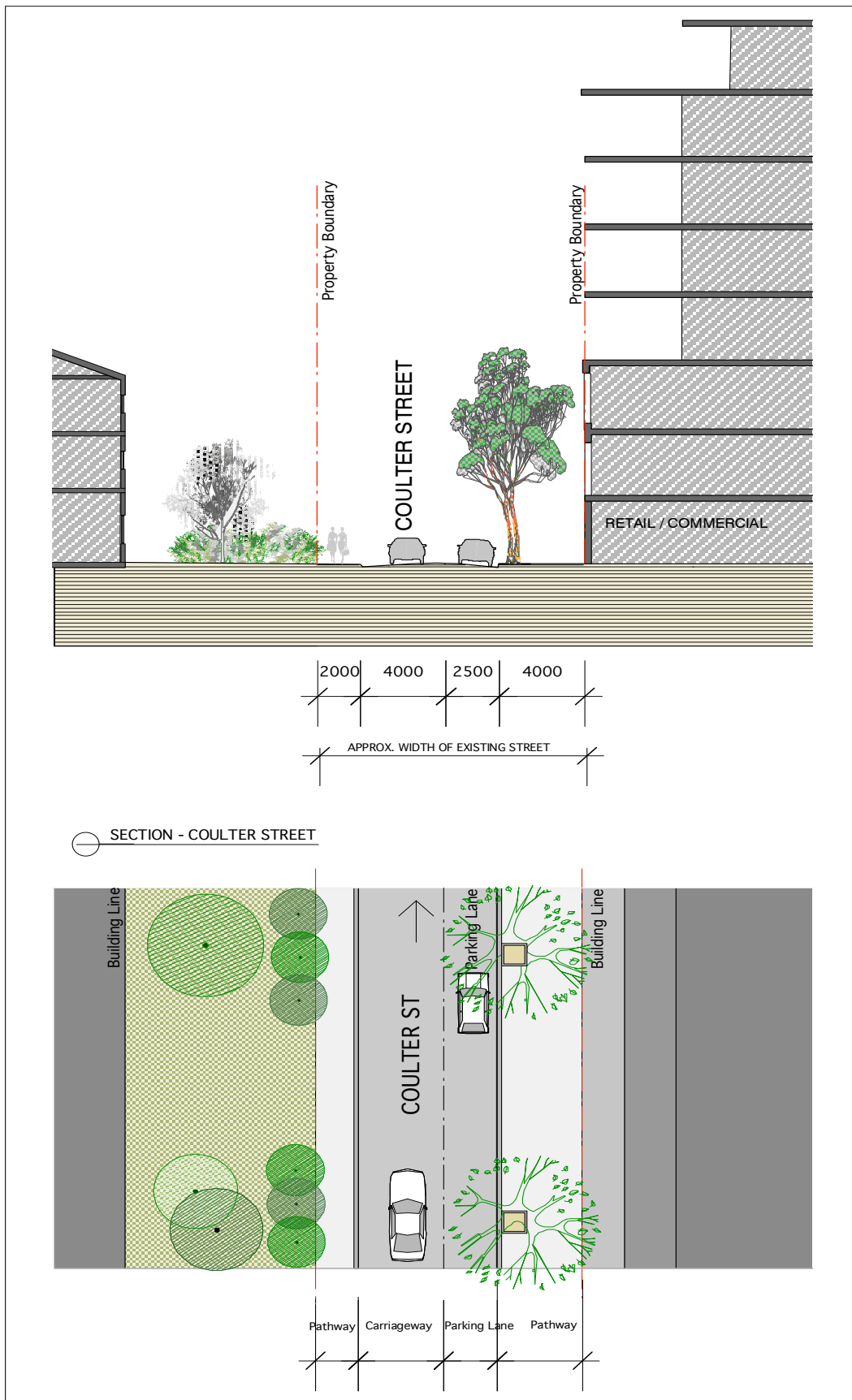


Figure 4.6.20 Coulter Street Section

4.0 KEY SITES

4.1 Key Sites Introduction

Gladesville Town Centre functions primarily as a ribbon shopping strip containing many actively used sites and also under-utilized sites. The Gladesville Town Centre and Victoria Road Corridor Master Plan identified a number of key sites, which have potential to revitalise the centre through their redevelopment and related public domain improvements. The key sites identified in this section were previously identified in the Gladesville Master Plan for public domain and development projects.

Four of the key sites (Coulter Street, Wharf Road, Massey-Cowell Streets and the Pittwater Road Council Carpark site) are in close proximity to the shopping precinct. The opportunity exists with their development to:

- Create a better pedestrian environment in and around the town centre shopping precinct;
- Assist pedestrian movement with new streets, pedestrian through site connections, widened footpaths and pedestrian squares;
- Create pleasant outdoor places for recreation away from the traffic on Victoria Road;
- Provide a wide range of retail shopping, including expanded supermarkets, big box retail and a greater range of specialty shops.
- Provide better public underground carparking; and
- Renew community facilities such as libraries and child care centres.

The Primrose Hill site is currently under-utilised and the opportunity exists to provide a landscaped pedestrian link through the site, a hotel and retail /commercial uses at the ground floor and residential development above.

The Monash Road area is a prominent entry to the corridor with a small scale retail presence that is in need of revitalisation. Appropriately scaled development aims to unify the built form at this important intersection with Victoria Road and relate to existing near by low scale buildings.

The development controls in section 4 of this Part provide detailed guidance to create cohesive built form and public domain outcomes for Key sites. All the Key sites have public domain improvements, some with new streets, squares and lanes and widened footpaths.

The detailed envelopes shape future built forms and establish relationship to the public domain spaces, topography, heritage items and conservation areas.

Objectives

The public domain improvements and development of these key sites in this Part will:

1. Support the existing town centre shopping precinct;
2. Contribute to expanding and enhancing the pedestrian network around the town centre shopping precinct;
3. Provide an expanded range of uses in the town centre;
4. Provide better public domain access and amenity through existing under-utilised sites; and
5. Create an enhanced image of the town centre as its entries and major intersections.

Controls

- a. Future design and development proposals for Key Sites are to be reviewed by a Design Review Panel to ensure design quality in design proposals.
- b. The Key Sites Plans in Section 4 of this Part may be varied subject to preparation of a new Comprehensive Plan for the subject land that demonstrates the following to Council's satisfaction:
 - i. Publicly accessible open space exceeding that shown in the Key Sites Plans within this Part OR publicly accessible open space that exceeds 30% of the site area.
 - ii. Community benefit in the form of facilities such as child care, community meeting space, library space, commuter parking, business incubator or other. The Comprehensive Plan must demonstrate the demand for such facilities to Council satisfaction.
 - iii. Environmental impacts (such as overshadowing and overlooking) are managed.
 - iv. Environmentally sustainable design is implemented. Water and energy consumption are minimised.
 - v. Transport Management is to Council and, where applicable, RMS satisfaction including pedestrian access, public transport access, parking quantum and layout, and intersection level of service.

4.2 Key Sites Plan

Key Sites are detailed in the following pages.

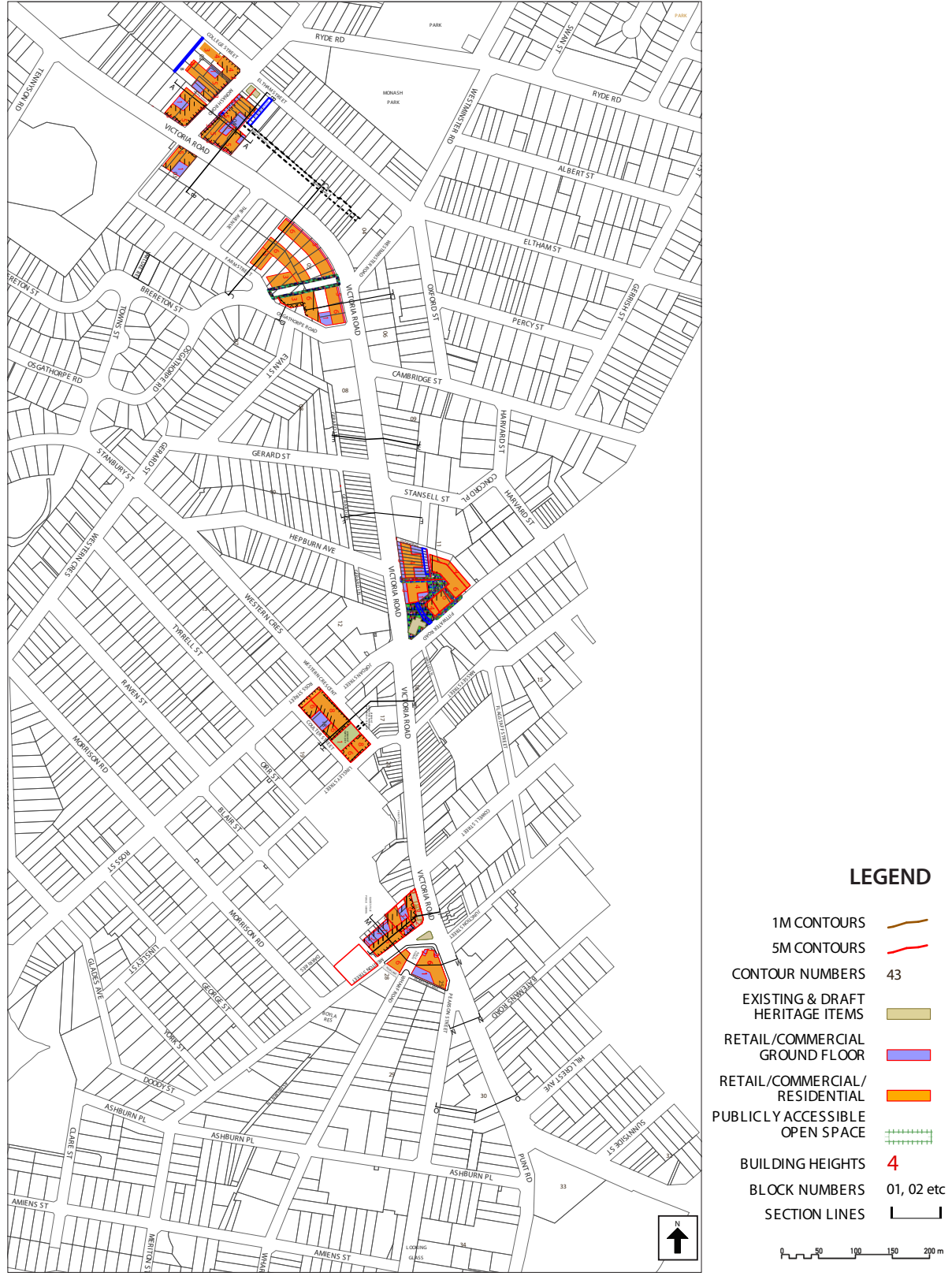
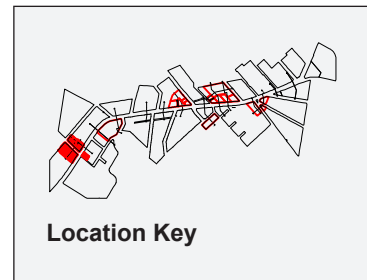


Figure 4.6.21 Key Sites Plan

4.3 Key Sites Built Form and Public Domain Controls

4.3.1 Monash Road Key Site Built Form Controls



Objectives

1. Create a thriving retail block containing specialty retail, commercial and residential uses.
2. Create a cohesive small centre with a continuous retail or commercial ground level abutting the street frontage of Victoria Road and Monash Road.
3. Ensure the built heritage value of the existing buildings is taken into consideration.

Controls

Building Uses and Ground Floor Activities

- a. Provide mixed use development with retail or commercial activities on the ground level particularly on Victoria Road and Monash Road frontages, with commercial, retail or residential upper floors.
- b. Provide commercial or retail uses fronting Monash Road.

Street Frontages

- c. Provide a continuous active frontage at ground level abutting the property boundary on Victoria Road and Monash Road.
- d. Provide a setback from Victoria Road on the southern end of Block 04A to enable tree planting.

Building Heights

- e. Provide development in accordance with Figure 4.6.23 Built Form Plan for building heights in storeys.

Note: The articulation of the top floor in the 3 dimensional building envelope drawing (Figure 4.6.22) is indicative of a top floor treatment.

Building Depth and Separation

- f. Must be in accordance with Figure 4.6.23 Built Form Plan building depth and separation requirements.
- g. An 18 m wide building envelope maximum including balconies and façade articulation is preferred.

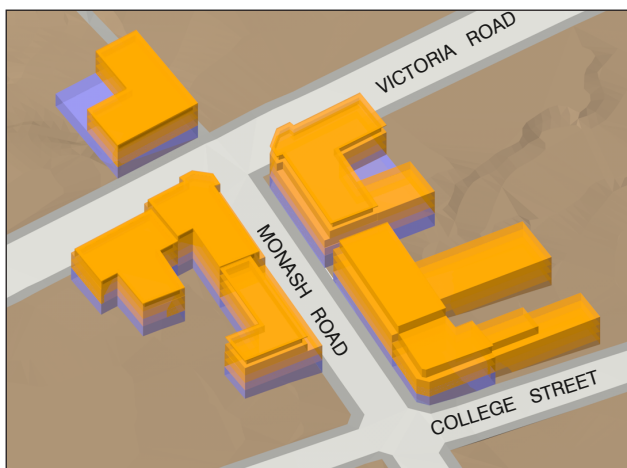


Figure 4.6.22 Block 02, 03 & 04 3D Model

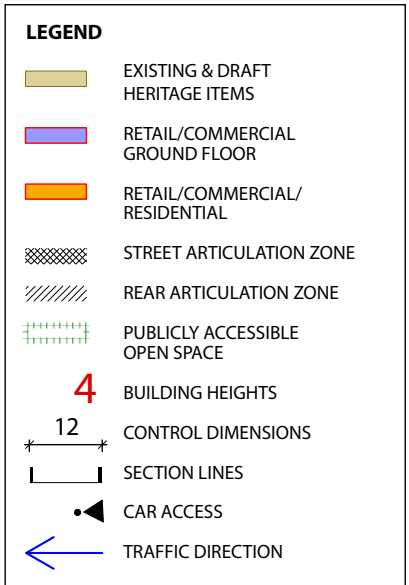
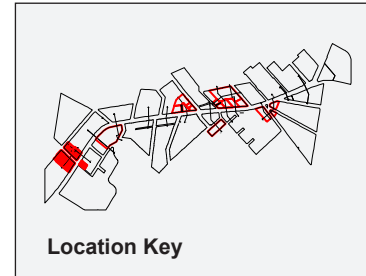


Figure 4.6.23 Block 02, 03 & 04 Built Form Plan

Building Setbacks

- h. Provide zero setbacks along Victoria Road and Monash Road on the ground, first and second floors in accordance with Figure 4.6.23 Built Form Plan and Figure 4.6.24 Setbacks.
- i. Provide upper level setbacks in accordance with Figure 4.6.23 Built Form Plan and Figure 4.6.24 Setbacks. Upper level setbacks are measured to the edge of any balcony or building façade.
- j. Provide a 2m setback for ground floor fronting College Street. Upper levels above the ground floor residential uses should also be setback 2m.



Note: Balconies may not protect into the setback. Refer cross hatching on sections.

- k. Provide zero setbacks at the corner of Monash Road and College Street for ground floor and upper levels to a maximum of 3 storeys to maintain a 3 storey built form on the corner of Monash Road and College Street.

Minimising Vibration, Noise and Air Pollution in Residential Buildings Near Busy Roads

- l. Design to minimise vibration, noise and air pollution in the internal layout and materials selection of residential buildings. Development must comply with NSW Planning & Infrastructure, Development Near Rail Corridors and Busy Roads - Interim Guidelines.
- m. Internal circulation corridors, bathrooms, laundries and other non-habitable spaces should be located adjacent to the busy road.
- n. Living rooms and primary balconies should be located and oriented away from the main road.
- o. Additional techniques to minimise the impacts of a busy road include glazed balconies or wintergardens, louvred balcony screens and double glazing.
- p. Cross ventilation is to be maintained by means such as glass and metal louvres, and cross over or two storey apartment types.

Public Domain

- q. At least 10% of the site area is to be provided as public domain or community space in the form of a potential vehicular access way 6 m wide and a footpath 1.5 m wide to connect to the local street network OR to Council's approval.
- r. A development application for new floor space that exceeds 500m² is to provide a detailed traffic and pedestrian access study that demonstrates safe and convenient access, including consideration of loading/unloading arrangements.

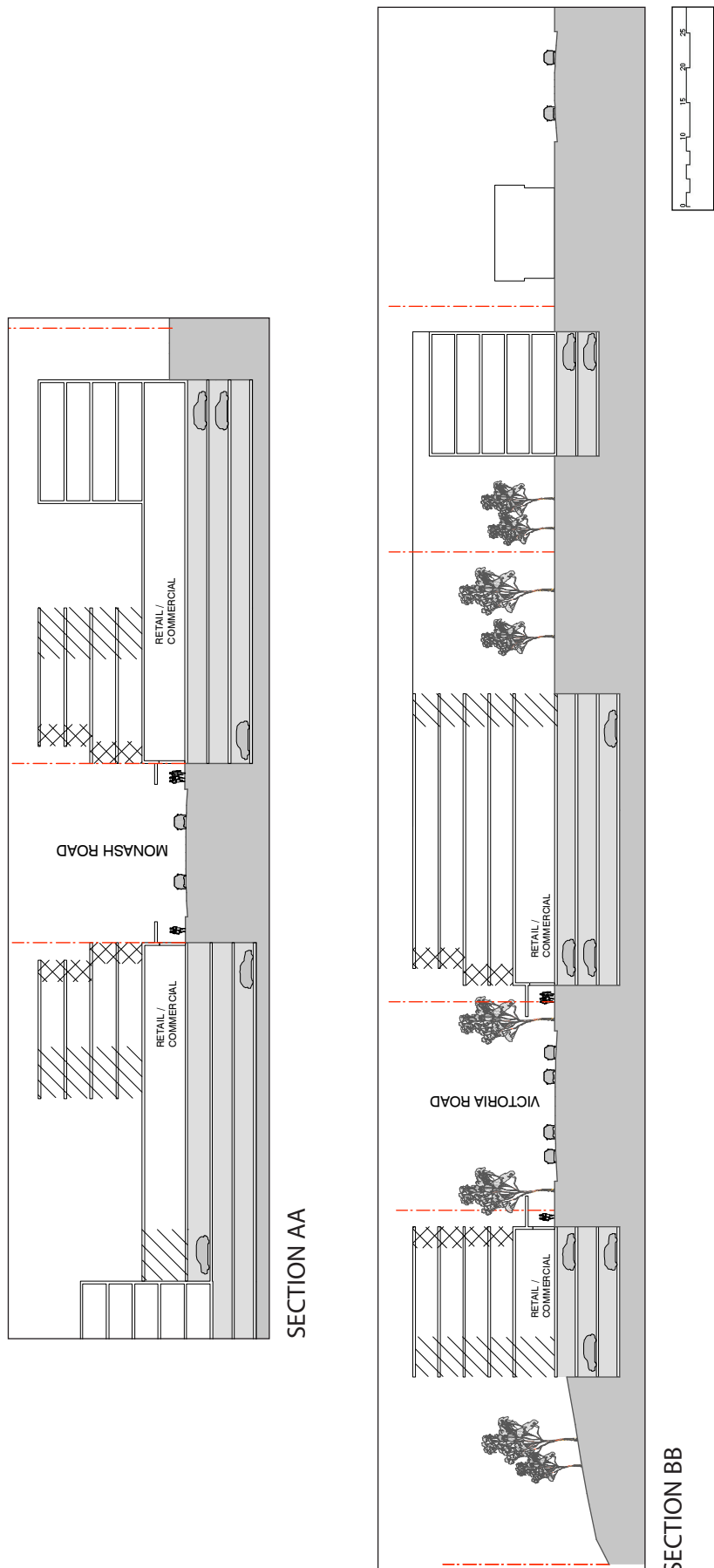
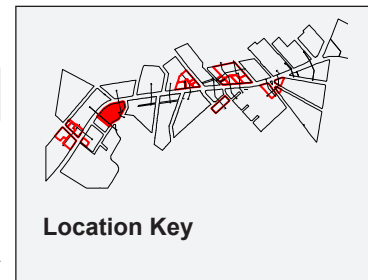


Figure 4.6.24 Setbacks

4.3.2 Block 05 (Primrose Hill) Built Form Controls

Objectives

1. Create a thriving, mixed use area, with a range of commercial, retail or residential uses along Victoria Road and extending down Osgathorpe Road.
2. Create a landscaped character and landscaped setting for buildings facing Osgathorpe Road and Farm Street.
3. Create a well-articulated sequence of built forms in Victoria Road, Osgathorpe Road and Farm Street.
4. Protect the residential amenity of development fronting Victoria Road.



Controls

Building Uses and Ground Floor Activities

- a. All development must include commercial and/or retail land uses.
- b. Provide mixed use development with retail or commercial activities on the ground level fronting Victoria Road and the corner of Osgathorpe Road, with commercial, retail or residential upper floors.
- c. Create a mix of residential or commercial activities in the buildings facing Osgathorpe Road. Land uses on Farm St are to be residential or compatible with residential land uses

Street Frontages

- d. Provide an active frontage at ground level on Victoria Road.
- e. Provide a building setback with a landscaped setting for the residential buildings facing Osgathorpe Road and Farm Street.

Building Heights

- f. Provide development in accordance with Block 05 Built Form Plan (Figure 4.6.26) for building heights in storeys.

Note: The articulation of the top floor in the 3 dimensional building envelope drawing (Figure 4.6.25 is indicative of a top floor treatment, and is not a development control.

- g. Step built forms down from Victoria Road to relate the built form to the change in the topography.

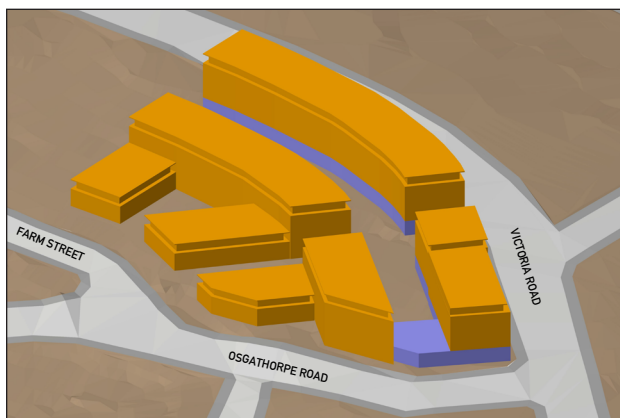


Figure 4.6.25 Block 05 3D Model

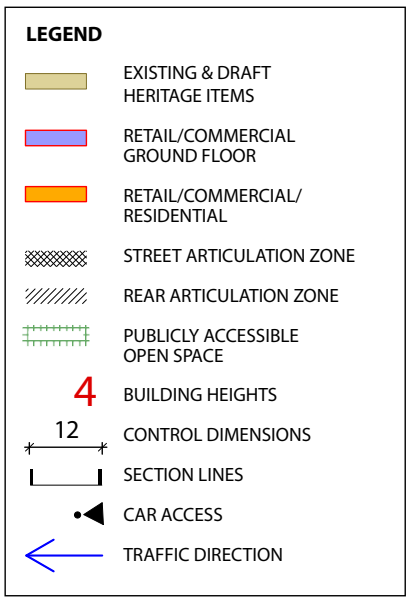
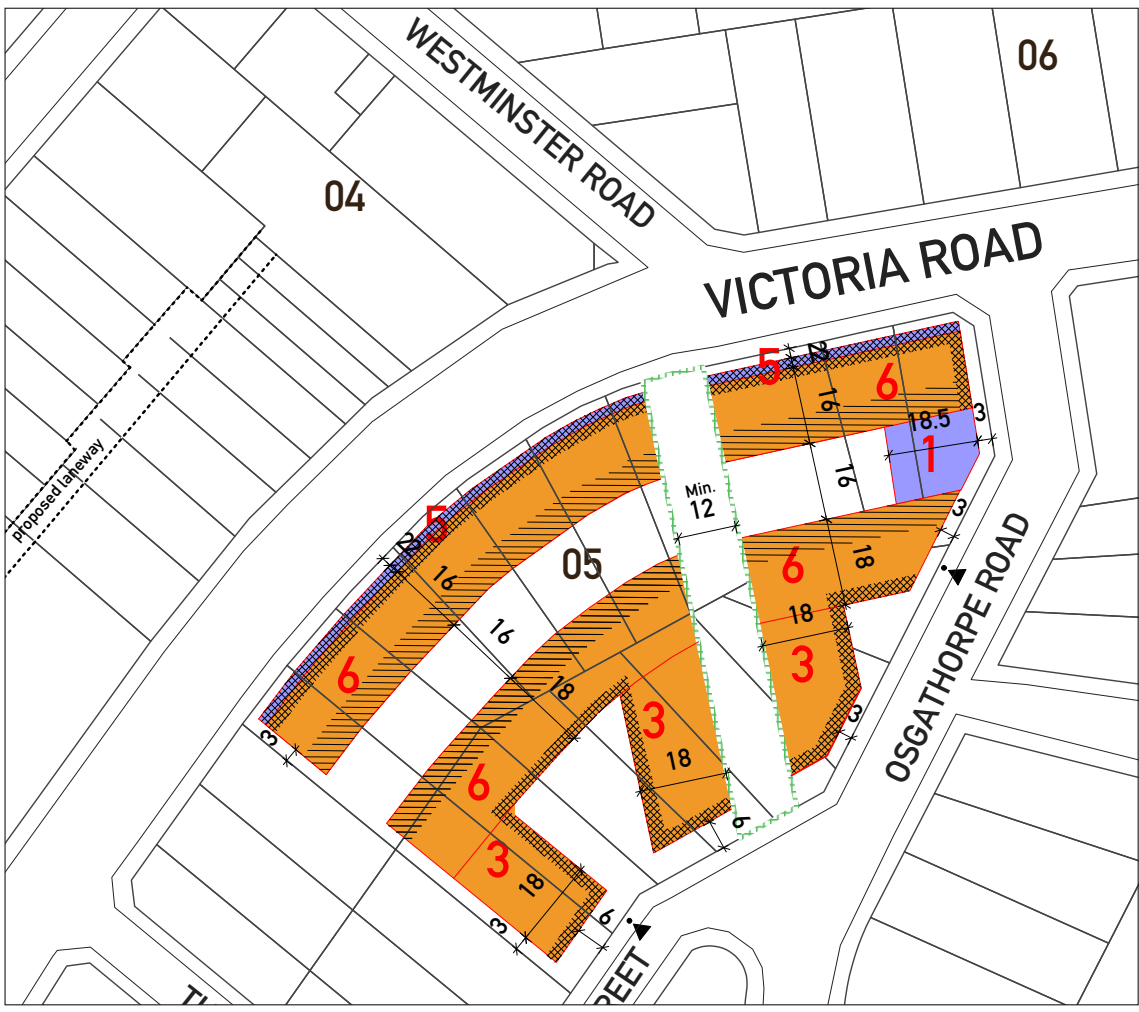
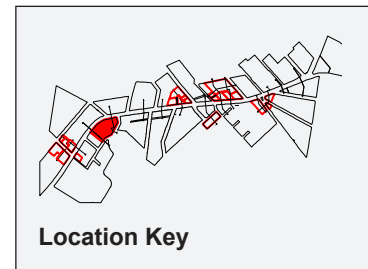


Figure 4.6.26 Block 05 Built Form Plan

Building Depth and Separation

- h. Provide building depth and separation in accordance with Figure 4.6.26 Block 05 Built Form Plan.
- i. An 18 m wide maximum building envelope, including balconies and façade articulation, is preferred.



Building Setbacks

- j. Provide 2 m setbacks along Victoria Road on the ground, first and second floors in accordance with Figure 4.6.26 Built Form Plan and Figure 4.6.27 Setbacks.
- k. Provide upper level setbacks in accordance with Figure 4.6.26 Built Form Plan and Figure 4.6.27 Setbacks. Upper level setbacks are measured to the edge of any balcony or building façade.
- l. Provide 3 m setbacks in Osgathorpe St at the ground, first and second floors.
- m. Provide 6 m setbacks in Farm St at the ground, first and second floors.

Minimising Vibration, Noise and Air Pollution in Residential Buildings Near Busy Roads

- n. Design to minimise vibration, noise and air pollution in the internal layout and materials selection of residential buildings. Development must comply with NSW Planning & Infrastructure, Development Near Rail Corridors and Busy Roads - Interim Guidelines.
- o. Internal circulation corridors, bathrooms, laundries and other non-habitable spaces should be located adjacent to the busy road.
- p. Living rooms and primary balconies should be located and oriented away from the main road. Additional techniques to minimise the impacts of a busy road include glazed balconies or wintergardens, louvred balcony screens and double glazing.
- q. Cross ventilation is to be maintained by means such as glass and metal louvres, and cross over or two storey apartment types

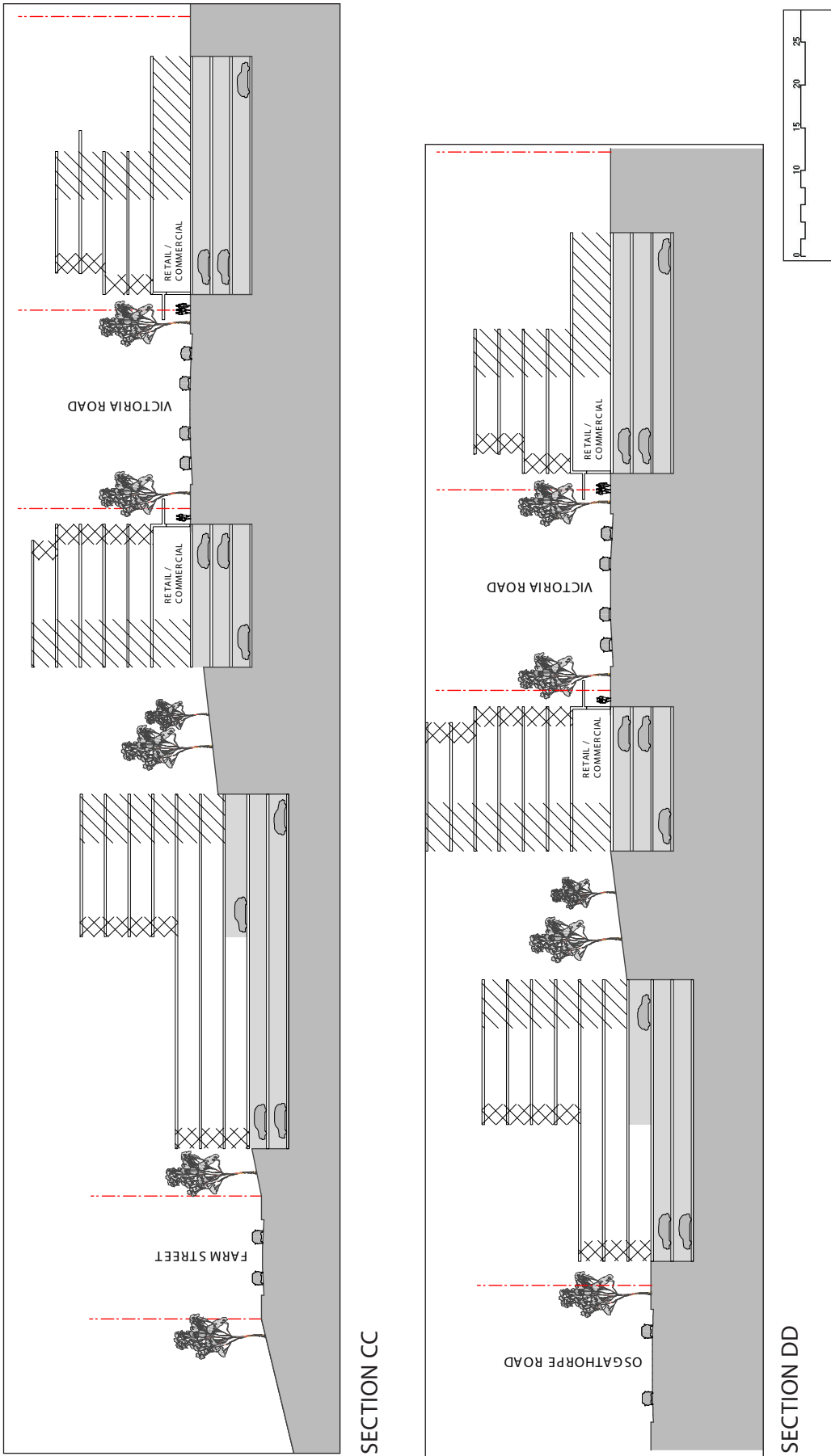
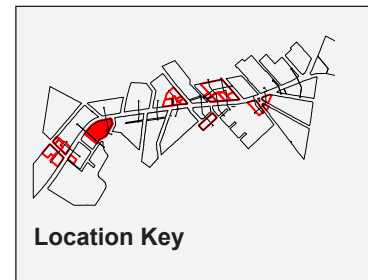


Figure 4.6.27 Block 05 (Primrose Hill) Setbacks

4.3.3 Block 05 (Primrose Hill) Public Domain/ Community Space Controls

Introduction

The site is highly visible at the top of a hill, on a bend on Victoria Road. Development of this key site will potentially improve the visual quality of the streetscape of Victoria Road, and form a gateway to the town centre.



Objectives

1. Maximise opportunities for pedestrian connections and landscape improvement.

Controls

- a. Provide street enhancements and landscaping in accordance with Block 05 Public Domain Plan (Figure 4.6.30).
- b. Provide street tree planting in accordance with Draft Ryde Public Domain Technical Manual.
- c. Provide a pedestrian connection, public domain and or community space equivalent to at least 10% of the site area in the form of a through- site-link as shown on the key site drawing or to Council's approval. A through site link shall have the following characteristics:
 - i. Connects Farm St with the signalised pedestrian crossing at Victoria/Westminster Rds; and
 - ii. open to the sky; and
 - iii. a minimum dimension of at least 12 m across; and
 - iv. a minimum 15 m separation between buildings on either side of the through site link; and
 - v. paved in accordance with Ryde Council's Public Domain Technical Manual.
- d. Create a landscape edge along Farm Street and Osgathorpe Road, to suit the character of the surrounding streetscape.
- e. Extend the kerb at the corner of Farm Street and Osgathorpe Road, to reduce the pedestrian crossing distance and make an opportunity for tree planting.
- f. Widen pavements to improve pedestrian circulation, and provide more seating.

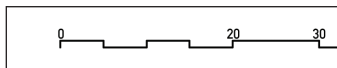
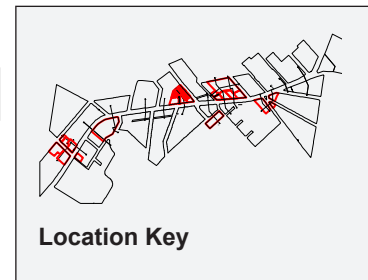


Figure 4.6.28 Block 05 Public Domain Plan

4.3.4 Block 11 (Council Carpark) Built Form Controls

Objectives

1. Create a mixed use area, with a range of community, commercial, retail or residential uses along Victoria Road and Pittwater Road.
2. Create a continuous retail or commercial ground level abutting the street frontage of Victoria Road.
3. Reinforce the existing civic role of the site fronting Pittwater Road, by relocating the library and child care centre to the new development.
4. Create new public spaces on the street frontage to Pittwater Road and within the new development.
5. Link the developments to Victoria Road and Pittwater Road through an existing public walkway.
6. Enhance the heritage character of the Presbyterian Church.
7. Ensure the heritage and landscape values of the heritage listed church are taken into consideration.



Controls

Building Uses and Ground Floor Activities

- a. Provide commercial or retail uses to the ground floor along Victoria Road.
- b. Provide community and retail/commercial uses to the ground floor along Pittwater Road. Encourage community activities at the ground floor level.
- c. Provide residential or commercial uses on the upper floors.

Street Frontages

- d. Provide a landscaped setting for the Presbyterian Church on the corner of Pittwater Road and Victoria Road, with a row of closely spaced trees planted between future development and the rear façade of the church.
- e. Setback the building on Pittwater Road to create a forecourt to the building, addressed by the library, child care centre and possible retail uses.
- f. Provide a continuous active frontage at ground level abutting the property boundary on Victoria Road

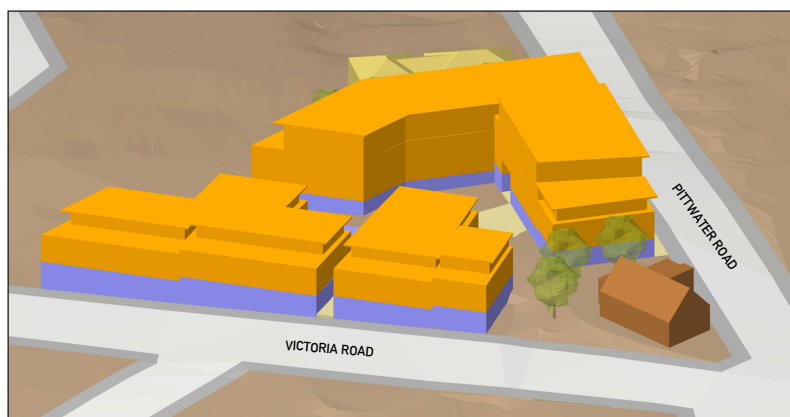


Figure 4.6.29 Block 11 3D Model



Building Heights

- g. Provide development in accordance with Block 11 Built Form Plan (Figure 4.6.29) per building heights in storeys, measured to the ceiling of the top most floor.

Note: The articulation of the top floor in the 3 dimensional building envelope drawing (Figure 4.6.28) is indicative of a top floor treatment, and is not a development control.

Building Depth and Separation

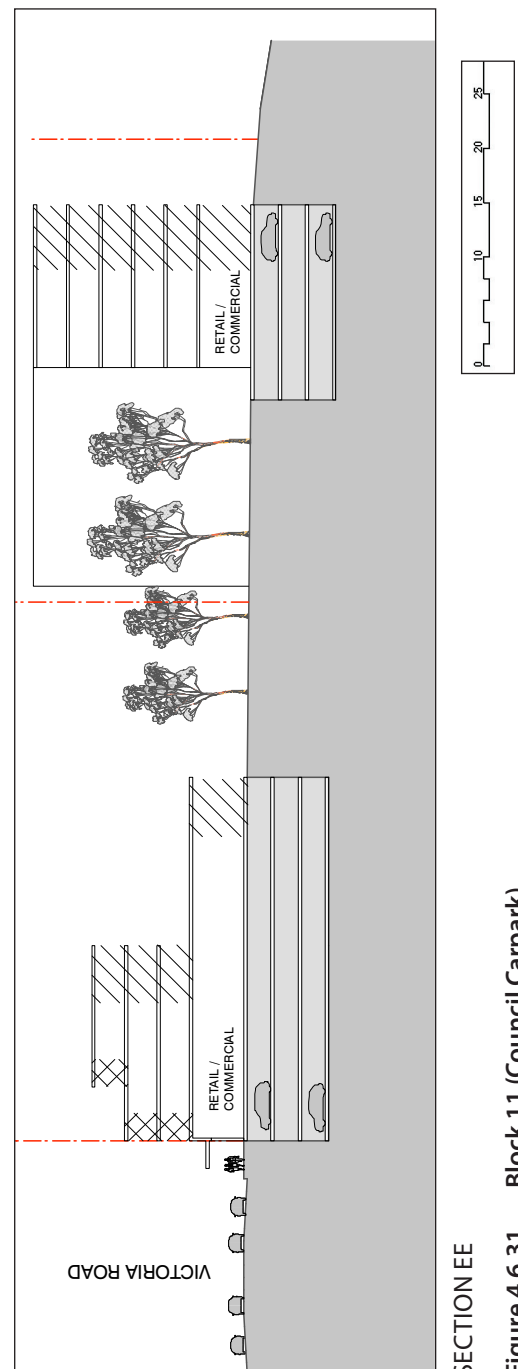
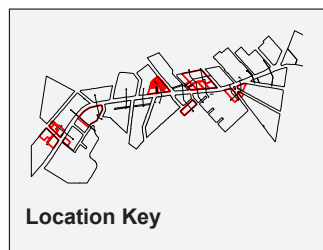
- h. Provide building depth and separation in accordance with Block 11 Built Form Plan (Figure 4.6.29).

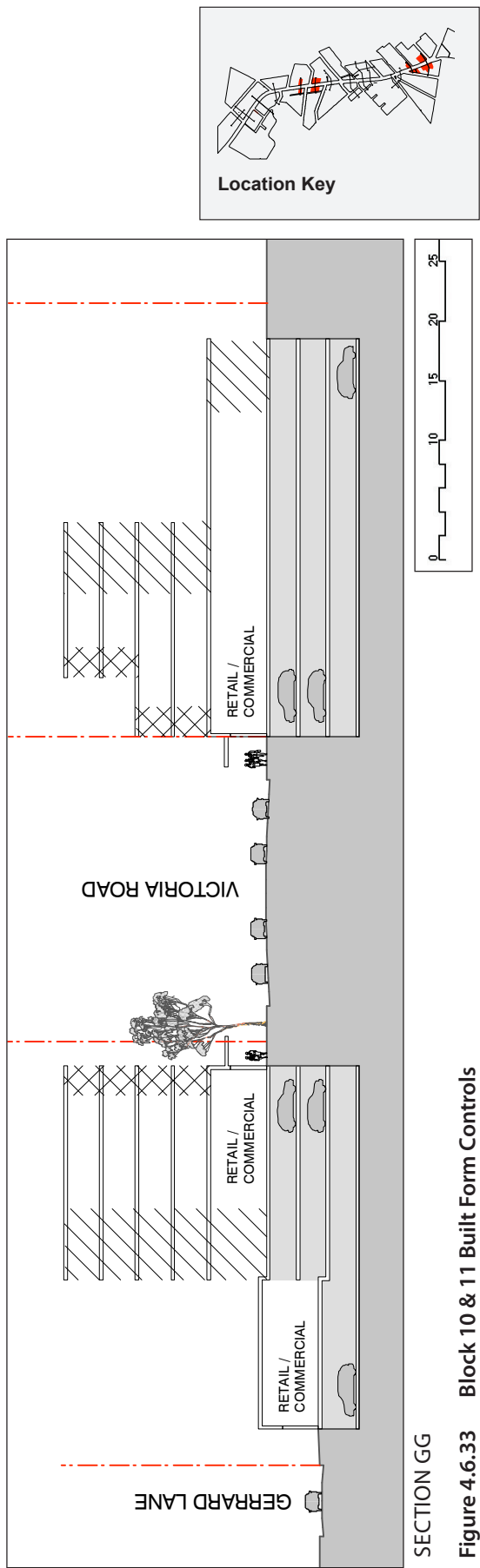
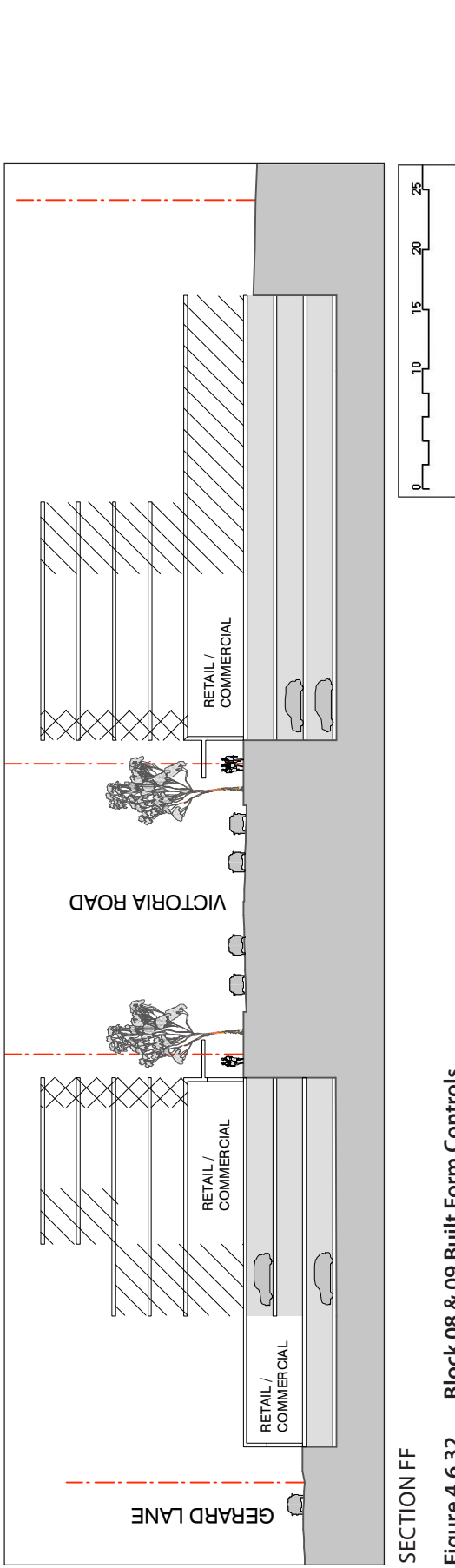
Building Setbacks

- i. Provide setbacks to Pittwater Road as shown on Block 11 Built Form Plan (Figure 4.6.29).
- j. The ground, first and second floors along Victoria Road are to be built to the existing street boundary.
- k. The upper floors along Victoria Road are to be set back a minimum 5 metres from the edge of any balcony or building façade.

Minimising Vibration, Noise and Air Pollution in Residential Buildings Near Busy Roads

- l. Design to minimise vibration, noise and air pollution in the internal layout and materials selection of residential buildings. Development must comply with NSW Planning & Infrastructure, Development Near Rail Corridors and Busy Roads - Interim Guidelines.
- m. Internal circulation corridors, bathrooms, laundries and other non-habitable spaces should be located adjacent to the busy road.
- n. Living rooms and primary balconies should be located and oriented away from the main road. Additional techniques to minimise the impacts of a busy road include glazed balconies or wintergardens, louvred balcony screens and double glazing.
- o. Cross ventilation is to be maintained by means such as glass and metal louvres, and cross over or two storey apartment types.

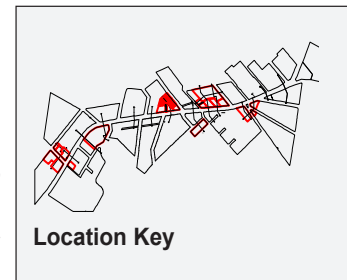




4.3.5 Block 11 (Council Carpark) Public Domain Controls

Introduction

The church grounds and small open space opposite form a significant green pocket on Victoria Road that makes a positive contribution to the street character. The green space at the corner of Jordan Street is exposed to traffic and not well used, but the paved space below this is used for outdoor dining.



Objectives

1. Create a civic precinct associated with the new library and community facilities.
2. Maximise the opportunity for pedestrian connections.
3. Reinforce the positive qualities of the church site and open space opposite.

Controls

- a. Provide public domain / community space equivalent to at least 10% of the site area in the form of a public plaza as shown on the key site drawing or to Council's approval. The public plaza is to have the following characteristics:
 - i. Open to the sky; and
 - ii. A minimum dimension of at least 9 m in any one direction; and
 - iii. A minimum 15 m separation between buildings on either side of the plaza; and
 - iv. paving seating and lighting in accordance with Council's Public Domain Technical Manual.
- b. Create pedestrian connections to Victoria Road.
- c. Widen pavement on Pittwater Road to improve pedestrian circulation, and provide seating.
- d. Provide streetscape improvements including planting in accordance with Block 11 Public Domain Plan (Figure 4.6.34).
- e. Provide a tall dense plant screen as a backdrop to the church. Plant tall native species such as Spotted Gum to screen the residential building behind.





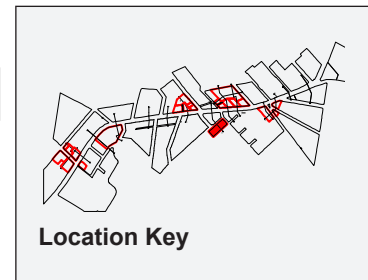
Figure 4.6.34 Block 11 Public Domain Plan



4.3.6 Block 18 (Coulter Street) Built Form Controls

Objectives

1. To create and sustain safe pedestrian access.
2. To create a vibrant hub with activities to complement community, education and entertainment facilities within the precinct.
3. To create a well-articulated sequence of built forms in Coulter Street, Ross Street and Western Crescent, with residential or commercial uses at the upper levels separated into discrete buildings.



Controls

Building Uses

- a. Land-use must complement community, education and entertainment facilities within the precinct.

Street Frontages

- b. Provide active uses including retail or commercial at the first floor and ground level frontage to Coulter Street, Ross Street, Linsley Street and Western Crescent.

Building Heights

- c. Views from nearby sites are to be considered in any redevelopment. Height and Built Form shall comply with Block 18 Built Form Plan (refer to Figure 4.6.36).

Note: The articulation of the top floor in the 3 dimensional building envelope drawing (Figure 4.6.35) is indicative of a top floor treatment, and is not a development control.

Building Depth and Separation

- d. Provide building depth and separation in accordance with Block 18 Built Form Plan (Figure 4.6.36).

Note: All dimensions are to the building envelope.

- e. The building envelope in residential buildings including all balconies and façade articulation is 18 m wide.
- f. The building depth in commercial and retail buildings also includes balconies and façade articulation. Façade articulation such as the use of balconies, bays, entry portals and the expression of structure are desirable architectural expressions.

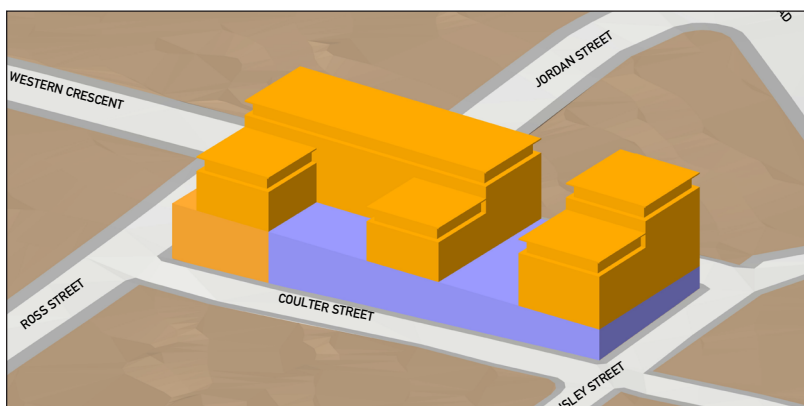


Figure 4.6.35 Block 18 3D Model

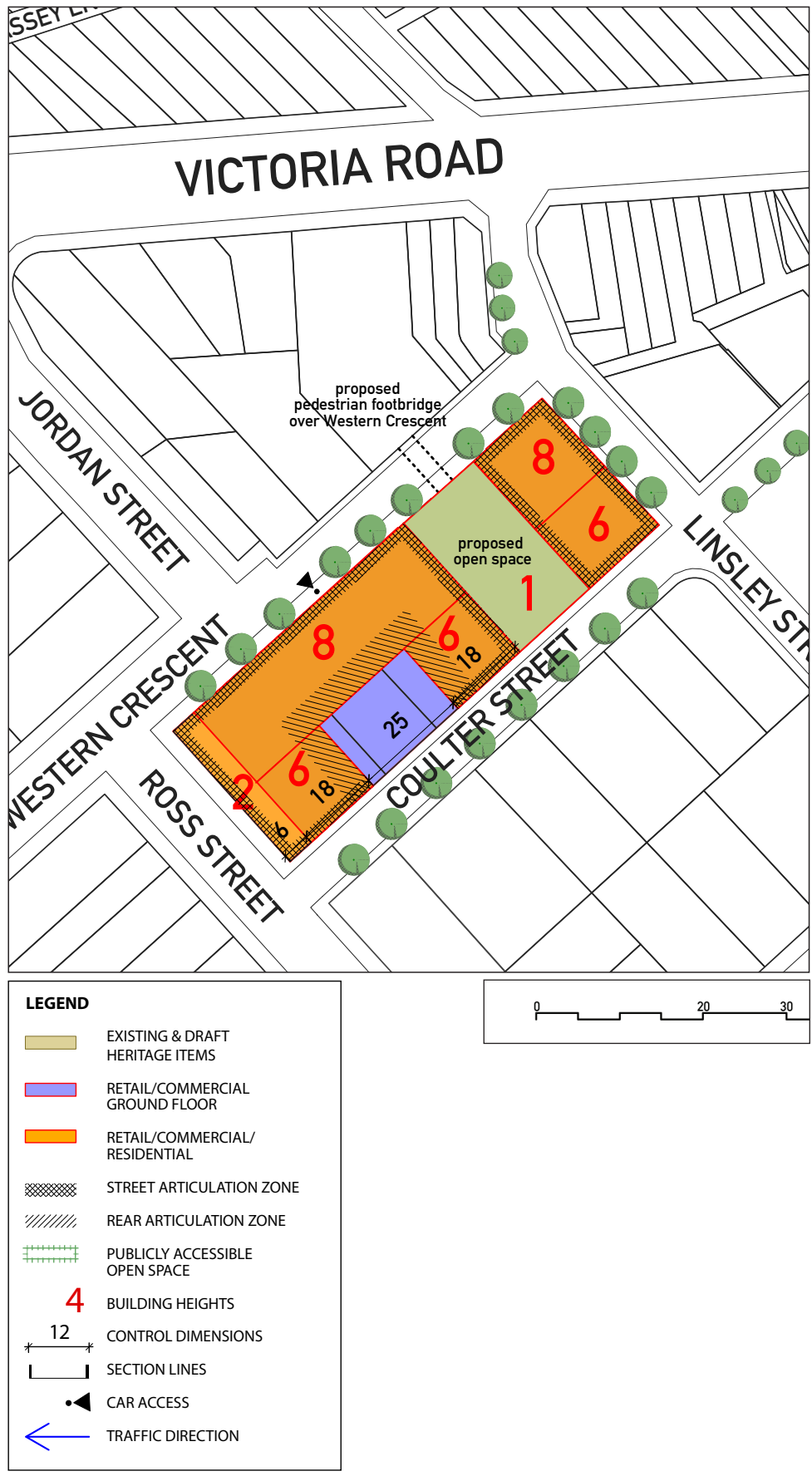


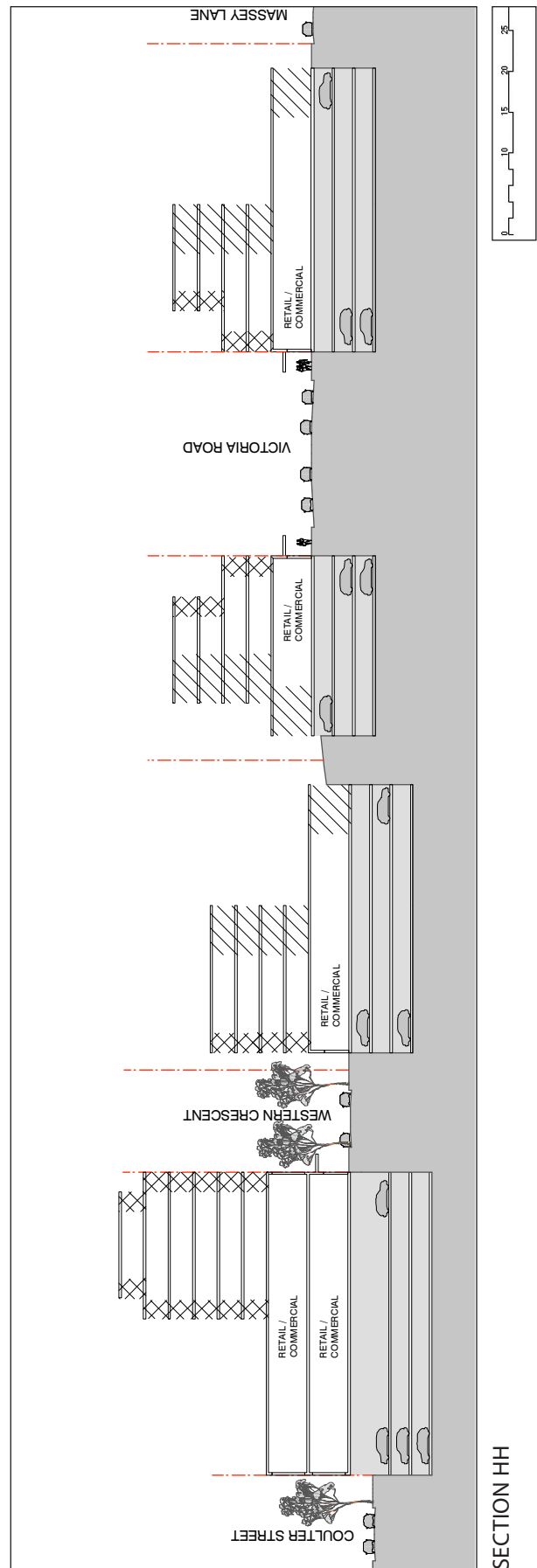
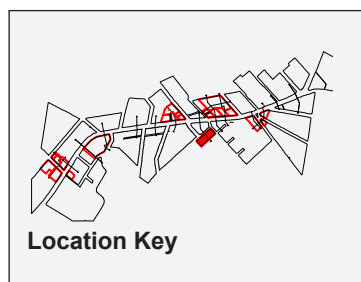
Figure 4.6.36 Block 18 Built Form Plan

Building Setbacks

- g. All levels are to have a zero setback from Coulter Street, Ross Street, Linsley Street and Western Avenue.

Access

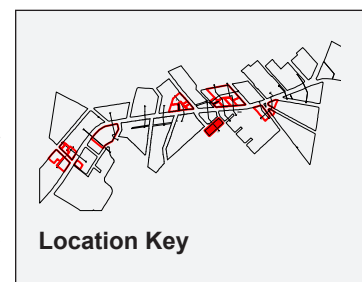
- h. Provide a pedestrian footbridge at a location to the satisfaction of Council and the RMS that links Block 18 with Block 21.
- i. The footbridge shall be lit to P4 Australian Standard, provide weather protection and be fully accessible.
- j. A DA application for new floor space that exceeds 500 m² is to provide a detailed traffic and pedestrian access study that demonstrates safe convenient access.
- k. Parking and safe access must be provided during construction of any new development that exceeds 500 m² (including consideration of kiss and ride for the school and childcare).



4.3.7 Block 18 (Coulter Street) Public Domain Controls

Introduction

Coulter Street, Western Crescent and Linsley Street are narrow one way streets around the existing car park. There is a very poor pedestrian environment, with narrow footpaths and no shade. Coulter Street extends to Trim Place, but the footpath is narrow with poor pedestrian amenity.



Objectives

1. Create a civic precinct associated with new shopping development, with a good pedestrian environment away from Victoria Road.
2. Enhance pedestrian links to create a walkable network of public spaces.
3. Create network of streets with an intimate scale, forming a pedestrian orientated environment.

Controls

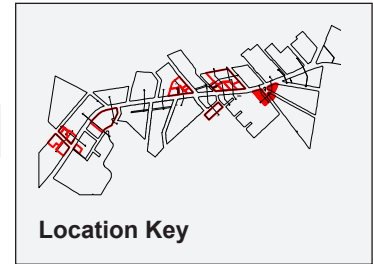
- a. Provide public domain and community space equal to 10% of the key site area or 500 m² (whichever is the greater) and generally in accordance with Block 18 Public Domain Plan (Figure 4.6.38). Public Domain space must meet demands created by the site redevelopment and may include pedestrian connections, laneways and public plazas. Public plazas must be:
 - i. Open to the sky; and
 - ii. A minimum 15 m separation between buildings on either side of the public plaza; and
 - iii. Paved in accordance with Ryde Council's Public Domain Technical Manual.
- b. Set back future buildings on eastern side of Western Crescent for street tree planting, and plant in carriageway on the western side.
- c. Widen footpaths on Linsley Street and Coulter Street to improve pedestrian amenity and allow street tree planting.
- d. Widen footpath on Coulter Street and plant, to enhance the connection to Trim Place.

See also Section 3.3.8 and 3.3.9



Figure 4.6.38 Block 18 Public Domain Plan

4.3.8 Block 20, 25 & 28 (Wharf Road) Built Form Controls



Objectives

1. Create a coherent town centre commercial or retail character with a continuous commercial or retail ground level abutting the street frontage of Victoria Road and extending down Meriton Street and Wharf Road.
2. Create enhanced pedestrian and shopper amenity in Wharf Road and Meriton Street, with active ground level uses and widened footpaths.
3. Provide a New Lane from Meriton Street to Wharf Road. The creation of this New Lane will benefit the flow of traffic in the Wharf Road area and will provide enhanced pedestrian amenity in Wharf Road and Meriton Street. The increased yields are dependent upon the provision of the New Lane.
4. Retain the existing residential/commercial building on the corner of Victoria Road and Meriton Street.

Controls

Building Uses and Ground Floor Activities

- a. Provide mixed use development with retail or commercial uses at the ground floor, with a continuous retail or commercial frontage to Victoria Road, Meriton Street and Wharf Road.

Street Frontages

- b. Provide an active frontage at ground level abutting the property boundaries on Victoria Road, Meriton Street and Wharf Road.
- c. Locate intensely used, small scale retail frontages, such as cafes, restaurants and specialty shops addressing the proposed landscaped pedestrian area at the northern end of Wharf Road.

Building Heights

- d. Provide development in accordance with Block 20, 25 & 28 Built Form Plan (Figure 4.6.40) for building heights in storeys.

Note: The articulation of the top floor in the 3 dimensional building envelope drawing is indicative of a top floor treatment, and is not a development control.

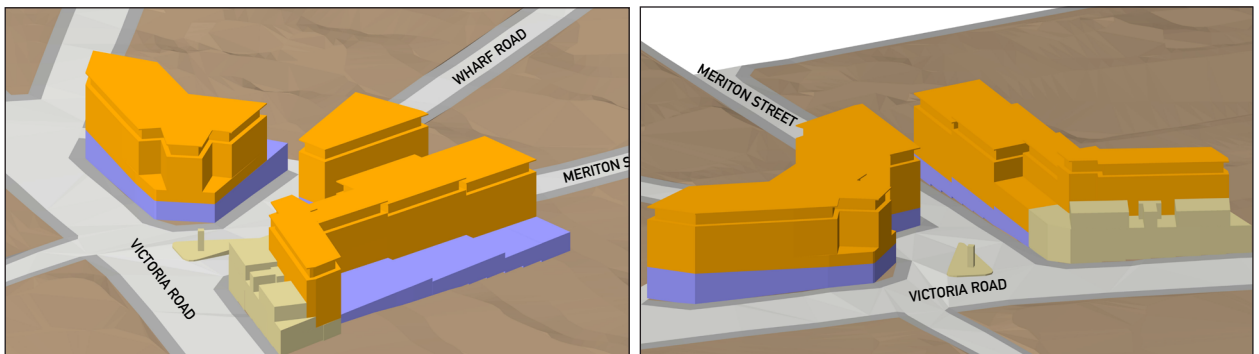


Figure 4.6.39 Block 20, 25 & 28 3D Model

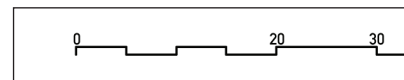
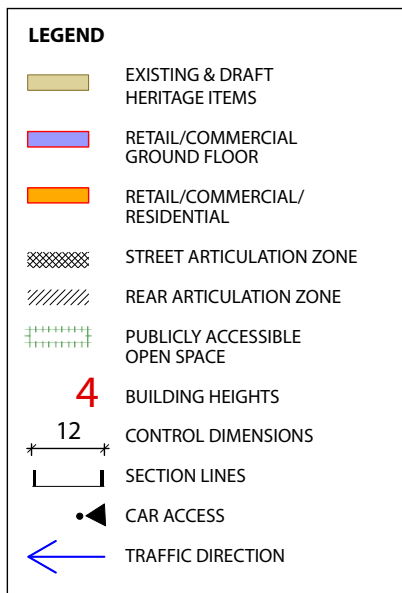
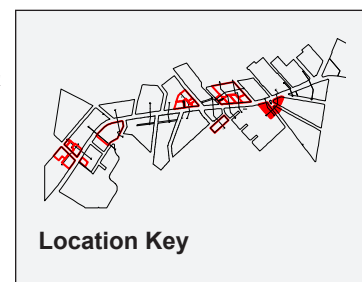


Figure 4.6.40 Block 20, 25 & 28 Built Form Plan

Building Depth and Separation

- e. Provide building depth in accordance with the Block 20, 25 & 28 Built Form Plan (Figure 4.6.40).
- f. Provide 12 m building separation between proposed development and existing or proposed residential development.
- g. An 18 m wide building envelope maximum, including balconies and façade articulation, is preferred.



Building Setbacks

- h. Provide zero setback to Meriton Street and Wharf Road.
- i. The ground and first floors on site 25 have a zero setback to Victoria Road, Wharf Road and Pearson Lane.
- j. The upper floors on site 25 are to comply with the building envelope setbacks to form a splayed corner form that relates to site 28.

Avoiding Noise and Air Pollution in Residential Buildings

- k. Barriers to noise and air pollution are to be provided by the internal layout and design of residential buildings. Barriers are to be created by the location of internal circulation corridors, bathrooms, laundries, storage and other non-habitable spaces adjacent to the road. Living rooms and primary balconies are to be located and oriented away from the main road. Additional barrier techniques include glazed balconies or wintergardens to bedroom balconies, louvred screens to balconies and windows and double glazing to windows and doors. Cross ventilation is to be maintained by means such as glass and metal louvres, and cross over or two storey apartment types.

Access

- l. Provide a new laneway that is 8 m wide and enhances pedestrian and vehicular access to and from the site and the public plaza.
- m. Laneway shall implement Local Area Traffic Management in accordance with RMS guidelines (to ensure that the new laneway does not become a rat run between Victoria Road and Meriton Street).

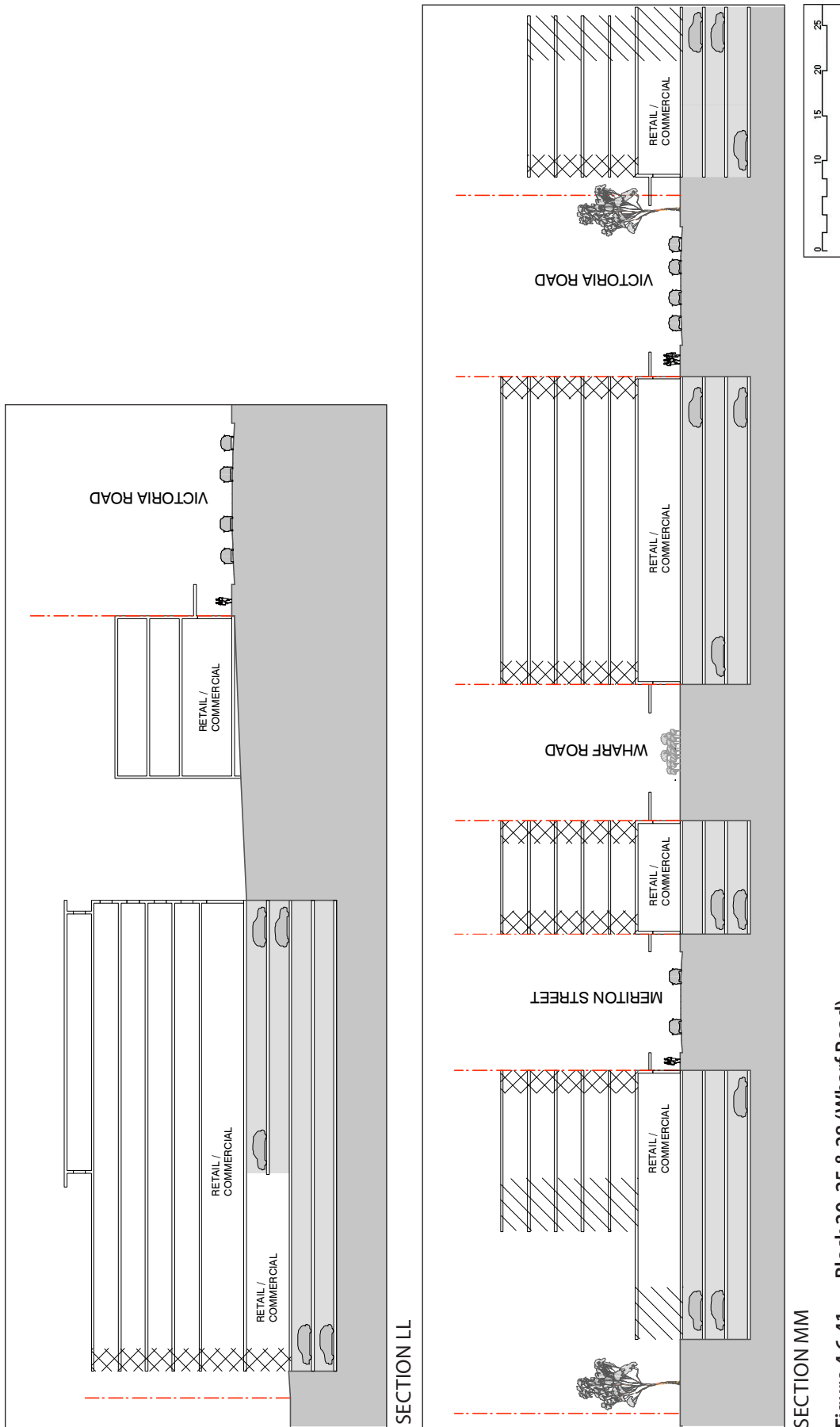


Figure 4.6.41 Block 20, 25 & 28 (Wharf Road)

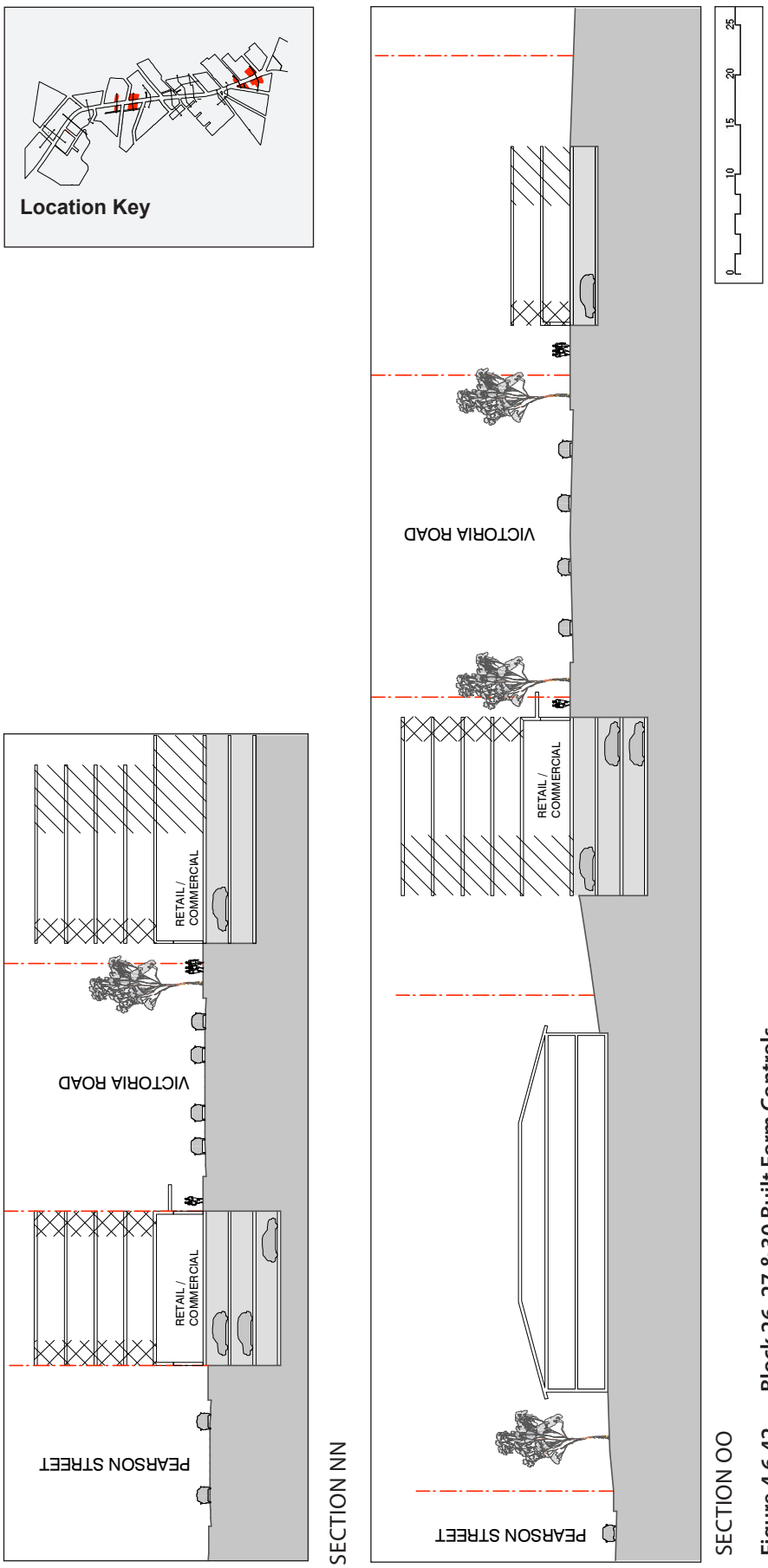
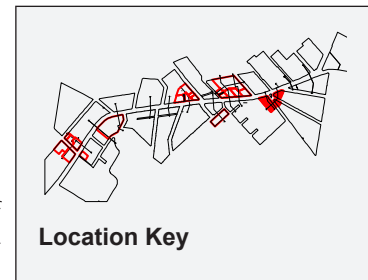


Figure 4.6.42 Block 26, 27 & 30 Built Form Controls

4.3.9 Block 20, 25 & 28 (Wharf Road) Public Domain Controls

Introduction

This is a significant site on Victoria Road, with high visibility on the journey south. It is a potential gateway site, forming the edge of the town centre core. The clock tower has iconic significance for the town centre.



The end of Wharf Road is currently partially closed with traffic calming devices, but still occupied by roadway, with little amenity for pedestrians. Closing the road creates an opportunity to make a new public space, that can complement commercial activity and support community life.

Objectives

1. Create a new public space off Victoria Road that provides opportunities for a range of community and commercial activities that enhance the life and viability of the town centre.

Controls

- a. Close Wharf Road, and provide a new vehicular laneway connection to Meriton Street. (Refer Access)
- b. Provide a public plaza that:
 - i. is open to the sky; and
 - ii. has a minimum dimension of at least 15 m in any one direction; and
 - iii. A minimum area of 500 m² ; and
 - iv. 15 m separation between buildings on either side of the Wharf Road street closure; and
 - v. Paved in accordance with City of Ryde's *Public Domain Technical Manual*.
- c. Provide clear unobstructed and identifiable pathways and open spaces.
- d. Provide generous planting to make a green pocket that contributes to the character of Victoria Road, and is a green backdrop to the clock tower.
- e. Narrow the carriageway to maximise the size of the new public space.
- f. Enhance the landscape surrounding the clock tower.



Figure 4.6.43 Block 20, 25 & 28 Public Domain Plan



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